Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED January 2016

BOARD OF DIRECTORS

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BOARD OF DIRECTORS | December 4-5, 2015

The SCCA National Board of Directors met in Kansas City, Friday, December 4 and December 5, 2015. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher and newly elected directors Arnold Coleman, Bob Dowie and Jim Weidenbaum.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance and Aimee Thoennes, Executive Assistant.

Guests attending the meeting were Jim Wheeler, Chairman of the CRB.

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

The meeting was called to order by Vice Chair Helman.

Executive Team Report and Staff Action Items
President Noble provided a review of 2015 key programs and deliverables with topic areas of core program growth, scca.com, and partnerships. Current initiatives to streamline event process with e-logbook tied into event registration, modernize timing systems in Pro Solo, connecting experiential programs (eg TNIA, Starting Line) to core programs. Multiple program offerings to enhance weekend events. Status update on the website with review of capabilities and reporting. Noble continued with reports on the club's strategic partnerships and new partnership areas.

Prill provided review of Runoffs tech compliance, specifically how to streamline the process with goal of finding the right balance between fair competition and making amateur racers tear down after each event. Also discussed ongoing work with Mylaps about transponders and decoder updates. Bottom line old transponders will continue to work for timing and scoring.

Finance and 2016 Budget
Pfannenstiel discussed the continuing work on the management (cost allocation) project with the desired goal to provide more granular data for decision making on true cost of programs. Reviewed investment account status. Projecting SCCA Inc. net positive operating income for 2015. Enterprises and Pro Racing both expected to be in the black for 2015. Reviewed 2016 budget assumptions, proposed sanction and insurance fees, and major expense items. 2016 Operating budget approximately $9.3M compared to 2015 of approximately $8.4M.

Motion: Kephart/Christopher- Approve 2016 Budget as presented. PASSED: Unanimous

Liaison Reports
General updates on 2015 progress, developments, and directions of programs: Hanushek/Hill - Rally, Hill/Pulliam - RallyCross, Patullo/Zekert - Court of Appeals, Christopher/Pulliam - Executive Stewards, McCarthy/Patullo, Foundation - McCarthy - TTAC.

Ops Manual Update: Staff presented cleanup proposals to adjust for out of date and/or out of practice items.

Motion: Patullo/Butler - Move to accept as presented. PASSED Unanimous.

SCCA Road Rally:

Motion: Hanushek/Hill - Approve RoadRally Board rules as presented, effective 1/1/16. PASSED Unanimous

Item 1. Changes to Article 1 for committee definitions. The Regional DevelopmentCommittee is being added. A new restriction is added to the Disciplinary Committee.

A ***RoadRally*** National Events Committee (NEC) ~~may~~ shall be appointed by the RRB for the purpose of coordinating and administering the SCCA ***RoadRally*** National program. Refer to www.scca.com for current members of the National Events Committee.

A ***RoadRally*** Regional Development Committee (RDC) shall be appointed by the RRB for the purpose of encouraging and supporting regional rally programs. Refer to www.scca.com for current members of the Regional Development Committee.

~~5~~ 6) The RRB shall appoint a three-person ***RoadRally*** Disciplinary Committee, if required. No member of this Disciplinary Committee may be a current member of the RRB.

Item 2. Change to Article 2 to define the pre check requirements previous contained on the sanction application.

E) Safety Precheck

All SCCA sanctioned road rallies must have a safety precheck performed by a qualified ***RoadRally*** Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the precheck.

Item 3. Clarify the wording for the Official Mileage measurement in Article 17.

A) Consistency

OMs shall be as consistent as possible. Only one vehicle equipped with "nonexpandable" tires and one distance-measuring device shall be used inmeasuring the road course. All OMs used in the route instructions and inlocating action points, speed-change points and controls shall be measured by a suitably calibrated instrument ~~capable of resolution to~~ using a resolution of1/100th mile or greater precision (1/1000th mile recommended for NTR events). The event's GI must state the resolution used for the Standard Computation ofleg times.

Item 4. Modify the membership requirement for championships in Article 8.

A) Eligibility

Only SCCA members in good standing at the time of the event shall be eligible to receive points from that event counting toward the annual ***RoadRally***National Championship. Weekend members can accumulate championship points, but must obtain an annual membership ~~prior to the USRRC~~ by November 1 of the current year to be eligible for yearend awards.

Item 5. Add a paragraph in Article 2 to define the membership requirements for event officials.

F) Membership Requirements

The Chairman and the Safety Steward of all events must be SCCA members. The Rallymasters of National events must be SCCA members effective onJanuary 1, 2016. The Rallymasters of Divisional events must be SCCAmembers effective on January 1, 2017.

Item 6. Beginning to 2016, a new level of rally competition is being established - Divisional. These events will have the necessary provisions to satisfy the National Championshiprequirements but have reduced requirements and other accommodations to make them amenable to regional and entry-level national competitors. Divisional rallys will be included in the National Championship. Regional rallys will no longer be included in the NationalChampionship; they can be standalone events for the enjoyment of the competitors or beincluded in regional or other championship series. Regional rallys which were included in the National Championship in 2015 will be reclassified as Divisional rallys in 2016; allowances will be made for any increased Divisional requirements in the first year of transition.

- Add the attached Appendix A to the Road Rally Rules. The existing appendices will be relettered to Appendix B and Appendix C. Appendix A will contain the various requirements and parameters for Regional, Divisional and National rallys.

- The following changes to Article 4 SCCA-Sanction reflect the new level of rally and revised requirements:

A) Definition of an SCCA ***RoadRally***

1) An SCCA ***RoadRally*** in the National championship series shall be an automotive test in which skillful and thoughtful driving and navigational skills are stressed. For NTR, DTR, ~~and~~ NCR and DCR only each vehicle must individually follow a prescribed common route at specified legal and reasonable averagespeeds.

2) **NTR and DTR Only -** Events shall contain no course following or timing 'traps'. The route instructions shall be completely straightforward, so that the entire emphasis of the competition shall be to remain on time on a clearlydefined course.

3) **NCR and DCR Only -** Events may contain course following and timing exercises ('traps').

B) Duration

1) ~~An NTR or NCR shall have a minimum road course of 200 miles and employ a minimum of 18 timing controls, of which at least 12 must be open or passage controls. An NCR shall have an allowable run time of at least 6 hours.~~

2) ~~Regional GTA events in the SCCA ***RoadRally*** National Championship series shall have an allowable run time of at least 3 hours.~~

3) ~~Regional tour and course events in the SCCA ***RoadRally*** National Championship series shall meet at least two of the following criteria:~~

a) ~~A minimum of 4 timed controls b) A minimum run time of 3 hours c) A minimum distance of 60 miles~~

1) The requirements for time, distance and number of timing controls for all rallys are detailed in Appendix A

2) Decisions to discard parts of the rally will not be a basis for de- sanctioning the event even though the discard causes the rally to be less than the above minimums.

3) Any SCCA-sanctioned ***RoadRally*** shall be so constructed as to ensure that participants will not be required to be on the road more than 16 hours in any 24-hour period. In each 24-hour period containing a major phase of a rally there shall be a rest stop of at least eight consecutive hours.

APPENDIX A
Rally Requirements
by Type

	National	**Divisional**	**Regional**
Minimum length for Tour and Course events	180miles	90 miles	No requirements
Minimum length for GTA events	At least 6 hours run time	At least 3 hours run time	No requirements
Number of controls	18 or more, at least 12 must be open or passage.	9 or more, at least 6 of which must be open or passage	No requirements
Measurement resolution	0.01 mile required, 0.001 mile preferred for Tours	0.01 mile required, 0.001 mile preferred for Tours	No requirements
Officials Rallymaster	Full membership required	No requirement in 2016 Full membership required starting in 2017	No requirements

Chairman	Full membership required	Full membership required	Full membership required
Safety Steward	License required	License required	License required
SCCA sanction application	Required. Must be submitted 90 days in advance and approved by the NEC.	Required. Must be submitted 30 days in advance and approved by the NEC.	Required. Must be submitted at least 14 days in advance and approved by SCCA Rally Department.
SCCA Insurance	Required as described in Article 14 of the RRR's.	Required as described in Article 14 of the RRR's.	Required as described in Article 14 of the RRR's.
Fees	$10.00/car sanction fee plus $3.50/car insurance fee. No minimum fee.	$4.00/car sanction fee plus $3.50/car insurance fee. No minimum fee.	$2.00/car sanction fee plus $3.50/car insurance fee. No minimum fee.
Safety	Rally must have a safety precheck performed by a licensed SCCA RoadRally Safety Steward.	Rally must have a safety precheck performed by a licensed SCCA RoadRally Safety Steward.	Rally must have a safety precheck performed by a licensed SCCA RoadRally Safety Steward.
OBS Control	Not required	Not required	Not required
Equipment classes	Equipped, Limited, and Stock are required. Additional classes are allowed for local trophies (Novice for example) but must be incorporated into the 3 required classes for National Championship points.	Equipped, Limited, and Stock are required. Additional classes are allowed for local trophies (Novice for example) but must be incorporated into the 3 required classes for National Championship points.	No requirements.

SCCA Road Rally National Championship points	Contestants receive National Championship points as described in the current RRR's.	Contestants receive National Championship points as described for Regionals in the current RRR's.	Contestants do not receive any National Championship points.
SCCA Road Rally Lifetime points	Contestant are ranked by overall finishing position regardless of Class and assigned Lifetime points as described in the RRR's	No Lifetime points	No Lifetime points
Adherence to Road Rally Rule Book (RRR's)	Required. Exceptions may be granted by request.	Only the following sections of the RRR's are required: Article 10 - Entry Requirements (except D) Article 11 - Championship Classes Article 13- Vehicle Inspection (except Championship stickers not required) Article 14 - Insurance Article 15 - Conduct Article 17 - Mileages Article 18 - Timing and Scoring Article 19.C - Penalties Article 21 - Time Allowances (Regions may modify the timing allowance procedures as long as the intent of this article is met). Exceptions may be granted by request.	Only the following sections of the RRR's are required: Article 10 - Entry Requirements (except D) Article 13 - Vehicle Inspection (except Championship stickers not required) Article 14 - Insurance Article 15 - Conduct Article 19.C - Penalties Article 21 - Time Allowances (Regions may modify the timing allowance procedures as long as the intent of this article is met). Exceptions may be granted by request.
Submission of results	Required within 15 days after event. If not submitted within 45 days, results will not count towards National Championship points.	Required within 15 days after event. If not submitted within 45 days, results will not count towards National Championship points.	May be submitted toSCCA rally department, but not required. Results do not count towards National Championship points in any case.

SCCA RallyCross

Motion: Pulliam/Hill - Approve RallyCross Board rules as presented, effective 1/1/16. PASSED Unanimous

SCCA RallyTrials/ RallySprint® Rules

I. Purpose

RallyTrials is intended to allow for an experienced RallyCross competitor with an increase in safety equipment to move up to a higher level of RallyCross.

RallySprint are intended to be a middle ground between RallyTrials and stage rally, and as such, will require an even higher level of safety preparation than RallyTrials. RallySprint courses allow for higher speeds and more-challenging driving conditions than those allowed in the current RallyCross and RallyTrials Programs. RallySprint is intended to appeal to RallyCross or RallyTrials drivers who want to move to the next level of the sport and to current stage rally drivers who are seeking alternate venues to compete in their rally cars

II. Definitions

A RallySprint and RallyTrials are motorsports events in which one vehicle at a time navigates a clearly defined course, with elapsed time plus penalties for course deviations being the determining factor for awards. Although side-by-side competition is not allowed, more than one vehicle may be on course at the same time provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation.

B A RallyTrial**s** is similar to a RallyCross event but with longer courses and higher speeds allowed. Like RallyCross, RallyTrials events are run on primarily flat, expansive dirt or gravel surfaces with minimal fixed objects, exposures and hazards on the course site. Examples include large dirt/gravel parking areas or other appropriate open areas such as fields or off road parks. Also like RallyCross, the entire RallyTrials course is delineated by upright and pointer cones

C A RallySprint is similar to a rally-type stage but with a relatively short stage length and lower speeds than typically encountered in stage rally. RallySprint events are run on sections of dirt, gravel or snow-covered roads or trails that are closed to the public. The course is primarily delineated by the roadway, with upright and pointer cones placed at key locations for way-finding and hazard-warning purposes. RallySprint events are typically run on off-road/rally school sites and short sections of dirt/gravel roads

III. Procedure for SCCA® Sanction

A Organizers must submit a sanction application to the SCCA National Office for event approval. First time events should allow 60 days for Sanction approval. Repeat events should be submitted 30 days prior to event date.

B The sanction application must include a proposed scale course design map with course, hazards and surrounding areas indicated. The sanction application must also include the event's safety plan.

C All new sites must be reviewed to determine suitability. Previously approved sites do not require review unless there have been material safety or surface changes to the site.

IV. Site Selection and Course Design

A Site and Course Design Requirements

1 The RallyCross Board or their representatives will review sites and courses via the sanctioning process to ensure that each event site and course meets safety requirements.

2 Since there are many variables among sites and courses, it is impractical to mandate arbitrary course design parameters, such as average speeds, maximum speeds, and maximum course length. Per the RallyCross rules, course speeds should be reasonable and prudent for the conditions encountered. Courses should emphasize vehicle handling and not top speed.

3 It is inherent that course conditions and individual vehicle preparation may cause one or more of a vehicle's wheels to momentarily leave the ground, however, jumps and other course design features intended to cause a vehicle to become airborne are prohibited.

4. A sufficient number of marshal stations shall be placed at appropriate and safe locations along the course to ensure every portion of the course

B RallyTrials **Courses**

1 RallyTrials courses shall be placed on relatively level, smooth dirt or gravel surfaces and shall avoid incorporating significant elevation changes or abrupt high-speed turns. Course design should normally provide a combination of flowing turns connected by short straight sections.

2 Maximum speeds on straights should not normally exceed 60 miles per hour for the fastest vehicles.

3 A 30 second penalty will be given if a course marker/pylon is upset or totally displaced. A 50 second penalty will be given for each missed gate.

4 Courses should be designed so that the entire course may be observed by course officials from one location. It is recommended that RallyTrials courses not exceed 1.5 miles in length.

5 Like RallyCross, the course will be designated by upright and pointer cones. It is recommended that cone positions be marked with landscape flags (or similar) to ensure displaced cones are replaced in the proper location.

6 The course must be located a reasonably safe distance from fixed objects and hazards, such as trees, poles, barriers, buildings, mounds, holes and ponds. The minimum recommended set-back for hazards on the inside of turns and along straights is at least 25 feet. The minimum recommended set-back for hazards on the outside of corners is at least 50 feet.

C RallySprint Courses

1 RallySprint courses may be run on RallyTrials -type sites (e.g. large dirt/gravel parking lots) or on sections of dirt, gravel or snow-packed roads. Course design may allow somewhat faster speeds than RallyTrials events, but the emphasis should remain on vehicle handling, not top speed.

2 Maximum speeds on straights should not normally exceed 70 miles per hour for the fastest vehicles. Chicanes may be used to control speeds on longer straight sections.

3 Penalties should be minimally the same as RallyTrials.

4 For RallySprint courses that are set up on large, open areas, the course will be designated by upright and pointer cones. For RallySprint courses that are set up on roads or trails, the roadway itself will designate the course and cones may be used to mark key course features, such as corner entries, hazards, gates and intersections.

V. SCCA® Insurance

A Liability and Participant Accident coverage will be provided as indicated in the SCCA® Insurance Manual

VI. Event Officials

A Each event shall have an Event Steward, Chief Steward and Safety Steward. Additional officials may be designated.

VII. Entrant Eligibility and Licensing

A To be eligible, a driver must be an SCCA® member, at least 16 years old, possess a “full privilege” operator’s (driver’s) license from their state of residence, and meet at least one of the following requirements:

1. For RallyTrials, competed in a minimum of four (4) RallyCross events within the last two (2) years.

2. For RallySprint, competed in a minimum of two (2) RallyTrials events or ten (10) RallyCross events or holds or has held a competition license in any road racing, rally or hill climb series issued by a sanctioning body recognized by SCCA;

3. A driver who does not meet the requirements of sections 1, 2 above, but who has relevant rally or equivalent motorsports competition experience may be approved to compete upon submitting appropriate documentation of such experience to event officials.

VIII. Workers

A Events will operate primarily utilizing competitors and volunteers as course workers, similar to RallyCross events.

B Non-competitors may serve as course workers but must be SCCA members (weekend memberships allowed).

C All workers must attend a course worker operations & safety briefing prior to the start of competition at the event.

IX. Event Safety Requirements

A At least one safety vehicle shall be provided at each event to respond to emergencies. The safety vehicle must carry a fire extinguisher(s) and an approved first aid kit.

B An ambulance must be on site or on call and available to respond and arrive at event location within five (5) minutes of a telephone call from the event site. A cellular phone 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 during competition runs.

C The approved safety plan to address emergencies must be posted on the official notice board at the event.

D Marshal stations shall be set up in designated locations along the course and each station must have a line-of-site view of its adjacent (up course and down course) marshal stations or have a system in place of accountability for competitor's vehicles.

E Each marshal station must have at least one dry chemical fire extinguisher with a minimum total capacity of 20 lbs. and one red flag.

F Two-way radio communication shall be provided between event control and all marshal stations.

G Each marshal station shall have at least two (2) workers. Marshals must be SCCA members and at least 16 years of age.

H Each marshal station shall be positioned a reasonably safe distance from the course. Stations should not normally be placed on the outside of corners.

I Spectating areas for those not working or competing must be at least 75 feet from the course. It is recommended that any such spectating area have at least one marshal in place.

J Approved photographers are allowed along the course during competition runs but must be accompanied by an approved spotter and located in safe locations, preferably marshal stations.

X. Vehicle Safety Equipment Requirements

A RallyTrials-

1 Each competition vehicle must complete and pass a vehicle safety ("Tech") inspection conducted in accordance with the RallyCross rules. The purpose of the safety inspection is to ensure that vehicles meet safety requirements; it is not intended to verify whether a vehicle meets the preparation allowances for a particular class.

2 At a minimum, all vehicles must be in good mechanical condition.

3 The Current SCCA Time Trial rules for Hill Climbs for Rollbars, Driver Restraint, Seats and Fire Suppression will be used.

B RallySprint-

1 Each competition vehicle must complete and pass a vehicle safety ("Tech") inspection conducted in accordance with the RallyCross rules. The purpose of the safety inspection is to ensure that vehicles meet safety requirements; it is not intended to verify whether a vehicle meets the preparation allowances for a particular class.

2 At a minimum, all vehicles must be in good mechanical condition with the following safety equipment:

a As a minimum, a roll cage meeting 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. Events can require a higher level of protection in Supplemental Regulations.

b 5, 6, or 7-point driver's restraint system meeting SCCA standards (GCR Section 9.3.19.) shall be used at all times while on the track.

c Driver and co-driver seats shall be firmly mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. Seats must be intended by their manufacturer to be for competition use.

d A hand-held fire extinguisher or on-board system that complies with the current SCCA GCR requirements;

C The Chief Steward is authorized to prevent any vehicle from competing that they believe to be unsafe.

XI. Driver Safety Equipment Requirements

A RallyTrials: The following equipment must be displayed for safety Inspection and be used during competition by all drivers and passengers:

1. A helmet meeting the current RallyCross requirements. If the vehicle does not have a front windshield, the driver shall wear goggles or a face shield;

2. 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. This includes suits, gloves, socks, and shoes.

3. Head and neck restraint systems (HANS) are highly recommended but not mandatory.

4. Driver/passenger arm restraints are required for any vehicle that does not have a side window adjacent to the driver/passenger. Windows must be rolled up during competition

5. One passenger is allowed in the front passenger seat of a vehicle during competition. Passengers must be at least 15 years of age, current SCCA members and complete the required event waiver. Passengers must wear safety equipment that meets the driver's safety equipment requirements of this section. The quality and rating of the passenger's seat and restraints in the vehicle must be at least equal to those of the driver's seat and restraints.

B **RallySprint***:*

1. A helmets approved by the Snell Foundation with Snell sticker *SA2010/*SAH2010*, or SA2015/ SAH2015*, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR.2.

2. All occupants must wear a driving suit that effectively covers the body from the neck to the

ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label. (see SCCA GCRs section 9.3.20.C.1)

3. All occupants are required to use a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. (from SCCA GCRs section 9.3.20.C.2)
4. One passenger is allowed in the front passenger seat of a vehicle during competition. Passengers must be at least 15 years of age, current SCCA members and complete the required event waiver. Passengers must wear safety equipment that meets the driver's safety equipment requirements of this section. The quality and rating of the passenger's seat and restraints in the vehicle must be at least equal to those of the driver's seat and restraints.

XII. Vehicle Classifications

A RallySprint and RallyTrials is open to any fixed-roof, production-based car, sport utility vehicle or light truck (including convertibles with a factory hardtop attached, targa-types with factory panel in place, non-glass t-tops with factory panels in place) that meets the safety requirements of these rules.

B If the Event Chairman, after consultation with the Event Safety Steward, determines at his/her discretion that a vehicle cannot safely negotiate the course, it may be excluded.

1 **RallyTrials** vehicles will be classified as per current SCCA RallyCross Rules.

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 under 2.5 liters.
- **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 capacity under 2.5 liters.
- **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.

Adjusted engine capacity is the actual displacement for normally-aspirated engines or 1.4 times the actual displacement for vehicles with forced induction (turbochargers, superchargers).

C Other classification systems will be considered and should be listed on the sanction application.

D Vehicles that meet the safety requirements and are currently log-booked to compete in other non-SCCA racing or rally series, such as SCCA, Rally America, GRC, NASA, SCORE, FIA, and USAC,

are eligible to compete at the discretion and approval of SCCA or Event Chairman.

XIII. Event Supplemental Regulations

A Each event shall have supplemental regulations to address event-specific rules and requirements, including the event schedule, run order, timing & scoring, awards, and site/course-specific regulations.

Appendix A Supplemental Regulations

1. Event Description:

Name**:**
Location:
Event Date:
Sanction: this event is sanctioned by the Sports Car Club of America (SCCA), and hosted by the XX Region of SCCA
Insurance: this event is insured through the Sports Car Club of America (SCCA).

2. Purpose:

3. Supplemental Rules: These Supps may be updated prior to the event. The revision number and date will be your verification that you are looking at the most recent edition. *Revisions will be in italics.*

4. Entry:

4.1 Entry Schedule and fees:

4.2 Payment:

4.3 Refunds:

4.4 SCCA Membership:

4.5 Non-SCCA entrants: Non-members (anyone that will be in a competition vehicle) must purchase a weekend membership for $XX per person. This is in addition to the team entry fee.

4.6 License: Any person driving in the RallySprint/Trials must possess a valid driver's license from their home state. No other competition license is required.

4.7 Number of Entrants:

4.7.1 The event will be limited to teams. A team consists of a driver and a co-driver. A team is not officially entered until all required entry forms and materials are submitted and payment in full is received. A "wait list" will be maintained in the case of withdrawals.

4.7.2 *Because of the road configurations that may be used, it may be possible for two teams or drivers to use the same vehicle. Each team or driver must register separately.*

4.8 Entry Paperwork:

4.8.1 for an entry to be considered complete, the following must be submitted:
- fees: entry, weekend membership – submitted on-line
- required driver, co-driver and crew information –submitted on-line
- rally vehicle information

4.8.2 Other: drivers may send electronic verification of driver's license, or be prepared to show at registration.

4.8.3 Waivers: all team members and crew must sign the required waivers upon entering the property.

5. Organizing Committee:

Event Steward:
Chief Steward:
Registrar:
Safety Steward:
Control Captain: If needed
Spectator Captain: If needed
Communication Chief: If needed
Scrutineer:
Sweep Captain: If needed

6. Day of Event Schedule:

9. Competition Classes:

10. Log Books

10.1 Issuing of Log Book:

11. Required Vehicle Safety Equipment:

11.1 Rollbar/rollcages

11.2 Padding

11.3 Seats:

11.4 Harnesses

11.5 Emergency Triangle:

11.6 Fire extinguishers:

12. Scrutineering: Vehicle and personal safety equipment must be inspected and approved before any

vehicle or person may begin competition. A “Tech Form” is included in the Appendix to assist teams be properly prepared.

13. Required Personal Safety Equipment: The following items are required for all drivers and co-drivers:

13.1 Helmets:

13.2 Head and Neck Restraint Device

13.3 Driving **suit:**

14. Stage and Transit Notes:

15. Recce:

16. Car numbers: Each competitor may choose his/her car number. In the case of duplicate numbers, an SCCA membership will provide priority in choice. If neither entrant is an SCCA member, the first entrant registered will have priority.

16.1 Car numbers are not supplied by the event and are the responsibility of the entrants.

16.2 Numbers: Car numbers should be 8” tall and 1.25” brush width minimum.

17. Service:

17.1 General: The service area will be crowded. Please keep your area as compact as possible.

17.1.1: Ground cover: a tarp should be placed down under the vehicle before performing any work.

17.1.2 Trash: This is carry in – carry out. Do not leave garbage around, including cigarette butts.

17.2 Fueling:

17.2.2 All fueling will take place in the assigned fuel depot area (consistent with stage rally rules).

17.2.3 A team member must be standing by with fire extinguisher in hand during fueling. (consistent with stage rally rules).

17.3 Repairs: Jack stands must be placed under the vehicle when more than one wheel is in the air. Jack stands are to be used any time a person is to work under a jacked vehicle.

17.4 Service vehicles:

18. Sweep:

19. Food and beverages:

There is no consumption of alcoholic beverages before or during the rallysprint/Trials.

20. Spectating:

21. Lodging:

22. Results:

23. Awards:

Appendices:

Incident procedure:

Radio frequencies for event:

Tech sheet:

Stage maps:

Region Development

At their September 2015 membership meeting, the Southern Indiana Region agreed to cede territory in their Region to the West Kentucky Region. Following this meeting, a request was made to the Board of Directors to approve a provisional SCCA Region Charter for West Kentucky Region SCCA to operate in the western Kentucky area. Territory to include the following counties in Kentucky: Christian, Muhlenberg, Todd, Caldwell, Crittenden, Livingston, Lyon, Trig, Calloway, Marshall, Graves, McCracken, Ballard, Carlisle, Hickman and Fulton

Motion: Harris/Hanushek - Motion to create Western Kentucky Region as presented in briefing book. PASSED 12-1. Abstain- Zekert

GT Lite Naming Motion - Long time GTL/GT4 competitor recently passed away. The Board of Directors received a member request to honor this person at the 2016 Mid-Ohio Runoffs GTL race.

Motion: Patullo/Zekert - Motion to direct staff to determine best way to honor Charlie Pollet at 2016 Runoffs. PASSED - Unanimous

Solo Events Board

Motion: Hanushek/Harris - Approve SEB rules as presented effective 1/1/16. PASSED Unanimous

Approved rules package follows the minutes.

Club Racing Rules Changes - Prill

Motion: Patullo/Lindstrand - Approve the addition of a "Hoosier Tires" decal requirement for Formula F as a condition of the spec tire contract effective 1/1/2016. PASSED Unanimous

***9.1.1.B.10.f**: All Formula F competitors competing in an SCCA sanctioned event shall place three (3) "Hoosier Tires" decals on their car in the following locations: one (1) 8"x2" on the vertical plane of the front nose section, and two (2) 11"x3", one on each side of the engine cover on a vertical plane.*

Motion: Hanushek/Hill - Modify Section 3.7.3.A.1.b.3 to strike reference to SRF3. This was applicable only for 2014 where there was no SRF3 class. PASSED Unanimous

3.7.3. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Divisional 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.

A. Invitations to the SCCA Runoffs

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

1. U.S. Majors Tour Championship Events

A competitor must meet both participation and performance requirements.

b. Performance Requirements

3. Score enough class points in the current year Nationwide Points Standings to have placed in the top 50% in the previous year's National Points Standings for his class. ~~This criteria does not apply to SRF3 participants since there was no 2014 participation.~~

Example: If 100 drivers participate in a class in the previous race season, with the 50th place driver having scored 35 points, then any driver who scores 35 points or more in his class in the current race season will receive an invitation.

Motion: Butler/Lindstrand- Add SRF3 to 2b and 2e. PASSED Unanimous

2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through Division Championships.

b. Performance Requirement: A competitor must finish in the top three positions in his class point standings, except SM, SRF and SRF3 where the top five will be invited.

e In addition to the Top 3 (Top 5 SRF/SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% of their Divisional championships in the Divisions making up the Majors Conference hosting the Runoffs to be eligible for Runoffs invitations on a space available basis.

Motion: Harris/Patullo - Delete section 2.e for Top 50% points earners in Division to earn Runoffs invitation. DEFEATED 5-8. For - Harris, Helman, Kephart, Patullo, Christopher

Motion: Patullo/McCarthy - Change wording on 2.e to name the specific divisions this will apply to as follows, effective 1/1/16. PASSED 10-2-1. Against - Kephart, Zekert, Abstain – Harris. This will be reviewed annually by the Board of Directors

2.e In addition to the Top 3 (Top 5 SFR/SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in CenDiv, NeDiv and Great Lakes Divisions for 2016 ~~of their Divisional championships in the Divisions making up the Majorsa Conference hosting the Runoffs~~ to be eligible for Runoffs invitations on a space available basis.

Motion: Patullo/Hill- Approve the following changes to GCR section 3.7.3. regarding Runoffs qualification effective 1/1/16. PASSED Unanimous

3.7.3. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Divisional 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.

A. Invitations to the SCCA Runoffs

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

1. U.S. Majors Tour Championship Events

A competitor must meet both participation and performance requirements.

a. Participation Requirements

Participate on track in a minimum of three separate U.S. Major Championship event weekends and have a minimum of three individual race finishes, all in the same class.

b. Performance Requirements

A competitor must meet one of the following:

1. Finish in the top 10 of a Conference's point standings in class*, or, in classes with more than 20 participants, score points in the top 50 percent.*

2. Score points in the top 50% of Nationwide point standings (see c below) for entrants in his class.

Example: If 100 drivers ~~enter~~ *participate in* U.S. Majors Tour races in the current race season, the top 50, who score any points, will receive an invitation.

3. Score enough class points in the current year Nationwide Points Standings to have placed in the top 50% in the previous year's National Points Standings for his class.

Example: If 100 drivers participate in a class in the previous race season, with the 50th place driver having scored 35 points, then any driver who scores 35 points or more in his class in the current race season will receive an invitation.

c. Nationwide Point Standings

Nationwide Point Standings will be complied for U.S. Majors Tour participants in each Runoffs-eligible class. The Nationwide Point Standings assigns points on the same schedule as the U.S. Majors Tour. A driver's best seven points races in the same class count in the Nationwide Point Standings, regardless of the Conference in which the points were earned. ~~The National Championship Runoffs will serve as the final tie breaker if needed.~~ 3.7.2.A, 3.7.2.B and 3.7.2.C apply to the Nationwide Points Standings *as tiebreakers*. *The National Championship Runoffs will serve as the final tiebreaker, if needed.*

2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through Division Championships.

a. Participation Requirement: A competitor must participate on track in a minimum of four Division Championship points weekends.

b. Performance Requirement: A competitor must finish in the top three positions in his class point standings, except SM and SRF where the top five will be invited.

c. If a Division Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.

d. A competitor must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).

e. In addition to Top 3 (Top 5 SRF/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% of their Divisional championships in the Divisions making up the Majors Conference hosting the Runoffs to be eligible for Runoffs invitations if space is available in their class.

3. Defending National Champions

~~Every current defending National Champion will be invited to enter the Runoffs under the following conditions:~~ In addition, a current defending National Champion, who has not met the Runoffs invitation requirements in 3.7.3.A.1 or 2, may be accepted as an entrant even if he did not meet the participation requirements of 3.7.3.A.1 or 2.

a. The entry will not be included in the total count of Runoffs invitations.

b. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es).

c. He will not bump anyone from the field who was invited based on the qualifications in 3.7.3.A.1 or 2.

~~*d.*~~

de. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a National Champion.

ef. Eligibility not covered by these criteria will be resolved by the CRB.

4. Additional Requirements

The driver must hold a current SCCA Full Competition License or SCCA Pro License.

B. Refusal Of Entry

A competitor whose entry has been refused for the SCCA Runoffs may protest and appeal only the refusal of his entry, and he may protest up to 15 days before the start of the event. (See 4.4.6.)

Motion: Patullo/Hill- Approve the following changes to GCR language relating to the recognition of a National Champion and the minimum car counter per class. Effective 1/1/16. PASSED Unanimous

3.7.3.C. Invited Runoffs Classes

All Runoffs eligible classes are invited to the Runoffs.

1. A ~~class~~ *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 ~~class~~ *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 ~~may race as a supplemental class, but~~ will ~~not~~ 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.

Motion: Hanushek/Zekert - Replace the third sentence of Paragraph 6.2 of the Operations Manual with the following: ~~While~~ SEB members generally serve from three to six years. Members shall serve on the SEB for no longer than ~~six~~ eight consecutive years. PASSED Unanimous

SRF as a regional class - Hill

The 2015 GCR says "*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, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) become part of SRF3 as one class.*

Board discussion to consider amending this language to "at which time the SRF (1.9 powered cars) will become a Regional Only GCR Class". In addition, BoD discussed and generally supports a rule implemented to allow 1.9L SRF cars to compete in Runoffs eligible races classed with SRF3 similar to the rules that allow IT cars to compete in ST and Prod classes today, this part of the change does not have to be implemented until 2018.

Rationale is that there will still be approximately 100-150 1.9L Gen 2 SRF that will not convert. Enterprises agrees they can support a reduced size Gen 2 fleet, and this will also provide a lower cost entry point for SRF than Gen3/SRF3. Making a regional only GCR class provides for uniform compliance enforcement vs multiple region/division regional rule sets.

Motion: Hill/Harris. BoD agrees to refer recommended changes for SRF future to CRB to craft appropriate rules.

Club Racing Board - Wheeler

Motion: Butler/Lindstrand - Approve Club Racing rules as presented in addendum. PASSED Unanimous

Motion: Lindstrand/Butler - Approve Club Racing rules as presented in briefing book except Letter 16946 Short Shift Kit, effective 1/1/16. PASSED Unanimous.

Letter 16946 withdrawn. CRB will work with Club Racing Technical and refine a tight technical definition of short shift kit to place in Appendix F Technical Glossary. Short Shift Kit rule can then be added to classes on a case by case basis.

Motion: Pulliam/Butler - Adjourn meeting for the day.

The 2015 Board adjourned and the 2016 Board was called to order by Vice Chair Helman with Bob Dowie, Area 1, Arnie Coleman, Area 8 and Jim Weidenbaum, Area 13 participating.

The following were elected as the **2016 BoD Officers**

Chairman, John Walsh
Vice Chairman, Dan Helman
Treasurer, KJ Christopher
Secretary, Tere Pulliam
5th member of the Executive committee, Steve Harris
Assist Treasurer, Brian McCarthy

BOARD STATEMENT: The Board extends its appreciation to Bill Kephart, Dick Patullo and Todd Butler for their 6 years of service on the Board of Directors.

The following appointments were made to the **2016 Program Boards**

CRB
Chairman, Jim Wheeler
Sam Henry
Tony Ave
Peter Keane
John LaRue
Kevin Fandozzi
David Arken
Todd Butler

BOARD STATEMENT: The Board extends its appreciation to Chris Albin for his service to the Club on the Club Racing Board.

EXECUTIVE STEWARDS
Chairman, Jim Rogaski (approved October 2015)
CenDiv, Kevin Coulter
Great Lakes, Dan Hodge
MiDiv, Dan Miklovic
NorPac, Bill Blake
NE, Kathy Barnes
RM, Phil Shuey
SE, Paul Gauzens
SoPac, Barbara Knox
SW, Tom Brown

BOARD STATEMENT: The Board extends its appreciation to Jim Averett, Scott Bowman and Ken Jones for their service to the Club.

COURT OF APPEALS
Chairman, Mike West
Jerry Wannarka
Laurie Sheppard
Spencer Gorham
Rick Mitchell

Secretary position to remain vacant for 2016.

BOARD STATEMENT: The Board extends its appreciation to John Nesbitt and Sue Roethel for their service to the Club.

SOLO EVENTS BOARD
Chairman, Brian Conners
Steve Hudson
Mike Simanyi
Richard Holden
Eric Hyman

Bob Davis
Mike Brausen

BOARD STATEMENT: The Board extends its appreciation to Dave Hardy and Mark Andy for their service to the Club.

SOLO DEVELOPMENT COORDINATORS
SW, Phil Osborne
SE, Scott Dobler
CenDiv, Steve Garnjobst
SoPac, Eric Clements
NorPac, Keith Brown
NE, Mark Andy
RM, Tom Reynolds
MiDiv, Albert Hermans
GL, Raymond Jason

BOARD STATEMENT: The Board extends its appreciation to Lindsay Wilson for his service to the Club.

SOLO SAFETY COMMITTEE
Chairman, David Steger
John Lieberman
Arouch Poonsapaya
Brian James Robertson
Kathy Barnes
Cal Craner
Janice Sansone Rick

ROAD RALLY BOARD
Chairman, Rich Bireta
Jim Crittenden
John Emmons
Clarence Westberg
Charles Hanson

BOARD STATEMENT: The Board extends its appreciation to Len Pincton and Jeanne English for their service to the Club.

DIVISIONAL ROAD RALLY STEWARDS
SE, Bob Ricker
SoPac, Larry Scholnick
GL, Mike Bennett
CenDiv, Clarence Westberg
NE, Steve McKelvie
MiDiv, Rich Bireta
RM, Lindsay Wilson
SW, Sasha Lanz
NorPac, No appointment

RALLYCROSS BOARD
Stephen Hyatt, Chairman
Chris Regan
Ron Foley
Kito Brielmaier
Karl Sealander
Keith Lightfoot
Marc Macoubrie

BOARD STATEMENT: The Board extends its appreciation to Brent Blakely for his service to the Club.

DIVISIONAL RALLYCROSS STEWARDS

SW, Mike Jiang
GL, Z.B. Lorenc
CenDiv, Dustin Nevonen
MiDiv, Jim Rowland
NE, James Quattro
NorPac, Paul Eklund
RM, Will McDonald
SE, Charles Wright
SoPac, Jayson Woodruff

BOARD STATEMENT: The Board extends its appreciation to Jon Olschewski for his service to the Club.

SCCA FOUNDATION

Arnie Coleman
Duane Rost
John Zuccarelli
Carla Russo

BOARD STATEMENT: The Board extends its appreciation to Raleigh Boreen for his service on the SCCA Foundation Board.

Motion: Harris/Butler - Motion to adjourn. PASSED Unanimous.

Meeting adjourned.

APPROVED CRB RECOMMENDED RULE CHANGES

If approved, these rule changes will become effective 1/1/2016, unless indicated otherwise.

American Sedan
1. #17874 - (December Fastrack - Philip Smith) Reduce Dog Box Weight
Thank you for your request. Testing and data gathered throughout the 2015 season show that, due to the wide stock gear ratios, the benefit of the dog box is minimal and the appropriate penalty weight should be 50 lbs. Although the dog box may show reduced maintenance costs, it should not show a performance advantage at the 50 lb. penalty.

Change 9.1.6.D.3.a.1.a.: a. 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). 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 80~~ *50* lb. weight penalty. Any first gear ratio greater than 2.5 is permitted.

2. #18208 - (December Fastrack - American Sedan Committee) VIN Requirement for Restricted Preparation AS cars
Add 9.1.6.C.2.a.: *a. Restricted Preparation American Sedan cars must provide their Vehicle Identification Number (VIN), upon request from any SCCA official, for the purpose of identifying the year in which the car was built. The VIN number shall not be used for any other purpose.*

B-Spec
None.

Formula/Sports Racer
None.

GCR
1. #17613- (December Fastrack - John Bauer) Change the Scale Certification Time Period
Thank you for your suggestion. Change 5.9.4.C.1: 1. On-site certification by a commercial scale service within ~~90 days~~ *one calendar year* prior to the event, OR

Grand Touring
GT2
1. #16385 - (December Fastrack - James Goughary) Option for SIR Restricted GT2 Cars
Thank you for your letter. Add to 9.1.2.F.4.L GT2 Rules Concerning alternate weights and SIRs:

2. Traditional GT2 cars that currently run an SIR may add 1.0 mm with an additional 100 lbs. added to the base weight before any percentage adjustments for options such as sequential gearbox/IRS etc.

The CRB thanks the following authors for their comments on this WDYT:
16385 Goughary, 16807 Myer, 16878 Nazario, 16986 Lentz

GT2/ST
1. #17968 - (December Fastrack - Amir Haleem) Allow Ridox Body Kit for 1993-1998 Toyota Supra
Thank you for your letter. Add parts as listed to specification line Notes:

Front Bumper - RDT0-001
Side Skirt - RDT0-002
Front Fenders - RDT0-006
Front Splitter - RDT0-007
Rear Fenders - RDT0-009
Front Fender Panel - RDT0-013

Improved Touring
None.

Production
FP
1. #17875 - (December Fastrack - Kolin Aspegren) Move EP Neon to FP
Reclassify the following vehicles from EP to FP:

Dodge Neon (95-99) SOHC:

Weight: "20~~00, 2050, 2100~~ *2200, 2255, 2310*"
Notes: "Comp. Ratio limited to ~~12.0:1~~ *11.0:1*, Valve lift limited to ~~.500"~~ *.450"."*

Dodge Neon (95-99) DOHC:

Weight: "~~2000, 2050, 2100~~ *2250, 2306, 2363*"
Notes: "Comp. Ratio limited to ~~12.0:1~~ *11.0:1*, Valve lift limited to ~~.500"~~ *.450"."*

Dodge Neon ACR (01-02) SOHC:

Weight: "~~2000, 2050, 2100~~ *2275, 2332, 2389*"
Notes: "Comp. Ratio limited to ~~12.0:1~~ *11.0:1*, Valve lift limited to ~~.500"~~ *.450"."*

The CRB thanks the following authors for their feedback on this topic: #17876 (Greg Anthony), #17880 (Tim Myers), #17882 (Darryl Pritchett), #17896 (James Wetter), #17898 (Joseph Leonard), #17928 (Mark Andy), #17992 (Christopher Childs), #18185 (Eric Sernau).

Prd
1. #18029 - (December Fastrack - Christopher Childs) 2.3 Mustang 79-93
Thank you for your letter. Reclassify this car to FP. All specifications will be the same except weight which will be *2200, 2255 and 2310*, compression ratio which will be *11.0:1*, and valve lift which will be *.450"*.

Spec Miata
1. #17222 - (December Fastrack - Eric Matoy) 1.6 L SM Intake Air Temperature
Thank you for your request.

The CRB thanks the below authors for their feedback on this topic:
David Dewhurst (17432, 17593, and 17727), Dave Wheeler (17548 and 17690), Charles Singletary (17557), Michael Babcock (17568), Jerry Rigoli (17571), Justin Casey (17596), Dennis Mathias (17689), Taylor Ferranti (17691), Tom Scheifler (17693), Steve Scheifler (17693), Jim Morris (17694 and 17734), Jim Drago (17695), Will Schrader (17697), Gary Bockman(17702), Andrew Devoto (17706), Tom Fowler (17716), Callum Hay (17720), Charles Mathes (17722), Dennis Mathias (17728), Mark McCallister (17729), Patrick McFall, Sr. (17736), Mike Higgins (17739), Alan Cross (17742), Manny Platis (17742), Richard Powers (17751), Geoff Cochran (17787), Andrew Cremins (17948), Tom Fowler (17967).

In order to establish parity for the 1.6L engines, the CRB recommends:

Change 9.1.7.C.1.m.1:1. The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used. *1.6L (1990-1993): The exhaust manifold internal factory welds may be ground from the interior of the OEM exhaust manifold up to 1" from the mounting surfaces of the cylinder head and the collector. A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.*

All other years: The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

Change 9.1.7.C.1.k.1.a.:a. 1.6L *(1990-1993)* cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted., *however, the forward-facing driver's side turn signal indicator may be removed. The stock plastic air tubes between the AFM and the throttle body may be covered or wrapped.*

2. #17569 - (December Fastrack - Cameron Conover) Allow Removal of EVAP Components
Add 9.1.7.C.1.l.2: *2. Fuel filler tube venting may be defeated (loop or block vent lines in trunk).*

3. #17931 (Ralph Provitz) Shifter and Linkage to Be OE
Add 9.1.7.C.2.f.: *f. Updating or backdating of transmissions (inclusive of shifters) from 90-05 is permitted; OE shifters must be retained.*

Super Touring
ST
1. #18011 - (December Fastrack - Super Touring Committee) Additional Engine Prep Rules
Delete 9.1.4.2.B.7

7. ~~Rotary engines: Alternate rotor seals and springs are permitted.~~

Add to 9.1.4.G Engines

25. Piston rings are free.
26. Rotary engines: Alternate rotor seals and springs are permitted.
27. Engine bearings are free.
28. Engine coatings are free.
29. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

Add to 9.1.4.L Drivetrain
3. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).
4. Drivetrain coatings are free.

STL
1. #16326 - (December Fastrack - Christopher Blough) Add Valve Lift Exception to ST
Add 9.1.4.2.B.4.a: 4. Compression ratio is limited to 11.0:1.

a. In those cases where the stock compression ratio of an engine is greater than allowed above, stock compression ratio may be used. 1.5% shall be added to the engine base weight for every 0.50 of additional compression ratio (e.g., 11.01:1-11.50:1=+1.5%, 11.51:1-12.00:1=+3%). Competitor must provide proof of stock compression ratio being greater than 11.0:1 in order to utilize this allowance.

Add 9.1.4.2.B.5.a.: 5. Valve lift is limited to .425 inch for 4 or more valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines.

a. In those cases where the stock valve lift of an engine is greater than allowed above, stock camshafts may be used. 0.5% shall be added to the engine base weight for every .025 inch of additional valve lift (e.g., .426-.450=+.5%, .451-.475=+1%). Competitor must provide proof of stock valve lift being greater than allowed above in order to utilize this allowance.

Add 9.1.4.1.B.5.a: 5. Compression on Spark-Ignition engines is limited to 12.0:1, Compression Ratio on compression ignition engines is unrestricted.

a. On Spark-Ignition engines, in those cases where the stock compression ratio is greater than allowed above, stock compression ratio may be used. 1.8% shall be added to the engine base weight for every 0.50 point of additional compression ratio (e.g.., 12.01:1-12.50:1=+1.8%, 12.51:1-13.00:1=+3.6%). Competitor must provide proof of stock compression ratio being greater than 12.0:1 in order to utilize this allowance.

STU
1. #16949 - (December Fastrack - Eric Heinrich) Oil Storage Tank
Remove 9.1.4.1.B.8 and .9 in their entirety and re-number appropriately.

~~8. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.~~

~~9. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.I.2. The floor of the enclosure must be designed to prevent accumulation of fluids.~~

~~10~~*8*. Clutch and pressure plate is free. Carbon clutch components are prohibited.

2. #17135 (Chris Jurkiewicz) Change Weight Multiplier for Normally Aspirated Cars
Change 9.1.4.1.H.1: 1. Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is the ~~factory~~ *stock* displacement for the installed engine. For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc

and 2175cc = 2150cc). ~~Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight by 9%.~~

Add before 9.1.4.1.H.2, after weight table:

2. Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight 9%.
3. Engines 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%
4. Engines 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%

Renumber subsequent sections appropriately.

3. #17262 (Eric Heinrich) Remove Allowances for Twin Turbos on a Case by Case Basis
Change 9.1.4.1.B.2.: 2. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only; contact the Club Racing Technical Office for details. *Twin turbo engines may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3).*

4. #17560 - (December Fastrack - Peter Federlin) Clarification to STU Single Turbo ruling
Thank you for your request. Letter #17261 (September 2015 Fastrack Minutes) was approved by the Board of Directors in their October 2015 meeting effective 1/1/2016. Please add the below to the turbo list in the already approved letter:

Add to 9.1.4.1.H.3:

Garrett GT2254R, p/n 471171-3

4. #17919 - (December Fastrack - Super Touring Committee) Adjust S/C Pulley Size on Lotus
Change 9.1.4.1

Table B

Lotus Elise SC/Lotus Exige SC / 1796 / 2200 / Stock supercharger pulley and injectors *required* ~~permitted at 2200lbs.~~

/2400/ Minimum *3.1"* supercharger pulley, stock ~~OEM~~ camshaft *required*, open injectors *allowed* ~~at 2400 lbs~~

Touring
T1
1. #17517 - (December Fastrack - Amir Haleem) Toyota Supra Turbo Bodywork Allowance
T1: Add to Toyota Supra notes:

Shine Auto Project: Front bumper (p/n: JZA80-FB-R), Front splitter (p/n: JZA80-FD-R), Sideskirts (p/n: JZA80-SS-R), Front Fenders (p/n: JZA80-FFND-R), Rear fenders (p/n: JZA80-RFND-R) are permitted.

T2
1. #18276 - (December Fastrack - Club Racing Board) 2016 SMG Rules
The proposed changes for SMG in 2016 can be found at: http://www.scca.com/pages/cars-and-rules.

T2-T4
1. #16944 - (December Fastrack - Dave Wheeler) Allow Mazdaspeed Hardtop in Place of OEM Hardtop on 2006
Add to notes for T4 Mazda MX-5 / Club Model (06-14): *Mazdaspeed MX-5 Roof permitted #0000-07-5901 with +20lb increase to base weight.*

2. #17854 - (December Fastrack - John Buttermore) Allow Removal/Modification of Inner Fender Liners
Thank you for your letter. Add to 9.1.9.D.8.5: *Non-metallic inner fender liners may be removed.*

T4
1. #17708 - (December Fastrack - Anthony Cuthbert) Front Sway Bar for Fiat 500 Abarth
Thank you for your request. Add to the specification line notes: *Front sway bar up to 25mm allowed.*

2. #17929 - (December Fastrack - Derrick Ambrose) Alternate Mirror for the 2014+ Mazda 3
Thank you for your request. Add model year for Mazda 3: *2014*-2015. Add to Notes: *Any year OEM Mazda 3 mirrors allowed.*

3. #17938 - (December Fastrack - Derrick Ambrose) 2014+ Mazda 3 Request
Remove from Notes for 2015 Mazda 3:

~~Eibach 5557.140, 5557.320. OR Mazdaspeed suspension# (part TBA).~~

Add to Notes for 2015 Mazda 3: *Any spring up to 500lb front and 800lb rear springs may be used.*

T4 4. #18179 - (December Fastrack - David Mead) FRS/BRZ Rear Upper Shock Mounts
Add to specification line Notes:

Subaru BRZ (2013-)
Raceseng, part # raceseng-ft86-r-shock-top permitted.

Scion FR-S (2013-)
Raceseng, part # raceseng-ft86-r-shock-top permitted.

GT2
1. #17626 - (January Fastrack - Steven Pounds) Improve Performance and Availability for 996 GT3 Cup
Thank you for your letter. Add to the Notes for the Porsche 996 GT3 Cup: *Aftermarket exhaust header is allowed.*

2. #18144 - (January Fastrack - Rob May) Allow Paddle Shift System on 997
Thank you for your request. Add to the Notes for the GT2 Porsche 997 Cup: *Paddle shift system allowed with 100 lb. weight penalty.*

3. #18223 - (January Fastrack - Scotty White) Viper Roadster
Thank you for your letter. Add *Viper Roadster* to the body spec line. Add to Notes: *Roadster must run windscreen and frame per "stock" dimensions.*

CRB Addendum

GT2/ST
1. #18142 - (January Fastrack - Rob May) Allow ABS for GT2/ST
Thank you for your letter. Add 9.1.2.F.4.j.8: *8. (GT2/ST ONLY) May run OEM ABS or convert to an aftermarket ABS controller with 100 lb. weight penalty.*

SM
1. #18236 - (January Fastrack - Jason Isley) Update the Muffler Rule
Thank you for your letter. Change 9.1.7.C.1.m.4.c:
No expansion chambers. ~~A single~~ *Up to two* muffler*(s)* may be added. The muffler*(s)* shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches. The muffler*(s)* shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car). In addition, the sum of the length and width of the muffler*(s)* shall not exceed 40 inches.

T1
1. #18515 - (January Fastrack - Bill Damron) Weight INCREASE to Solstice/Sky for Competitiveness
In T1, Chevrolet Cobalt, Pontiac Fiero, Pontiac Solstice, Saturn Sky, add to engine notes: *OEM unmodified turbo permitted with no restrictor.*

The CRB notes to the author: In T1, 9.1.9.1.A.1., you can change the hood, regardless of original material.
"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."

T2
1. #18389 - (January Fastrack - Touring Committee) T2 Adjustment Porsche 911 / 996 (98-05)
Thank you for your request. Add to Notes for Porsche 911 / 996 (98-05): *Cold air intake allowed.*

T4
1. #18216 - (January Fastrack - Oscar Jackson) FR-S/BRZ Weight Reduction

Subaru BRZ (2013-)
Change weight: ~~2900~~ *2850*
Add to Notes: *Header permitted with +100 penalty (2950).*

Scion FR-S (2013-)
Change weight: ~~2900~~ *2850*
Add to Notes: *Header permitted with +100 penalty (2950).*

2. #18366 - (January Fastrack - Tom Thompson) Allow 16 inch Diameter Wheels on 2nd Generation Dodge Neon
Thank you for your request. In T4, for the Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99), change wheel size from ~~15x7~~ to *16x7*.

TO: SCCA Board of Directors
FROM: Solo Events Board
DATE: November 20, 2015
SUBJECT: Additional Action Items for the 2016 Solo® Rules

Street Category

ITEM 1) #16801

Change Section 13.10.E (page 79):

"The installation of water expansion tanks is allowed. The installation of oil catch tanks *or oil separators* is allowed provided the PCV system *remains functional*."

SCCA Fastrack News July 2015 Page 8
SCCA Fastrack News December 2015 Page 1

Street Touring® Category

ITEM 2) #14254

Change Sections 14.3 and 14.4 (page 83):

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:

STF, STS, STR (AWD) – 225 mm

STX~~, STU (AWD)~~ – 245 mm

STR (2WD), *STU (2WD, Mid-Engine, Rear- Engine)* – 255 mm

STX (2WD), *STU (AWD)* – 265 mm

STU (2WD, *Front-Engine*), STP (Independent Rear Suspension) – 285 mm

STP (Solid Axle Rear Suspension) – 315 mm

14.4 WHEELS

Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted):

STF, STS, STR (AWD) – 7.5"

STX (AWD) – 8.0"

STX, STR (2WD) – 9.0"

STU – ~~unlimited~~ *11.0"*

STP (Independent Rear Suspension) – 10"

STP (Solid Axle Rear Suspension) – 11"

SCCA Fastrack News July 2015 Page 9
SCCA Fastrack News November 2015 Page 26

Street Prepared Category

ITEM 3) #16443

Change to original proposal:

Add to the 5th paragraph in the introduction of Section 15, Street Prepared:

"Cars listed as eligible in and prepared to the current Club Racing Touring *T2-T4* Category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring *T2-T4* cars are permitted to interchange preparation rules. Touring *T2-T4* cars may use tires which are eligible under current Touring *T2-T4* rules even if they are not eligible in Street Prepared."

SCCA Fastrack News July 2015 Page 10

Street Modified Category

ITEM 4) #16721

Remove Section 16.1.H (page 110):

~~"Subframe bushings may be replaced with bushings of any material as long as they fit the original location. Offset bushings may not be used."~~

NOTE: This will cause the Street Prepared Section 15.2.D allowances (page 93) to apply per Section 16.1.A (page 108). This allowance was inadvertently more restrictive than the SP rule; this change corrects that contradiction.

SCCA Fastrack News July 2015 Page 10
SCCA Fastrack News November 2015 Page 26

TO: SCCA Board of Directors
FROM: Solo Events Board
DATE: December 1, 2015
SUBJECT: Additional Action Items for the 2016 Solo® Rules

Street Category

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"The installation of water expansion tanks is allowed. The installation of oil catch tanks *or oil separators* is allowed provided the PCV system *remains functional*."

SCCA Fastrack News July 2015 Page 8
SCCA Fastrack News December 2015 Page 1

Street Touring® Category

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STF, STS, STR (AWD) – 225 mm
STX~~, STU (AWD)~~ – 245 mm
STR (2WD), *STU (2WD, Mid-Engine, Rear- Engine)* – 255 mm
STX (2WD), *STU (AWD)* – 265 mm
STU (2WD, *Front-Engine*), STP (Independent Rear Suspension) – 285 mm
STP (Solid Axle Rear Suspension) – 315 mm

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SCCA Fastrack News July 2015 Page 9
SCCA Fastrack News November 2015 Page 26
SCCA Fastrack News December 2015 Page 1

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SCCA Fastrack News July 2015 Page 10

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SCCA Fastrack News July 2015 Page 10
SCCA Fastrack News November 2015 Page 26

Street Touring® Category (new item)

ITEM 5) #15045 & 15087

Move from STS to STX in Appendix A (page 177):

Fiat
- 500 Abarth
- 500 Turbo (2013-14)

Lexus
- SC300

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SCCA Fastrack News April 2015 Page 9
SCCA Fastrack News July 2015 Page 6

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 23, 2015

The Solo Events Board met by conference call November 23rd. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Dave Hardy, Eric Hyman; Howard Duncan and Doug Gill 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 1/1/2017.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2016

The following subject has been recommended 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 Prepared

#16443 Touring Cars

Modify the 5th paragraph in the introduction of Section 15, Street Prepared, as follows:

"Cars listed as eligible in and prepared to the current Club Racing Touring T2-T4 Category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring T2-T4 cars are permitted to interchange preparation rules. Touring T2-T4 cars may use tires which are eligible under current Touring T2-T4 rules even if they are not eligible in Street Prepared."

Note: The SPAC and SEB have become aware of the changes in the magnitude of modifications allowed in Club Racing's T1 class. The modifications now allowed in this class represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This proposal has been updated from its previously published form to reduce its scope to dealing with the T1 concerns.

Member Advisories

Street

#17753 Stability Control Defeat

Anything outside of the specific limited alterations permitted by 13.9.G is not compliant for Street. The current allowance does not permit changes through factory diagnostic tools.

Other Items Reviewed

Street

#17790 FS classing

Thank you for your input. The SAC continues to monitor the competitive mix in FS.

#17803 F-Street Lincoln Test Report

Thank you for your input. We sincerely appreciate competitors' efforts towards allowing us to get good data comparisons between the different vehicles in FS.

Street Touring

#17759, 17762, 17765, 17767, 17768, 17771, 17776, 17777, 17778, 17779, 17791, 17799, 17872 E36 M3 Street Touring Comments

Thank you for your comments. This subject is still under consideration as a possible 2017 change.

#17800, 17973, 18013, 18014, 18101, 18104, 18106, 18115, 18124 Alternate steering wheel and radiator comments

Thank you for your comments. These proposals were recommended in the November Fastrack (#16682 and #16987) for the 2016 season.

Not Recommended

Street

#17143 E92 M3 ZCP Competition Package bump to BS?

The SAC feels that this car is appropriately classed in FS.

#17284 Ecoboost Mustang from FS to DS

The SAC continues to monitor the competitive mix regarding non-V8 pony cars.

#17884 V6 pony cars

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17889 Move V6 Mustangs and Camaros out of FS

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17930 Mustang EcoBoost to DS/GS

Thank you for your input. The SAC continues to look into the competitiveness of the non-V8 pony cars in FS.

#17975 Subaru Impreza reclassing

Thank you for your input. The SAC is looking into the competitive mix in GS and HS for 2017.

#18088 Consider Moving Scion FR-S (no TRD) and Subaru BRZ to DS

Thank you for your input. The SAC continues to monitor the competitive mix regarding the FRS and BRZ.

#18287 13.7.C ANTI-ROLL (SWAY) BARS - Lateral Member Proposal

The SAC does not feel that the addition of lateral members for sway bar mounting is appropriate for Street.

#18315 SSR eligibility

The SAC does not feel that including all AS cars in SSR is appropriate at this time.

Handled Elsewhere

Street

#17561 Ford Mustang GT350 classing

Please see the response to letter 17443 in the October Fastrack.

#18012 Move non-Z06 C7 Corvettes from SS to AS

Thank you for your input. This is currently out for member comment under item #17748.

#18165 2016 Camaro SS classing

Please see the response to letter 17890.

#18172 6th gen camaro to FS

Please see the response to letter 17890.

Street Touring

#17674, 17678, 17681, 17683, 17827, 17828, 17830, 17832, 17842, 17846, 17863, 17866, 17877, 17885, 17917, 17981, 18004, 18051, 18125, 18133 STU Proposal Feedback

Thank you for your comments. See letter #14254.

#18116 E36 M3 Street Touring Comments

Thank you for your comments. Please see item #17171.

Tech Bulletins

Street

#17392 Classing request for 2015 Audi A3

The SAC would like to clarify their prior response to item 16999 regarding the Audi A3 as follows:

2015 Audi A3 1.8T FWD - GS

2015 Audi A3 2.0T FWD, AWD - DS

2015 Audi S3 Quattro - BS

#17890 New car classing

Per the SAC, add the following new listings in Appendix A, Street Category:

FS

Chevrolet

Camaro LT, SS (2016)

#18206 classing request/clarification

Per the SAC the following new listing is added in Appendix A:

HS

Kia

Forte5 (2014-2016)

Street Touring

#18111 Initial classification of 2016 Mazda MX-5 Miata

Add the following new listing to Appendix A:

STR

Mazda MX5 Miata (2016)

Prepared

#18271 Please create a classification for the 944 turbo

The PAC/SEB have provided the following new vehicle classification effective immediately:

Appendix A, Class F-Prepared

Porsche

944 Turbo (1985-1991)

Note: This vehicle has been delisted from the Solo (B-) Prepared Rules for over a year and appears to be a good fit for the F-Prepared class.

Modified

#18580 Proposed wording for Modified

Remove from Section 18.4.B.7 (changes in red):

"A roll bar conforming to Appendix C is required.

~~Exception: The bar must extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar is required."~~

And move the requirement to Appendix C as follows:

"The top of the roll bar shall not be below the top of the driver's helmet when the driver is in normal driving position, and shall not be more than 6 inches behind the driver. EXCEPTION: For Modified Category Specials (Section 18.4), the bar must extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated

position and a head restraint keeping the driver's head from going under or behind the roll bar is required. It is strongly suggested that the roll bar extend at least 3 inches (3", 76.2 mm) above the driver's helmet. In case of two-driver cars, both drivers must be within the roll bar height requirement, however only one (1) driver must be within 6 inches (6", 152.4 mm) of the roll bar. In a closed car or an open car with a removable OE hardtop which is equipped with a roll bar/cage, it must be as close as possible to the interior top of the car."

NOTE: This is not a change to the roll bar requirements for Modified Category Specials. This places all roll bar requirements into Appendix C. The reasoning is to position the needed information in a better, easier-to-find location for all Solo event Safety (Tech) Inspections.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 1, 2015

The Club Racing Board met by teleconference on December 1, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, 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

FV

1. #17504 (James Phoenix) Supports Spec Tire

The CRB has received a large number of letters on spec tires in FV however, with all of the different opinions there is no clear consensus on what the class wants. The Club Racing Department will be sending a survey out soon to better understand what the class desires.

The CRB thanks the following letter writers for their input:

17504 Phoenix, 17505 Bowman, 17507 Pastore, 17508 Meyer, 17510 Galuardi, 17519 Hinkle, 17520 McCarthy, 17523 Kittell, 17524 Henley, 17525 Pitman, 17527 Maloney, 17528 Roche, 17531 Posner, 17532 Meyer, 17533 Styczynski, 17535 Kujat, 17536 Madrid, 17537 Meyer, 17538 Isley, 17539 Davis, 17540 Posner, 17541 Tatum, 17542 Swinehart, 17543 Bruns, 17544 Satterly, 17545 Rehm, 17546 Bacon, 17547 Metcalf, 17549 Edwards, 17550 Blanarik, 17552 Thompson, 17553 Rice, 17564 Kleinklaus, 17565 Farnham, 17573 Davis, 17574 Clark, 17576 Thalheimer, 17578 Sullivan 17579 Dennis, 17582 Fuchs, 17583 Spadin, 17585 Cheamitru, 17587 Landon, 17591 Bass, 17602 Saslow, 17637 Stalvey, 17687 Schuler and 17709 Yaccarino.

No Action Required

SRF

1. #18282 (Patrick Goolsbey) 2016 Runoffs

Thank you for your letter. The CRB reviews the Runoffs schedule and class combinations but is not responsible for accepting (or rejecting) entries or setting cars per mile. Those are the responsibility of the Club Racing Department as Runoffs race organizer and Chief Steward respectively. Your letter has been forwarded to Club Racing for consideration.

GCR

1. #18347 (Kyle Keenan) Allow Rubber Cap Over Fuel Test Ports

Thank you for your letter. The rule is adequate as written. All participants are encouraged to read 9.3.26.B. The design of a safe fuel port system is the responsibility of the competitor.

GT2/ST

1. #18284 (Cheyne Daggett) Missing Cars

Thank you for your letter. Specific cars will be classified upon request. The CRB/GTAC have no responsibility to follow T1 rules in GT.

STU

1. #18502 (Anthony Cuthbert) Classification for 2013 Fiat 500 Abarth

The 2013 Fiat 500 Abarth is eligible to run in Super Touring Under. Its classified weight (minus front wheel drive and strut subtractors) is dependent on your choice of turbo inlet restrictor per 9.1.4.1.H.2.

T1

1. #17925 (Tim Myers) Classify 2016 Dodge ACR in T1

This car is already classified in T1 under the ACR model and motor size chart.

2. #18395 (David Mead) BMW DCT Allowance Against T1 Rules

Thank you for your letter. The factory OEM DCT transmission is permitted on the specification line for this car, therefore it is permitted.

T2

1. #18406 (Carl Fung) Roll Cage Modifications

Thank you for your letter. Roll cages may be modified as long as the modified cage adheres to current rules.

T4

1. #18399 (Michael Sullivan) Changes to Achieve -3 degrees of Camber for All Classified T-4

Thank you for your letter. 9.1.9.2.D.5.a.1. lists multiple methods permitted to achieve maximum camber.

Not Recommended

AS

1. #18273 (Steve Martin) 2015 Mustang GT
Thank you for your request. The 2015 Mustang is a significant step up in technology over other AS cars. Per 9.1.6.C.4, the CRB will monitor the performance of the car in Touring for up to two years, before considering classification in American Sedan.

P1

1. #18060 (Rod Markowicz) P1 and P2 Designation
Thank you for your letter. Both the information required on the side of P1 and P2 cars and the engine tables in the GCR are consistent with what is required and used in other classes. The rules are adequate as written. Competitors are encouraged to display the appropriate designations on their cars.

P2

1. #17951 (Doug Piner) Reduce Weight for 1300 Engine
Thank you for your letter. Please see the response to Letter #18272 (Technical Bulletin) for changes.

2. #18217 (Stan Clayton) Please Reduce Weight for the Hayabusa-Powered Cars in P2
Thank you for your letter. Please see the response to Letter #18272 (Technical Bulletin) for changes.

SRF3

1. #18235 (Terry Hanushek) Spec Racer Dry Break Fuel System
Thank you for your letter. At this time the CRB does not recommend allowing a fuel system dry break for the Enterprise Spec Racer outside of endurance racing. SCCA Enterprises is currently working on “spec” dry break parts to make sure all cars run identical systems. Racers will be notified when those parts are available.

GCR

1. #17442 (Ken Patterson) Fuel Testing Specs
Thank you for your letter. Fuel can have various additives in it put there by the manufacturer. Competitors should always have fuel tested prior to use.

GT2

1. #16748 (Barry Melhorn) Classification of C7 Corvette and Body Allowances
Thank you for your letter. The requested bodywork exceeds what is allowed in GT2/STO.

2. #18145 (Rob May) Classify 2010-2012 Porsche 997.2
Thank you for your request. The CRB will look to possibly include these cars in the future. The CRB is currently working on the necessary adjustments to create parity which will allow these later Cup cars into GT2.

GT2/ST

1. #18112 (Joe Aquilante) Corvette GT 2 7.0 Liter LS7 Restrictor
Thank you for your letter. The car is competitive as classified. The CRB will continue to monitor performance over a wide range of tracks.

GT3

1. #18092 (Anthony Parker) Include BMW Mini W10B16 Engine in Triumph Engine Specification Lines
Thank you for your letter. The GT class philosophy does not include engines crossing from one chassis manufacturer to another.

EP

1. #18278 (Matthew Reynolds) Restore E Production Parity
Thank you for your letter. Due to moving the Runoffs every year, the CRB is not making competition adjustments based solely on performance at the Runoffs.

HP

1. #17945 (Jason Stine) Motor Prep Level 2 Rules Clarification
Thank you for your letter. The rules allow material to be removed from cylinder heads only to port match, to machine the deck to obtain a specified compression ratio, to fit valve seats, to install a permitted alternate component, to install an alternate camshaft, or to install permitted plugs.

2. #18369 (David Stephens) Valve Lift Measurement
Thank you for your letter. The difference in measurement standards reflects the different rules applicable to the first generation of level 2 cars and the level 2 cars classed thereafter. The different measurement rules should be retained. Eliminating the difference would result in significant expenses being incurred by competitors to obtain cams that would maximize lift.

3. #18370 (David Stephens) Competition Adjustment for Non-fuel Injected Cars
Thank you for your letter. For 2015, weight was added to a majority of four-valve fuel injected cars classed in HP. The impact of these adjustments will be monitored in 2016.

SM
1. #17820 (Jim Drago) Head Gaskets
Thank you for your suggestion. This is a Tech procedure. No new rules are required.

2. #18195 (Tom Scheifler) NA Suspension Upgrade
Thank you for your letter. The CRB does not recommend this change.

STL
1. #18353 (Nick Leverone) Slow Down the Honda Not the Rotary
Thank you for your letter. The CRB has never had any intention to restrict STL-compliant 13B engines. The CRB will continue to investigate options for effectively scrutineering non-compliant unported rotary engines, while continuing ongoing monitoring of the performance of the Honda engines.

STU
1. #18032 (Eric Heinrich) Change Supercharged Cars to Restrictor Based Classification
Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars in STU.

2. #18523 (Wade McBride) Factory Five 818R Classification
Thank you for your letter. The Factory Five 818R is not a “production-based vehicle”, therefore is not eligible to compete in Touring or Super Touring. It can run in regional SP classes.

T1
1. #17870 (Craig Anderson) Corvette Competition Adjustment for OEM STOCK LS3
Thank you for your letter. Other recommended changes for T1 have been made. Please see the response to letter #18562, Technical Bulletin.

2. #18300 (Michael Pettiford) Restrictor size for Full Prep C6 Z06 Corvette
Thank you for your letter. Other recommended changes have been made for T1 for 2016. Please see the response to letter #18562, Technical Bulletin.

3. #18321 (Michael Pettiford) C6 Z06 Restrictor Plate Size
Thank you for your letter. Please see the response to letter #18562, Technical Bulletin.

T2
1. #17947 (Harley Kaplan) Evaluation of 200 lbs. M3 Penalty
Thank you for your letter. This weight is not a penalty. This car is classed at the appropriate weight. Alternatively you can remove the aftermarket brakes and drop 100lbs.

2. #17991 (Christopher Childs) Adjust Mustang Restrictor
Thank you for your letter. Other adjustments have been made to T2 cars. The CRB will monitor these changes. Please see letter #18560, Technical Bulletin.

3. #18294 (William Moore) 2014 Camaro Restrictor Plate Competitive Allowance
Thank you for your letter. The CRB will continue to monitor performance.

T3
1. #18306 (Derek Kulach) Improve DE 350Z Engine Parity
Thank you for your request. The CRB does not recommend this change.

2. #18307 (Derek Kulach) 350Z DE Parity
Thank you for your letter. The CRB does not recommend this change.

3. #18322 (Richard Kulach) Nissan 370Z BOP
Thank you for your letter. This car is competitive as classed.

T4
1. #17922 (Chad Gilsinger) Classify 2004-2009 Honda S2000 in T4
Thank you for your letter. This car’s potential is too great for T4.

2. #18152 (Kristina Etherington) Reduce Mustang Restrictions
Thank you for your letter, Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

3. #18166 (Steven Zink) Remove Restrictor on 2005-2009 V 6 Mustangs
Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

4. #18177 (David Mead) T4 Class Parity
Thank you for your letter, Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

5. #18182 (Christopher Childs) Alternative Mustang Wheels
Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

6. #18184 (Christopher Childs) Adjust Mustang Weight
Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

7. #18186 (Christopher Childs) Reduce Mustang Restriction
Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

8. #18386 (Steve Strickland) Weight Reduction for the Mazda MX5
Thank you for your letter. Based on data collected and analyzed at 2014 and 2015 events, this change is not recommended. This car is competitive as classed.

9. #18387 (David Mead) Weight Increase for MX5 with Aftermarket Hardtop
Thank you for your letter. The aftermarket hardtop is optional - you can run stock with no weight penalty. Since the aftermarket hardtop takes weight off high on the car, the 20lb weight increase is a good option for this allowance.

10. #18397 (Ali Naimi) 2006-2014 Miata Assistance
Thank you for your letter. Based on data collected and analyzed at 2014 and 2015 events, the CRB does not recommend this change. This car is competitive as classed.

Recommended Items for 2016

The following subjects were referred to the Board of Directors for approval in their December 2015 meeting.

GT2
1. #17626 (Steven Pounds) Improve Performance and Availability for 996 GT3 Cup
Thank you for your letter. Add to the Notes for the Porsche 996 GT3 Cup: *Aftermarket exhaust header is allowed.*

2. #18144 (Rob May) Allow Paddle Shift System on 997
Thank you for your request. Add to the Notes for the GT2 Porsche 997 Cup: *Paddle shift system allowed with 100 lb. weight penalty.*

3. #18223 (Scotty White) Viper Roadster
Thank you for your letter. Add *Viper Roadster* to the body spec line. Add to Notes: *Roadster must run windscreen and frame per "stock" dimensions.*

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Thank you for your letter. Add 9.1.2.F.4.j.8: *8. (GT2/ST ONLY) May run OEM ABS or convert to an aftermarket ABS controller with 100 lb. weight penalty.*

SM
1. #18236 (Jason Isley) Update the Muffler Rule
Thank you for your letter. Change 9.1.7.C.1.m.4.c:
No expansion chambers. ~~A single~~ *Up to two* muffler*(s)* may be added. The muffler*(s)* shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches. The muffler*(s)* shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car). In addition, the sum of the length and width of the muffler*(s)* shall not exceed 40 inches.

T1
1. #18515 (Bill Damron) Weight INCREASE to Solstice/Sky for Competitiveness
In T1, Chevrolet Cobalt, Pontiac Fiero, Pontiac Solstice, Saturn Sky, add to engine notes: *OEM unmodified turbo permitted with no restrictor.*

The CRB notes to the author: In T1, 9.1.9.1.A.1., you can change the hood, regardless of original material.
"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."

T2
1. #18389 (Touring Committee) T2 Adjustment Porsche 911 / 996 (98-05)
Thank you for your request. Add to Notes for Porsche 911 / 996 (98-05): *Cold air intake allowed.*

T4
1. #18216 (Oscar Jackson) FR-S/BRZ Weight Reduction

Subaru BRZ (2013-)
Change weight: ~~2900~~ *2850*
Add to Notes: *Header permitted with +100 penalty (2950).*

Scion FR-S (2013-)
Change weight: ~~2900~~ *2850*
Add to Notes: *Header permitted with +100 penalty (2950).*

2. #18366 (Tom Thompson) Allow 16 inch Diameter Wheels on 2nd Generation Dodge Neon
Thank you for your request. In T4, for the Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99), change wheel size from ~~15x7~~ to *16x7*.

Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval at the 2016 Convention. 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.

FB
1. #18344 (Jerry Hodges) Capping Speed Increases
In GCR section 9.1.1.G.4.E., add the following language:

E. Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms may be removed, substituted and/or disconnected. All holes or passages resulting from the removal of any components must be plugged. No other material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.; *except as noted in FB Restrictor Table.*

If passed, the CRB recommends this change to be effective **3/1/2016.**

Formula B Restrictor Table

Engine Make	Model	Years	Restrictor (mm)	Notes
~~BMW~~	~~R1000SS~~	~~2009-~~	~~N/A~~	
~~Honda~~	~~CBR1000RR~~	~~2008-~~ ~~2013~~	~~N/A~~	
~~Kawasaki~~	~~ZX10~~	~~2010-~~ ~~2014~~	~~N/A~~	
~~Suzuki~~	~~GSXR1000~~	~~2007-~~ ~~2008~~	~~N/A~~	~~Baseline for Performance~~

~~Engines Intro- duced On Or Be-fore 2012~~	~~All~~	~~-2012~~	~~N/A~~	
~~Engines Intro- duced On Or After 2013~~	~~All~~	~~2013-~~	~~N/A~~	
All Engines	*All*	*2008 and newer; 2007 Suzuki*	*37.5*	*May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.*
All Engines	*All*	*2007 and older except 2007 Suzuki*	*None required may use 37.5*	*May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.*

T2-T4
1. #18446 (Mike Ogren) Please Consider Removing the Auto Trans Restriction
Thank you for your letter. The CRB recommends the below change to the GCR to be effective **6/1/2016**.
Remove 9.3.7 from the GCR. Re-number below.

~~9.3.7. AUTOMATIC TRANSMISSIONS AND HAND CONTROLS Automatic transmissions are prohibited in all classes. However, the use of alternative transmissions, including automatic transmissions, and/or hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Club Racing Technical Manager and shall be in the driver's possession at all competitions.~~

Taken Care Of
FB
1. #18345 (Nicho Vardis) 2016 Season ....FB Restrictors Needed!
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

2. #18349 (Nick Mayer) Restrictor in FB
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

3. #18356 (Max Spector) 2016 Season FB Restrictors Needed!
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

4. #18363 (Alex Mayer) Capping Speed Increases
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

5. #18365 (Doug Hertz) Support for Restrictors as per Letter #18344
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

6. #18404 (JEREMY HILL) Support RESTRICTORS in FB
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

7. #18416 (Mike Signore) Support Letter # 18344
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

8. #18456 (Jose Gerardo) Engine Restrictors and Race What You Qualify
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

9. #18458 (Shawn McClure) Restrictors in FB
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

10. #18474 (Tyler Thielmann) Restrictors in FB
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

11. #18504 (Jerry Hodges) Daytona Speeds Are Not a Reason To Slow The Cars Down
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

12. #18505 (Nick Mayer) FB Restrictor Size
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

13. #18506 (DAVID OLEARY) Support for Letter #18504
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

14. #18510 (Doug Hertz) In Support of Letter 18504
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

15. #18546 (Alex Mayer) FB Restrictor Size
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

P2
1. #18054 (Frank Clark) Leveling Performance Within the P2 Class
Thank you for your letter. Please see the response to Letter #18272 (Technical Bulletin) for changes.

GCR
1. #16154 (Jason Isley) Automatic/CVT Transmissions
Thank you for your letter. Please see the response to letter #18446.

GT2/ST
1. #18227 (Preston Calvert) Request to Increase Inlet of LS7 Back to 65mm, From Present 60mm
Thank you for your letter. Please see the response to letter #18112.

FP
1. #18358 (Paul Sherman) Support for letter #17875
Thank you for your letter. Please see the response to letter #17875, December 2015 Fastrack Minutes.

2. #18367 (Bryan Blackwell) Neon Re-Class Proposal #17875
Thank you for your letter. Please see the response to letter #17875, December 2015 Fastrack Minutes.

3. #18512 (Alan Lesher) Move Neon to FP
Thank you for your letter. Please see the response to letter #17875, December 2015 Fastrack Minutes.

Prd
1. #17971 (Brian Linn) Intake Insulation Clarification - Level 2 Prep
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

2. #18057 (Keith Church) Clarification of Intake Manifold Coating
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

3. #18075 (Eric Prill) Language Clean-up
Thank you for your letter. Please see the response to letter #17965 and 17966, Technical Bulletin.

4. #18129 (Mike W Ogren) Air Dam Update/ Oversight/ Clarification
Thank you for your letter. Please see the response to letter #17965, Technical Bulletin.

5. #18130 (Mike W Ogren) Coatings on the Driveline
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

6. #18131 (Mike W Ogren) Coatings on the Driveline
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

7. #18191 (Michael West) Rules Conflict
Thank you for your letter. Please see the response to letter #17966, Technical Bulletin.

SM
1. #18323 (Mike Higgins) Support for Proposed 1.6 Changes
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

2. #18326 (Bruce Wilson) 2016 1.6 Rule Change Input
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

3. #18327 (David Dewhurst) CRB Proposed 1.6 Improvements
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

4. #18328 (Michael Babcock) December Prelims - 1.6 Parity
Thank you for your letter, please see response to letter #17222, December 2015 Fastrack Minutes.

5. #18330 (Gale Corley) 1.6 Competition Changes
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

6. #18334 (John Wilding) Support For Recent Changes to the 1.6 Miata
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

7. #18338 (James Henson) 1.6 Proposals
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

8. #18343 (Ralph Provitz) Allow the 94-97 1.8 Cars the Proposed Header Modifications
Thank you for your letter. Please see the response to letter #18342.

9. #18357 (Will Schrader) 1.6 Help in December Fast Track
Thank you for your letter. Please see the response to letter #17222, December 2015 Fastrack Minutes.

STL
1. #18361 (Tom Smith) Honda vs. Rotary Engine Performance Gaps
Thank you for your letter. Please see the response to letter #18353.

2. #18371 (John Hainsworth) The 13B Rotary and Its Relative Competitiveness in STL
Thank you for your letter. Please see the response to letter #18353.

3. #18372 (Jon Farbman) Improve Class Competition
Thank you for your letter. Please see the response to letter #18353.

STU
1. #18237 (Michele Abbate) BRZ/FR-S Edelbrock SC Kit
Thank you for your request. Please see the response to letter #17864, Technical Bulletin.

2. #18336 (Brad McCall) Scion FR-S Supercharged - Minimum Weight Reduction
Thank you for your request. Please see the response to letter #18218, Technical Bulletin.

T1
1. #18114 (Joe Aquilante) Adjust 7 Liter Restrictor
Thank you for your letter. Other recommended changes have been made for T1 for 2016. Please see the response to letter #18562, Technical Bulletin.

2. #18551 (Scotty B White) ACRX Viper - Even the Playing Field
Thank you for your letter. Changes have been recommended for T1. Please see the response to letter #18562, Technical Bulletin.

T2
1. #17303 (John Buttermore) C6 LS3 Vette Needs Assistance to Be Competitive
Thank you for your letter. Your information was helpful for T2 discussions. Other substantial changes have been recommended for T2 for 2016 that will narrow the performance band for T2 multi marquee racing. Please see the response to letter #18560, Technical Bulletin.

T4
1. #17994 (Christopher Childs) FRS/BRZ Exhaust Header
Thank you for your letter. Please see the response to letter #18216.

2. #18178 (David Mead) Scion FR-S and Subaru BRX Weight
Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class. Please see the response to letter #18216.

What Do You Think

GT2

1. #18355 (James Goughary) Compliance Chief for GT2 class
The CRB requests your feedback on the below recommendation for a GT2 Compliance Chief. Please send your feedback through the CRB letter system at www.crbscca.com.

The GT2 class has seen remarkable growth in participation over the past two years. This growth is primarily due to the inclusion of former STO and TA2 class cars as well as "spec" cars such as Porsche Cup and Panoz. While this combination of diverse cars and rule sets has greatly increased participation, it has also created an extremely difficult job for Tech (and participants) in car specification compliance.

A GT2 "Compliance Chief" is needed for the 2016 race season. Payment for this expense would be covered by an increase in entry fee for GT2 Majors participants as done in other classes.

A GT2 compliance chief would clarify any ambiguous specifications and deter non-compliance whether intentional or unintentional. This will tend to maintain strong participation, improve the image of the GT2 class, and encourage even more participation.

SM

1. #18342 (Ralph Provitz) Allow Turn Signal Removal in the 94-97 1.8
The CRB is seeking feedback on the following. Please respond through the CRB letter system, www.crbscca.com.

Input is requested from racers on parity for the 94-97 model year cars. Is there a parity issue? Are the cars currently competitive?

Option of weight/restrictor plate adjustment, and/or allowing similar changes as the 1.6 cars recently received, but only if needed.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2015
NUMBER: TB 16-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2016 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing

FF
1. #17394 (John Bauer) Clarify Exhaust Pipe Requirements
In GCR section 9.1.1.B.14.m.2, clarify the exhaust rules as follows:

"The exhaust manifold exit may be shortened within HPD specified limits to direct the tail pipe as necessary. *The tail pipe must be made from a single wall thickness tubing for its' entire length and may not be swaged, shaped or formed in any way other than bending required for fitment.* The exhaust pipe must maintain a 2 inch outside diameter from the manifold exit to its outlet and must meet 9.1.1.B.12.s.9."

P2
1. #18272 (David Locke) Change Max Displ., Req'd Restrictor, & Min. Weight of Engine Table Line B.5
In P2 Engine Table, B.5, make the following changes:

Max. Displ.: ~~1205~~ *1345*
Restrictor: ~~39.5~~ *40.5*
Weight: ~~1200~~ *1160*

2. #18396 (Mike Bachman) Unrestrict 03-04 GSXR
In P2, Engine Table, B.2, classify the Suzuki engine as follows:

"*2004 and older Suzuki GSXR*"

SRF3
1. #18469 (Erik Skirmants) SRF3 / SRF E&O Updates
In SRF/ SRF3, make the following updates:

In GCR section 9.1.8.E.D.e., clarify the fuel cell bladder language as follows:
"A 16 gauge steel plate measuring 10" x 28" may be ~~added~~ *stich welded* under the fuel cell bladder above vehicle floor."
In GCR section 9.1.8.E.E.g., add the following language:
"Rub Rails - P/N 180557 LH; P/N 180558 RH, may be fabricated from .060" *to .090"* thick aluminum. Dimensions shall be 2-1/2" high x 3" wide x 72" long. Additional fasteners may be used."
In GCR section 9.1.8.E.E.i., replace language as follows:
"~~Floor Pans - P/N 180434 and 180434B, may be fabricated from .060" thick aluminum. Such floor pans shall be dimensionally and functionally the same as to the original floor pans furnished by Enterprises and shall perform no other function.~~ *Floor Pans - .060" thick aluminum only. Can be 1, 2 or 3 piece configuration. Pieces shall be joined on main 1.5" frame tubes. Must be continuously riveted, spacing no closer than 4"on center. Additional Bonding of floor to the chassis is allowed. Drain holes maximum size of .375 are allowed, Floor pan shall perform no other function.*"
In GCR section 9.1.8.E.H., make the following changes:
"NO MODIFICATIONS ALLOWED. ~~Required front air ducts shall be installed. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Original rubber brake lines may be replaced with braided metal-covered (Aeroquip-type/size 3) brake lines. Replacement lines shall attach to all braking components with no modifications.~~ *Front brake ducts are required, attached to the openings in the lower radiator baffles, any flexible 4" duct material allowed, installed length minimum 12" maximum 36" in length. Must be securely fastened, Bracket Part # 800368 can be used. Shall serve no other purpose. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Aeroquip style -3 braided stainless flex lines only, must attach to all brake components without modification.* Brake pad "anti-rattle" clips ~~may~~

must be removed."
In GCR section 9.1.8.E.J., add the following language:
"NO MODIFICATIONS ALLOWED. The steering rack may be shimmed with any combination of standard shims P/N 280286 *.030"* or P/N 280287 *.060"* to eliminate bump steer."
In GCR section 9.1.8.E.K., replace language as follows:
"~~NO MODIFICATIONS or MACHINING ALLOWED except to mount valve stems. Wheels may be painted any color(s). Plating is allowed. All wheel bearings shall be run with grease (not oil), no special coating of the bearings is allowed, and the bearing grease seal shall be intact (unmodified). Only ferrous bearing housing and balls or rollers are permitted. Wheel spacers are not allowed.~~ *NO MODIFICATIONS or MACHINING ALLOWED except to mount valve stems. Wheels may be painted any color(s). Plating is allowed. No wheel spacers are allowed.*"
In GCR section 9.1.8.E.X., add the following language to the end:
"*m. Wheel bearings "ONLY" ferrous housing, balls or rollers are permitted, shall be run with grease (not oil), no special coating of the bearings. Grease seals shall be intact (unmodified)."*
In GCR section 9.1.8.E.V.f., make the following changes:
"Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. *Tape or vinyl may not close body seams or openings.* Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. ~~Tape cannot close body seams.~~"
In GCR section 9.1.8.E.W.p., make the following changes:
"The addition of a metal floor pan in the area of the foot pedals/ driver's feet, size shall be 27.87" x 21.56" x 1.25" made from ~~sixteen~~ *16* gauge metal. *Must be securely fastened with rivets / bolts or 27.87 X 21.56 if Stitch welded.*"
In GCR section 9.1.8.E.X.j., make the following changes:
"Suspension linkage ~~adjustments~~: No more than ~~9/16 inches of the threads showing on any spherical rod ends. This is a mandatory requirement to ensure sufficient engagement of the threads in the adjustable linkages.~~ *.570" exposed thread from first formed thread to a STD jam nut on any Spherical rod end. This is minimum mandatory requirement to ensure sufficient engagement of thread in the adjustable linkages.* It is not permissible to remove any jam nut on suspension links."
In GCR section 9.1.8.E.2.B., make the following changes:
"Current SRF *body* rules with the exception ~~of the tail.~~ *as noted:* ~~Tail~~ ***Tail****:* can be used in any legal SRF configuration until *Start of* 2018 competition season. Final ~~(required 1/1/2018)~~ *SRF3* configuration ~~is no scoop and a 4" (measured from bottom edge) cutout of the rear panel.~~ *shall be 4" X 62.5" +/- .500" with a 1" radius in the upper corners cut from the lower real panel of the tail. Measured from the bottom up and centered left to right. No Scoop.* Min weight 27 lbs. Max 60lbs.
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.*
~~When available from Customer Service Representative at event, GEN3 Approved identification must be displayed on nose of car. Approved "Ford Racing" decals on each side of tail engine hump. Approved "Performance Electronics" decals on each side of tail.~~ *Mandatory identification. "SRF3" near the side car numbers, Approved (2) "Ford Racing" & (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. "
In GCR section 9.1.8.E.2.C., make the following changes:
"*Recorded* ECU data remains the property of SCCA Enterprises and must be surrendered when requested. ECU Data collection by the competitor is allowed ~~ONLY by approved methods. No competitor data device may be active at any time with the Engine management system. All engine management sensors must be connected and functioning.~~ *by "CAN DATA STREAM ONLY" ECU tune file is "spec" may be checked or updated by SCCA Enterprises or CSR personnel at any time is not at the discretion of the competitor. An update is official when released by SCCA Enterprises. No competitor device at any time may be active with the Engine management system. All engine management sensors must be connected and functioning.* It is the responsibility of the competitor to maintain sensors in working condition."
In GCR section 9.1.8.E.2.H., remove air box language as follows:
~~H. AIR~~ BOX
"Airaid air inlet box and tube assembly, P/N G592230, is mandatory in stated location. Drain hole on bottom side of air box MUST REMAIN OPEN and un-obstructed. (Drivetrain Violation Item). Trimming of the center section of the body or the airbox ~~snorkel is p~~permitted, no sealing of the joint."
~~In GCR section 9.1.8.E.2.I., replace the engine language and re-letter section H as follows:~~
~~"I. *H.* ENGINE~~
~~In GCR section 9.1.8.E.2.H., add the follow~~ing language:
"*24. Air Box: P/N G592230 Mandatory unmodified, except as noted under body work, Air Box floor vent must remain open and ~~un~~-obstructed.*"

GCR

1. #18046 (David Badger) Change in Fuel List
In GCR section 9.3.26, Chemical Compounds Prohibited or Restricted in SCCA Race Fuels table, make the following change:

Benzene: ~~5.6%~~ *.75%*

2. #18175 (David Gomberg) Section 1.2.3.C Error & Omission
In GCR section 1.2.3.C.3., make the following changes:

"Any item not addressed in the Category Rules is controlled by the General Technical Specifications. *The specification line for a particular car takes precedence over the specific class rules, the general Category Rules and the General Technical Specifications.*"

3. #18375 (SCCA Staff) Clarify Homologation Language

In the April 2015 Fastrack, the Club Racing Board recommended to update the homologation requirements in section 9.2.2. The BoD approved the recommendation in their May meeting.
Additional language in the GCR requires updating to reflect the original recommendation as follows:

In GCR section 9.2.2., add the following sentence to the beginning of the second paragraph:
"*Cars which do comply with the design criteria set forth for roll hoops (GCR 9.4.5) do not require a homologation certificate.*"
In GCR section 9.2.1.G, make the following changes:

> "All Formula and Sports Racing Cars ~~registered after January 1, 1983 are~~ *may be* required to be homologated by SCCA and issued a Certificate of Approval. *Refer to section 9.2.2. for details.* Exceptions are Spec Racer Ford, FE, SRSCCA, and Shelby Can-Am. The original certificate shall be presented along with the car for issuance of a new Vehicle Logbook. Additionally, former Spec Racer Renaults may compete in Vintage/Historic events using their originally issued logbook."

In GCR section 9.1.1.A.1.a, make the following changes:
"A single seat, four open-wheeled racing car with firewall, floor, and safety equipment conforming to GCR Section 9. Homologation ~~is~~ *may be* required ~~for all cars registered after January 1, 1983~~. *Refer to section 9.2.2. for details.*"
In GCR section 9.1.1.B.1.d, make the following changes:
"Homologation ~~is~~ *may be* required ~~for all cars registered after January 1, 1983~~. *Refer to section 9.2.2. for details.*"
Remove GCR section 9.1.1.B.1.e as follows:
"~~All cars converted from one class to the other shall apply for homologation and comply with these rules.~~"
In GCR section 9.1.1.C.1.B, make the following changes:
"Formula Vee is a **Restricted Class.** Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation ~~is~~ *may be* required ~~for all cars registered after January 1, 1983~~. *Refer to section 9.2.2. for details.*"
In GCR section 9.1.1.D., make the following changes:
"A class for single seat, open wheel, rigid suspension race cars using either a snowmobile derived engine and drive components or a 600cc motorcycle engine. Specifications are restrictive in nature in order to emphasize driver ability, rather than design.
Formula 500 is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation ~~is~~ *may be* required ~~for all cars registered after January 1, 1983~~. *Refer to section 9.2.2. for details.*"
In GCR section 9.1.1.F., make the following changes:
"A formula for purpose built, highly modified single-seat, open-wheel, open cockpit racing cars, which meet the general regulations of Section 9. of the GCR for Formula Category cars, yet are different in concept and specifications from the current SCCA Formula classes. Homologation ~~is~~ *may be* required ~~on ALL Formula S cars~~. *Refer to section 9.2.2. for details.*

All Formula S cars registered after January 1, 2003 shall meet all preparation rules of Section G. Formula S cars registered prior to January 1, 2003 may be updated to Section G. specifications but they shall meet all requirements of Section G. without exception.

Exceptions to the FS specifications must be *made to the Club Racing Board* ~~requested with the homologation application and will be listed on the homologation certificate~~. *Cars must have a letter from SCCA Technical Services documenting the exception.*"
In GCR section 9.1.1.G., make the following changes:

"Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation ~~is~~ *may be* required ~~for all cars~~. *Refer to 9.2.2. for details.* All FB Sport Racing Cars competing in Majors Races and the Runoffs must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. In addition the mount must not be on wings, and or wing end plates and where possible should be in the cockpit. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal

and the collection of the box when the car exits the race track. Effective date March 1, 2014. Contact AIM and their distributors for direct purchase.

1. Definition

A formula for purpose built, open-wheel, open cockpit racing cars. F1000 allows converted Formula Continental, Formula 2000, Formula F, and purpose-built motorcycle-powered tube frame chassis. ~~Re-homologation as an F1000 is required for all converted cars.~~"

In GCR section 9.1.1.H., make the following changes:

"Formula First is a class for single seat racing cars based on components from the standard Volkswagen Types 1 sedan, as originally manufactured by Volkswagen from 1966 to 2004. Since it is a restricted class, all allowable modifications are stated herein. The purpose of the Formula First class is to emphasize driver ability and to encourage the participation of owner/ builders and owner/ preparers while using proven Volkswagen components (or exact replicas). Homologation ~~is~~ *may be* required ~~for all cars registered after January 1, 1983~~. *Refer to section 9.2.2. for details.* ~~Homologation for FS classification is required on all Formula First cars.~~"

In GCR section 9.1.8.B., make the following changes:

"A class for purpose built (i.e., road racing prototype, Can-Am, SR2, etc.), highly modified single or two-seat, closed-wheel, open or closed cockpit racing cars which meet the general regulations of Section 9 of the GCR for Sports Racing Category cars, yet are unique in concept and liberal in specifications so as to provide innovative design latitude. Homologation ~~is~~ *may be* required*. Refer to section 9.2.2. for details.* ~~on all ASR cars, except~~

~~1. Former Formula A (F-5000) cars registered as ASR cars before January 1, 2003.~~

~~2. Cars conforming to the 1978-1984 Can-Am specifications, with aerodynamic skirts removed, registered as ASR cars before January 1, 2003.~~

~~3. ASR cars registered prior to January 1, 2003 which meet the provisions of 9.1.8.A.1.n. These cars may be updated to Section A.1.b-m specifications but they then shall meet all requirements of Section A.1.b without exception, including homologation.~~

~~Exceptions:~~

~~Exceptions to the ASR specifications must be requested with the homologation application and will be listed on the homologation certificate.~~"

In GCR section 9.1.8.B.I.1., make the following changes:

"The minimum weight of the vehicle as raced, without driver, shall be 750 lbs. Cars of composite (e.g., fiberglass, carbon fiber, Kevlar, etc.) chassis construction shall not exceed a maximum weight, as raced without driver, of 1500 lbs. Cars of conventional tubular space-frame or metallic monocoque chassis construction that are in excess of 1800 lbs, as raced without driver, require specific approval by the Club Racing Board ~~and the Club Racing Technical Manager~~ for homologation *(if required, see section 9.2.2. for details.)* and competition eligibility."

In GCR section 9.1.8.C., add the following language:

"P1 is a sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. *Homologation may be required. Refer to section 9.2.2. for details.* Cars homologated prior to 1/1/14 may be spec line cars or required to be fully compliant with all P1 rules. The class is intended to be the premier sports racing class promoting state of the art technology in car design and innovation while utilizing established cost effective engine technology."

In GCR section 9.1.8.D., add the following language:

"P2 is a relatively low cost sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. *Homologation may be required. Refer to section 9.2.2. for details.* Spec line cars homologated prior to 1-1-16 must meet all spec line requirements, all cars homologated after 1-1-16 must meet all P2 requirements or be homologated on a new spec line, except ESR cars which must meet the ESR rules in GCR section 9.1.8. The rules are specifically designed to eliminate expensive solutions and provide equal competition between several different types of race cars. Some technologies are prohibited due to cost, availability, and complexity. As these prohibited technologies individual status changes they may be approved to aid in keeping the class current and attractive."

4. #18509 (SCCA Staff) Update Loss of Consciousness Language

In GCR section 2.3.2.D, revise the language as follows:

2.3.2.D. *Concussion &* Loss of Consciousness

"A participant who suffers *a concussion, defined as a traumatic brain injury caused by a bump, blow or jolt to the head, or* loss of consciousness, defined as lack of response to others or amnesia for the incident, shall be medically evaluated ~~before participating further in the current event or in future events, and must be cleared either by the attending physician at the treating facility and the event Chief Medical Official, if there is one, depending on the outcome of the evaluation.~~ *by the track physician or ER and is prohibited from participating in the remainder of the event weekend. If the driver is diagnosed as having a head injury or concussion, regardless of the level, the driver must have a follow up evaluation by a neurologist upon his/ her return home. The driver must obtain the approval of the neurologist to resume racing and submit the approval to SCCA Member Services. The event Safety Steward shall notify SCCA Member Services of accidents resulting in the above.* The protocol for evaluation is available from the event Safety Steward and the National Office."

Note: The guidelines are being revised to align with the new medical requirements and current industry standards when dealing with concussions and impacts. The Board of Directors were informed of the revision at their October Meeting.

Grand Touring
GT2
1. #18197 (Richard Smith) Disenfranchised GT2
In GT3, classify the Mazda 13b engine as follows:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
13B	*Bridge/Peripheral Port*			*2626*			*37mm SIR*	*2400*	*GT2 spec*

GT2/ST
1. #18113 (Joe Aquilante) Update Corvette Spec Page to Include 2015 Corvettes
In GT2/ST, change the model years of the Chevrolet Corvette as follows:

Chevrolet Corvette ~~(-2014)~~ *(-2016)*

2. #18141 (Rob M) Allow the 5000cc BMW V8 in the E92 M3/ Edit the E46 Spec Line
In GT2/ST, BMW E46 M3 & E36 / BMW Z3, add to the model/notes as follows:

BMW E46 M3 & E36 / BMW Z3 */ BMW 5000cc V8 @ 3000lbs.*

~~"The M5 5.0L~~ *BMW 5000cc V8* is permitted at 3000 lbs."

3. #18163 (Scotty White) Hybrid Manifold Error & Omission
In GT2/ST, Dodge Viper, incl. Comp Coupe, ACR/ACR-X, add the following language to the 8300 OEM notes:

"*Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body allowed.*"

GT3
1. #18123 (Craig Johnson) Disenfranchised GT2 Car Allowed With 150 lbs. Weight Penalty
In GT3, classify Nissan L28 engine as follows:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
NISSAN L28	*SOHC*	*86.1*	*79*	*2760*	*Alum, Non-crossflow*	*2*	*33mm SIR*	*2280*	*GT2 spec*

GTA
1. #18213 (Butch Kummer) Updating Wheel & Tires Specs
In GCR section 9.1.2.G.VII.A., make the following change:

"Rims must be 15" diameter steel stock car rims of a one-piece construction specifically designed for racing. Wheel ~~offset~~ *back spacing* must be a minimum of 3.00 inches and a maximum of 7.00 inches (i.e. - zero-scrub front suspension is not allowed). Maximum wheel width is 10"."

In GCR section 9.1.2.G.VII.B., remove language as follows:
"~~Race tires America American Racer EC-85 (until 7/01/14)~~"
"~~Goodyear 2560 (until 7/01/14)~~"

GTL
1. #18264 (Jamie Houseman) New Classification
In GTL, classify the 2000-2006 Honda Insight with a wheel base of 94.5".

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Insight	*00-06*	*2dr*	*FWD*	*94.5”*	

In GT3, classify the 2000-2006 Honda Insight with a wheel base of 94.5”.

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Insight	*00-06*	*2dr*	*FWD*	*94.5”*	

2. #18280 (Tim Linerud) Error in GCR
In GTL, Volkswagen Corrado, correct the wheelbase as follows:
~~94.5”~~ *97.3”*

Improved Touring
None.

Production
1. #17873 (Jeff Young) Triumph TR8 Brakes
In EP, TR7, add a brake kit as follows:

“(F) 267 (10.5) Vented Disc (R) 229 (9.0) Drum (R) 267 x 20 (10.5 x .78) Disc*,* Discs from TR-8*,* ~~and alt.~~ JRT brake kit ~~is~~ # STN 0068~~.~~ *and Rimmer Bros. brake kit #GRID007446.*”

In EP, TR8 (78-81), add a brake kit as follows:
“(F) 10.5 vented (R) 9.0 Drum or 10.5 x .78 disc*, JRT brake kit # STN 0068 and Rimmer Bros. brake kit #GRID007446.*”

2. #18543 (Production Committee) Correct Specifications for E46 BMW Listings
In EP, BMW 325 E46, revise the specifications 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.)
BMW E46 325i/is (2001-2006)	*2*	*2575 * 2639 ** 22704*	*6 Cyl. DOHC*	*3.31”x2.95”*	*152.1 c.i.*	*Alum or Iron*	*Alum*	*(I) 1.38” (E) 1.200”*	*Fuel injection*	*107.3”*	*61.2”/62.7”*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
BMW E46 325i/is (2001-2006)	*18x8*	*5*	*(F) 11.81”x.87” vented (R) 11.57”x.75” vented*		*Comp. Ratio limited to 12.0:1, Valve lift limited to .500”*

3. #18544 (Production Committee) correction to BMW E46 specifications
In EP, BMW 328 E46, revise the specifications 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.)
BMW E46 328i/is (2001-2006)	*2*	*2750 * 2819 ** 2888*	*6 Cyl. DOHC*	*3.31”x3.31”*	*170.37 c.i.*	*Alum or Iron*	*Alum*	*(I) 1.30” (E) 1.20”*	*Fuel injection*	*107.3”*	*61.2”/62.7”*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
BMW E46 328i / is (2001-2006)	*18x8*	*5*	*(F) 11.81"x.87" vented (R) 11.57"x.75" vented*		*Comp. Ratio limited to 12.0:1, Valve lift limited to .500"*

4. #18289 (Production Committee) Clarify Mk. # for FP Austin Healey
In FP, Austin-Healey Sprite Mk. II, III, IV, MG Midget Mk I, II, III, IV & 1500, add *Mk. I* to the second spec line (wheel size, etc.)

5. #18297 (Brian Borshoff) 1973 Mercury Capri
In FP, Ford Capri 2000 (71-74), add the following language:
"Ford*/Mercury* Capri 2000 (71-74)"

6. #18259 (Steve Hussey) Correction to Spec Line for HP Lotus 7
In HP, Lotus 7 & 7 America, add the following to the notes:
"*Series 4 axle housing is permitted. Suspension components can pass through exterior bodywork. Front fenders may be modified as described here. The fender mounting flange shall be a minimum of 50 inches in length. At the rear of the fender, the lower edge of the mounting flange shall extend no higher than 4-1/2 inches above the undertray of the vehicle. At a point 6 inches rearward from the front of the flange, the fender shall be no narrower than 16-7/8 inches as measured along the upper curvature. At a point 18 inches rearward from the front of the flange, the fender shall be no narrower than 7 inches along the upper curvature and from 34 inches to 48 inches, the fender shall be no less than 3"inches along the upper curvature. From 48 inches rearward, a radius may provide a transition between the outer and the rearmost fender edges. The contours resulting from this modification shall be gradual and describe a smooth curve in plain view. A diagram is available from SCCA. No further modifications are allowed.*"

7. #18314 (Michael Annis) HP Spec Line Error
In HP, Lotus 7 & 7 America, remove the following valve sizes:
~~(I) 1.30 (E) 1.20~~

8. #17965 (Kevin Ruck) Clarify Air Dam Height Rule & Undertray Allowance
In GCR section 9.1.5.E.9.a.9., make the following changes:

"~~Air Dams: An air dam can be fitted to the front of the car. It must not protrude beyond the overall outline of the car as viewed from above, or extend aft of the forward most part of the front fender opening (cutout), and must not be mounted more than four inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device can be used on cars whose front bodywork is above the four inch maximum. If the air dam covers any portion of the **stock** grille, an opening must be created in the air dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground, between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the air dam must be symmetrically aligned in both planes to the grille. Openings in the air dam are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings can be cut in the front **valance** to allow the passage of up to a three inch duct or a rectangular or square duct with a maximum area of seven square inches leading to each front brake. These openings can serve no other purpose. When bumpers are used or when they are part of the bodywork, the air dam and bumper/ replica bumper must appear to be two (2) separate **components**. The air dam can have no support or reinforcement extending aft of the forward most part of the front fender opening (cutout).~~
A front spoiler/air-dam can be fitted to the front of the car.
A. The spoiler/air-dam shall not protrude beyond the overall outline of the body when viewed from above, perpendicular to the ground, or aft of the forward most part of the front fender wheel opening.
B. The spoiler/air-dam can be mounted to the body, chassis and/or frame and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device may be used in locations where the front body-work is above the four inch maximum.
C. The spoiler/air-dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.
D. If the spoiler/air-dam covers any portion of the stock grille, an opening must be created in the spoiler/air-dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the spoiler/air-dam must be symmetrically aligned in both planes of the grille.
E. Openings in the spoiler/air-dam are permitted for the purpose of ducting air to the brakes, radiator and/or oil coolers. Openings can be cut in the front valance to allow the passage of up to a three (3) inch diameter round duct hose leading to

each front brake. These openings can serve no other purpose."

Add a new 9.1.5.E.9.a.10., and re-number the following paragraphs:
"*An undertray may be added. The undertray may close out the area from the leading edge of the bodywork (including the spoiler/air-dam) back to the forward most part of the front fender wheel opening.*"

9. #17966 (Kevin Ruck) Clarify Drive Train Coatings - Intake Manifold
In GCR section 9.1.5.E.2.b.7., make the following changes:

"The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. ~~The intake manifold cannot otherwise be modified.~~ *In all other respects the intake manifold must be stock. Plating, painting or coating of the intake manifold is prohibited.*"

10. #18288 (Production Committee) Clarify Headlight Rule
In GCR section 9.1.5.E.9.a.10, clarify the headlight rule as follows:

"~~Glass and/or plastic headlight, front parking and **signal light** lenses and **bulbs** can be **removed**. All other lighting **components** can be **removed**. The headlight **bezels/rims** must remain in their **stock** locations. If the headlights are **removed**, openings behind the headlight **bezels/rims** must be covered with wire mesh screens or solid panels. These covers must be of the same or flatter contour as the **stock** headlight lenses.~~ *Glass headlight, front parking, side marker and signal light components must be removed. Plastic headlight, front parking, side marker and signal light components can be removed. The headlight bezels/rims must remain in their stock locations. If the stock headlight, front parking, side marker or signal light lenses/covers are removed the resulting openings must be covered with wire mesh screen or solid panels of the same or a flatter contour than the stock lenses/covers.*"

Remove GCR section 9.1.5.E.9.a.10.C./ D., re-letter as follows:

~~C. **Side marker light** assemblies can be **removed** and the openings covered with a solid panel.~~

~~D. Cars that have plastic or glass **headlight covers** fitted as **stock**, must **remove** those covers and either replace them with duplicates of an alternate material mounted in the **stock** location or the covers can be **removed** to allow the **ducting** of air.~~
~~E.~~ *C.* **Taillights** must be the **stock** type and mounted in the **stock** location.

11. #18291 (John Bauer) Clarify the number of forward gears
In GCR section 9.1.5.E.1.n.5., clarify the forward gears rule as follows:

"*The number of transmission speeds listed in a car's specification line is the number of forward gears operable by the driver from his normal seated position (e.g. a 6 speed transmission with 1 forward gear removed/disabled is considered a 5 speed transmission).*"

Spec Miata
1. #17927 (Dan Tiley) Please Add Tolerance Specification to Engine Stroke Requirement
In SM, make the following changes:

Mazda MX-5 / Miata (90-93):
Bore x Stroke: 78.0 x ~~83.6~~ *83.7* 1597 or alternate 78.25 x ~~83.6~~ *83.7*

Mazda MX-5 / Miata (94-97):
Bore x Stroke: 83.0 x 85.*1* 1839 or alternate 83.25 x 85.*1*

Mazda MX-5 / Miata (99-00):
Bore x Stroke: 83.0 x 85.*1* 1839 or alternate 83.25 x 85.*1*

Mazda MX-5 / Miata (01-05):
Bore x Stroke: 83.0 x 85.*1* 1839 or alternate 83.25 x 85.*1*

Super Touring
STL
1. #18233 (Bob Dowie) Cable Operated Throttle Body MZR
In STL, Mazda MZR, add language to the Table A notes as follows:

"55mm flat plate restrictor required. *Unmodified cable-operated throttle body, Acura part number 16400-PND-A17, 60mm ID, allowed. Must meet ALL STL regulations.*"

STU
1. #17864 (Michael Ibarra) Edelbrock E-Force Supercharger Kit Approval
In STU, Table B., classify a separate sub-line for the Subaru BRZ/ Scion FRS as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Subaru BRZ/ Scion FRS	*2000*	*2850*	*Edelbrock Supercharger Kit part #1556, 6-rib 3.25" pulley measured over .098" gauge wire placed in between grooves.*

2. #18218 (Oscar Jackson) FR-S/BRZ Weight Adjustment with Jackson Racing Supercharger
In STU, Table B., Subaru BRZ/ Scion FRS, adjust the weight/notes as follows:

~~2970~~ *2850*

"Jackson Racing S/C Kit, part # 000-07-300 *and 2130-07-R01 SC Pulley, 110mm, FR-S/BRZ* permitted."

3. #18393 (david mead) Garrett Turbo Allowance Part # Incorrect
In GCR section 9.1.4.1.H.3, approved turbo list, make the following correction:

"Garrett ~~GT2254R~~ *GT2554R*, p/n 471171-3"

Note: this is correcting an addition to a table that was added in a previous Fastrack. See letter #17261 and #17560.

4. #18475 (Christopher Itterly) Single Throttle Body Weight Reductions
In GCR section 9.1.4.1.H.1., add the following language after the weight table:

"*a. Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight 9%.*
b. Engines 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%
c. Engines 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%
Note: weight reduction items to apply ***only*** *to normally-aspirated engines.* "

Touring
T1
1. #17516 (Amir Haleem) Toyota Supra Turbo Specification Line Modification
In T1, Toyota Supra, add to the engine notes as follows:

"*Any turbo permitted with 43mm Turbo Inlet Restrictor.* "

2. #18194 (david mead) BMW engine classification cleanup
In T1, BMW E46 M3 & E36 / BMW Z3, change the engine notes as follows:

"The M5 5.0L *V8* is permitted at ~~3000~~ *3500* lbs. 4.0L V8 permitted at ~~3100~~ *3200* lbs."

In T1, BMW E46 M3, Maximum Displ. 4000, change the weight as follows:
~~3100~~ *3200*

3. #18335 (david mead) Why Remove IRS From the Mustang/Tbird Classifications
In T1, Ford Mustang/ Thunderbird (pushrod), add the following to the Chassis Notes:

"*OEM independent rear suspension is permitted.*"

In T1, Ford Mustang/ Thunderbird (Boss 302 & Coyote), add the following to the Chassis Notes:

"*OEM independent rear suspension is permitted.*"

In T1, Ford Mustang/ Thunderbird, add the following to the Chassis Notes:

"*OEM independent rear suspension is permitted.*"

4. #18562 (Touring Committee) T1 Class adjustments
In T1, classify the following vehicle:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird (Boss 302 & Coyote) OEM	*5000*	*3425*	*(2) 50mm flat plate restrictors required*	*OEM 5.0 Only approved throttle body Ford Racing Part #M-9926-CJ65*	

Effective 3/1/16, in T1, Ford Mustang/ Thunderbird ("Cobra Jet" engine), make the following changes:

Model: Ford Mustang/ Thunderbird ("Cobra Jet" engine) *OEM*
Weight: ~~3425~~ *3525*
Add to restrictor: *(2) 50mm flat plate restrictors required.*
Add to chassis notes: *Only approved throttle body Ford Racing Part #M-9926-CJ65.*

Effective 3/1/16, in T1, Ford Mustang/ Thunderbird (Boss 302 & Coyote, make the following changes:

Model: Ford Mustang/ Thunderbird (Boss 302 & Coyote) *Built*
Weight: ~~3425~~ *3525*
Add to restrictor: *70mm flat plate restrictor required.*

Effective 3/1/16, in T1, BMW M3 E92 (08-13), change the weight as follows:
~~3150~~ *3250*

In T1, Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 OEM, make the following changes:
"2, ~~40mm~~ *52mm* flat plate restrictors *required*."
"~~(2) 45mm flat plates~~"

T1-LP
1. #18310 (John Buttermore) Reduce weight of Limited Prep C6 Corvette
In T1-LP, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12), adjust weight:
LS2: ~~3300~~ *3200*
LS3: ~~3400~~ *3300*

T2
1. #18382 (Anthony Saenz) Camaro SS 1LE
In T2, Chevrolet Camaro SS 1LE (10-14), clarify as follows:
Chevrolet Camaro SS/1LE (10-14)

2. #18560 (Touring Committee) T2 Class adjustments
All Touring cars whose tire size has been reduced for 2016 may run the previous tire size through the first two Majors conference weekends in Mid-States, Northern and Western Conferences. In the Northeastern and Southeastern Conferences, the previous tire size may be used until the completion of the third Majors weekend. After these races, only the 2016 tire size may be used.

In T2, Ford Mustang Boss 302 (12-13), make the following changes:
Tire Size (max): ~~295~~ *275*
Weight (lbs): ~~3500~~ *3550*

In T2, Ford Mustang GT 5.0L (11-14), make the following changes:
Tire Size (max): ~~295~~ *275*
Weight (lbs): ~~3500~~ *3550*

In T2, BMW E92 M3 (08-14), change the tire size:
~~295~~ *275*

T3
1. #18360 (Charles Kim) Reduce S2000 Minimum Weight in T3
In T3, Honda S2000 (all) (00-09), change the tire/weight as follows:
~~245~~ *(F) 245 (R) 275*
2.0L @ ~~2800~~ *2750* 2.2L @ ~~2850~~ *2800*

2. #18479 (david mead) Please Reinstate T3 04+ RX8 Classification
In T3, classify the Mazda RX-8 Base/R3 (04-09) 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:
Mazda RX-8 Base/R3 (04-09)	*2600*	*2703*	*TBA*	*255*	*3.76, 2.27, 1.65, 1.19, 1.0, .084* *3.82, 2.26, 1.54, 1.18, 1.00, 0.79*	*4.44 Alt: 4.78*	*(F) 323 Vented Disc (R) 303 Vented Disc*	*2850*	*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.*

3. #18519 (Greg Amy) Tire Allowance, Spec E46 in T3
In T3, SpecE46, make the following changes:
Tire Size (max): *225*
Weight (lbs.): ~~2900~~ *2950*
Add to notes: *SpecE46 spec tire permitted per SpecE46 appendix rules.*

T4
1. #17939 (Derrick Ambrose) Mazda 3 Model Years in Touring
In T4, Mazda3 (2010), add the following model years:
Mazda3 (10-*13*)

In T4, Mazda3 (2015), add the following model years:
Mazda3 (~~2015~~ *14-16*)

2. #17989 (Christopher Childs) Please Adjust Honda Civic Weight
In T4, Honda Civic Si (12-13), change the notes as follows:
"~~52mm~~ *47mm* flat plate restrictor required"

In T4, Honda Civic Si (14-15), change the notes as follows:
"~~52mm~~ *47mm* flat plate restrictor required"

3. #18333 (david mead) Sizing On 2016 T4 Miata Tires
In T4, 2016 Mazda MX5, change the tire size as follows:
~~215~~ *225*

4. #18337 (david mead) RX8 Spec Line Clarification
In T4, Mazda RX-8 R3 (04-09), add the following to the model description:
Mazda RX-8 *Base*/R3 (04-09)

COURT OF APPEALS

Judgment of the Court of Appeals
Ryan Pilla vs. SOM
COA Ref. No 15-07-NE
November 19, 2015

FACTS IN BRIEF
At the Jersey Road Racing Classic on October 24, 2015, Mark Cefalo, driver of Spec Miata (SM) #00 filed a Mechanical Protest against Ryan Pilla, driver of SM #19 requesting examination of several internal and external vehicle components. A protest bond was established and received from Mr. Cefalo to cover all items protested. Mr. Pilla was notified of the protest on the grid shortly before SM Qualifying Race 1. He permitted inspection of several parts at impound following the qualifying race, but removed his vehicle from the track later that day, prior to the completion of all inspections. The Stewards of the Meeting (SOM) Terry Hanushek, Jim Harrison, and A.G. Robbins, Chairman, ruled that by leaving the facility with SM #19, Mr. Pilla had refused to allow inspection as required by General Competition Rule (GCR) 8.3.3.C. and the SOM invoked automatic penalties per GCR 7.4.D. Mr. Pilla was disqualified from the event, assessed a fine of $250, and his competition privileges are suspended for six (6) months. Mr. Pilla appealed the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Laurie Sheppard, Chairman, met on November 19, 2015 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Ryan Pilla, received November 9, 2015.
2. Official Observer's Report and related documents, received November 15, 2015
3. Email testimony from A.G. Robbins and Bill Etherington, Chief Scrutineer, received on various dates.
4. Event Supplemental Regulations and Official Results

FINDINGS
The Court of Appeals notes there is agreement that Mr. Pilla was notified that a mechanical protest had been lodged against SM #19 immediately before SM Qualifying Race 1. The car was impounded at the completion of the race and technical inspectors checked the restrictor plate and flywheel which were determined compliant. Bill Etherington, Chief Scrutineer, states that Tech applied fingernail polish to the restrictor plate, some bolts for the throttle body, and several valve cover screws. Also, at Mr. Pilla's trailer, the transmission was sealed to the engine. Mr. Pilla and/or member(s) of his crew were present when each of these "sealing" steps was taken.

Mr. Pilla states that due to personal commitments, he needed to leave the track at the end of Saturday's activities. Mr. Robbins went to Mr. Pilla's trailer and explained the impact of not completing all inspections, specifically citing the automatic penalties described in GCR 7.4.D.

Mr. Pilla's appeal of the penalties imposed is centered on his statement that he was not told the protest was for a mechanical teardown and that he complied with all inspections that had been performed up to the point he left the facility. It is possible the term "mechanical teardown" was not explicitly used. However, "mechanical teardown" is a non-specific term describing the removal or disassembly of various components to facilitate examination of protested items. The COA finds that the presence of Mr. Pilla or members of his crew at the time specific engine component access points were marked or sealed indicates Mr. Pilla was aware that additional inspection was required.

Mr. Pilla also states that his car did not have a competitive advantage over Mr. Cefalo's car. Competitive advantage is not relevant to the protest or the appeal. Mr. Pilla further asserts that Mr. Cefalo's protest was "in bad faith and vexatious to the spirit of competition". This is something that should have been discussed with and investigated by the SOM at the time of the protest notification, but Mr. Pilla did not raise the issue prior to leaving the track. Therefore, his allegations are not germane to the SOM action and will not be considered by the COA.

In conclusion, the COA determines that Mr. Pilla's actions constituted refusal to allow inspection of protested items as described in GCR 8.3.3.C. Mr. Pilla has provided no new evidence to affect the outcome of the appeal.

DECISION
The Court of Appeals upholds the ruling of the SOM in its entirety. Mr. Pilla's appeal is not well founded and the appeal fee will be retained by SCCA.

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | December 10, 2015

The DTTC approved and submitted the 2016 Time Trial Rules -- PDX/CT Driver Information, TT/HC Driver Information, and Organizational Information.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 1, 2015

The RallyCross Board (RXB) met via conference call on December 1. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan 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 incident reports were submitted since the last RXB meeting. Regan reported that an issue of incident reports not being distributed to all Committee members has been resolved. The Safety Committee composition will not change for 2016. Members will be Mark Utecht, Chairman, Hal Denham, Rebecca Ruston, and Bob Ricker.

- Rules Committee (Keith Lightfoot): All updates to the proposed rules changes for the 2016 RallyCross Rules have been submitted for BOD approval. The Rules Committee members for 2016 will be Keith Lightfoot, Chairman, Nathan Usher, Kathy Moody, Michael Byington, and Pete Remner.

- RallySprint Committee (Blakely): RallySprint and RallyTrials sanction and insurance fees for 2016 have not yet been determined but are not expected to increase significantly. Blakely reported that an event in Southern California is in the early planning stages. The Committee composition for 2016 will be determined in the next month or two.

  The RXB would like to thank Brent Blakely for his service on the Committee for the past three years and for being instrumental in establishing the new RallySprint and RallyTrials programs.

- National Championship Committee (Stephen Hyatt): Since the last RXB meeting it was announced that the 2016 RallyCross National Championship will return to the National Balloon Classic site in Indianola, Iowa, September 30 through October 2. This will be the 10th running of the National Championship event. To generate excitement for the event, publicity for the event will focus on the 10th anniversary. The National Championship Committee has two returning members for 2016, Leon Drake and Mark Macoubrie. They have been tasked to find more members to fill out the Committee as needed.

- Divisional RallyCross Stewards Liaison (Ron Foley): There was no Divisional RallyCross Steward (DRXS) meeting in November, but Foley has maintained contact with the stewards through email. The RXB discussed encouraging Solo Safety Stewards to become RallyCross Safety Stewards, as the main variance between Solo and RallyCross events is course degradation issues. Foley will contact the RXDS and encourage them to look for Solo Safety Stewards who might be interested in becoming RallyCross Safety Stewards.

Old Business

- 2016 National Challenge schedule: The RXB discussed possible sites and dates for the National Challenge events in 2016. There were four possible sites presented with one on the West coast, one in the Central area, and two on the East coast.

  Motion: Accept the following sites for the 2016 National Challenge events: West – Ridgecrest, CA, Central – Deer Trail, CO, and East – Frostburg, MD. Lightfoot/Foley. PASSED 5-0-1 (Hyatt abstained).

  The dates for these events will be announced once they have been confirmed with organizers.

- 2016 National Convention planning: Howard Duncan reviewed the RallyCross sessions planned for the National Convention. Three are sessions specific to RallyCross: “Kickstart your RallyCross Program,” “RallyCross All Call and Breakouts,” and “RallySprint / RallyCross Board Info Session.” Other recommended sessions that might apply indirectly to a RallyCross program are “Risk Management,” “Building a Region for Success,” “Site Management,” “All Safety Steward Training,” “Building SCCA Champions,” and “Volunteer Recruitment and Retention.”

New Business

- RallyCross forums format: Lightfoot pointed out the low traffic volume at the RallyCross forums and suggested that it could be improved with a better forum structure and subject areas offered. He also suggested that each RXB member be assigned a forum subject area to moderate.

- RXB tasks for January meeting: Hyatt requested that for the January meeting each RXB member consider 1) his 2016

DRXS mentoring assignments, 2) five RXB goals for 2016 and five for the next five years, 3) topic and author suggestions for SportsCar articles, and 4) his choice of a forum subject area to moderate.

- As this was Brent Blakely's final RXB meeting, the Board would like to extend its appreciation to him for his many years of service and contributions to the RXB.

Next meeting: January 5, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | December 11, 2015

The RoadRally Board met via conference call on December 11, 2015; meeting called to order at 7:35 CST by Chairman Rich Bireta. In attendance: Clarence Westberg, John Emmons, Chuck Hanson, Jeanne English, Len Picton, incoming 2016 RRB member Jim Crittenden, NEC Chairman Mike Thompson, BOD liaisons Terry Hanushek and Lee Hill, and Deena Rowland from the National Office.

November minutes were approved. John/Rich/pass.

The BOD approved the 2016 rules as submitted and 2016 appointments, including Jim Crittenden to the RRB. This is the last RRB meeting for Jeanne English and Len Picton. The RRB thanks them and appreciates their service.

Front Burner Items:

1. RReNewsletter – the December issue has not been published. Reminder: road rally organizing committees are encouraged to distribute the newsletter at the start of their events and solicit subscriptions. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, …)
2. Road Rally Planning Calendar. (Jeanne)
    a. Latest version (Dec 7, 2015) is up on the SCCA web site and includes some 2016 events
    b. Planning calendar editor for 2016? Jeanne will continue in this function
3. SCCA 2016 Convention, January 21-23, 2016
    a. Email with coupon code should have been received by all 2016 RRB members
    b. We are individually responsible for making hotel and plane reservations
    c. Plan to arrive by Thursday 4PM convention kickoff reception
    d. Plan to stay through Sunday, Jan 24, 9AM to 5PM for face to face RRB meeting
    e. The morning session will be open to any SCCA member who wants to attend
4. NEC Report (Mike)
    a. 2016 Road Rally Rulebook Status/Review (Editor: Chuck)
    Mike – status of RRR's: Appendix A (the chart listing the types of rallies and their requirements) needs updating; words need to get transferred into the RRRs themselves, not as an appendix; Terry – seems OK to him as an appendix; Chuck – needs to also add paragraphs as drafted by Terry (option 2), but thinks that having it all in one place is cleaner, we can delete/reword RRRs to say 'see Appendix A', also much easier to update; Jeanne agrees with Chuck, likes having it all in one place in Appendix A; John agrees, don't list things in two places; Chuck will get out 3rd version RRRs within 48 hours; all agree with having items listed only in one place, Appendix A.
    b. Mike asked how to better get events listed on the SCCA website that currently links go to region websites which may or may not be current. Deena can now update links directly, including pdf files.
5. Awards
    a. Gervais/W David Teter Awards - ballots have been mailed and are due back by Dec 20; votes will be tabulated in early January
6. USRRC Events
    a. 2018 St Louis - Positive response sent to Jim Heine. Target date for formal approval is June 2016.
7. New Business - Should there be a January RRB conference call, or should the RRB meet only at the convention? Rich said that it would be useful to have a meeting before the convention to discuss what items the RRB needs to focus on at the convention.

Meeting adjourned at 8:30 PM CST

Next meeting January 11, 2016, via conference call

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/events/1975836-2015-tire-rack-solo-national-championship

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:
http://www.scca.com/events/1979922-2015-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 2016

SOLO EVENTS BOARD

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SOLO EVENTS BOARD | December 21, 2015

The Solo Events Board met by conference call December 21st. Attending were 2016 SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; outgoing SEB members Mark Andy, Dave Hardy; Howard Duncan and Doug Gill 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 **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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

General

#18325 4.5 Car/Driver Changes change needed

In Section 4.5, Car/Driver Changes, change 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. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the *Chief Steward or the* Operating Steward."

Member Advisories

General

SEB Personnel

The Solo Events Board thanks Mark Andy and Dave Hardy for their service to the Club as members of the SEB.

#17319 Male/Female Gender

For verification purposes regarding the entry requirement referenced in 4.7.B, the entrant's current and valid Driver's License issued by the state or country of residence is considered acceptable.

Tire Rack Solo Nationals

Course designers who are interested in being considered for the 2016 Solo Nationals in Lincoln are invited to submit their qualifications, including a summary of past major event design experience, to the SEB in writing via www.soloeventsboard.com.

Street

Committee Personnel

The SEB thanks Mike Wood for his service as SAC Chair.

#11362 Resume

The SEB has approved the addition of Curt Luther to the SAC.

#18350 Clarification on shock mount styles

The SAC does not believe the method of attachment for these shocks meets the requirements of section 13.5.A and 13.5.B. There is no allowance to convert a shock attachment from a bayonet style mount to an eyelet style mount. Specifically, "...system of attachment and attachment points are not altered, except as noted below..."and "This does not allow other modifications to the plate itself or use of an alternate plate."

#18376 Koni struts for twins

It has come to the SAC's attention that there is a difference between the Koni strut housing and the OE strut housing for the Subaru BRZ and Scion FRS.

Specifically, the OE strut housing ear's upper mounting holes are of differing diameters forward and aft, while the Koni strut housing ear's upper mounting holes are both the same (larger) diameter.

There is no allowance for this. To be compliant with Street allowances, the Koni strut housing must be modified to match the OE strut housing hole diameter and location. One method by which this can be achieved is by using a stepped washer of the appropriate size to match the OE diameter and center the hole.

Koni N/A is aware of the issue and members are encouraged to contact them if necessary.

#18569 SAC Application

The SEB has approved the addition of Mark Scroggs to the SAC.

Street Touring

Committee Vacancies

The SEB is anticipating vacancies on the STAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17733 STS Civic arm mounts and alternate arms?

In the opinion of the STAC, 14.8.H does not restrict the number of camber kits that may be used concurrently. Using alternate upper arm mounts as well as alternate upper arms on an STS Civic is compliant as long as the restrictions of 14.8.H.1-6 are met.

#18173 re-drilling wheel hubs

In response to an inquiry about wheel hub modifications and/or replacement, in the opinion of the STAC re-drilling or using alternate hubs is not allowed by the current rules.

Street Prepared

Committee Vacancies

The SEB is anticipating vacancies on the SPAC, and in particular is looking for ASP/SSP experience. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17980 tonneau cover in SP

Among other requirements, section 15.2.F requires that a replacement seat have a functional headrest. A seat that incorporates a headrest that folds when not in use does not violate this requirement.

Street Modified

#18364 SM eligibility inquiry

Per the SMAC, the 1986-1991 Mazda RX7 2+2 meets the requirements for the SM class and is thus allowed to compete in Street Modified.

Prepared

Committee Personnel

The SEB thanks Zack Barnes for his service on the PAC.

#17668 Turbo Restrictor Clarification

Per the PAC, section 17.10.C.2 defines that there must be a maximum of 4 inches between the trailing edge of the restriction and the edge of the compressor inlet. The member is thanked for their inquiry.

Modified

#17934 2 stroke pre-mix fuel

Per the MAC, the current FM rules covering Rotax engines do not allow the oil injector pump to be disabled, disconnected, or deactivated. Normal adjustments may be made so long as the pump remains operational. This is per the applicable GCR section, which states (in part): "No component of approved engines may be altered, modified, or changed, nor be of any other than original equipment manufacture unless specifically authorized. Engine components shall be assembled in stock configuration." The rules do permit the use of pre-mixed fuel containing oil.

Change Proposals

Prepared

#15817 Oil Breather Clarification

The PAC/SEB note that the language in 3.3.3 related to safety and 17.10 related to Prepared Engine allowances is unclear and partially redundant. For clarification, the PAC/SEB recommend publishing the following rules changes for member comments:

3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase **vents** and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.* ~~All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.~~ Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 *So long as it meets the requirements in section 3,* the installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~17.10.R All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.~~

The PAC/SEB believe that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

#18193 Trunk Alternate Panel

The PAC/SEB propose the following rule change for Appendix A, X-Prepared:

"c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wingsshall not exceed 8 sq. ft. (0.7432 m2) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustablewhile the car is in motion must be locked in a single position. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both."*

The PAC and SEB believe this clarifies and excludes the implementation of rear spoilers under rear wings.

Street

#18527 Re-Class the Fiat Abarth to the same class as the Fiesta ST

The SAC would like member comment on moving the Fiat 500 Abarth from GS to HS.

Street Touring

#16000 Consider moving 2009+ Mitsubishi Ralliart to STX

Per the STAC, the following proposal is submitted for member comment:

Move *from STU to STX*:

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

#17131 Differential Covers and Coolers

Per the STAC, the following proposal is submitted for member comment.

Add the highlighted language to 14.10.A:

"Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."

Note: This language adds an allowance for differential coolers.

#17226 Request to move 2001 - 2005 R/T and ACR neon into STF

Per the SAC, the following classing change proposal is submitted for member comment:

Move the following Appendix A listings *from STS to STF*:

Chrysler/Plymouth/Dodge

Neon (2000)

Neon R/T & ACR (2001-2004

#17515 Brake backing plates / dust / splash shields

Per the STAC, the following rule change proposal is submitted for member comment:

Add the following new language to 14.6.C:

"Backing plates and dirt shields may be modified or removed."

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Add wording in Appendix A under the SSM Excluded section (this essentially relocates language formerly found in 16.0.B, which is being deleted, and adds the word "unlisted") as follows:

"Excluded Vehicles:

- Lotus (except Elise, Exige, & Esprit)

- Unlisted two-seat cars which are not eligible for the Street Prepared category

- Vehicles not meeting specifications to have been delivered in the USA

- Vehicles not meeting minimum weights"

Note: The 2014 McLaren MP4 12e and current Porsche 911 GT3 do meet the eligibility requirements of 15.0.

See a related item under Tech Bulletins.

#18388 new section 16.1.V Electrical

The SMAC would like to get member feedback on introducing a new subsection (as shown below) to section 16.

"16.1.V Electrical

Electrical systems are unrestricted except as follows. The safety requirements of section 3.3.3.B must also be met.

A. Batteries, battery location(s), and system voltage for hybrid powertrains must remain as standard.

B. The alternator or generator may not be relocated outside of the engine compartment.

C. Total loss systems are prohibited.

D. Wiring harnesses may only be modified to facilitate allowed modifications. Such modifications may serve no other purpose."

Other Items Reviewed

Street

#18417, 18437, 18453, 18463 Boxster/Cayman Classing

Thank you for your input. Please see the response to letter 18414 for more information.

#18419, 18450, 18484, 18548, 18563 C7 Corvette classing feedback

Thank you for your input. The SAC is continuing to consider the C7 base classification.

#18434, 18435, 18436, 18451 Feedback on 17901, 17905, 17179

Thank you for your input. Please see the response to letter 18414 for more information.

#18535 More December Fastrack feedback

Thank you for your input. Please see the response to letter 18414 for more information.

#18627 Cayman S 2006-2008 and Cayman S 2009-2012

Thank you for your input.

Street Prepared

#17170, 17217, 17298 Proposal #16443 Touring Car Clarification

Thank you for your input. Per the January Fastrack an amended version of this proposal was recommended to the BOD as item #16443.

Street Touring

#18293 Thumbs Up for the new ST allowances

Thank you for your comments.

#18331 STU AWD Tire Width, Steering Wheels, Radiators

Thank you for your comment.

#18427 STAC resume

Thank you for your resume.

Not Recommended

General

#17338 Publish names with letters

As previously published (and supported by member feedback) the SEB does not feel it is necessary at this time to publish individual members' names with their submissions. The SEB notes that there are substantial differences

between the compliance systems of Club Racing and Solo, and thus significant differences between the types of correspondence which are typical. Hence practices which may be deemed acceptable for the CRB do not necessarily apply to the SEB.

#17773 Prohibit Tire Warmers before first runs

Due to a predominance of member input in opposition to this proposal, it is being withdrawn.

Street

#18383 Move 2015-Newer BMW M4 from A Street to F Street

The SAC feels that the BMW M4 is classed appropriately.

#18368 TRD spring/sway bar allowance for the BRZ

There is no allowance for installation of port installed parts across manufacturers at this time. Please see item 18324.

#18401, 18402 TRD parts on the Subaru BRZ

Please see the comments regarding letter 18368.

#18579 Move M4 Convertible to FS

The SAC believes that the BMW M4 Convertible is appropriately classed.

#18517 Toyota Celica

The SAC feels the Celica is appropriately classed.

#18277 Consider excluding Maxxis VR-1 and other variable tread tires

The SAC does not feel that it would be appropriate to ban this tire at this time. We will continue monitor the tires used in competition.

Street Touring

#15833 2015 WRX Classing Comments

Thank you for your comments. The STAC feels that the 2015 WRX is appropriately classed in STX.

#17120 Second generation miatas in street touring classes.

The STAC is not in favor of moving the NB Miata into STX at this time but might reconsider in the future.

#17232 LSD change allowance for AWD

The STAC is not in favor of any additional differential allowances for AWD cars in Street Touring.

#17745 Super ST class

The STAC is not in favor of creating any additional new classes at this time.

#17888 STP inclusion of BMW e92/90 M3

The STAC is not in favor of adding the BMW e92/90 M3 to STP.

#16561 BMW M235i Classing Proposal

The STAC is not in favor of classing the M235i in STU at this time but will continue to monitor the car and class and may reconsider at some point in the future.

#17399 Proposal: minimum battery weight in ST*

The STAC can see some potential for positive benefit in this rule change, but is not recommending it for reasons of rules stability.

#17604 BMW Z4 M inclusion

The STAC is not in favor of adding the BMW Z4M in STU at this time.

#17641 Request 997 Carrera S class

The STAC is not in favor of classing the Porsche 997 Carrera or Porsche 997 Carrera S into STU at this time. The STAC will be monitoring and may readjust the mid-engine tire allowances and classifications for 2017.

#17895 ST Classes Split

The STAC is not in favor of creating any additional new classes at this time.

#17900 Time to move the twins back

The STAC will continue to monitor the top cars in STX/STR but is not in favor of moving the Subaru BRZ and Scion FRS into STR at this time.

#17962 STF Class Comments

Thank you for you comments. As per item #16409 in the November Fastrack, the STAC and SEB do not intend to proceed with that proposal.

#18019 Driveshaft replacement in ST classes...

The STAC is not in favor of allowing driveshaft replacement in Street Touring.

#18108 Re-organize ST classes to fit the broader SOLO classing system

The STAC is not in favor of reorganizing the ST classes to a broader system similar to other Solo categories (STA, STB, STC, STD, etc).

Street Touring is a unique category that intentionally remains “exclusive”, unlike Street - our entry level category - or Street Prepared and above. The intent of this is to maintain highly competitive classes filled with popular cars that respond favorably to the category’s allowances, withing a framework of controlled costs.

Members who would like a model considered for the category are encouraged to submit their request to the STAC and SEB.

#18189 Coolant reroute allowance

STAC is not in favor of allowing coolant re-routing as it is not considered consistent with category philosophy.

#18240 Sport Truck Class

Thank you for your suggestion. The SEB is not in favor of a provision for sport trucks to run in ST as requested. Members are reminded that Regional Solo programs can establish whatever classing structures they require to meet their needs.

#18412 Create STA class

The STAC is not in favor of creating a new STA (AWD) class.

#18521 Allow electric fan conversions in street touring

The STAC is not in favor of adding an allowance for electric fan conversions at this time.

#18606 Steering wheel 2016 wording

Thank you for your comment; in the spirit of rules stability of the STAC is not in favor of making additional changes to the steering wheel allowances.

Street Prepared

#18313 Ford Shelby GT350 Classing

Thank you for your input. The SPAC will continue to monitor the performance of the GT350 and evaluate its classing.

#17521 Spring Relocation

Per the SPAC, spring relocation--and the often-required associated chassis bracing to facilitate this modification--are not consistent with SP category philosophy.

#18508, 18522 Allow bolt on fender replacement with aftermarket

The SPAC does not believe this allowance fits the spirit of the category.

Street Modified

#18269 Tire to Weight Proposal

The SMAC thanks the member for their input, but at this time a change to the weight formula is not considered to be in the best interest of Street Modified.

#18483 Ferrari 360 Modena Challenge in SSM Class Clarification

The Ferrari Modena Challenge, while very similar to the car sold for use on US roads, still has items like Lexan windows among other components that are not allowed for competition in Street Modified Category.

There is no intention to permit non-US-spec cars to compete in the Street Modified Category.

Handled Elsewhere

General

#18409, 18413, 18418, 18459, 18460, 18462, 18464, 18465, 18466, 18467, 18468, 18472, 18482, 18507, 18513, 18518, 18525, 18531, 18538, 18539, 18552 Proposal 17773 Prohibit Tire Warmers before first runs

Thank you for your input. Please see the updates to item #17773 elsewhere herein.

Street

#18171 2016 Camaro

Please see the response to letter 17890 in the January Fastrack.

#18324 Allowance for TRD Spring/Sway bar allowance for BRZ

Thank you for your input. There is currently no allowance to allow interchange of parts across different makes of vehicles. Please see the response to item 17835 in the December Fastrack.

#18528, 18529, 18530, 18532, 18533, 18534, 18536, 18537, 18540, 18541, 18542, 18545, 18550, 18590 Fiat 500 Abarth Classing

Please see item #18527.

Street Touring

#17321, 17834, 17862 LSD change allowance for AWD

Thank you for your comments, please see letter #17232.

#17405, 17413 Neon (all) re-class to STF

Thank you for your comments, please see letter #17226.

#17969 lowered and modified Juke NISMO RS to STX (or SM)

Thank you for your comments, please see letter #18038.

#17997 RSX-S comments

Thank you for your comments. See letter #16409 in the November Fastrack.

#18261 BMW M235i solo class for street touring and street prepared

Thank you for your comments; please see item #16561.

#18292 AWD Cars in Street Touring

Thank you for your comments, please see letter #16000 elsewhere herein.

#18415 Tire width proposal

Thank you for your comment. The STAC will be monitoring and may re-adjust the mid-engine tire allowances and classifications for 2017.

#18421 Please class the 2016 Miata in ST

Thank you for your comments. See letter #18111 in the January Fastrack.

#18429 Classing 2016 Mazda Miata (ND) in STR

Thank you for your comments. See letter #18111 in the January Fastrack.

Tech Bulletins

General

#18296 Clarifying the stage/start procedures in Solo

Due to minor editing errors, the first paragraph of 7.9.3 has been somewhat unclear. It is corrected to read as follows:

7.9.3 Course Deviation

A "DNF" or a time penalty, if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course. A DNF is charged only if part of the course is omitted. In returning to the course after an off-course excursion, it is acceptable to drive a part of the course a second time.

Street

#18047 Request to consider inclusion of the Audi R8-V8 in SS

Per the SAC, add the following new listing in Appendix A:

SS

Audi

R8 V8 (2008-2016)

In conjunction, change the "Audi R8" line in the Street exclusion list to "Audi R8 (NOC)"

#18126 Please classify Porsche cars

The SAC would like to add/change the following listings in Appendix A:

SS

Porsche

911 (991, *non-turbo, excl. GT3 RS*) (2012-15)

Cayman S, *GTS, GT4 (excl Club Sport) (2012-16)*

Note: the net effect of this is to add a new listing for the GT3, and to fix the Cayman S listing to allow the 2016 GT4.

#18225 Class Ferrari 360

Per the SAC, add the following new listing in Appendix A:

SS

Ferrari

360 Modena, Spyder (excl. Challenge Stradale) (1999-2005)

In conjunction, modify the associated item in the Street exclusion list from "Ferrari 360" to "Ferrari 360 (NOC)"

#18588 Initial Classing for Scion iA and iM

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

HS

Scion

iA (2016)

iM (2016)

#18589 Initial classing for Lexus RC and RC-F

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

FS

Lexus

RC (non F) (2015-2016)

BS

Lexus

RC-F (2015-2016)

Street Touring

#17309 Mazdaspeed Miata to STU

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

STU

Mazda Mazdaspeed Miata (2004-2005)

#17341 Car Additions to ST Classes

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

STF

Scion

iA (2016)

iM (2016)

STX

Nissan

Juke (all) (2011-2016)

#17650 Add Hyundai Elantra 1.8 to STF like sister car Kia Forte

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STF

Hyundai

Elantra (2001-2015)

#18038 Request to have Nissan Juke classed in Street Touring

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

STX

Nissan

Juke (all) (2011-2016)

Street Prepared

#17487 Chevrolet Cavalier in Street Prepared

Per the SPAC, add the following line to FSP under the “Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki” heading:

Cavalier (OHV, 4-Cyl) (1992-2002)

Note: The SPAC is aware that the Cavalier and Sunbird from these years are functionally equivalent vehicles, but the latter is currently classed while the former is not. In order to get the Cavalier classing in place as soon as possible the committee has recommended a Tech Bulletin. An overall cleanup and merge with the Cavalier listing will be forthcoming.

#17988 Classifying 2013 Audi S5

Per the SPAC, modify the following line under ASP, Audi, to encompass a new listing for the S5:

from

S4 (2010-16)

to:

S4 (2010-16), *S5 (2013-16)*

#18262 BMW M235i classing

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

ASP

BMW

M235i

Street Modified

#17944 Class the Mclaren MP4-12c and 991 GT3 in SSM

Per the SMAC, delete 16.0.B.

Note: There are contradictions between 16.0.B and Appendix A which needed to be removed. Requirements and exclusions are addressed in Appendix A.

Prepared

#16936 XP front endplate clarification

The PAC/SEB are providing the following clarification to X-Prepared splitter, canard, and endplate rules as found in Appendix A, X-Prepared, Section 1.C:

"Front splitters are allowed and shall be installed parallel to the ground(within ±3° fore and aft) and may extend a maximum of 6" (15.24 cm)forward of the frond bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fasciaas viewed from above. Canard area will be measured in the same manneras wings using Section 12.10. Canard area may not exceed 1.2 sq.ft. (1114.8 cm²). ~~Canard endplate surface area is limited to 100 sq. in.(645.2 cm²) each and the number of endplates is limited to a maximumof 2.~~

The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in.(645.2 cm²) for each side."

The PAC believes this improved rule wording clarifies the front endplate allowances for X-Prepared

Modified

#17789 Rules Clarification

Per the MAC, clarify in Appendix A, F Modified, section A.5, first sentence, as follows:

"5. Rotax *493 & 494*-powered cars are permitted to use 34 mm or 38 mm Mikuni round-slide carburetors."

Note: The MAC believes this clarifies the intent of the allowance, which is:

- Only the Rotax 493 & 494 can use either the 34 or 38 mm carbs.

- If you use the the Rotax 593, you **MUST** use the 38 mm carb **AND** inlet tract restrictor.

#18268 Errors and Omissions; missing change to 18.1.F.4.b

Errors and Omissions: The following change to 18.1.F.4.b was inadvertently not incorporated into the rule book despite being passed by the BOD (per November 2013 Fastrack). Note that the section number in the published item contained a typo; what is below is correct.

Change 18.1.F.4.b to read as follows:

"b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender fl ares at axle height. *The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10" as viewed from above."*

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 5, 2016

The Club Racing Board met by teleconference on January 5, 2016. Participating were Jim Wheeler, Chairman; David Arken, Todd Butler, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

ITA

1. #17741 (Charles Tanck) Reduction of Weight for Dodge Neon ACR
The CRB and ITAC request that competitors supply data about the 2001-03 Neon ACR including dyno plots and flow tests, technical analysis, or other information that can be used to support the IT power potential of this car. Please send data through the crbscca.com.

2. #18285 (Eric Sernau) DOHC Neon Weight
The CRB and ITAC request that competitors supply data about the 1995 - 99 Neon DOHC including dyno plots and flow tests, technical analysis, or other information that can be used to support the IT power potential of this car. Please send your data and comments through crbscca.com.

EP

1. #18634 (Steve Linn) Re-Classify Nissan Sentra SE-R (90-94) from EP to FP
Thank you for your letter. The requested change in class may require significant adjustments to this car's specifications. It is therefore important to determine how many of these cars are being campaigned at present so that the impact of the possible changes can be analyzed. Member input is sought on who is running or anticipating running one of these cars. Please submit data and information for consideration (dyno and track) through crbscca.com

No Action Required

B-Spec

1. #14626 (John Kish) Ford Fiesta Speed Limiter
The ECU is able to be reprogrammed, by the OEM or aftermarket. Please work within these allowances to remove the speed limiter programming.

FV

1. #18747 (Bill Dennis) Grouping Formula Cars in SCCA Races - CRB Round Table
Thank you for your letter. The CRB understands the issues with combining both the large and small formula classes into a single run group on race weekends. Run groups are normally determined by each division and can be modified at the event by the Chief Steward. Your concerns merit discussion and have been forwarded to the Board of Directors.

T1

1. #18686 (Joe Aquilante) Reconsider Restrictors on 7 Liter Corvettes in T1
Thank you for your letter. Changes have been made to T1, and the CRB will continue to monitor the performance of the class. Please see the response to letter #18562, January Fastrack Technical Bulletin.

2. #18719 (Michael Davis) ZR1 Gear Ratios?
Thank you for your letter. In T1, gear ratios are open as long as the gear set is listed on the vehicle's specification line. If you want a different gear set, please submit a letter with the requested set.

T4

1. #18598 (Philip Royle) T4 Civic Adjustments Based Solely on Runoffs Performance
Thank you for your request. Based on data, video (broadcast, and in-car), sector times, your dyno data, and other information reviewed, changes were made. Thank you for the feedback, the CRB will continue to monitor the performance of this car as raced in 2016.

2. #18633 (David Mead) Re: 18387 Answer Miata Hardtop Weight Adder
Thank you for your letter. The Solstice was classified with the hardtop from its inclusion. The MX-5 was classified with the factory hardtop. The weight adder was done to ensure parity.

Not Recommended

AS

1. #18511 (James Ray) Fire Bottle Acceptable for AS Restricted Prep Car?
Thank you for your letter. The CRB believes that fire safety for American Sedan cars is best served with a fire system, regardless of preparation (Full or Restricted). There are no plans to change the requirement for a fire system for AS cars.

B-Spec

1. #16499 (Chi Ho) Mazda 2 Weight
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

2. #17077 (Brian Kelm) Remove or Increase the Inlet Restrictor on the Ford Fiesta
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17076. The CRB will monitor class parity in 2016.

3. #18249 (David Daughtery) Balance of Power
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

4. #18283 (David Daughtery) Rule Changes To Speed Up The Class
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

The B Spec committee, made up of OEM representatives, have agreed that the class only required the change in this latest Fastrack. They will continue to monitor performance of the existing and new cars coming in.

5. #18445 (Mike Ogren) Please Reduce the 2014+ Weight
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

FB

1. #18713 (Jeremy Hill) Restrictors or Rev Limiters
Thank you for your letter. The CRB is withdrawing the recommendation in letter 18344, January 2016 Fastrack Minutes.

While the FB rules have a provision for limiting horsepower through the use of a restrictor, the rules do not have a provision for, or statement of, intent to balance or create parity among the various engine platforms. At this time there is not a consensus within the class participants to limit horsepower.

The CRB thanks the following authors for their feedback: 18759 Palmer, 18732 Theilman, 18728 Cook, 18638 and 18693 Vollum, 18608 Clayton, 18620 Wald, 18619 Young, 18615 Prieto, 18700 Moore, 18698 LaBrie, 18629 Haas, 18659 Cook, 18704 Vardis, 18696 Mosteller, 18722 Mayer, 18723 Mayer, 18724 Hamilton, 18553 Livingston, 18599 Waymire, 18647 Armenoff, 18642 Prieto, 18649 Thielman, 18708 Haas, 18701 Hodges, 18605 Hickman and 18547 Mayer.

GCR

1. #17978 (Cliff White) Runoffs Champion Provisional Entry
Thank you for your letter. Your request was discussed by the Board of Directors in their December 2015 meeting. The Board did not recommend a rule change.

2. #18001 (Wade White) Request Change in GCR for National Champion Invitation to Runoffs
Thank you for your letter. Please see the response to letter #17978.

GT2/ST

1. #18374 (Amir Haleem) TRD Intake Manifold Allowance for 1993-98 Toyota Supra
Thank you for your letter. Aftermarket intake manifolds are not permitted by the GT2/ST rules.

2. #18432 (Jon Anderson) C5 Corvette OEM LS3
Thank you for your letter. The OEM crate LS3 is classified properly.

GTL

1. #18340 (Wilson Wright Jr.) Increase Honda Weight or Restrict Performance
Thank you for your letter. The CRB will continue to monitor performance at a wide range of tracks.

2. #18461 (Lans Stout) Spec Tire Letter 18099
Thank you for your letter. Your request is not consistent with GT class philosophy.

3. #18777 (Club Racing Board) Not Recommended Part of Letter #18030
Thank you for your letter. This is a limited preparation engine and this request would alter the original engine's architecture.

IT
1. #17467 (Chris Sigmon) BMW E30 IT Classes
Thank you for your letter. The rules are correct as written.

2. #18146 (Robert Crawford) Reclassify the 95-99 Chrysler Neon DOHC From ITA to ITB
Thank you for your letter. The Neon is classified correctly in ITA though changes to the classified weight are appropriate. Please refer to letter #18285 for changes to vehicle classifications.

ITA
1. #18561 (Ron Shurie) Move All Non-Turbo Neons From ITA to ITB
Thank you for your letter. Please see the response to letter #18146 and 18285.

ITB
1. #18558 (Robert Crawford) Move the Dodge Neon (All) from ITA to ITB
Thank you for your letter. Please see the response to letters 18146 and 18285.

EP
1. #18410 (Kevin Leigh) Re-Evaluate Car Weights in Regard to Engine Displacement
The CRB does not believe that the results of the 2015 Runoffs provide a good baseline for the adjustment of cars in 2016. Daytona is not typical of the majority of tracks used by SCCA. The performance of the BMWs in EP will be monitored in 2016 with respect to possible adjustments.

HP
1. #18556 (David Boles) 93-98 Volkswagen Golf to H Production
Thank you for your request. This car is new to FP. To consider this request, more competition history will be required. Based on its specifications this car appears to be a good fit in FP. The CRB will continue to monitor its performance.

2. #18681 (David Stephens) Valve Lift Measurement
Thank you for your letter. The issue is not the design of the engine but the fact that the first generation of level 2 cars originally classed in EP measured lift with the lash included, while the approach to measurement for the second generation of level two cars is based on zero lash (without regard to the actual lash with which the car is run). If the first generation measurement approach was adopted for the second generation car, a significant number of competitors would purchase new cams. The added expense to competitors would not be justified.

Prd
1. #18516 (Anthony Cuthbert) Classification for the 2013 Fiat 500 Abarth
Thank you for your request. Production is not classifying turbocharged cars at this time. It is already classed in STU. If you want it classified in STL, please submit a letter for consideration.

SM
1. #18428 (John Adamczyk) Allow 94-97 1.8 the Same Exhaust Manifold Modifications
Thank you for your request. The CRB does not recommend this change at this time. The CRB will continue to monitor parity between model years and make adjustments as needed.

2. #18430 (John Adamczyk) Additional Allowance in Change 9.1.7.C.1.m.1.1. Proposal
Thank you for your request. The CRB does not recommend this change at this time. The CRB will continue to monitor parity among the model years and will make changes if needed in the future.

3. #18439 (Kyle Webb) OEM Gaskets at the RP
Thank you for your letter. Two gaskets ensure a proper seal.

4. #18625 (Keith Tanner) Extended Lower Ball Joints
Thank you for your input. This change is not recommended at this time.

5. #18635 (Joe Spaid) 94-97 SM Parity
Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor parity among the model years.

STU
1. #18486 (Shandelle Leonard) Miata Subframe Modification or Alternatives
Thank you for your letter. Replacement of the OEM subfames with alternatives is not within the philosophy of the category.

2. #18662 (Chris Jurkiewicz) Make Stock E36 M3 a Viable Option for STU
Thank you for your request. The CRB does not recommend this change at this time. There were recent changes to STU for displacement to weight calculations. The CRB wants to monitor how this effects competition.

T2
1. #17281 (John Buttermore) Increase Restrictor Size of C6 LS3
Thank you for your request. Please see the response to letter #18560, January 2016 Fastrack Technical Bulletin.

T4
1. #17990 (Christopher Childs) Add Weight to MX 5
Thank you for your request. The CRB does not recommend this change at this time. The CRB will continue to monitor the performance of this car.

2. #18614 (Anthony Cuthbert) Replace Sunroof with Fiberglass
Thank you for your letter. 9.1.9.8.a.4.a allows the replacement with a metal panel only.

Recommended Item for 2016

The following subject 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.

F5
1. #17960 (David Lapham) Dry Sump Systems: 4 Stroke
Thank you for your request. Change 9.1.1.D.15.H.: H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted. ~~and t~~The use of dry sumps *is specifically not allowed*. Accusumps or similar oiling assist systems are permitted.

Change 9.1.1.D.15.J.: J. The cooling system is unrestricted, *however the stock engine water pump must be retained.*

If approved, the CRB recommends this change be effective 5/1/2016.

Recommended Item for 2018

The following subject 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. #18587 (Lee Hill) SRF (1.9L Cars) As A GCR Regional Class Effective 1/1/2018
Thank you for your letter. If approved, the CRB recommends this be published in the GCR 3/1/2016.

Change 9.1.8.E.2.A:
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, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars~~) become part of SRF3 as one class~~. *will become a Regional Only GCR Class (effective 1/1/2018).*

Taken Care Of
B-Spec
1. #16408 (Marco Rocca) B-spec Performance Adjustment
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

2. #16422 (Lee Niffenegger) Classify 2015 Honda Fit
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #18301.

3. #16929 (Darren Seltzer) Remove Speed Governor - Honda Fit
Thank you for your letter. HPD has released an updated ECU flash.

4. #17853 (Charlie James) Chevy Sonic
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

5. #18251 (chi ho) Add Weight and Smaller Restrictor for Sonic
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, Letter #1723. The CRB will monitor class parity in 2016.

6. #18252 (Taylor Handwerk) Restrictor/Weight Adjustment
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

7. #18253 (Derrick Ambrose) Chevrolet Sonic Adjustments
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

8. #18254 (Kyle Keenan) Smaller Restrictor and More Weight for the Sonic
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor these changes and class parity in 2016.

9. #18255 (Travis Washay) Making the Sonic Compatible With All the Others
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

10. #18257 (Darren Seltzer) Chevrolet Sonic Performance Equalization
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

11. #18258 (Ryan Hall) Chevrolet Sonic Weight and Restrictor Change
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

12. #18274 (Michael Tsay) Chevrolet Sonic in B-Spec
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

13. #18302 (Derrick Ambrose) Balance This Class
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

14. #18304 (David Daughtery) Updated Request
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

15. #18309 (Brian Price) Class Parity Among all Cars
Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

GCR
1. #18232 (Terry Hanushek) Transmission Short Shift Kits
Thank you for your letter. The original Recommendation was withdrawn and a new definition of Short Shifter Kits is in the January 2016 GCR Technical Glossary.

2. #18263 (Eric Heinrich) Re Letter 16946 - Transmission Short Shift Kits
Thank you for your letter. The original Recommendation was withdrawn and a new definition of Short Shifter Kits is in the January 2016 GCR Technical Glossary.

ITA
1. #18183 (Eric Sernau) ITA SOHC/DOHC Neon Weights
Thank you for your letter. Please see the response to letters 18285 and 18093 (Technical Bulletin).

2. #18318 (Ricardo Toro) Dodge Neon 1996 DOHC Weight
Thank you for your letter. Please see the response to letter #18285.

3. #18581 (John Morris) Follow Up for Letter 17841
Thank you for your letter. Please see the response to letter #17841 (Technical Bulletin).

4. #18748 (John Morris) 87 VW Golf 6V Classification
Thank you for your letter. Please see the response to letter #17841 (Technical Bulletin).

ITB
1. #17851 (Paul Curran) Short Shifter Proposed Rule Change
Thank you for your letter. The original Recommendation was withdrawn and a new definition of Short Shifter Kits is in the January 2016 GCR Technical Glossary. If you want short shifter kits to be applicable in IT, please submit another letter requesting that they be allowed.

T1
1. #18680 (Cheyne Daggett) Boss/Coyote Mustang OEM Throttle Body
Thank you for your letter. Please see the response to letter #18725, Technical Bulletin.

What Do You Think
None.

RESUMES
1. #18485 (Dicken Wear) GT Advisory Committee
Thank you for your letter. The CRB thanks you for your resume and will keep your resume on file for future consideration.

2. #18707 (Nick Leverone) Submitting a Resume
Thank you for submitting your resume. Nick Leverone has been added to the STAC.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2016
NUMBER: TB 16-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/1/2016 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FA
1. #18354 (Brian Novak) Allow Both Honda K20 Engines in FA Chassis at 1350 lbs Min Weight
In GCR section 9.1.1.A.2.c., make the following changes:
"Honda Civic (K20Z3) Base Engine"

In GCR section 9.1.1.A.2.c.g.3.d.ii.9., add the following language:
"*10. The timing chain tensioner may be replaced with an aftermarket alternative.*"

In GCR section 9.1.1.A.2.c.k., add the following language:
"1.The intake manifold and throttle body assembly must be used as delivered from HPD.
2. *Intake manifold may be machined for the purposes of port matching only. Any work done to the intake manifold must not reach beyond 1.00" into the ports.*
3. The fuel rail and fuel injectors must be stock Honda Civic OEM parts (PN 16450-RBB-003)."

In GCR section 9.1.1.A.2.c.o.1., remove the following language:
"Water pump ~~and water pump pulley~~ must be stock Honda Civic part~~s~~. No modifications are permitted. Honda PN: 19200-RBC-013 Pump, Water."

In GCR section 9.1.1.A.2.c.p.5., make the following changes:
"The alternator *and all drive system pulleys may be replaced except that the stock crankshaft pulley must be used* ~~must be stock Honda Civic. PN: 31100-RTA-023. The alternator drive pulley must be stock~~. ~~Alternator connections must be through the HPD engine electrical harness only~~. The alternator must not be disabled and must be accessible to SCCA officials."

In GCR section 9.1.1.A.2.d., add a new engine classification section, then re-letter as follows:
"*Honda Civic (K20Z3) Uprated Engine*

a. General

1. No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Civic factory service manual, Honda PN 61SNA05 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.

2. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.

3. All rubber fluid lines may be replaced with braided metal covered (Aeroquip type) lines. Hose clamps maybe installed on the rubber coolant lines.

4. No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.

5. Only stock Honda manufactured gaskets and seals as specified in the Honda Civic factory service manual are permitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).

6. For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.

b. Block

1. The only permitted cylinder block is Honda PN: 11000-RRB-810

2. Honing of cylinders is permitted to a maximum diameter of 86.070 mm (3.3886 inches). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.

3. Block must use stock main bearing caps, girdle and hardware as supplied.

4. Minimum deck height from crank centerline: 211.95 mm (8.3445 inches).

c. Crankshaft

1. The stock Honda Civic crankshaft, Honda PN: 13310-PRBA00, must be used with no modifications allowed.

2. Minimum weight: 37.5 lbs. No pilot bearing or bushing.

3. Maximum stroke at piston: 86.1 mm (3.390 inches)

4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Civic factory service manual.

5. The crank pulsar must not be altered in any way.

6. The crank pulley/balancer must not be altered or modified in any way.

a. Minimum weight: 3.90 lbs.

b. Honda PN: 13810-RRB-A01.

d. Connecting Rods

1. Stock Honda Civic connecting rod must be used PN: 13320-PRB-A01.

2. Minimum connecting rod weight with cap and bolts: 580.0 grams (20.45 ounces).

3. Maximum connecting rod length center to center: 138.95 mm (5.470 inches).

e. Pistons

1. Honda Civic OEM standard size pistons, PN: 13010/13020-PRB-A01, must be used.

2. The use of oversize pistons is not permitted.

3. Piston dimensions and weights:

a. Maximum standard piston diameter, measured at a point 11mm from the bottom of the skirt: 85.990 mm (3.3854 inches).

b. Centerline of wrist pin to crown maximum: 32.7 mm (1.287 inches).

c. Maximum overall height from skirt to crown edge: 52.1 mm (2.051 inches).

d. Minimum weight: 320 grams (11.287 ounces).

e. Minimum weight of piston pin: 87 grams (3.07 ounces).

f. Combined minimum weight of piston, piston pin and connecting rod: 973 grams (34.32 ounces).

4. Piston rings must be as used in the K20Z3 engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.

a. The standard ring pack PN 13011-PRA-E02.

b. No modification of the piston is permitted for the installation of rings.

c. Ring groove widths.

Top ring groove: 1.240mm (0.0488 inches) +/- 0.01mm.

Middle groove: 1.235mm (0.0486 inches) +/- 0.01mm.

Oil ring groove: 2.015mm (0.0793) +/- 0.01mm.

f. Cylinder Head

1. The only permitted heads are Honda PN: 12100-RBC-000.

2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008 inches) based on a height of 140mm (5.511 inches).

3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.

4. Head gasket to be stock Honda Civic PN: 12251-RBC-004. Minimum compressed thickness of 0.70 mm +/- 0.05mm.

g. Camshaft

1. The only permitted camshafts are PN: 14110-RRB-A00 (Intake) & 14120-PRB-A01 (Exhaust); must not be modified.

2. The Cam, TDC, & Crankshaft pulse plates must be as supplied, Honda PN 14113-PNA-003 (Cam), 14114-PNA-003 (TDC) & 13622-RAA-A01 (Crankshaft).

3. The camshaft and crankshaft sprockets must be as supplied, Honda PN: 14310-RBC-003 (Intake VTC Actuator Sprocket), 14210-PRB-A00 (Exhaust Camshaft Sprocket) and 13620-RAA-A02 (Crankshaft Sprocket). Cam timing must not be altered; the timing chain must be installed as specified in the Honda Civic factory service manual. The timing chain cover and crankshaft pulley may not be altered. With the engine at TDC (No. 1 cylinder), the TDC marks on the camshaft sprocket must line up with the each other horizontally and the indicator on the crankshaft sprocket or crank pulley should line up with the arrow in the cylinder block or timing chain case (respectively).

a. Timing chain Honda PN: 14401-PNA-004.

b. Cam Chain Case PN: 11410-RRA-A00

c. Pulley comp, crankshaft, PN: 13810-RRB-A01

d. Cam timing at 1mm after opening to 1mm before closing on center / VTEC lobes (+/- 2.0 degrees):

i. Exhaust:

1. Open: 139 degrees ATDC

2. Peak Lift: 258.5 degrees ATDC (total cycle) or 101.5 degrees BTDC (partial cycle degree wheel indication)

3. Closing: 377 degrees ATDC (total cycle) or 11 degrees ATDC (partial cycle degree wheel indication)

ii. Intake

1. Open: 15.5 degrees ATDC

2. Peak Lift: 135.5 degrees ATDC

3. Closing: 253 degrees ATDC (total cycle) or 107 degrees BTDC (partial cycle degree wheel indication)

4. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.

5. Cam lobe heights:

a. Exhaust PRI (front): 32.772 mm

b. Exhaust MID: 34.768 mm

c. Exhaust SEC (rear): 32.661 mm

d. Intake PRI (front): 32.791 mm

e. Intake MID: 35.534 mm

f. Intake SEC (rear): 32.678 mm

6. Maximum valve lift measured at the retainer:

a. Exhaust PRI (front): 6.90.

b. Exhaust MID: 10.70

c. Exhaust SEC (rear): 7.10

d. Intake PRI (front): 7.20.

e. Intake MID: 12.00.

f. Intake SEC (rear): 7.00

7. Valve Duration above 1mm measured at the retainer (+/- 2 degrees):

a. Exhaust PRI (front): 94 degrees

b. Exhaust MID: 116.5 degrees

c. Exhaust SEC (rear): 96.5 degrees

d. Intake PRI (front): 90.5 degrees

e. Intake MID: 118.5 degrees

f. Intake SEC (rear): 92.5 degrees

8. Valve rockers must not be modified in any way.

a. Honda PN: 14620-PNA-040 Arm Assy, rocker.

9. The VTEC system must be stock. The VTEC activation valve must be stock. The HPD ECU will activate the VTEC at 4000 RPM. Honda PN: 15810-PRB-A03.

10. The timing chain tensioner may be replaced with a suitable aftermarket alternative.

h. Valves

1. OEM valves must be as used in the Civic.

2. Dimensions

a. Inlet PN: 14711-PRB-A01, Exhaust PN: 14721-PRBA00

b. Maximum diameter:

i. Inlet: 35.15mm

ii. Exhaust: 30.15mm

c. Maximum overall length:

i. Inlet: 109.10mm

ii. Exhaust: 109.00mm

d. Minimum stem diameter:

i. Inlet: 5.445mm

ii. Exhaust: 5.420mm

3. Valve location or angle must not be moved.

4. Reshaping of the valves is strictly prohibited.

5. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.

a. Inlet PN: 12204-PNA-305 (over size)

b. Exhaust PN: 12205-PNA-305 (over size).

6. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Civic factory service manual.

7. Valve stem installed height must be per the Honda Civic factory service manual:

a. Intake maximum: 44.7mm.

b. Exhaust maximum: 44.8mm.

8. Valve stem seals must be Honda OEM parts.

a. Honda PN: Intake: 12210-PZ1-004 seal A.

b. Honda PN: Exhaust: 12211-PZ1-004 seal B.

i. Valve Springs

1. Valve springs are Honda OEM as specified in the Honda Civic factory service manual.

a. Intake PN: 14761-PRB-A02, free length: 49.77mm.

b. Exhaust PN: 14762-PRB-A02, free length: 50.39mm.

2. Valve spring shims are not permitted.

j. Compression Ratio

1. The maximum compression ratio is 11.0:1 utilizing Honda Civic factory service manual limits. Carbon may be removed.

k. Intake Manifold and Fuel System

1. The intake manifold and throttle body assembly must be used as delivered from HPD.

2. The fuel rail and fuel injectors must be stock Honda Civic OEM parts (PN 16450-RBB-003).

l. Fuel Pump

1. The fuel pump is unrestricted.

m. Exhaust Manifold

1. The Lambda sensor placement must be within 24 – 48 inches from the head mating surface.

2. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.

n. Lubrication System

1. The oil sump and pump must be as supplied by HPD. No modifications are permitted.

2. Hose routing and filter system are unrestricted.

o. Cooling System

1. Water pump and water pump pulley must be stock Honda Civic parts. No modifications are permitted. Honda PN: 19200-RBC-013 Pump, Water.

2. Thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged using the HPD Mechanical Water Pump Dress Kit PN: 19220-F25S-A200.

3. Drive belt manufacture is unrestricted.

4. Radiator is unrestricted.

p. Electrical Equipment

1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.

2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified The ECU is capable of being swapped in the case of a protest.

3. Ignition coils must be stock Honda Civic, PN: 30520-RRA-007. No modifications are permitted.

4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors, their locations and mounts, and their wiring harness leads may not be altered or "piggy backed". Any sensors required for analog type gauges must be in addition to the HPD supplied sensors.

5. The alternator and all drive system pulleys may be replaced except that the stock crankshaft pulley must be used. The alternator must not be disabled and must be accessible to SCCA officials.

q. Miscellaneous

1. All emission control devices must be removed and blocked off by the blanking hardware provided by HPD, except the VTEC activation solenoids. The VTC & VTEC activation solenoids must be retained and functioning in the original conditions.

2. Air filter is unrestricted.

3. The use of unleaded premium "pump" gas with a minimum of 91 RON is required. Leaded race fuel is not allowed and can cause serious damage to the engine.

4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.

a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt may be substituted by sufficiently designed, direct, of the shelf replacements.

b. Gaskets and seals, except those specified in the above rules.

c. Spark plugs.

d. Mechanical tachometer and analog gauges.

~~d~~*f*. Honda Civic (K20Z3) Engine for Swift 016 only"

In FA, make the following changes:

Table 1

FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
A.	Toyota 4age	1615	4	DOHC	n/a	1200
B.	Toyota 4age	1800	4	DOHC	*31* SIR	1205
C.	Ford BD Series	1600	BD Series 4-valve	Any BD series iron or alloy cylinder block and alternate crankshaft permitted with max. displacement of 1615cc	n/a	1200
D.	Mazda MZR	2500	4	DOHC	29 SIR	1400

E.	Volkswagen	1835cc	2	SOHC. FI restrictors – between cylinder head and butterflies. Alt block and crankshaft permitted with max. displacement of 2135cc, Restrictors TBD	Unrestricted carbs or F.I.	1190
F.	Mazda 12A Streetport Rotary	n/a	n/a	no peripheral port or bridgeport	n/a	1230
G.	Mazda 12A Rotary	n/a	n/a	Bridgeport. One (1) auto-type 2 bbl carb or one (1) 2 bbl throttle body. Restrictors/ venturis shall be no more than 4 inches from the center line of the throttle butterfly shaft. All intake air shall pass through the required restrictors and the throttle body or carburetor body. Intake manifold for either carburetion or injection shall have individual runners connecting one throttle plate to one rotor, only. No balance tubes or other device shall connect runners between rotors.	36mm	1230
H.	Mazda 13B Streetport Rotary	n/a	n/a	One (1) 2-bbl auto-type carb or throttle body. Intake manifold shall have individual runners connecting one throttle plate/butterfly to one rotor, only. No balance tubes or other devices shall connect runners between rotors.	44mm	1230
I.	Mazda 13B Rotary	NA	NA	Peripheral Port	36 mm SIR	1230
J.	Mazda Renesis Rotary	n/a	n/a	Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body.	1230
K.	*Honda K20Z3 Base engine*	*2000*	*4*	*See section 9.1.1.A.2.c.*	*NA*	*1200*
L	*Honda K20Z3 Uprated engine*	*2000*	*4*	*See section 9.1.1.A.2.d.*	*NA*	*1275*
M	Ford Duratec/ Mazda	1615	4	2.0L engine destroked to 1615cc.	NA	1250
N	Ford Duratec/ Mazda	2296	4	Maximum compression permitted 14.0:1.	32mm SIR	1345
O	Honda B16	1600	4		NA	1160

FV

1. #17575 (Guy Bellingham) Valve Adjuster Screws
In GCR section 9.1.1.C.5.D.15., add the following language:
"Rocker arms may be lightened to a minimum weight of 80.0 grams. VW parts must be used, from 1200, 1300, 1500 or 1600 Type 1 engines; 1:1 or 1.1:1 ratios only. *Valve adjuster screws are open. The end of the screw that contacts the valve may be profiled but must maintain the design and integrity of the original VW part. Swivel feet, elephant's feet, rollers or any other similar pieces are not allowed.*"

P2

1. #18646 (Eric Wallgren) Request 1,060# Minimum Weight for P2 Spec Line Radical Clubsport
In P2, Table 1, Radical Club Sport, Pro-Sport, PR-6, reduce the weight:
Stock Engine
~~1300~~*1160*lb
1370 cc max

GCR

1. #17306 (SCCA Staff) Add Language Regarding Rules Clarifications
In section 8.1.4, add the following language to the end of the section:
"*Formal rule clarifications may be submitted to the Club Racing Board at www.clubracingboard.com.*"

Grand Touring
GT2/ST
1. #18398 (Kyle Jackson) Add the GM L76 Engine
In GT2/ST, Chevrolet Corvette, add to the notes:
"GM LS2*/L76*. May use the LSX cast iron block with OEM LS2 bore and stroke."

In GT2/ST, Cadillac CTS/CTS-V, Chevrolet Camaro, Pontiac Fiero, Pontiac Firebird, Pontiac GTO, Pontiac Solstice, add to the notes:
"GM LS2*/L76*. May use the LSX cast iron block with OEM LS2 bore and stroke."

GT3
1. #18573 (Samuel Fouse) Add Mazda 2.5
In GT3, classify the Mazda engine as follows:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MZR/L5-VE	*DOHC*	*89.0*	*100.0*	*2488*	*Alum, Crossflow*	*4*	*31mm SIR*	*2195*	*Direct injection not permitted.*

GTL
1. #18030 (Tim Linerud) GTL VW Head Request
In GTL, Engines-Volkswagen, water cooled SOHC 1780, add language to the notes:
"*8 valve aluminum crossflow head may be used. Must run 24mm SIR at 2050 lbs. as this is a change to the original engines architecture.*"

In GTL, Engines-Volkswagen, water cooled (Production Limited Prep Level 2), SOHC 1780:
NR This is a limited prep engine and this request is altering the original engines architecture. Please see Letter #18777.

Improved Touring
ITA
1. #18093 (Greg Anthony) Combine the SOHC and DOHC Neon Weights
In ITA, reduce the weight of the Chrysler Neon SOHC (2 & 4 door) (incl. ACR) (95-99) as follows:
~~2450~~*2345*
Thank you for your letter. For the rest of your request please see the response in letter #18285.

ITB
1. #17841 (John Morris) VW Golf Weight
Classify the Volkswagen Golf GTI 16V (87-89) as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Stock Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Volkswagen Golf GTI 16V (87-89)	*4 Cyl DOHC*	*81.0 x 86.4 1780*	*(I) 32.0 (E) 28.0*	*10.0*	*97.3*	*15*	*3.45, 2.12, 1.44, 1.13, 0.91*	*(F) 239 x 20 Ventilated Disc (R) 226 x 10 Solid Disc*	*2185*	

Classify the Volkswagen Jetta GLI 16V (87-89) as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Stock Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Volkswagen Jetta GLI 16V (87-89)	*4 Cyl DOHC*	*81.0 x 86.4 1780*	*(I) 32.0 (E) 28.0*	*10.0*	*97.3*	*15*	*3.45, 2.12, 1.44, 1.13, 0.91*	*(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc*	*2185*	

Classify the Volkswagen Scirocco 16V (86-88) as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Stock Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Volkswagen Scirocco 16V (86-88)	*4 Cyl DOHC*	*81.0 x 86.4 1780*	*(I) 32.0 (E) 28.0*	*10.0*	*94.5*	*15*	*3.45, 2.12, 1.44, 1.13, 0.91*	*(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc*	*2185*	

ITS

1. #16985 (Cameron Conover) Classify A5 VW Golf/Rabbit
Classify the 2008-09 VW Rabbit 2.5L in ITS as follows:

ITS	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Stock Comp. Ratio	Wheel-base (inch)	Wheel Dia. max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Volkswagen Rabbit 2.5L (08-09)	*5 cyl DOHC*	*82.5 x 92.8 2480*	*(I) (E)*	*10.5:1*	*101.5*	*17*	*3.78, 2.12, 1.36, 0.97, 0.77*	*(F) 288 x 25 Vented Disc (R) 260 x 12 Solid Disc*	*2560*	

Production

1. #18636 (Glen McCready) Extend the '06-'11 Mazda MX-5 Classification to Include '12-'14
In EP, Mazda MX-5 (06-11), update the model years as follows:
Mazda MX-5 (06-~~11~~*14*)

Spec Miata

1. #18503 (david wheeler) Floor Drop Plate Clarification
In GCR section 9.1.7.7.a., make the following change:
"The driver's seat shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced. Factory seat tracks/ brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. The passenger seat must be removed. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 24" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than ~~.060"~~*.058"*. All modifications shall be welded in place. This modification shall serve no other purpose other than seating position."

Super Touring

ST

1. #18702 (Chris Jurkiewicz) Define Cylinder Head
In GCR section 9.1.4.G.6, add the following language:
"Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head *and camshaft carrier* may be machined to fit valve train components."

Touring

T2

1. #18044 (Todd Lamb) Add 2011-2012 Cayman
In T2, Porsche Cayman S, update/add model years as follows:
Porsche Cayman S (2010-*2012*)

2. #18694 (Lothar Kremer) Chevrolet Corvette C-5 incl. fxd cpe (98-04) Z06 (hardtop) (01-04)
In T2, Chevrolet CorvetteC-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), classify new spec line:

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:
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)	*99.0 x 92.0 5666*	*2655*	*17x9.5 F, 18x10.5 R OEM only*	*295 F, 295 R*	*(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*	*3.42*	*Stock calipers, and rotors. 325 (F), 305 (R)*	*3350*	*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*

3. #18725 (Touring Committee) Clarify 05-10 Mustang spec line
In T2, Ford Mustang Coupe GT & Shelby GT 5.0L (05-10), change the notes as follows:
"The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M- 5300-K, sway bars M-5490-A, damper kit M-18000-A. 2005-2010 Mustang GT 4.6L may be converted to 2011-~~2012~~*2014* 5.0 liter specifications. ~~with 59mm flat plate restrictor; if done, all drivetrain components must updated to the later model;~~ *If converting to the 11-14 5.0 engine, car must use the 11-14 spec line in its entirety (notes, weight, restrictor, etc.) no mixing and matching.* VIN number will be disregarded for this conversion. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), change the weight as follows:
~~3500~~*3400*

T2-T4
1. #18601 (david mead) Year Clarification for RX8 in T3 and T4
In T3, Mazda RX-8 Base/R3 (04-09), update the model years as follows:
Mazda RX-8 Base/R3 (04-~~09~~*12*)

In T4, Mazda RX-8 Base/R3 (04-09), update the model years as follows:
Mazda RX-8 Base/R3 (04-~~09~~*12*)

T3
1. #18695 (Touring Committee) Nissan 350Z rear rotor diameter is incorrect in GCR
In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), correct rear rotor size as follows:
(F) 296/324 Vented Disc
(R) 292/~~332~~*323* Vented Disc

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, correct rear rotor size as follows:
(F) 296/324 Vented Disc
(R) 292/~~332~~*323* Vented Disc

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | January 5, 2016

The RallyCross Board (RXB) met via conference call on January 5. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam, Lee Hill and Arnie Coleman, BOD liaisons, and Brian Harmer from the National office.

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

Chairman Hyatt welcomed Mark Macoubrie and Kito Brielmaier as new RXB members, and Arnie Coleman as a new BOD liaison. Hyatt thanked Lee Hill for his service to the RXB as BOD liaison during 2015.

Committee Reports

- RallyCross Safety Committee (Chris Regan): No incident reports have been received or discussed by the Safety Committee since the last RXB meeting. Regan inquired about the written SCCA policy on drones, noting it is not in the RallyCross Rules or readily accessible at the SCCA website. The insurance company specifically disallows drones at any SCCA event. Hyatt requested that an errors and omission be released addressing the issue.

  The RXB also discussed Safety Steward license renewal policy. Three-year licensing began January 1, 2014, so renewals will start to come due at the end of 2016. The process should be confirmed with member services, coordinated with the Divisional RallyCross Stewards, and the renewal forms and examination need to be prepared.

- Rules Committee (Keith Lightfoot): Lightfoot reported that the 2016 RallyCross Rules are nearly ready to be posted. Hyatt requested that the errors and omissions regarding drones be included. The RXB discussed a question regarding nitrous oxide and concluded that is it not legal in any class. To better clarify that position, it was agreed that the rule on nitrous oxide and alcohol injection should be moved to the Vehicle/Driver Safety section of the RallyCross Rules.

- RallySprint Committee: Kito Brielmaier has agreed to be the RXB liaison to the RallySprint Committee. The Committee is drafting a sanction form for organizers to use to apply for event sanctioning. Sanction applications submitted to the National office will be forwarded to the Committee for review and approval. Any rejected sanction applications are subject to review by the RXB. The Committee is also working on some rules adjustments and a Safety Steward program. Several events for 2016 are planned or are in the planning stages.

- National Championship Committee: Mark Macoubrie has agreed to serve as the RXB liaison to the National Championship Committee. Committee members for 2016 will be Leon Drake (Tennessee Valley Region), Gonzalo San Miguel (Utah Region), and David Capesius (Iowa Region). The Committee has its first meeting scheduled to work on the Supplemental Regulations, event official positions, and targeted areas of improvement from the 2015 event. Brian Harmer reported that a new National-specific logo is being created for the event and will be unveiled at the National Convention.

- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards (DRXS) did not meet during the month of December due to Holiday conflicts. Foley reported that four DRXS have committed to attending the National Convention, and he is hoping to have a couple additional DRXS attendees.

Old Business

- 2016 National Convention: Plans for the National Convention are set with three RallyCross-specific sessions and several related sessions. Brian Harmer reported that the session rooms have been scheduled to allow the open RallyCross sessions ("RallyCross All Call and Breakouts" and "RallySprint / RallyCross Board Info Session") to go longer than scheduled if needed. The RXB plans to meet all day on Wednesday and Hyatt will meet with the BOD on Thursday morning.

- 2016 DRXS mentoring assignments: Each DRXS has a personal contact on the RXB for mentoring purposes. For 2016 those assignments are Central (Dustin Nevonen)–Regan, Midwest (Jim Rowland)–Sealander, Northern Pacific (Paul Eklund)–Lightfoot, Southeast (Charles Wright)–Brielmaier, Southwest (Mike Jiang)–Regan, Great Lakes (ZB Lorenc)–Macoubrie, Northeast (James Quattro)–Sealander, Rocky Mountain (Will MacDonald)–Hyatt, and Southern Pacific (Jayson Woodruff)–Macoubrie.

- Goals – 2016 and 5-year: Postpone to face-to-face meeting prior to National Convention.

- RXB forum moderating assignments: The RXB discussed assigning moderators to each of the RallyCross forums but chose instead to have the members take a more proactive approach to the forums by checking it often and communicating to the other RXB members noteworthy posts. If this doesn't work then assignments will be considered.

New Business

- Contact info update: Sealander requested contact information from the RXB members to update a contact list for both RXB use and for the SCCA website.

- Use of social media to promote RallyCross: Macoubrie inquired about the possibility of finding a volunteer to post more often at the RallyCross Facebook page. More posts would create more traffic and shares, which would be good RallyCross promotion. The RXB discussed options and concluded that with possible changes coming for the SCCA Facebook pages, expanding the RallyCross Facebook page now would be premature.

- RXB documentation repository: Macoubrie has many documents created during preparations for the 2015 RallyCross National Championship and would like a repository to provide future access. Harmer indicated that the SCCA has a Dropbox account and may create subaccounts for the programs to use. As an option, a free 5-gigabyte account could be used.

- Data reports: Macoubrie would like to create RallyCross activity reports for 2015 but needs data. Access to event data is currently difficult to access, but the RallyCross department can provide basic data based on sanction requests and audits received.

Next meeting: January 20, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | January 11, 2016

The RoadRally Board met via conference call on January 11, 2016; meeting called to order at 7:33 CST by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, BOD liaisons Terry Hanushek, Lee Hill, and Bob Dowie, RDC chairman Jay Nemeth-Johaness, Deena Rowland from the National Office, and Jeanne English, RRB secretary.

December 2015 Minutes:

1) Gathering time; Review / approval of December minutes.
    a. Thank you, Jeanne, for getting these out.

Front Burner Items:

1. RRB Membership for 2016
    a. We've lost three RRB members from 2015. Jeanne English, Chuck Hanson and Len Picton have left the Board effective 12/31/15. On behalf of the entire road rally community, the RRB thanks Jeanne, Chuck and Len for their service to this community. Chuck is also leaving his duties as editor of the rulebook and keeper of the National Championship points.
    b. Jeanne has graciously accepted the offer to stay on as RRB Secretary, though not a voting member of the RRB. She will be attending the meetings and keeping minutes.
    c. John Emmons has volunteered to serve as keeper of the National Championship points. Bruce Gezon has volunteered to serve as editor of the rulebook. The RRB thanks John and Bruce for stepping forward to fill these roles.
    d. The RRB welcomes Jim Crittenden and Clyde Heckler to the RRB for 2016. Jim, has rally experience, primarily course rally, back to 1968, and is a retired mechanical engineer
    Clyde is a retired actuarial consultant, a self-proclaimed 'numbers guy', and has been rallying since the early '70s, also primarily course rally
    e. The RRB welcomes Bob Dowie as a new liaison from the SCCA BOD. Bob is the Area 1 Director, experienced in club racing, and is will to learn rally 'as we go'. Terry and Lee will continue for 2016, then one will drop off; this will keep continuity thru rotation
2. RReNewsletter – Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. Road rally organizing committees should be encouraged to distribute at the start of their events, solicit subscriptions. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, …). Cheryl would like to see this newsletter on the SCCA website, perhaps our liaisons can make that happen.

Changes to rrb@scca.com mailing list (Deena)

    a. Completed – will add Bob, all others already there.

3. Scca.com document updates (Deena)
    a. 2016 Road Rally Rules posted under Programs-Road Rally-Road Rally Rules
    b. Updated sanction form, audit form, National results form, Divisional results form.
        i. All are posted except 2016 Audit form., will be up tomorrow morning
4. Road Rally Planning Calendar. (Jeanne)

Latest version sent out by Jeanne 1/10/2016. Already posted to www.scca.com (thanks, Deena!). Keep the updates, corrections, new events coming.

5. Regional Development Committee – Jay Nemeth-Johannes
    a. Jay reports that he, Cheryl Babbe, and Len Picton have been talking, trying to come up with parameters what to do and where to go with this committee; Jay expects to do a lot of this discussion at the convention. Jay will head the 'Road Rally: Beyond TSD' session at the Convention (Sat, 9:00 am), presenting half a dozen different concepts that have be put on easily, some timed, some not. Jay and Mike Thompson (NEC chairman) are working with the CenDiv Roundtable as a sounding board.

    Jay says we have to figure out what the regions want, how rally can provide something that is a benefit for the regions, existing programs are not likely to work in regions where there is not currently an active rally program; likely that a combination of events that are both social and competitive will work best; he wants to aim toward what would bring out racers, soloists, and others to make sure that what is offered is social and also that it doesn't get in the way of their current programs. He says that each new region will take significant effort; the initial contact has to be with the RE or his designee, then as things develop the RDC can become more hands on. The RDC will look at available resources and capitalize on them.

    Rich stated that we need a local 'spark plug' to make things happen; conversion from initial interest to something actually happening is low; he still has his list of contacts from previously soliciting regions with no rally program; he thinks it might be worth pursuing the regions who put on only 1 or

2 rallies in the past year(s). Rich is presenting the 'How and Why: (Re) Starting a Rally Program' (Fri, 2:00 pm) at the Convention; he will encourage people at that session to attend Jay's session the next day.

John said that it is hard to get regions to understand that we can help, but we can't do it for them; we need to present this as a regional tool for them to get new members, by promoting the social aspect. Clarence suggested that instead of starting a program, starting a rally might be easier; that the number of things to be done is often overwhelming, we should be willing to take over the 'overhead' of putting of a rally while they lay out the course; have monthly social meetings to get people interested. Clyde said that we need help on social media and communication.

Jim said that he sees two potential target groups: those who are enthusiastic but inexperienced, and those who are experienced but either have not done a rally or it has been a long time; he also says we need to define a metric for the success of the RDC, perhaps the number of new rallies in new regions

BOD member input:

Terry – the Solo community has produced a 'Solo Cookbook' which contains procedures on what to do and how to do it, there should be the same thing for rally; Rich said that we already have a Regional Rally handbook, but that it is too much to look at; Jay will take this on, see if he can streamline it. Terry also reiterated that communication is necessary.

Lee said that different SCCA membership levels are still a BOD topic, that the amount of SCCA dues in different contexts has a big difference, and that this is a complicated issue for many reasons. Lee asked if perhaps there should be a non-rallyist on the RDC; Jay replied that he wants to flesh out the committee with people who are not 'heavy-duty' rallyists. Lee also said that all regions want participating members, not just those who sign up but don't get involved; we need to get people involved no matter what they are doing, because if they are doing something they are more likely to state.

Bob agrees that communication is necessary, that we need to get [Cheryl's] newsletter available on the SCCA website.

6. SCCA 2016 Convention, January 21-23, 2016
    a. Plan to arrive by Thursday 4PM convention kickoff.; Rich is doing rally session Friday afternoon; Jay and Cheryl will do Saturday rally session; Jeanne to be part of 'All Safety Steward Training' Friday afternoon; Town Hall on Sunday morning open to all
    b. Plan to stay through Sunday 1/24 9AM to 5PM for face to face RRB meeting
    c. Open session 9 to Noon, closed session 12 to 5(?);
        i. Working session on strategic plan in afternoon
7. NEC Report (Mike) – no NEC meeting, so no report
8. Awards
    a. Gervais/Teter Awards, Ballots are tabulated.
    b. Divisional Achievement Award will be presented at the convention.
9. USRRC Events
    a. Invitation for 2016, 2017 USRRC events.

    Rich will send out an invitation for interested committees to submit bids; he has already been contacted by several committees that are interested. Jim asked about lowering the $500 sanction fee; Rich responded that it will not be an inhibitor for that event, that there is strong support from Howard Duncan. John commented that perhaps the amount is inhibitive to anyone even applying to host the USRRC.
10. New Business - none

Meeting adjourned at 9:29 PM CST
Next meeting January 24, 2016, at the SCCA convention
Next conference call February 8, 2016
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/events/1975836-2015-tire-rack-solo-national-championship

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:
http://www.scca.com/events/1979922-2015-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 2016

BOARD OF DIRECTORS

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BOARD OF DIRECTORS MINUTES | January 20-23, 2016

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 Las Vegas on January 20 - 23, 2016 during the SCCA National Convention. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand, Brian McCarthy, Jim Weidenbaum and Peter Zekert.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, and Reece White, Senior Manager of Marketing/Communications.

Guests attending the meeting were the Solo Events Board, the Club Racing Board, Steve Hyatt, RallyCross Board Chairman, Erik Skirmants, President SCCA Enterprises and SCCA Enterprises Board members Jerry Wannarka, Wade White and Gary Pitts, Jennie Boden and Michael Daigneault from Quantum Governance.

The Board of Directors met on January 20th and 21st with Quantum for Board Training. The board identified areas to work on for 2016 including strategic planning and improving governance processes.

Finance Report:
December 2015 results were better than budget by 7%. For 2015, SCCA returned to the black exceeding operational expectations after three years of negative operating results. 2015 cost allocation data for programs, activities and services management should be complete in February. This will allow better data driven decisions by Staff and aid strategic decisions by BoD.

Communications Department Report:
Reece White presented the board with a proposal to improve our membership outreach, support our membership goals, improve our member's experience on scca.com and increase revenue. One focus would be on Track Night in America and Starting Line to convert those participants into participating members. No action was taken and White will have additional information for the Board on their February conference call.

> **Motion**: by Terry Hanushek to appoint Clyde Heckler to the Road Rally Board. Seconded by Lee Hill. Passed.

The Board of Directors wishes to thank Chuck Hanson for his years of service on the Road Rally Board.

> **Motion**: by Jim Weidenbaum to accept the Time Trials rules as presented in Appendix A. Seconded by Lee Hill. Passed.

Subsidiary and Program Board Meetings:
BOD met with chairman of the RXB, Stephen Hyatt who reported a 20% growth in entries for 2015 and thanked the board for their support of the program. Hyatt reported that the RallySprint program already has 12 scheduled events for 2016 and Finger Lakes Region is back on the schedule. He requested forum assistance as well as marketing assistance for the 10th Anniversary of the RallyCross Nationals.

> **Motion**: by Lee Hill to give the RXB funding for of www.sccarallycross.com the official site of the RallyCross community to be used for rules input. It was seconded by Peter Zekert. Passed.

BOD met with the CRB for a working lunch, introductions were made and discussion was held on current issues.

> **Motion**: by Bruce Lindstrand to Approve the CRB rules changes as presented in Appendix B. Seconded by Brian McCarthy. Passed.

BOD met with SEB for a working lunch. The SEB is working on their strategic plan and their plan for 2016 is to engage members to ask them what they want. There has been regional results data collecting for the past year and the preliminary numbers are there have been ~22,000 individual competitors running an average of 2.5 Solo events. Discussion about age limits, the SEB feels their Junior Kart program and 15 year-olds in Kart Modified class satisfies the autocross needs of those without a driver's license.

BOD met with SCCA Enterprises' Erik Skirmants, President and CEO, Jerry Wannarka, Chairman, Wade White, Director and Gary Pitts, Director.

Skirmants reported that Enterprises had delivered their 901st car in December 2015. The Gen 3 has proved to be a very reliable car with no mechanical issues at the Runoffs and once the pre-orders are filled the new Gen3 kits will begin to be marketed. Hoosier Tire won the tire test for the Gen 3.

The board had a working lunch with RE's who attended the convention.

Appendix A: Approved Time Trial Rules

PHILOSOPHY: SCCA Track Trials (TT) are timed competitive events where the drivers vie for the fastest individual lap time in their class. SCCA Hill Climbs (HC) are timed competitive events where the drivers vie for the fastest individual elapsed time in their class. Neither TT nor Hill Climbs are designed to be wheel-to-wheel racing.

Motorsports are inherently dangerous. These rules are intended to assist the orderly conduct of a motorsports activity and are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, by properly using superior safety gear, by paying attention, and by reporting unsatisfactory issues to the event officials.

DRIVER ELIGIBILITY: Drivers should meet *one* of the following:

- Those who hold a SCCA Time Trials Competition license, or
- Those who hold a SCCA Time Trials Novice permit, or
- Those who hold a SCCA Competition License (Novice, or Full), or
- Those who hold a racing license from a recognized motorsports organization.

All drivers aged 15 to 17 must contact event officials before the event and provide a completed SCCA MS-L minor waiver (Form MS-L). Current SCCA membership (weekend memberships are available) is required.

REQUIRED DRIVER SAFETY EQUIPMENT: Owing to the competitive nature of these events, driver's personal safety gear is required: Driving suits carrying FIA standards (8856-1986 or 8856-2000) or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification; Suits carrying SFI 3-2A/1 certification may be worn only with fire resistant underwear; Gloves made of leather and/or accepted fire resistant material containing no holes; Socks made of accepted fire resistant material; Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches; and Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Window safety nets or arm restraints are required. Arm restraints are required on all open cars. Closed cockpit cars may use either arm restraints or a driver's side window net. Crash helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, SA2000 *(SA2000 will no longer be accepted as of 1/1/2017)*), SFI standards 31.1A, 31.2A, or FIA standards shall be used. The use of a head and neck support system is highly recommended.

There is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars, and helmets meet the highest safety standards possible.

ELIGIBILITY OF VEHICLES: All vehicles meeting the minimum vehicle safety equipment standards:

- All current GCR (both National and Regional) classes
- Solo Street Prepared and Street Mod classes
- Vintage-legal (SCCA, HSR, SVRA, etc.) cars
- Other classes (such as Specials, Rally, Legends, other race series, etc)
- Automatic transmissions and hand controls are allowed.

MINIMUM VEHICLE SAFETY EQUIPMENT: All vehicles must have the following safety equipment at a minimum: driver restraints, roll bar or cage, fire extinguisher. Vehicles shall meet the safety requirements for the class in which they are logbooked.

ROLL BAR SPECIFICATIONS: A roll bar is defined as a main hoop and diagonal placed behind the driver and supplemented by two braces. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over.

- One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.

- The top of the roll bar must be above the top of the driver's helmet when the driver is in normal driving position.
- The two (2) vertical members forming the sides of the hoop must be more than fifteen (15) inches apart (inside dimension), and it is desirable that it extend the full width of the cockpit.
- An inspection hole of at least 3/16 inch diameter to facilitate verification of wall thickness might be required. It must be drilled in a non-critical area of a roll bar member at least three inches from any weld or bend.
- All bolts and nuts shall be SAE Grade 5 or better, 5/16" minimum diameter.
- Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam (R) or Ensolite (R) or other similar material with a minimum thickness of one-half inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.
- The size of tubing to be used for the main hoop, braces and diagonals shall be determined on the basis of the weight of the car. The following minimum sizes are required and are based upon the weight of the car without the driver. Dimensions are nominal. 0.005" variation in wall thickness is allowed.

  Over 1500 lbs. 1.50 x .120 or 1.75 x .095
  Over 1000 lbs. 1.25 x .090
  Under 1000 lbs. 1.00 x .060
- The roll bar hoop and all braces must be of seamless or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130). For cars logbooked before 1/1/16, existing ERW tubing is acceptable.
- All welding should be of the highest possible quality with full penetration. Craters should be filled to the cross section of the weld, and undercut be no more than 0.01 inch deep.
- All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the braces attached within the top one-third of the roll hoop. At a minimum, two braces must be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. Diagonal lateral bracing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient. Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative, there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable.
- Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one (1) tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom on the permanent mounting, and at least two (2) bolts must be used to secure each telescope section. The telescope section must be at least eight (8) inches in length. One bolt is required if one end is welded to the main hoop.
- It is recommended that all cars utilize a roll cage as defined in the current GCR.
- Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.
- In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the car floor. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.
- Mounting plates bolted to the structure shall not be less than 0.1875 (3/16) inch thick and the use of a back-up plate of equal size and thickness on the opposite side of the panel with the plates through-bolted together is recommended. A minimum of 3 bolts per plate is required for bolted mounting plates.
- Mounting plates welded to the structure shall not be less than .080 inch thick. Whenever possible the mounting plate should extend onto a vertical section of the structure such as a door pillar.

FIRE SYSTEMS: All vehicles shall meet one of the following minimum requirements:
- On-board fire systems per GCR
- Halon 1301 or 1211, two (2) pound minimum capacity by weight.
- Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC or 1A10BC Underwriters Laboratory rating.

The fire extinguisher shall be securely mounted. All mounting brackets shall be metal and of the quick-release type.

DRIVER RESTRAINTS: All drivers participating in TT or Hill Climb Events shall utilize either a five, six or seven point restraint harness meeting one of the following: SFI specification 16.1 or 16.5, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98. All harnesses shall bear labels bearing either SFI or FIA certification. Shoulder straps shall be separate. Two inch shoulder straps shall only be used with head and neck devices. SFI and FIA harnesses are not subject to a time constraint but shall be in good condition (no cuts, abrasions, abnormal wear, etc.).
SEATS: It is highly recommended that the driver's seat be replaced with a one-piece bucket type race seat and include an upper brace if non-FIA homologated.

VEHICLE PREPARATION AND INSPECTION: The entrant is responsible for insuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Cars must have a SCCA Time Trials or Road Race Logbook or a logbook from an accepted racing organization. Annual Inspections are allowed. Car numbers shall be at least 8 inches high and class letters shall be at least 4 inches high. Vehicles and/or logbooks will be inspected by the SCCA tech inspector at each event.

GENERAL RULES OF THE ROAD:

- No alcohol is permitted until after the on track activities have being concluded for the day. Performance impairing substances are prohibited at all times.
- Unless specifically authorized by the Chief Steward, passengers are not allowed in a vehicle unless an instructor is driving.
- Procedures will be defined by the operating officials and communicated to the participants during the drivers' meeting and in the supplemental regulations.
- The SCCA provides event liability and participant accident coverage for those who are properly registered (including waivers and credentials if necessary). Access to some areas require SCCA membership (weekend memberships are available).
- Everyone in attendance must properly follow applicable rules and regulations of the event.

Appendix B: Approved Club Racing Rules

Recommended Items for 2016
These rule changes will become effective as noted below. The letter number, Fastrack month, author, and title precedes each proposed rule.

F5
1. #17960 - (February Fastrack - David Lapham) Dry Sump Systems: 4 Stroke
Thank you for your request. Change 9.1.1.D.15.H.: H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted. ~~and t~~The use of dry sumps *is specifically not allowed*. Accusumps or similar oiling assist systems are permitted.

Change 9.1.1.D.15.J.: J. The cooling system is unrestricted, *however the stock engine water pump must be retained.*

If approved, the CRB recommends this change be effective 5/1/2016.

FB
1. #18344 - (January Fastrack - Jerry Hodges) Capping Speed Increases
In GCR section 9.1.1.G.4.E., add the following language:

E. Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms may be removed, substituted and/or disconnected. All holes or passages resulting from the removal of any components must be plugged. No other material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.; *except as noted in FB Restrictor Table.*

If passed, the CRB recommends this change to be effective **3/1/2016.**

Formula B Restrictor Table

Engine Make	Model	Years	Restrictor (mm)	Notes
~~BMW~~	~~R1000SS~~	~~2009-~~	~~N/A~~	
~~Honda~~	~~CBR1000RR~~	~~2008-~~ ~~2013~~	~~N/A~~	
~~Kawasaki~~	~~ZX10~~	~~2010-~~ ~~2014~~	~~N/A~~	
~~Suzuki~~	~~GSXR1000~~	~~2007-~~ ~~2008~~	~~N/A~~	~~Baseline for Performance~~
~~Engines Intro- duced On Or Be-fore 2012~~	~~All~~	~~-2012~~	~~N/A~~	

~~Engines Intro- duced On Or After 2013~~	~~All~~	~~2013-~~	~~N/A~~	
All Engines	*All*	*2008 and newer;* *2007 Suzuki*	*37.5*	*May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.*
All Engines	*All*	*2007 and older except 2007 Suzuki*	*None required may use 37.5*	*May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.*

T2-T4
1. #18446 - (January Fastrack - Mike Ogren) Please Consider Removing the Auto Trans Restriction
Thank you for your letter. The CRB recommends the below change to the GCR to be effective **6/1/2016**.

Remove 9.3.7 from the GCR. Re-number below.

~~9.3.7. AUTOMATIC TRANSMISSIONS AND HAND CONTROLS Automatic transmissions are prohibited in all classes. However, the use of alternative transmissions, including automatic transmissions, and/or hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Club Racing Technical Manager and shall be in the driver's possession at all competitions.~~

Recommended Item for 2018
These rule changes will become effective 1/1/2018. The letter number, Fastrack month, author, and title precedes each proposed rule.

GCR
1. #18587 - (February Fastrack - Lee Hill) SRF (1.9L Cars) As A GCR Regional Class Effective 1/1/2018
Thank you for your letter. If approved, the CRB recommends this be published in the GCR 3/1/2016.

Change 9.1.8.E.2.A:
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, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars~~) become part of SRF3 as one class.~~ *will become a Regional Only GCR Class (effective 1/1/2018).*

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | January 27, 2016

The Solo Events Board met by conference call January 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff;Terry Hanushek and 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 **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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

Street Touring

#17171 Reclass E36 M3

Per recommendation of the STAC, the following previously-published classing change proposal is recommended to the BOD:

Move *from STU to STR*:

BMW

M3 (E36, non-LTW) (1995-1999)

Comment: As the SEB and STAC strive to improve and maintain the competitive options within Street Touring, while considering its history and its participants, it is important to acknowledge that ST has been in-flux from the beginning - not for the sake of change, but in pursuit of its original vision - a vision we remain committed to today. Unfortunately, type-based classing has not been as adaptable as the rules, and classing new and additional cars competitively has become difficult without major disruption to existing competition, limiting the long term potential of the category. To help steward proactive evolution - a trait common to long-running healthy racing series - additional car classing will consider a number of vision-specific criteria to help evaluate its viability and classing within Street Touring. In this context, the opportunity to clarify and expand STR's role between STU and STX seems not only prudent, but necessary. As such the STAC recommends moving the E36 M3 to STR to continue to provide competitors with a variety of well supported, affordable, and popular car options in ST while helping to further shape the future of ST.

Member Advisories

Tire Rack Solo Nationals

Course Designers

The SEB is inviting course designers who are interested in providing a course for the Solo Nationals to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street

#18639 Steering wheel wraps

Per recommendation of the SAC, a steering wheel wrap is covered under comfort and convenience in section 13.2.A.

#18726 Common Sense Repairs - S2000 TCT

Per the SAC, please reference section 13, prior to 13.1, regarding alternate components. As long as the part complies with section 13, meets the definition of a Standard Part, and provides no performance benefit, it would be acceptable to use. From the data given by the requestor, the SAC believes that the subject aftermarket replacement part is not compliant with the section regarding alternate components.

Street Touring

#16833 Suspension Clarification

In the opinion of the STAC, caster is an alignment parameter which is specifically allowed to be changed per 14.8.J,

and alignment parameters are not subject to restrictions on suspension geometry. Additionally the opinion of the STAC is that when allowed to change the length of a “wishbone” style control arm the effective lengths of the front and rear lengths may be adjusted separately.

#17142 Camber Kit Allowance Clarification

In the opinion of the STAC standard cam or eccentric bolts are allowed to be replaced per 14.8.H as a camber kit.

#18775 Join the STAC

The SEB has approved the addition of Jonathan Lugod to the STAC.

Street Modified

#18865 Interested in SMAC Position

The SEB has approved the addition of Aaron Shoe to the SMAC.

#18869 Application for SMAC membership

The SEB has approved the addition of Matt Glagola to the SMAC.

Other Items Reviewed

Street

#18678 Porsche Boxster/Cayman moves - Item #17901

Thank you for your input.

#18685 2016 Mustang GT Classification

Per the SAC, look for updated year listings in 2016 Solo Rule Book.

#18765 Porsche Reclassification Feedback

Thank you for your input.

#18767 Proposed changes in classing for Porsche in Solo for 2016

Thank you for your input.

#18769 Item #17748 further comment

Thank you for your input.

#18770 Porsche classing feedback

Thank you for your input.

Street Touring

#17824 Stp comments

Thank you for your input.

#17829 Comment on the Recent November Ft Preview - STU and STP

The STAC thanks you for your input.

#17847, 17852, 17865, 17867, 18352, 17849, 17850, 17856 STP rules comments

The STAC thanks you for your input. STP rules and classing will be out in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#17855 Thank you for STP

Thank you for your input.

#18214 STP Exclusions-Boss 302 and others.

The STAC thanks you for your input. STP rules and classing will be out in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#18787 STAC opening

Thank you for your resume. We will keep your information on file for future consideration.

Street Modified

#18407 Proposal #17411 feedback.

Thank you for your input.

Not Recommended

Street

#14880 SSR wheel diameter allowance - down to 19

Thank you for your input.

#18751 Wheel allowance.

Thank you for your input. Numerous retailers have a wide variety of 15x6 wheels available in NA Miata fitments.

#18783 Request to reclassify 95-99 Neon to HS

Thank you for your input. The SAC feels that this car is appropriately classed at this time.

Street Touring

#17839 Additional cars to STF

Per the STAC, while these cars may fit the performance potential of the requested class, they are not considered consistent with the philosophy of the category.

#17871 1999-2001 Porsche 911 3.4L to STU

The STAC and SEB are not in favor of classing the Porsche 996 into STU at this time.

Street Modified

#17411 Request for modification on mirror size

Per the SEB, the previously-published proposal to change 16.1.R regarding mirror area is withdrawn.

Handled Elsewhere

Street

#17238 Air-Oil-Separator - 13.10.E

Please see item #16801 in the January Fastrack.

Street Touring

#17838 Another STP Letter

The STAC thanks you for your input, please see letter 17833.

#17861 Third-generation Camaros and Firebirds in the new STP class

The STAC thanks you for your input, please see letter #17833.

#18137 STP 1982-1992 Firebirds and Camaros

The STAC thanks you for your input, please see letter #17833.

#18754 981/987 Porsche Cayman/Boxster Base 2.7/2.9 in STU and tire sizes

Please see item #18622.

Modified

#18332 CM Formula Ford weight per GCR

Please see item #18329.

#18339 Minimum weight

Please see item #18329.

Change Proposals

General

#17285 Vehicle speed after stopping for downed cone or being red-flagged

The SEB is seeking comment on the proposed changes to 7.4 and 7.8, as below. We are trying to communicate to the membership that stopping for a downed cone or being red flagged on course should not delay an event. Competitors have an obligation to clear the course quickly. The rules have not been clear on this.

We don't think short-cutting a course is acceptable as this could force a car through a worker station. Straight-lining a slalom would be allowed under this rule. Incurring a cone penalty while exiting the course may jeopardize your rerun. We were intentionally vague on what speed to suggest a competitor exits the course. The SEB believes a competitor should assess the situation, and exit judiciously while (a) not incurring a penalty, (b) following the course route, (c) not delaying the event. If the speed used too fast or too slow the Chiefs of the event are in the best position to decide if the action was or wasn't "reasonable".

We are specifically seeking comment if we should include or exclude a suggested percentage of competition speed. The current proposal is as follows: Change 7.4 and 7.8.2 as shown:

7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun.

If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must continue through the remainder of the course at a reasonable fraction of competition speed and will be granted a rerun if appropriate. Delaying the event via failure to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~

7.8.2

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must proceed per Section 7.4. ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.~~

Street

#17748 Reclass base c7 Corvette to AS

The SAC and SEB are seeking member input on the following classing change proposal: move the following listing in Appendix A as shown, effective 1/1/2017:

From SS to AS

Chevrolet

Corvette Stingray (non-Z06) (2014-2016)

Modified

#17810 cockpit bodywork requirements

The MAC has been asked to clarify Solo Rules section 18.4.A.1 Bodywork (i.e. AM Bodywork). The MAC is considering two alternative philosophies: either

1) AM bodywork should be optional, or

2) AM bodywork should be required and must meet certain criteria.

Prior to moving forward, the MAC is requesting member input on which path is preferred.

Tech Bulletins

Street

#15824 2015 Mercedes-Benz GLA45 AMG Classing Proposal

Per the SAC, the following new listing is effective immediately upon publication:

BS

Mercedes

GLA45 AMG

#18664 Chevy Sonic Turbo(RS and LTZ trims)2012-present

Per the SAC, update the Chevrolet Sonic listing in Appendix A:

HS

Chevrolet

Sonic *(all)* (2012-*2016*)

#18727 BMW i3 Request for Classing

Per the SAC, add the following new listing in Appendix A:

HS

BMW

i3 (2014-2016)

Street Touring

#17833 STP Proposal

The SEB, under advisement from the STAC and based upon member feedback, has modified the initial classings in the proposed STP class to include a few variants of already-classed cars, as follows:

Street Touring Pony car supplemental class (STP)

Chevrolet

Camaro (SS, V6, & 1LE) (2010-15)

Camaro (SS, Z28, & V6) (1993- 2002)

Camaro (fuel injection, N/A) (1982-92)

Dodge

Challenger (N/A) (2008-15)

Charger (N/A) (2006-15)

Ford

Mustang (GT, V6, & Ecoboost 2.3T) (2015-16)

Mustang (GT & V6) (2005-14)

Mustang (GT & V6) (1994-2004)

Mustang (fuel injected, N/A) (1979-93)

Pontiac

Firebird (LS1, LT1, & V6 engine) (1993-2002)

Firebird (fuel injected, N/A) (1982-92)

"Catch-all": American V8-powered, RWD sedans must be naturally-aspirated with a wheelbase greater than 100.0" and a listed curb weight greater than 3200 lbs., NOC (not eligible for National level competition)

#17949 Pontiac Vibe eligibility

Per recommendation of the STAC, effective immediately upon publication add the following new listing:

STF

Pontiac

Vibe (2003-2010)

*Note - please note that this car, in purely stock form, may not meet rollover criteria in 3.1.A. It is up to all competitors to ensure that their cars meet these criteria.

#18622 Boxster

Per the STAC, the following new listings are added to Appendix A, effective immediately upon publication:

STU

Porsche

Boxster - 986 and 987.1 base model (1997-2008)

Boxster S - 986 (2000-2006)

Cayman - 987.1 base model (2007-2008)

Modified

#18329 FF GCR weight exception

The MAC has noted that the CRB has changed the weights of some of the cars which are eligible for Solo class CM. This implements a change to the minimum weights of certain cars which was not intended and is not considered desirable. In order to correct this oversight the MAC and SEB have provided the following Technical Bulletin:

Add in Appendix A, under class C Modified and renumber subsequent subsections, as follows:

"Exceptions to the Club Racing GCR for all cars in this class:

1. Spec tire requirements do not apply.

2. Formula F (FF) minimum weight with driver:

Ford Cortina Engine: 1050 lbs.

Ford Kent and Honda Fit Engines: 1100 lbs."

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 2, 2016

The Club Racing Board met by teleconference on February 2, 2016. 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 Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator; Chris Albin, consultant; Dennis Dean and Jim Rogaski, guests. The following decisions were made:

Member Advisory

FV

1. #18899 (Formula/Sports Racing Committee) Spec Tire in FV
Based on member input and survey results about a spec tire, the CRB recommends pursuing a spec tire for Formula V through the Club Racing Department, for the 2017 racing season and beyond.

SM

1. #18140 (David Dewhurst) Spec Miata Compliance Fee
Thank you for your letter. Effective 3/1/16, there will be a $20 compliance fee for every Majors event. The CRB and SMAC will work with SCCA to administer the use of the funds collected.

No Action Required

T4

1. #18798 (Marcel Berkhout) Allow Bilstein B14 FRS/BRZ
Thank you for your letter. The spring package for the FRS/BRZ is a spec spring, and any make (including Bilstein) of non-adjustable shock/strut usable with the spec spring is permitted.

Not Recommended

F5

1. #17961 (David Lapham) Aerodynamics Rear Diffusers
Thank you for your letter. Diffusers are allowed as long as they fall within the listed overall length. The rules are adequate as written.

2. #18220 (Nicholas Sullivan) Separate Classes for F5 and F6
Thank you for your letter. The CRB recommends both the 2 stroke and motorcycle engine competitors work through the newly formed F5 Ad Hoc Committee for the overall good of the class.

3. #18256 (David Lapham) F-5 Aerodynamics Rules Clarification and Improvements
Thank you for your letter. The CRB does not recommend these changes.

FA

1. #18843 (Jay Horak) Pro Formula Mazda Class
Thank you for your letter. The CRB does not recommend this change.

FV

1. #18892 (Greg Rice) Alternate Tire Letter 17553 Was Lost, Ignored, Buried, or ?
Thank you for your letter. Your letter number (17553) and name were listed in letter #17504, December 2015 Fastrack Minutes, thanking you for your feedback. The CRB has recommended pursuing a single spec tire for FV. Please see the response to letter #18899. Divisions have the ability to allow alternate packages in their regional racing series.

P2

1. #18476 (Jay Messenger) P2 Class Too Similar to P1 - Not in Line With Vision for Class
Thank you for your letter. The CRB does not recommend this change at this time and will monitor the relative performance of the two classes.

2. #18499 (Austin McCoy) Norma M20F P2 Eligibility
Thank you for your letter. The CRB does not recommend this change because Group CN cars are not consistent with the P2 class philosophy.

GT

1. #18706 (Michael Major) Prohibit Carbon/Carbon Clutches in Club Racing
Thank you for your letter. Carbon/carbon clutches have been in use too long to prohibit them now.

GT2
1. #18667 (Phil Lasco) Panoz GTS Engine Upgrade
Thank you for your letter. This is a spec classification that has been given several performance allowances over the last couple of years. Sufficient data is not available to warrant these changes at this time.

GT3
1. #18637 (Stanley Lizauskas) Engine Builder; Improve 12A Bridgeport Performance
Thank you for your letter. The CRB believes the 12A Bridgeport to be competitive as classified.

EP
1. #18774 (A. Sterling Cole) Window Net Rule Change for All Closed Cars
Thank you for your suggestion. The window net rule is adequate as written.

HP
1. #18840 (Mike W. Ogren) Toyota 2TC and Datsun 1600 Correction Please
Thank you for your request. Currently, there is no competition data that would support the need for the requested adjustment to these cars.

2. #18904 (Matt Brannon) Allow 13x7 Wheels in HP
There are currently both Goodyear and Hooiser race tires, both slicks and rain tires, that are specified to run on 6" wide rims. Indeed there are more options now than when this request was first made. Based on the results of competition in HP it is evident that cars running 6" wide wheels are not at a competitive disadvantage.

Production
1. #18818 (Mike W Ogren) Modernize the Air Dam Rules, Please
Thank you for your letter. The rule as recently revised provides clear guidance for the construction of spoilers and their integration into the existing bodywork of Production race cars. Restricting the width of fender flares and the associated portion of the spoiler is unnecessary. The existing rule requires retention only of the stock grille opening. It does not preclude the spoiler being allowed to cover the holes mentioned by the author that are exposed if the bumper of the referenced car is removed. If a replica bumper is installed, as permitted by the rules, the spoiler would also cover these holes.

SM
1. #17680 (Ralph Provitz) 1.6 to 1.8 Clone
Thank you for your letter. The CRB does not recommend this change.

2. #18749 (Brian Vondran) Pinch Weld Reinforcement - Rule 9.1.7.3.q.
Thank you for your letter regarding tubing for jacking points along the pinch weld. The current rule defines the modifications allowed for jacking points. Additional points for jack stands are not needed.

3. #18836 (Jan Nevarez) Split SM into 1.6 and 1.8 Classes
Thank you for your request. The CRB believes that splitting the class into 1.6 and 1.8 is not in the best interest of the class.

STL
1. #18862 (Buzz Marcus) STL Weight Changes
Thank you for your letter. The CRB has no plans to make any rear wheel drive or Miata weight changes at this time, but will continue to monitor performance.

STU
1. #18739 (Gregory Goss) OE Wheel Size
Thank you for your letter. The CRB has no plans to open up the wheel restrictions in STU at this time.

T1
1. #18833 (John Iles) Mustang Restrictor Requirements
Thank you for your letter. The CRB does not recommend this change and will continue to monitor performance in T1.

T3
1. #18312 (Darrell Anderson) Spec Mustang to Run in T3
Thank you for your request. SMG does not fit in T3. Please see letters 18901 and 18971 , What Do You Think, concerning the potential for SMG in ST or AS.

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.

GCR

1. #18931 (SCCA Staff) Increased Fire System Requirements
For 1/1/17, in section 9.3.23, require T1, T2, and STU to have fire systems. These cars easily run the speeds of GT and Production cars that are required to have fire systems.

STU

1. #18520 (Greg Amy) De-List Spec E46 from STU
Thank you for your letter. The Spec E46 cars have been classified in Touring 3 for the 2016 racing season. The CRB recommends de-listing from STU for ***2017*** to avoid competitor confusion.

Taken Care Of

F5

1. #17959 (David Lapham) Restrictor Size F-5 600 CC Motorcycle
Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

2. #17970 (Mel Winnie) Problems Within the Class
Thank you for your letter. Please see the response to letter #18220.

3. #17982 (Chuck McAbee) 600CC Bike Motors Don't Belong in F500
Thank you for your letter. Please see the response to letter #18220.

4. #17998 (Ted Simmons) F500 Motorcycle Engines
Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

5. #18000 (Jim Murphy) Future of F500
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

6. #18015 (John Walbran) 30mm Restrictors
Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

7. #18016 (John Walbran) Prohibit Use of Dry Sumps
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

8. #18017 (John Walbran) Prohibit External Water Pumps and Vacuum Pumps
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

9. #18033 (Cory McLeod) Support for 18015 - 30mm Restrictors in F500
Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

10. #18041 (Herb Noble) Support Letter #18015
Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

11. #18042 (Herb Noble) Support Letter #18016
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

12. #18043 (Herb Noble) Support Letter #18017
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

13. #18094 (Brian Heun) Support for Change to F5 Class
Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

14. #18226 (Jim Murphy) F600 Entries and Adjustments
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

15. #18385 (Aaron Ellis) Formula 500 Changes/Committee
Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

16. #18795 (Michael Devins) F5 - Drysumps and Water Pumps
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

17. #18858 (Jeff Blumenthal) Rule Change: No Dry Sump for F500/F600 4 Stroke
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

18. #18885 (Jim Murphy) Dry Sump and Electric Water Pump
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

19. #18940 (Wiley McMahan) Letter 17960 Response
Thank you for your letter. As you've noted, the CRB has recommended eliminating the dry sump systems and requiring the use of the stock water pump for the motorcycle engines in F5 effective 5/1/2016, letter #17960 February 2016 Fastrack Minutes.

20. #18946 (Zachary Morvik) Support of Item #17960
Thank you for your letter. As you've noted, the CRB has recommended eliminating the dry sump systems and requiring the use of the stock water pump for the motorcycle engines in F5 effective 5/1/2016, letter #17960 February 2016 Fastrack Minutes.

FB
1. #18781 (James Blackwell) Not for Restrictors
Thank you for your letter. Please see the response to letter #18713, February 2016 Fastrack.

FC
1. #17712 (Mike Eakin) FC Map Debacle
Thank you for your letter. The approved map for the PE3 ECU in FC is now available on the SCCA web site.

FV
1. #18831 (David Bowman) FV Tire Survey
Thank you for your letter. The FV spec tire survey was closed on 1/4/16. Please see the response to letter #18899.

HP
1. #18922 (Larry Svaton) Support of Submitted Letter#18904
Thank you for your letter. Please see the response to letter #18904.

Production
1. #18823 (Mike W. Ogren) Air Simplify
Thank you for your letter. Please see the response to letter #18818.

2. #18839 (Mike W. Ogren) Bumper Bracket Hole Change to All Holes
Thank you for your letter. Please see the response to letter #18818.

SM
1. #17843 (Jim Drago) Compliance Program
Thank you for your letter. Please see the response to letter #18140.

2. #18143 (Kyle Webb) SM Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

3. #18290 (Daniel Tiley) Does Our CCC Have TOO Much Power? *** Tech Issue at the ARRC ***
Thank you for your feedback. Please see Jim Wheeler's March 2016 SportsCar article.

4. #18303 (Michael Collins) Authority of the CCC
Thank you for your feedback. Please see the response to letter #18290.

5. #18305 (Thomas Berndt) Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

6. #18346 (Jeff Luckritz) Compliance Fee Implementation
Thank you for your letter. Please see the response to letter #18140.

7. #18394 (Jerry Rigoli) Spec Miata Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

8. #18424 (David Wheeler) Update 1.6 Cars to 1.8 Engine
Thank you for your letter. Please see the response to letter #17680.

9. #18426 (John Adamczyk) #17680 1.6 to 1.8 Clone
Thank you for your letter. Please see the response to letter #17680.

10. #18568 (John Harms) Establishment of a Spec Miata Compliance Fee:
Thank you for your letter. Please see the response to letter #17843.

T3
1. #18400 (Tom Wickersham) Spec Mustang in T-3
Thank you for your request. Please see the response to letter #18312.

2. #18480 (David Mead) Allow Spec Mustang In T3
Thank you for your request. Please see the response to letter #18312.

3. #18487 (Darrell Anderson) SMG Move to T3
Thank you for your request. Please see the response to letter #18312.

4. #18488 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

5. #18489 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

6. #18490 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

7. #18491 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

8. #18492 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

9. #18493 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

10. #18494 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

11. #18495 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

12. #18496 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

13. #18497 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

14. #18501 (Robert Schader) Add SMG TO T3
Thank you for your request. Please see the response to letter #18312.

15. #18735 (Eric Heinrich) Spec E46 Tire Size - Allow 245 Tires
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

16. #18736 (Ali Salih) Spec E46 Cars in T3 Be Allowed to Run Any DOT 245 Tire
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin. Please bring the cars out to collect data.

17. #18744 (Mason Meredith) Allow Up To 255 Tire For Spec E46 Cars In T3
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

18. #18753 (James Clay) Spec E46 Tire Size
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin. For example, Hoosier specs a 8-9.5” wheel for the 225/40-17 tire. Please bring them out to race so that data can be collected.

19. #18773 (John Wymore) Spec E46 in T3 - Allow 255 Tire Size
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.
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What Do You Think

AS

1. #18888 (American Sedan Committee) RP Mustangs: 94-95 Cobra and GT; Cobra R, and All 4.6L Cars
The Club Racing Board and American Sedan Advisory Committee are seeking feedback on the below questions. Please send your comments via the CRB letter system at crbscca.com.

1. Are you going to run any of the following Restricted Preparation Mustangs in the American Sedan Class?

94-95 Cobra and GT, 5.0L;
95 Cobra R. 5.8L ;
96-98 Cobra and GT, 4.6L;
99-02 Cobra, 4.6L;
99-04 GT, 4.6L;
03-04 Mach 1, 4.6L,
05-10 Coupe GT, 4.6L

2. If no one runs or plans to run these cars, would you be for or against removing them from the American Sedan class?

2. #18971 (Club Racing Board) SMG in AS
The CRB is considering a request from the SMG community to move the Spec Mustang from T2 to another class for 2017. Several suggestions have been made, including adding them to American Sedan under their SMG rules, as found in Appendix M of the GCR. The CRB is requesting feedback from AS competitors about this potential move. Please send your feedback through the CRB letter system at crbscca.com.

STU

1. #18901 (David Ray) SMG in STU
A request has been made to classify the SMG spec Mustang in STU. Since they have many similarities to the ST class, the CRB is considering adding them to STU for 2017, where they would be competitive on lap times. When the ST classes were formed, there were three classes, defined primarily by displacement.
Since the STO class, (over 3.2 L/4.0L) has been dropped, some of those cars went to GT2. The current 4 liter restriction eliminates a large Spec class from the ST classes.

If approved, it would require changing the second paragraph in 9.1.4.A.:

Super Touring Under (STU) vehicles are mid-level multi-purpose performance cars of 3.2 liters and under. Case-by-case approval of engines over 3.2 liters from “Pony Cars” or “American Iron” with stock camshaft lift at a heavier weight will be considered. No engines over ~~4.0~~ *4.6* liters shall be allowed under any circumstances. **Spec lines are not required for STU eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.**

Please send your feedback on this proposed change through crbscca.com.

RESUMES

1. #17977 (David Wheeler) Resume for Touring Advisory Committee
Thank you for submitting your resume. It will be kept on file for future consideration.

2. #18449 (Steve Strickland) Willing to Serve on the Touring or Improved Touring Committees
Thank you for your resume. It will be kept on file for future consideration.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2016
NUMBER: TB 16-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2016 unless otherwise noted.

American Sedan
AS
1. #18887 (American Sedan Committee) Clarifications to AS Rules
In GCR section 9.1.6.D., make the following changes:
"The following modifications are authorized on American Sedan Category cars. ~~Modifications shall not be made unless specifically authorized herein.~~ *It is not permitted to make changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules, or required by the GCR.* No permitted or alternate component or modification shall additionally perform a prohibited function. *Replacement parts may be obtained from sources other than the manufacturer provided they are exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, such as, auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in these rules.*"

In GCR section 9.1.6.D.1.e.1.b., c., and d., make the following changes:
"b. Exhaust after the manifolds/headers *must meet the below requirements but* is *otherwise* unrestricted.
~~c.~~*1.* No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
~~d.~~*2.* Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound requirements."

In GCR section 9.1.6.D.1.e.2.c., d., and e., make the following changes:
"c. Exhaust after the manifolds *must meet the below requirements but* is *otherwise* unrestricted.
~~d.~~*1.* No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
~~e.~~*2.* Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements."

In GCR section 9.1.6.D.4.c., add the following language:
"Suspension Control - Any anti-roll bar(s), traction bar(s) and rear upper control arms or like devices, panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment. *No suspension control component may be capable of adjustment from within the cockpit while the car is in motion.*"
B-Spec
None.

Formula/Sports Racing
FA
1. #18830 (David Locke) Update Formula 3 line of Formula Atlantic Table 2
In FA, Table 2, Formula 3 car, make the following change:
Up to ~~5~~*6* forward gears, limited slip differential allowed (sequential Carries a 25 lb. Weight Penalty)

P2
1. #18477 (Jay Messenger) Allow Auto P2 Cars at Higher Weight With Larger Restrictor
In P2, Engine Table, Spec Line E, add the following language:
Restrictor: *42*
Weight: *1350*

GCR
1. #19022 (SCCA Staff) Correct Section 9.1.13.C.
In GCR section 9.1.13.C, make the following change:
"Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph ~~9.1.12.A.~~ *9.1.13.A.* for 1 year may be reviewed to become a Runoffs-eligible Class."

2. #19023 (SCCA Staff) Correct Section 9.1.13.D.

In GCR Section 9.1.13.D, make the following change:
"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 ~~9.1.12.B.~~ *9.1.13.B.*"

3. #19071 (SCCA Staff) SMG Errors and Omissions
In Appendix M SMG Technical Regulations, section 1., remove the following language:
"Ford Mustang GT hardtops with manual transmissions from 2005-2009 (S197). Bullitt Option Mustangs and Shelby GT Option Mustangs are allowed, but must be brought to spec per the rules and part numbers listed below. ~~Miller Cup Challenge cars (not FR500S), will be grandfathered in with their 6 speed transmissions, but they must be converted to the mandatory 4.10 rear end ratio. Miller cars must be in compliance with all other elements of the rules for the GCR and class.~~

> ~~Note: On Miller Cup Challenge car 6 speed transmissions. Original 6 speed was Ford PN M-7550-B, but replaced with 8R3Z-7003-AC service units. These translate to Tremec PN TUET 5800 and TUET 8175; either transmission is acceptable.~~"

In Appendix M SMG Technical Regulations, section 2.a., remove the following language:
"Engine Type: SOHC 24-valve V-8, aluminum block and heads, port fuel injection Displacement: 281 cu in, 4601cc (4.6 liter) TRANSMISSION: 5-speed manual, factory ~~(6-speed allowed in Miller Cup cars with Miller logbook)~~"

In Appendix M SMG Technical Regulations, section 2.b., make the following change:
"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: ~~73-7/8~~ *75* inches Rear: 74-3/8 inches"

In Appendix M SMG Technical Regulations, section 2.c., make the following change:
Weight: with driver: ~~3450~~ *3400* pounds

In Appendix M SMG Technical Regulations, section 2.g.2., add the following language:
"*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, rear shock system PN: SHK-40-1000SPEC. *Or: Jri Single Adjustable Coilover Kit Part #CCK-40-1000-JRI-SA. No mixing of the Koni and Jri shocks is allowed.* "

In Appendix M SMG Technical Regulations, section 2.g.4., make the following changes:
"~~The Cortex Kit caster/camber plates set allowing a maximum of 3.0 degrees of negative camber.~~ *Maximum negative front camber is 3.5 degrees. The approved technique to accomplish this is by using the Cortex P/N CFS-40-ALIGN-SMG, SMG alignment kit (which includes camber slugs P/N CFS-40-1010), in all SMG strut housings. Installation guidelines are provided by Cortex Engineering. The Jri front strut housing will already have this feature. This CFS-40 kit is allowed, not required. But this IS the only allowed means to go beyond 3.0 degrees of negative camber. Potential tire clearance issues, resulting from this modification, are addressed in Section: o.*
No machining of body to allow further travel. Caster: min. +6.35 max. +7.85 Camber plate PN MM5CC-5 or CCP197-05-09.

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

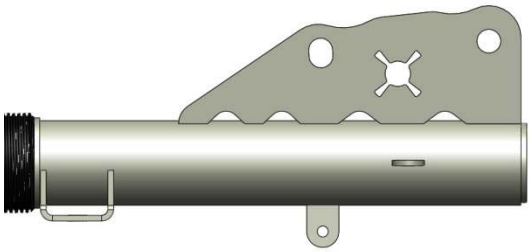


Figure 1: SMG Strut housing with Slotted Upper Hole.
(Note: Jri housings have the slot on the bottom hole)

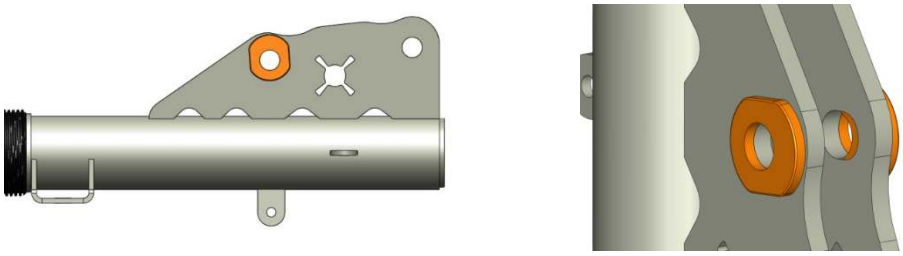


Figure 2: SMG Strut Housing with Camber Slug Installed."

In Appendix M SMG Technical Regulations, section 2.i.1., remove the following language:
"Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~6 speed to run with a 4.10 (Miller Cup cars only) stock. Grandfathered Miller Challenge 6speed cars will be allowed to compete only through the 2015 season.~~ All SMG cars will be 5speed/3.73 ratios for the 2016 season."

In Appendix M SMG Technical Regulations, section 2.j.14., remove the following language:
"Clutch replacement: The following specified replacement clutch parts are stock-sized 11" disc that represent no performance enhancement, but some additional longevity:
5 speed: Clutch disc Centerforce PN DF380800 ~~2~~
~~6 speed: Clutch disc Centerforce PN 388144~~
Clutch disc limited to OEM diameter (11") with OEM equivalent pressure plate and flywheel."

In Appendix M SMG Technical Regulations, section 2.o., make the following changes:
"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)For the 2014 season and beyond, all participants must qualify and race on Jongbloed wheels.~~
~~(3)~~ (2) Wheels for practice and rain conditions are free; they must all be the same size.
~~(4)~~ (3) Tires: 275-285-295 X 30-40 X 18" allowed. ALL TIRES ON CAR MUST BE THE SAME SIZE. Tires must be DOT approved.
~~(5)~~ (4) 0.5" hub-centric wheel spacers are an allowed option in front only."

Grand Touring
GT1
1. #18384 (Rob May) Classify Lamborghini Gallardo, and Huracan
In GT1, classify as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Lamborghini Gallardo	*5204*	*3000*		*Must comply with Super Trofeo series rules. Competitor must have the series rules in their possession.*
Lamborghini Huracan	*5204*	*3000*		*Must comply with Super Trofeo series rules. Competitor must have the series rules in their possession.*

2. #18549 (Scotty B White) Viper & CC Competitiveness in GT1
In GT1, Dodge Viper, incl Comp Coupe, ACR/ACR-X, classify as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ ACR-X	*8400*	*3300*	*68 mm flat plate restrictor*	*380mm brakes, 12" front and 14" rear width wheels, full engine porting, 6 speed sequential trans, up to 8.4L engine with any OEM intake configuration, all versions restricted to 68mm flat plate.*

3. #18743 (david mead) Drop the Weight of the 458 Ferrari Challenge
In GT1, Ferrari 458 Challenge, change the weight as follows:
~~2882~~ *2800*

4. #18801 (David Tuaty) Classify Ginetta G55 Prepared to World Challenge Rules
In GT1, classify the Ginetta G55 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.*

GT2
1. #18621 (Michael Smellie) Disenfranchised Small Bore GT-2 Car
In GT3, Cars - MAZDA, classify as follows:

GT3 Cars - Mazda					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
RX-7	*NA*	*2dr*	*RWD*	*95.2 / 95.5 / 95.7*	*Must run GT3 spec engine with 150 lb. disenfranchised GT2 weight penalty.*

2. #18699 (Jose de Miguel) 1988-1991 CRX to GT2
In GT2, Cars - HONDA, classify as follows:

GT2 Cars - HONDA					
Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes
CRX	*88-91*	*2dr*	*FWD*	*90.6*	

Improved Touring
None.

Production
1. #18422 (Dave Kavitski) What 1994 Miatas, Please Remove 75 lbs. from the 94 Miata.
In EP, Mazda MX-5 / Miata (94-97), reduce the weight as follows:
~~2075~~*2035*, ~~2127~~*2086*, ~~2179~~*2137*

2. #18794 (Production Committee) Correct the Weight Reduction for the 94-97 EP Mazda Miata
In EP, Mazda MX-5 / Miata (94-97), reduce the weight as follows:
~~2075~~*2035*, ~~2127~~*2086*, ~~2179~~*2137*

1. #18260 (Jesse Prather) Evaluate the Spec Line of the Fiat 124
In FP, Fiat 124 Sport Spider (-1977), change the notes as follows:
"Alternate rotor (#82346805). Allow (2) 40 IDF w/ ~~36mm~~*34mm* choke(s) @ 1965 lbs. Orientation of the alternate carburetor is unrestricted. The alternate carb adaptor may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor."

2. #18796 (Richard Sweigart) Porsche 924
In FP, Porsche 924 (76-84), Carb. No. & Type, add the following language:
"*(2) Auto-type w/ 30mm choke(s)*"

Spec Miata
None.

Super Touring
STL
1. #18763 (Greg Amy) Allow Short shift kits
Add GCR section 9.1.4.2.C.5:
"5. Short shift kits are allowed."

2. #18814 (Mark Nichols) MX5 Cup Car Roll Cage to Helmet Clearance
In STL, Mazda MX-5 Cup, add the following language to the notes:
"The driver's helmet clearance shall be measured over the driver's head from the driver's side hood to the center hoop."

3. #18907 (Super Touring Committee) Remove Compression allowance for Toyota 2ZZ
In STL, Table B, remove the following language:
~~Toyota 2ZZ-GE / 1796 / Chart / May use stock 11.5:1 compression ratio.~~

STU
1. #17105 (Joe Carrillo) Allowed Supercharger Kits
In STU, Table B, classify as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Subaru BRZ/ Scion FRS	*2000*	*3000*	*Kraftwerks C30-94 supercharger kit allowed, 127.5mm crankshaft drive pulley and 95mm blower pulley.*

2. #18006 (Jim Drago) Allow Interchangeability of 2.0, 2.3 and 2.5 MZR Heads
In STU, Table A, classify the following engine setups:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda MZR (LF, L3, L5)/	*varies*	*Chart*	*Short blocks, heads, and intakes may be freely swapped within these engine designations.*

3. #18239 (Austin Hilliard) Addition of Spec line for 2000-2003 Honda S2000, HKS Supercharger
In STU, Table B, classify 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.*

4. #18906 (Super Touring Committee) Change weight for Head Porting in STU
In GCR section 9.1.4.1.B.4, make the following changes:
"The intake and exhaust port*ing* on piston engines *is free.* ~~may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting.~~"

Touring
T1
1. #18117 (Joe Aquilante) List Corvette LT-1 Engine 2014 and Newer
In T1, Chevrolet Corvette, classify as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Cadillac CTS/CTS-V *Chevrolet Camaro* *Pontiac Firebird*	*6162 OEM LT1*	*3400*	*65mm flate plate*	*Stock OEM LT1*	

In T1, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO, classify as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Chevrolet Corvette	*6162 OEM LT1*	*3400*	*65mm flate plate*	*Stock OEM LT1*	

2. #18756 (david mead) Allow Ford Racing TB M-9926-MSVT on Cobra Jet Spec Line
In T1, Ford Mustang/ Thunderbird ("Cobra Jet" engine) Effective 3/1/16- OEM, add the following language to the chassis notes:
"Aftermarket K members are permitted. Effective 3/1/16- Only approved throttle body Ford Racing Part #M-9926-CJ65 *or THROTTLE BODY ASSEMBLY M-9926-MSVT permitted.*"

T2
1. #18976 (SCCA Staff) SMG Mustangs in T2 at 50 lbs. Less Than Their Spec Weight
In T2, Spec Mustang, add the following language:
Weight (lbs): *3400*

T3
1. #18835 (Ali Salih) Appendix N Needs to be Updated for Spec E46 Tire Size.
In Appendix N SpecE46 Rules, 15.6, update the allowed spec tire as follows:
"Toyo RR or RA1 size ~~235~~*255*/40/17 must be used."

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | FEBRUARY 9, 2016

Participants:
Chris McMillen (NorPac), Chuck Deprow (MidWest), Dave Deborde (NorPac), Heyward Wagner (National), Lee Hill (Liasion), Matthew Yip (NeDiv), Tony Machi (Central)

- *Reports:*
  - *Convention overview*
    - *Approx 350 participants*
    - *Time Trials proposal for 2017*
      - *Rebranding of Time Trials program*
        - *Hill Climb - separate brand using existing support structure*
        - *Track - existing PDX and Time Trials*
          - *Track - PDX*
            - *Coached and Uncoached sessions*
          - *Track Competition - Club and Track Trials*
            - *Unmodified street cars eligible - Track Competition*
            - *Racecars and Modified street cars (rollbar) - Restricted Track Competition*

Board of Directors Report:

- *Ongoing Business:*
  - *2016 Time Trials Rules*
    - *Approved and posted*
  - *Rollbar approval process for manufacturers*
    - *Locate existing SCCA claims*

- *New Business:*
  - *Empire Hill Climb*
  - *Dominion Raceway*
  - *Time Trials Novice Permits*
    - *Ability to issue by Chief Steward or Chief Instructor @ event*

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | January 20-21, 2016

The RallyCross Board (RXB) met prior to the National Convention on January 20 and 21. Attending were Stephen Hyatt (Chairman), Karl Sealander, Ron Foley, 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.

The following agenda items were discussed:

1. RallyCross National Championship / National Challenge events:
    a. Statistics from Regions — The RXB and the National office would like more information from all Regional programs, including timing and scoring. The information needs to be in a standard format. Macoubrie will create a Gmail account to which Regions can send results and other information.
    b. Media coverage — To promote more media coverage, the RXB would like to have more video and photos taken at the National events. Video from outside the car is preferable. Worker assignments could include photography, videography, and communications.
    c. Marketing RallyCross National Championship — The RXB discussed using a dedicated Facebook page for the event that would provide information about and promotion of the event. An event Facebook page could increase publicity through sharing of posts throughout the RallyCross community. Also discussed was a trifold promotional card that could be handed out at the National Challenge events.
    d. Run-order draw — The RXB discussed options to improve on the run-order draw. One option could include using a random generator. A poll of the membership was suggested. The RXB agreed to have two-driver cars draw first with second driver positioned halfway into the class grid, with a 2-minute limit during the event to change drivers.
    e. RallyCross National Championship site — The RXB discussed the option of a permanent or long-term lease for the National Championship site. This will be a consideration during the site procurement process for 2017 and beyond. For 2016 it was agreed to that mowing needs to be done before and a good cleanup after the event.
    f. Ten-minute mechanical — The 10-minute mechanical will be dropped in favor of a 5-minute time out. Each competitor will be allowed one time out per heat.
    g. Chief stewards for all National events will be chosen from outside the area.

2. RallyCross Rules: The RXB discussed gray-market cars competing in RallyCross, specifically for the National events. Options include disallowing gray-market cars in the Stock categories or changing the RallyCross Rules to specifically allow only United States-based vehicles in the Stock categories. Also discussed was the possibility was of an Open class that would include tube-framed chassis. It was agreed to put both items out for member comment.

3. Competing programs: The RXB discussed motorsport options that compete with RallyCross. Most seem to offer higher speeds, jumps and, ultimately, a less-safe environment for the competitors, cars and spectators. The RXB agrees that SCCA RallyCross is well positioned within the market.

4. RallyTrials / RallySprint: There are currently about 12 events scheduled for 2016. A Safety Steward training program is a top priority. The sanctioning process is being improved to provide a quicker turnaround. For now, scrutineers can be found through Rally America and NASA. Establishing SCCA scrutineers is a priority for the Committee.

5. Region development:
    a. Sanction process — A feedback loop is needed to provide organizers with sanctioning status and quicker turnaround. Using SharePoint was suggested. Foley will remind the RallyCross Divisional Stewards to be quick in approving sanction applications.
    b. Training and tools — Suggestions included website improvements for easier access, a thorough description of member benefits, a flowchart of procedures, and a document for RallyCross procedures similar to the “Solo Cookbook.”
    c. Increase number of sites — Regions need multiple sites to ensure program continuity.

6. Marketing and publicity strategy: The RXB discussed several marketing strategies, including banner ads, build threads on outside forums, videos, promotional handout materials, an outside RallyCross forum, and ad space in *SportsCar*.

7. Goals:
    a. 2016
        - Track Night in America presence and Starting Line schools
        - Sell out the RallyCross National Championship
        - Regions — Information on how to start a program, data improvements, and RallySprint / RallyTrials programs
        - Rules — streamline (should not be an operational manual)
        - Safety — Safety Steward license renewal procedures

    b. Five-year plan
        - Title sponsor / more contingencies
        - Full National Challenge for all Divisions
        - RallySprint / RallyTrials National Championship and Divisional championships
        - RallySprint / RallyTrials in every Region and an advisory committee
        - Growth metrics — members, events and Regions
        - Regional consistency and service orientation
        - Double the entries for the National Championship within site management parameters
        - Grow mentors — middle / Region management

Next meeting: February 2, 2016

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | February 2, 2016

The RallyCross Board (RXB) met via conference call on February 2. 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, and Howard Duncan 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): A Safety Committee meeting is scheduled for February 3. Agenda items include Safety Steward license renewals and establishing Safety Stewards for RallySprint and RallyTrials. The Committee has also been tasked to update the RallyCross Safety Steward Training PowerPoint presentation that is available at SCCA.com. The Committee has reviewed two incident reports since the last RXB meeting. One involved a broken steering wheel and the other was a rollover. No injuries were reported. Pending further information, no further action will be taken.

- Rules Committee (Keith Lightfoot): Lightfoot posted two threads to the RallyCross forums, one initializing rule change proposals for 2017 and the other requesting feedback on gray-market car eligibility and the possibility of Open class. These will also be posted at the SCCA RallyCross Facebook page.

- RallySprint Committee (Kito Brielmaier): A sanction form specific to RallyTrials and RallySprint is in the process of being developed. It should be ready for use within a month.

- National Championship Committee (Mark Macoubrie): The Committee will meet next week to work on the Supplemental Regulations. Notable changes will include the 5-minute timeout replacing the 10-minute mechanical and the ban of support vehicles in grid. Macoubrie plans to have a draft proposal to the RXB after that meeting. The Committee will also begin work on event marketing, the schedule, and worker chiefs.

- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported that the recent Divisional RallyCross Steward (DRXS) meeting was not well attended. A meeting outline was forwarded to all who were unable to attend. Shirts and jackets for the DRXS will be available to order in the near future and will have a two-week order window to allow shipping by mid-March. Bios from each of the DRXS have been requested and will be coordinated at a later date. If any of the DRXS have *SportsCar* article submissions, they can be sent directly to Philip Royle, *SportsCar* editor.

Old Business

- Errors and Omissions for RallyTrials / RallySprint Rules: Tabled until the next meeting.

- Contact info update on website: Sealander noted out-of-date RXB contact information at the SCCA website. Brian Harmer will update it.

- Documentation repository: Brian Harmer has set up a 2-GB Dropbox repository. It will work well for PDF and Word files. Any videos will be archived at SCCA.com. Macoubrie will migrate all 2015 National Championship Committee files and any 2016 files into this Dropbox repository.

- Data gathering: In an effort to better understand the demographics of the RallyCross program, the RXB would like to capture data from all Regional events. Macoubrie has drafted an email to distribute to the DRXS and Regional chairs to request specific event information and results. A database will be built from information received for use by Regional chairs, the DRXS, and the RXB. Analysis of the data is intended to help in making appropriate improvements to the RallyCross program. A reminder to submit this requested event information will be added to the current sanction and the audit forms.

New Business

National Convention wrap-up: The RXB reviewed the meetings held at the 2016 National Convention and agreed that a lot was accomplished. The “Kickstart your RallyCross Program” session presented by Jim Rowland was positively received. Supporting material for the presentation is available online at http://tiny.cc/RXToolkit. The National Convention is returning to Las Vegas for 2017. The RXB discussed options for the next year’s schedule that would include a similar amount of time devoted to RXB meetings while reducing the RXB members’ overall time commitment for the National Convention. A Safety Steward training session is being considered to provide training for new Safety Stewards and those whose licenses may be expiring in 2017.

Next meeting: March 1, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | January 23, 2016

RRB in attendance: Rich Bireta, chairman, Clarence Westberg, John Emmons, Jim Crittenden; Jeanne English, secretary, Mike Thompson, NEC chairman, Jay Nemeth-Johannes, RDC chairman, Terry Hanushek, BOD liaison.

Guests: Peter Schneider, Christy Graham, Dennis Jennings, Bruce Bettinger, Cheryl Babbe, Lois vanVleet

Rich first spoke about changes for 2016:

a. Change from opt out to opt in model; added Divisional events, count toward national championship, roughly half of a national; regional events no longer count toward the national championship

b. 2016 updated forms, audit, sanction, results; on the SCCA website

c. RRB – 5 members this year, Rich continues as chair, with Clarence, John, Jim, and Clyde Heckler; Jeanne, not a member, continues as secretary

d. Two organizational committees – the National Events Committee, and the Regional Development Committee

e. USRRC – there have been a couple of proposals for hosting this year's USRRC, the final decision is expected at the February RRB meeting on Feb 8; Arctic Alaska region has expressed interest in hosting the 2017 USRRC; St Louis region has requested to host the 2018 USRRC, final approval is expected at the June RRB meeting.

Rich opened the meeting up to questions/comments:

Bruce Bettinger asked if there are Divisional Road Rally Stewards in all divisions; no, NORPAC does not have one; Terry said that the BOD has revised the Operations Manual such that they do not have to approve the DRRSes, that the RRB can appoint them; most(?) DRRSes are not particularly successful; Terry suggested perhaps revising the name to Divisional Rally Development Coordinator.

Cheryl Babbe talked about Road Rally Safety Stewards, asking about license longevity/renewal, maybe every three years, perhaps have to show they have been a steward for at least two events? attend a class? What about having online training for new applicants?

Terry commented that the BOD is excited by current thrust of experiential rallies, getting new people

Road Rally Town Hall, Sunday, January 24. 2016, 9 am

RRB in attendance: Rich Bireta, chairman, Clarence Westberg, Jim Crittenden; Jeanne English, secretary; Jay Nemeth-Johannes, RDC chairman, Mike Thompson, NEC chairman; BOD liaisons Terry Hanushek and Lee Hill, and Howard Duncan from the National Office
Guests: Cheryl Babbe, Peter Schneider
Phone attendees: Bruce Gezon, Michael Young, 'Model Tom', and 'Android Attendee'

Announcement: The Road Rally Regional Achievement award went to Milwaukee Region

Howard Duncan announced that the W David Teter National Tour Rally of the Year was awarded to Badger Trails, John Emmons rallymaster. The Gervais Award will be presented later at the rally.

The announcements from yesterday's Town Hall meeting were repeated (see minutes above).

Rich opened the floor for comments:

1. Cheryl would like to see the RRB look at Social Rallies and how they are conducted; she feels they should be used to build programs, not for a series; maybe allow only 4 Social Rallies a year? Make the fees equal to half those for a charity rally? Rich said that the RRB will be meeting after this Town Hall, and will discuss this.

2. Cheryl talked about Road Rally Safety Stewards, that we should 'rein in the dead wood'; should there be an online test? She would like to see that implemented this year; she thinks all current RRSS must take a revised test, and that there should be a three year license, and to renew, you must be a SS at two rallies in 3 years. Rich said this will be address today.

3. Cheryl suggested an Incentive program to entice new rallymasters; and to get people to become a RRSS; perhaps if you rallymaster two rallies (10 cars required) you get reduced region dues? (compare to club racing). Peter Schneider suggested that people be given an SCCA rally shirt instead.

4. Is having a defined course still a requirement for social rallies and GTAs? What about shortest distance rally? How does a RRSS check a rally that does not have a defined course? Rich said that the defined course requirement for social rallies is on the sanction form.

5. Peter Schneider commented that some Divisional Road Rally Stewards are not active and some divisions have none, it is unclear what the job is for them (divisional series?). Cheryl supports having them as part of Regional Development Committee and said that she herself is interested in becoming the NorPac DRRS. Terry said that Solo no longer has a steward program, it has been reorganized to 'Solo Development Coordinator', and perhaps we should do the same for rally. Jay said that he has heard suggestions that make sense, but… rally people tend to be technical people who focus inward not outward, and he's concerned about getting the RDC started and does not need roadblocks e.g. that a new rallymaster must also do 'x', or the need to find a SS without disqualifying a lot of them so therefore there is a need to license more. Rich said the RRB has limited bandwidth to get things done, there are communication challenges, and so we must be careful which tasks we take on.

6. Cheryl thanked the RRB for setting criteria for the rules process. Rich replied that we've been attempting to do this, but that 2015 was frustrating, because a large number of large) proposals came in late.

7. Cheryl talked about being on the SCCA Hall of Fame nominating committee, how you get to learn about SCCA people; need to get rally people involved - send in letters, say how the person impacted a program, SCCA, or you; our job is to get road rally people at least nominated, any submitted letters are kept for future reference.

[Short break, then resumed]

8. Mike Young said he is interested in seeing more events attracting new people; can SCCA information be shared with other clubs, to help them start a rally program? Much information is on the SCCA website.

9. Rich asked new RRB member Jim what his impressions are so far, and where did he want this board to go? Jim replied that he has been rallying since the '60s, but he is new to the NEC and RRB; he's sorry it took so long to get involved and he encourages everyone to get involved.

10. Cheryl said that since road rallies are not yet able to be sanctioned online, why are there not fillable PDF forms for sanction applications and audits? (Update: this has been done.)

11. Cheryl said she wants to talk to her board about hosting the 2017 USRRC; she asked how many of those present would be interested and 6 people raised their hands. Rich asked her to report back to him by March 31.

Town Hall adjourned at 10:53 am.

The RRB meeting commenced at 11: 40.

Same RRB attendees, no guests.

1. Social Rallies: Jim said that the cheaper SR fee forwards the action in the way we want to go; Cheryl is concerned that it is apparently inequitable. We reviewed the background with Terry and Lee and reviewed Cal Club's use of Social sanctions and it was decided that no action would be taken.

2. Rules schedule: June 30 is the deadline for proposals; they will be collected into one document and published in FasTrack; responses are due 30 days after publication; proposals will then be sent to the NEC for recommendations; the RRB will take action to later than Nov 30. Rich said he is not anticipating many changes this year. Mike will work on errors & omissions after the next NEC meeting.
Jim asked if, after the deadline for suggestions, the RRB should filter the suggestions. Answer, no all suggestions should be published. People will be invited to comment on all proposals via email only – any comments on the Yahoo group or SCCA forum won't work, they must be via email to the RRB.

3. Responsibilities of the NEC: to receive sanction requests, review them, report to the RRB before the RRB meeting. Rich said that they should review and approve sanctions for nationals, but for divisionals they should 'rubber stamp' them. Mike said that the NEC will deny sanctions if a committee wants to put on more than two rallies per weekend. Mike said he was concerned that Deena was assigning sanction numbers immediately; he suggest that National and Divisional sanctions be first send to the NEC, the NEC will report back to Deena, and she can then assign a number and send an email to the event chairman to say they are approved and give them their sanction number. Clarence said to see the procedure in the RFOs. It is OK for Deena to issue regional, and social sanctions immediately. Mike will get together with Ron Ferris to make the RFOs agree with this procedure. Clarence asked if we treat divisionals the same as nationals.

4. Safety Stewards: what about those who don't renew their SCCA membership, can they still be a safety steward? Clarence suggested making them weekend members; or what about not having Safety Steward precheck at all? That suggestion is probably not going to work for risk management. As for cleaning up the Safety Steward list and require regular practice of the trade to retain license, the RRB agreed in principle, but deemed it not a high priority task at this time. This will be readdressed after the Rally Development work is moving forward; there is nothing to do at the moment. Deena is asked to send a current list

of Safety Stewards.

5. RDC: Jay said the groundwork is not done yet because he needs a vision/mission statement, list of tasks, etc. Jim said the RDS should focus on increasing the number of regions putting on rallies, particularly those with zero or one rally (dormant regions) in the past, and increase number of cars attending; the measure of success would be number of regions putting on rallies that did not do so in 2015. A problem is that we are not set up to support new events in new regions, primarily because of not having safety stewards available; Terry will talk to Risk Management, to try to find a 'creative solution'.

6. DRRS: should this be changed to Rally Development Coordinator, changing the focus/direction from what Operations Manual currently has for DRRS?

7. The RRB agreed in principle to appoint Cheryl Babbe as NORPAC Divisional Steward and set a goal of increasing road rallying in that division; her goal is to have two regions that did not sanction an SCCA rally in 2015 in NORPAC put on rallies with at least 10 car fields in 2016; if she can coordinate her efforts with Jay, that is great, but not required. Final action will be taken at the Feb RRB meeting since 2 of 5 RRB members were missing when this was discussed.

8. Reminder that Weekend Membership information is to be sent to Topeka.

Meeting adjourned at 4:12 pm PST.

Respectfully submitted,
Jeanne English, RRB secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | February 8, 2016

The RoadRally Board met via conference call on February 8, 2016; meeting called to order at 7:34 CST by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, BOD liaisons Terry Hanushek, Lee Hill, and Bob Dowie, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johaness, and Jeanne English, RRB secretary.

Minutes:

1) Approval of January RRB minutes and SCCA Convention minutes – two Town Hall meetings, and RRB meeting.

Front Burner Items:

1. RReNewsletter – Another issue should be out soon.
2. SCCA.com document updates completed (Deena)
    a. Remove old National Results, add new National Divisional Results form
    b. Adding descriptions to sanctioned rally events on SCCA rally website, e.g. divisional tour, national course, regional GTA
3. Road Rally Planning Calendar. (Jeanne)
    a. Latest version sent out by Jeanne 2/4/2016 has been posted.
4. Regional Development Committee: Jay submitted the following report:

Regional Development

Accomplishments

1. Organized and presented session at convention
2. Gathered names for future contact and distributed to RRB.
3. Arranged for meeting and presentation at spring training for CENDIV (should consider for other division roundtables?)
4. Contacted Rocky Mountain Division with routes and concept for previously run event. Will continue follow-up
5. Created a package of generals, sample route and map of an example regularity run. Cleaning up before distributing

To Be Done Short Term

1. Mail thank you follow-up letter to convention attendees
2. Create letter for REs and distribute
3. Continue creating example packages for other simple rallys
4. Follow up with Greg Lester about having him mentor ModelTom.
5. Specific follow-up with Central Florida Region
6. Finding place to host material as it is developed and organized. SCCA website has issues. Google docs, DropBox, etc?

Longer term

1. Determine scope and goals for RDC
2. Metrics of success - # of regions? total # of regionals? Growth into national program?
3. Action plan
4. Find out what regions want
5. Determine best way to reach out to regions
6. Recruit other members for this committee, hopefully at least one per division for feet on the ground. (make DRRS what it was supposed to be)
7. Help RRB and BoD determine where roadrally best fits within the club
8. Once all this is determined, start getting the word out.
    a. Sportscar
    b. Divisional and regional websites
    c. Regional Rally Chairs mailing list.
    d. Etc??

Discussion of these items: SCCA website has issues (for all programs, not just road rally) in being able to control the organization of documents; the download section is not very helpful; we should be able to manage the content; the BOD will work on this. For recruiting members, Jay asked who should take the lead – himself or others? Lee suggested that there should be two recruitment levels, the first to find people to be on the RDR, the second to find people who can find people to run rallies. Rich said that in the past, the goal for road rally is that regional programs were seen as a stepping stone to national programs, but that this should be

discouraged, that moving up is not an objective. Lee said that the tagline for the whole club is that we have fun with cars.

NORPAC Divisional Steward appointment: Motion appoint Cheryl Babbe as Northern Pacific Divisional Road Rally Steward with her goal to develop road rally, and to have at least two regions have rallies with at least 10 cars. Rich/Jim/pass. Rich will contact Cheryl.

5. Championship Awards for Tour/Stock: Jim
    a. Limit the number of certificates given to 22nd place in 2015? Jim wanted to verify that all members of the RRB agree that RRR Art8.B.4 requires that a competitor run a national in order to win a year-end award; yes, all agree. John said that Chuck Hanson, last year's scorekeeper did not agree, and that is how we ended up with certificates in Tour Stock going to 22nd place; Jim said if the national rally requirement was used, certificates would have gone to 11th place; Jay said that going 22 places deep looked ridiculous. John, the new pointskeeper, said he is not going to count non-qualifiers.
6. USRRC Events
    a. 2016 USRRC. Proposals have been received from 2 Regions. Motion: To award the 2016 USRRC to the New England Region, 50th Anniversary Covered Bridge weekend November 4-6, 2016. Rich/Clarence/pass. They plan two rallies, 50th Covered Bridge Tour on Saturday, and a course rally on Sunday. Discussion: John recommended that the rallies put on as regionals, so that they are not any type of championship events, feeling that championship events would be detrimental. We need to separate the USRRC from the national championship, make it an event on its own. Clyde asked what NE gains by putting it on; Rich replied that it is to acknowledge Ted Goddard's contributions over 50 years, and to attract more contestants. Rich will contact Scott Beliveau and strongly suggest the rallies be done as regionals. Jim Crittenden will contact the AZB region to thank them for their proposal and tell them that because of the special nature of this year's Covered Bridge the NE proposal was accepted instead.
7. SCCA 2016 Convention Follow Up: Issues and questions raised during Convention:
   These will be worked on before our next meeting; no action taken tonight.
    a. Weekend membership data needs to be sent in (covered in Rich's Feb column)
    b. Put in place process to remove inactive Safety Steward Licenses.
    c. Release of 2016 rules process and calendar.
    d. Deena – How much control do we have over the organization of the Road Rally download section on scca.com?
    e. Rich needs admin authority on the scca.com forum so stale items can be deleted.
    f. Permanent URL to the planning calendar on scca.com.
    g. Suggestion to impose limits on Social Rally events.
        i. Discussed at convention. Thank you for your suggestion. The RRB has decided to take no action on this topic.
    h. Modernize RR Safety Steward training.
    i. Provide incentives to rally masters.
    j. Need for defined route.
    k. Hall of Fame nomination(s) from road rally community
    l. Can we get list of emails by interest area?
    m. Fillable PDF form for sanction request and audit form. (Terry to investigate)
8. NEC Report: Mike Thompson; national calendar filling out nicely
    a. Upcoming National events (Confirm dates at scca.com)
        i. Yucatan National Tour – Feb 6
        ii. Arizona Border National Weekend – Feb 26, 27
        iii. Teter March Lion, March Lamb – April 8-10
        iv. Milwaukee Badger Burrow – May 7
        v. Steel Cities Steel Haul – May 14
        vi. Milwaukee Roads Scholar – June 11
        vii. NER Hurdle – August 6
        viii. Land O Lakes Lacrosse – Oktober Rally/Badger Trails – Sept 16, 17
        ix. (not yet sanctioned) Folsom, CA – October 8, 9
        x. (not yet sanctioned) CalClub Highway Robbery – October 22
    b. Additional requirements for Divisional events: John
       When we first talked about divisionals we said they should follow same rules as nationals, but when the chart was published, they didn't. Jim (who created the chart) said that regionals have to adhere to a few of the RRRs; divisionals have additional requirements, including Art11 (classes), Art 17, and Art18; divisionals did not require all of the RRRs because he saw 2016 as a transitional year. There was discussion about the quality of divisionals, compared to nationals and regionals; it makes sense that divisionals be required to follow the RRRs. Mike said that the NEC was recommending that tour divisionals be required to use Art 23C (signs) and 23D (landmarks), course rallies be required to use Art 25C (signs) and 25D (landmarks), and that all be required to use Art 27 (glossary). Rich

thought we should be more specific about what is required for divisionals. Rich also asked when the divisional requirements should be implemented, and suggested 1/1/17. More on this discussion next month.

c. Requirement for Divisional events to use RRR Glossary: John. More next month
d. Pointskeeper process: John – see item 5 above

9. Awards: next month
    a. Arthur Gervais Award to be presented at the winner's event in 2016.
    b. Year end awards determination (Jim)

10. New Business: next month
    a. 2014 Championship certificates? (Deena)

Motion to adjourn Clarence/Jim/pass at 9:34 PM CST

Next meeting March 14, 2016, via conference call

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/events/1975836-2015-tire-rack-solo-national-championship

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:
http://www.scca.com/events/1979922-2015-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 April 2016

BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | March 2, 2016

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 by conference call on March 2, 2016 at 9:05 EST. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand, Brian McCarthy, Jim Weidenbaum and Peter Zekert.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Mindi Pfannenstiel, Senior Director of Finance and Reece White, Senior Manager of Marketing/Communications.

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CHAIRMAN'S UPDATE

Chairman Walsh reported that Robey Clark was hired as the interim CEO for SCCA Enterprises. Clark is well known in the Spec Racer community and his appointment seems to be well received. The transition has been managed well.

The F4 launch is moving forward and is expected to keep its published schedule. Walsh also reported that he and President Noble met with John Doonan of Mazda in February. A new proposal was sent to Mazda and SCCA is waiting for a response.

In an effort to streamline processes and improve internal communications, SCCA staff is researching board portal software options for use by the SCCA Board of Directors.

He reported that the Experiential Department lead by Heyward Wagner has taken over the Website and Registration project responsibility.

The Compensation Committee is working with Quantum Governance. He believes the relationship is valuable as Quantum is a great resource and good counsel.

Tere Pulliam has organized a governance committee to create a "Governance Manual" recommended by Quantum. Members of that committee are Arnie Coleman, Steve Harris, Terry Hanushek and Lee Hill.

Chairman Walsh is also looking to create several new committees: Information Technology, Operations Manual, and Strategic Planning. Steve Harris has agreed to be the Chair of the Strategic Planning committee, Walsh will be sending out an email to seek chairs of the other committees who will seek their members.

KJ Christopher updated the board on the Cost Accounting Project which was initiated in the spring of 2015. A full year of data has been reported. The committee is happy with how it came together and progressed. He does believe they will need to tweak a few things.. He reported that in May they will have a live presentation of the package with details.

MOTION: Steve Harris moved to adopt the FE rules as presented. Seconded by Arnie Coleman. PASSED 10-1-1. Brian McCarthy abstained; Bruce Lindstrand opposed. Peter Zekert recused himself.

Change 9.1.1.I.13 in the GCR as follows:

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

~~Hoosier "FE" Labeled Compound~~
~~Front: PN: 43270FE, 21.5 X 8.0 - 13~~
~~Rear: PN: 43301FE, 22.0 X 10.0 -13~~

American Racer
Front: PN: JA3C3, 22.0 X 8.0 - 13
Rear: PN: JA3MA, 22.5 X 10.0 -13

WET

Until 8/1/16

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 8/1/16

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

Peter Zekert requested that his motion regarding reporting and archiving Board of Directors minutes be tabled based on Chairman Walsh's report of the investigation into board portal software.

In an effort to continue fostering growth in RallyCross, the RallyCross Board requested additional funding for a comprehensive marketing plan in 2016.

MOTION: Tere Pulliam made a motion that the Board allocates funds for the RallyCross Board to execute their updated marketing plan for 2016. Seconded by KJ Christopher. PASSED 13-0.

In response to the Board's request in January for more information on a comprehensive Marketing and Communications plan, Reece White presented a proposal for new hires with emphasis on video production and membership marketing. These positions will provide Regions new and relevant tools to promote their programs as well as recruit members through social media, website and newsletter channels without having to create their own content.

MOTION: Lee Hill made a motion to approve Reece White's project proposal. Seconded by KJ Christopher. PASSED 12-1-0. Brian McCarthy abstained.

MOTION: Chairman Walsh made the motion to adjourn which was seconded by Tere Pulliam. PASSED 13-0.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | February 24, 2016

The Solo Events Board met by conference call February 24th. 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 and 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 **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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

Street

#15002 Fiat 500 Abarth Move to HS Proposal

The SAC would like to recommend the following class change effective 01/01/17:

From *GS to HS:*

Fiat

500 Abarth

#17748 Re-class base c7 Corvette to AS

The SAC recommends the previously-published proposal to move the following listing in Appendix A, effective 1/1/2017:

From *SS to AS:*

Chevrolet

Corvette Stingray (non-Z06) (2014-2016)

#17901 2010 Porsche Cayman S still in SS for 2016

Based on member feedback, the SAC recommends the following class change effective 1/1/17:

From *SS to AS:*

Porsche

Boxster S (2009-2012)

Cayman S (2009-2012)

Member Advisories

Tire Rack Solo Nationals

#19192 Course Designers

The SEB has selected Marcus Merideth and John Hunter as course designers for the 2016 Tire Rack Solo Nationals.

Street

#18956 Model variation between countries

Thank you for your input. Option package conversions must be complete per Section 13; wheels may not be separately interchanged.

Street Touring

#17848 Adjustable Spring Perches on divorced-coil cars

It is the opinion of the STAC that the current wording of 14.8.A allows the use of non-standard spring perches for divorced coil-spring suspension types.

#17819 Oil Cooler Install - Trim shield

Per the STAC's review of current ST allowances, section 14.10.A allows the use of accessory fans with oil coolers. Body modifications, other than as explicitly stated in 14.10 or 14.2, are not permitted to facilitate the installation of supplementary coolers.

Street Prepared

#18789 Use of Spherical bearing in place of bushing on live axle

Regarding 15.8.I.5, which states: "The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated."

The SPAC would like to clarify that lower control arms with spherical bearings are compliant.

#18806 Rule clarification for update/backdate - electrical

The SPAC would like to clarify update/backdate for instrument panel swaps. All gauges in the new cluster must work, and re-pinning of connectors is allowed under 15.9.e. Section 15.1.C does not allow modification or trimming of parts to facilitate an update/backdate.

#18859 SPAC vacancies

The SEB has approved the addition of Eric Stemler to the SPAC.

Other Items Reviewed

General

#18852 Clarity in DNF

Thank you for your input.

Street

#18811 Re-classing Porsche Cayman/Boxster models in SCCA Street Classes

Thank you for your input. The SAC is continuing to monitor the performance of Porsches relative to their respective classes.

#18847 Don't want more sporty cars in HS

Thank you for your input. HS numbers have improved nationally with the addition of the sportier cars. The membership is reminded that Regional programs are free to create classes to better cater to their local membership.

#18848, 18854, 18873, 18881 Member comments on moving Fiat 500 Abarth to HS

Thank you for your input.

#18890 Please explain why you feel the Celica is appropriately classed

Thank you for your additional input on this matter.

#18891 Initial Classification of 2016 Ford Focus RS

Per the SAC, we will classify this car once they begin showing up in showrooms. Classing it now immediately starts the 12 month clock (see 3.2) and that limits our ability to re-class the car if performance proves to be different than expected.

#18943 Moving the base C7 Corvette to AS

Thank you for your input. Please see item #17748.

#18948 Moving Boxster, Cayman and Cayman S to BS

Thank you for your input.

Street Touring

#17857 STP and older cars

The STAC thanks you for your input. STP rules and classing are as contained in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#17859, 18174 STP feedback

The STAC thanks you for your input.

#17860, 18119, 18139 STP Wheel Width Allowances

The STAC thanks you for your input. STP rules and classing are as contained in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#17869, 17916, 17920 STP Proposal Feedback

The STAC thanks you for your input. STP rules and classing are as contained in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#18215 STP Allowed Cars

The STAC thanks you for your input. STP rules and classing are as contained in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#18448 14254 RWD Wheel Width Limit Proposal

The STAC thanks you for your input.

#18855 backing plate removal support

Thank you for your support on this topic.

#18902 Moving WRX to STX

Thank you for your input.

Street Prepared

#18771 16443 Touring Cars - GCR T1 Allowance

Thank you for your input. The SPAC and the SEB will be publishing their findings on this issue shortly.

Not Recommended

Street

#18861 Reclass 1993-1995 RX7

The SAC feels the 1993-1995 RX7 is appropriately classed in AS.

#18838 370Z back to CS

Thank you for your input. The SAC believes the 370Z is appropriately classed.

#18928 TRD Allowance cars to

Thank you for your input.

#18929 Port installed Options

Thank you for your input. The SAC continues to monitor the implications of the port installed options rules.

#18778 SSR and new cars

Thank you for your input.

#18900 Allow Alternate Brake Rotors for OEM Carbon Ceramic Brakes

Thank you for your input. Per the SAC, the only currently compliant way to change rotor material would be a complete option package conversion to the steel braking system that was an option from the manufacturer. An allowance for rotor material changes would be outside the scope of the Street category.

#18912 Allow alternate pedals/pedal kits in Street Category

Thank you for your input. The SAC doesn't feel that this is an appropriate allowance for the Street category.

#18945 Engine bay plastic covers

Thank you for your input. The SAC does not feel that this is an appropriate allowance for the Street category.

Street Touring

#18849 NEON (ALL) to STF

Thank you for your letter. The STAC feels that the performance potential of the older Neons does not fit what is envisioned for STF.

#18895 92-97 Corollas in STF?

The STAC does not feel that the age and performance parameters of the older Corollas fit the philosophy of STF. Please see a related item under Tech Bulletins.

Street Prepared

#18048 Request to include SSP cars

At this time the SPAC does not see a need to classify every possible make and model which could be eligible for the class. If a member would like a particular car considered for classification, please provide all the supporting data available as to why that specific car should be classed.

#18766 Frame rust repair clarification

The SPAC believes that the current rule, detailed in section 13.1, is sufficient as written for repairs in SP.

#18953 POV pop off valve treated like a BOV

The SEB and SPAC do not wish to revisit the rules related to pop-off valves at this time.

Prepared

#18761 Exocet Classing into XP

The PAC feels the Exocet is an example of a kit car that is produced rather than being a production car. Replicas of production cars are considered on a case by case basis. The PAC thanks the member for their inquiry.

Note: Please see related item #17892 elsewhere herein.

#18788 Toyota Corolla GTS to FP

The PAC feels this car is appropriately classed in DP.

<u>Handled Elsewhere</u>

Street

#18853 Request initial classing for Ford Focus RS

Thank you for your input. Please see the response to letter 18891.

#18963 Requesting classing for Ford Focus RS

Thank you for your input. Please see item #18891.

Modified

#17909, 17910, 17914, 18758 Exomotive Exocet

Please see the responses to item 17892 elsewhere herein.

#18905 Minimum weight for CM

Please see item #18329 in the March Fastrack.

Change Proposals

Street

#17283 Rethinking Street Classing

When the Stock to Street transition took place in 2013, the SAC made certain assumptions about car performance based on tire technology of that time to class cars for the Street category. With the advent of the new generation of street tires, several of those assumptions are no longer valid. For example, high horsepower cars are able to use their power quite effectively, and mid-engine cars do not have as much of an advantage as was assumed based on prior tire technology. As a result, the SAC would like member feedback on the following adjustments to Street.

The committee is proposing the following individual line-item moves; They will be considered independently based on feedback from the membership.

- Change 3.4 Option Packages as follows:

The SEB may ~~designate limited availability~~ limit or offer separate classing for option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes).

- Move from *AS to BS:*

Porsche

Boxster S (2005-2008)

Cayman S (2005-2008)

- Move from *BS to CS:*

Porsche

Boxster (987 chassis non-S) (2005-2008)

Boxster S (986 Chassis) (2000-2004)

Cayman (non-S) (2005-2008)

- Move from *CS to DS:*

Scion

FRS (non Series 1.0, w/o TRD Springs, w/o TRD Swaybars) (2013-2016)

Subaru

BRZ (2013-2016)

- Move from *BS to FS:*

Cadillac

ATS (3.6 V6)

- Move from *FS to DS:*

BMW

128i (2008-2013)

228i (F22) (2014-2016)

328 (F30/F31/F34, including diesel) (2012-2016)

3-Series (E46, non-M3) (1999-2006)

3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)

428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)

CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)

Dodge

Challenger V6 (2011-2016)

Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)

Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)

Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)

G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)

IS250/350 (2006-2016)

GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)

CLK V6 (1998-2009)

- Move from *CS to ES:*

Mazda

MX-5 Miata (2006-2008)

Porsche

Boxster (non-S) (1996-2004)

- Move from *FS to GS:*

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

aguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

- Move from *GS to HS:*

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

Street Touring

#17062 Added Fuel Allowance

Per the STAC, the following rule change proposal is submitted for member comment:

Add the following new subsection to 14.10 Engine and Drivetrain

M. Cars with combustion chamber oil injection systems may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.

Street Prepared

#18760 2009-12 Porsche Cayman and Boxster, (Base, S, R, Spyder) to BSP

Per the SPAC, member comment is requested on the following possible reclassifications:

Move from *ASP to BSP*

Porsche

Boxster/Cayman (987 model, all)

Boxster/Cayman (986 model, all)

Remaining in ASP:

Porsche

Boxster/Cayman (981 model, all)

Modified

#17892 Exomotive Exocet in DM/EM

Per the MAC, the following rule change proposal package is submitted for member comment:

Modify 18.1.A.1 as follows:

- re-letter the second subsection group in 18.1.A.1 to be *g, h, i, j,* and *k*

- modify what will then be subsection i in 18.1.A.1 to read as follows:

i. They will be allowed all*, but no more than,* the modifications that production-based cars are permitted*, with the exception that minimum width for all kit cars shall be no less than 65" as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure*.

- add new subsection *l* as follows:

l. They must compete with full standard bodywork and that body must remain recognizable as that of the approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.

- add new subsection *m* as follows:

m. Functional wings are not permitted even if they are part of the original kit manufacturer's specification and/or components. If present they must meet 18.1.F.6.

- modify 18.1.F.6 as follows:

6. If ~~the~~ *a* factory production *or kit car* was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

Note: if this change proposal is implemented, the specifications added to the listing for the Exomotive Exocet will be removed, since these changes have the same effect.

Tech Bulletins

General

#18850 RE Feb Fastrack Item #17319

The following correction is provided to the response previously published for item #17319:

For verification purposes regarding the entry requirement referenced in 4.7.*A*, the entrant's current and valid Driver's License issued by the state or country of residence is considered acceptable.

Street

#18897 Classing the Mercedes C55 (2005-06)

Per the SAC, add the following new listing in Appendix A:

FS

Mercedes-Benz

C55 AMG (2005-2006)

Street Touring

#18677 Proposal to add Hyundai Genesis Coupes

Per the STAC, extend classing of Hyundai Genesis Coupes in STU as follows:

Hyundai

Genesis (v6)

Genesis (2.0t 4cyl) (2013-*16*)

#18895 92-97 Corollas in STF?

Per the STAC, change the current STS listing from

Toyota

Corolla (1984-91)

to

Toyota

Corolla (1984-*97*)

#19126 STU Boxster clarification - March 2016 fasttrack

The years for the Boxster S listing in STU (March Fastrack Letter #18622) were incorrect. The listing is corrected as follows:

From: Boxster S - 986 (2000-2006)

To: Boxster S - 986 (2000-*2004*)

Street Prepared

#18134 Classing Audi R8(All), Audi TT RS, Lamborghini Huracan

Per the recommendation of the SPAC, the SEB has approved the following new listings in Appendix A, effective immediately upon publication:

SSP

Audi

TT RS (2012-2013)

Lamborghini

Huracan, all (2014-2016)

#18433 Feedback on 16905

Per the recommendation of the SPAC, the SEB has approved the following new listings in Appendix A, effective immediately upon publication:

SSP

Porsche

Cayman GT4 (2016)

Modified

#17892 Exomotive Exocet in DM/EM

Per the MAC, the following new listing (with specifications as shown) is added to the approved make and model list in 18.1.A.1, effective immediately upon publication and subject to the provisions of 3.2:

Exomotive Exocet

Minimum width 65” measured at tire outer sidewalls at narrower end

Full standard exoskeleton and other bodywork required and must meet 18.1.B.1

No functional wings or tunnels

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 1, 2016

The Club Racing Board met by teleconference on March 1, 2016. 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 Brian McCarthy, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

FA

1. #18903 (Kristopher Kaiser) Swift 016 Aftermarket Tub - Not Crash Tested/Approved
Thank you for your letter. All carbon tubs must be FIA certified. If the design/molds/materials/layup schedule have changed from the configuration that was tested/certified, the new design must be recertified, and the findings must be presented to the SCCA Technical Department.

No Action Required

AS

1. #18882 (Dennis Tanker) 2005 Mustang Engine Replacement
Thank you for requesting a clarification. AS cars cannot make modifications across specification lines. In order for your AS Restricted Preparation car to be compliant, you must run the engine or engines listed in the specification line for the year of your chassis. This helps keep costs down in Restricted Preparation. AS also has a rule that Restricted Preparation AS cars must provide the VIN number (upon request by any SCCA official) of the chassis, in order to determine the year of the chassis.

ITA

1. #18834 (Mark Andy) Neon Weight Feedback
Thank you for your feedback.

ITR

1. #19061 (James Ray) Include 96-04 Restricted Prep Mustangs
Thank you for your letter. The 94-95 and 96-98 Mustang GT (V8) are already classified in ITR. The 99 and later cars exceed the performance level of the class.

EP

1. #19012 (Richard Barlow) Minimum Roll Cage Tubing Size
Thank you for your letter. The roll cage tubing diameter is determined by the base minimum weight of the car when its log book was issued.

SM

1. #18804 (Kevin Beaver) 1.6 Miata Parity
Thank you for your letter on 1.6 parity. The CRB will continue to monitor parity for all model years.

2. #18805 (Christopher Grigalunas) SMSE and 1.6 Parity
Thank you for your letter on 1.6 parity. The CRB will continue to monitor parity for all model years.

STU

1. #18932 (Anthony Cuthbert) Plug and Play Piggyback
Thank you for your letter. There are no restrictions to using “piggyback” ECM systems in Super Touring:

GCR 9.1.4.G.10, “A programmable ECU is permitted.”
GCR 9.1.4.K, “The electrical system is free...”

T1

1. #18889 (David Sanders) Help Corvettes and Fix T1
Thank you for your letter. Recent changes have been made to T1 and the CRB will monitor the class and review results and data.

2. #18939 (Dennis Tanker) Car Classification
Thank you for your letter. The car can be competitive in T1. Please check the rules.

3. #18955 (Chris Edens) Wing Clarification
Thank you for your letter. The rule is adequate as written.

T2-T4
1. #18613 (David Mead) Letter 18175 - Worst Rules Change Ever
Thank you for your letter.

T4
1. #18846 (Don Knowles) Remove Restrictor From T4 Mustang
Thank you for your letter. The CRB will continue to monitor changes in T4 and collect data. The results thus far in 2016 have shown this car to be competitive.

Not Recommended
AS
1. #18908 (Aaron Bailey) Allow 4 Piston Calipers to 98-02 LP Firebird/Camaro
Thank you for your request. Your request for 4 piston calipers is already an option when using 17"X8" wheels.

2. #18909 (Aaron Bailey) Allow T2 Spec Firebird/Camaro as LP
Thank you for your request. The CRB has no plans to classify the T2 version of any GM or Ford car in American Sedan.

3. #18911 (Aaron Bailey) Allow SLP Intake Lid, Headers, and GM Cam for 98-02 LP Firebird/Camaro
Thank you for your request. Please see the response to letter #18910, Technical Bulletin for the request for the SLP Intake Lid.

Per 9.1.6.B.1. and the Restricted Preparation premise of the stock, as-delivered from the manufacturer engine, transmission and rear axle, the CRB does not recommend allowing any GM Hot Cam Kit as an option for the 1998-2002 Restricted Preparation Camaro/Firebird. Also, the CRB has no plans to allow headers for the 98-02 Restricted Preparation Camaro/Firebird.

4. #18923 (Dennis Tanker) 2005 Mustang Engine Change
Thank you for your request. The CRB will not approve the exemption you request. For Restricted Preparation, you must run the engine listed in the specification line for the 2005-2010 RP Mustang. Your options are to run the engine listed in your 2005-2010 RP Mustang specification line, to develop a Full Preparation American Sedan car using your 2005 chassis, or to obtain a 2011-2014 chassis in order to run the 5.0L engine listed in the 2011-2014 RP Mustang specification line.

5. #18971 (Club Racing Board) SMG in AS
The CRB thanks the following members for their feedback:

18983, Edward Hosni; 19004, Ted Warning; 19021, Scott Olsen; 19027, Dylan Olsen; 19029, Tom Himes; 19032, Daniel Richardson; 19035, Kevin Smith; 19036, Aaron Bailey; 19042, Mark Muddiman; 19048, Dean Bailey; 19052, Scott Sanda; 19058, Andy Wilkin; 19060, Tom Brown; 19062, Nathan Hamlisch; 19066, Thomas Lane; 19073, Allison Palitz; 19084, Jack Martin; 19102, Mark Wheaton; 19105, Tim White; 19134, Matt Regan, 19176, Greg Socha.

The CRB does not recommend adding SMG to American Sedan.

6. #19025 (American Sedan Committee) Not Recommended Part of Letter #18910
Thank you for your requests. Per 9.1.6.B.1. and the Restricted Preparation premise of the stock, as-delivered from the manufacturer engine, transmission and rear axle, the CRB does not recommend allowing the LS6 engine as an option for the 1998-2002 Restricted Preparation Camaro/Firebird.

F5
1. #17684 (F Russell Strate, Jr.) Approve Wiseco Oversize Piston
Thank you for your request. The requested part does not exist.

2. #18969 (Jim Murphy) Time to Adjust the Rotax 593
Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor the performance of the different power plants in F5.

FB
1. #18454 (Jerry Hodges) Aftermarket Valves and Springs for FB
Thank you for your letter. Allowing alternate internal components is not in keeping with the class philosophy.

P2
1. #18618 (Jerry Bergman) Restriction Revisions
Thank you for your letter. The CRB does not recommend this change to the P2 spec table.

GCR
1. #18452 (Jerry Hodges) Limit Majors to 3 Days (Including Test Day)
Thank you for your request. SCCA should not dictate to the host region the length of events because it may have adverse financial impacts on their racing programs.

2. #18997 (Tim Myers) Not Meeting Weight on Side of Car = Disqualification or Penalties
Thank you for your letter. The rules are adequate as written.

GT2
1. #18844 (Ron Tambourine) Mazda RX-7 GT-2 20B Engine
Thank you for your request. The CRB feels this car is classified correctly at its present weight and SIR.

IT
1. #18031 (Christopher Childs) Head Gasket Thickness
Thank you for your request. This is not within class philosophy and enables too many options for manipulating quench, cam timing, etc.

2. #18643 (Jesse Prather) Crank Trigger/Distributor Clarification
Thank you for your letter. This change is not recommended. The current allowance is adequate as written.

ITR
1. #17984 (Jude Rudder) Reclassification/Dual Classification
Thank you for your letter. The 99-04 Mustang V6 exceeds the performance potential of ITS and is correctly classified in ITR.

2. #18049 (Robert Elgin) Porsche 928S and 928 Please Add Years
Thank you for your letter. The 1984 and later 928s exceed the performance potential of ITR.

FP
1. #18824 (Bill Blust) Move Fiat 2 Liter to EP
Thank you for your letter.

2. #18825 (Bill Blust) Move Fiat 2 Liter to EP
Thank you for your letter.

3. #19092 (Spencer Shepard) Fiat Venturi Restriction
Thank you for your letter. The performance of this car (which was campaigned with the alternate carburetor/weight option) at Daytona left no room for doubt that its straight line acceleration and top speed substantially exceeded accepted FP parameters. The adjustment made will not affect the handling of the car only the power output of the engine. Unfortunately after the last positive adjustment to this car it was not run to its potential until the Runoffs and this made it evident an error had been made in the prior adjustment. Competitors running this combination in the future are encouraged to provide race results to the CRB to allow the performance of this car, as adjusted, to be monitored.

HP
1. #18752 (Hayes Lewis) Classification of the Porsche 924
This was an exceptionally well presented letter. However, placing a 2 liter car in HP is not in the best interests of that class. The performance potential of this car prepared to the limits allowed in Production (and not with the suggested limitations for the fuel injection system and wheel width), exceeds the present HP envelope. The writer is encouraged to consider adjustments to the car in FP and to request the same.

SM
1. #18342 (Ralph Provitz) Allow Turn Signal Removal in the 94-97 1.8
Thank you for your letter. The CRB does not recommend this change.

STU
1. #18901 (David Ray) SMG in STU
The CRB thanks the following members for their feedback:

18980, Cameron Conover; 18981, Adam Jamaal; 18987, Cheyne Daggett; 18988, David Mead; 18995, Greg Amy; 18999, Eric Heinrich; 19002, Anthony Simmers; 19006, Christopher Childs; 19007, Oscar Jackson; 19016 & 19017, John Schmitt; 19018, Glenn Lawton; 19019, Greg Anthony; 19020, Ray Huffmaster; 19026, Matt Wolfe; 19028, Michele Abbate; 19033, Nick Jacob; 19037, Christopher Rallo; 19039, Mark Liller; 19047, Robert Crawford; 19051, Darin Treakle; 19059, Ian Girvan; 19064, Charles Tobel; 19075, Anthony Cuthbert; 19081, Eric Thompson; 19131, Earl Richards; 19136, Jim Drago; 19153, Scott Peterson.

The CRB does not recommend adding SMG to STU.

T1
1. #18564 (David Mead) Allow Aftermarket Aluminum Cylinder Heads For T1
Thank you for your letter. The CRB does not recommend this change and considers this rules creep.

2. #18950 (David Mead) Allow OEM ABS Components to Be Swapped Amongst Same Manufacturers
Thank you for your request. This is against class philosophy.

T2
1. #19030 (Steve Schardt) C5 Corvette 18 x 10.5 Front Wheel
Thank you for your letter. Competitors had requested the 18x10.5 OEM wheels for this car/spec line as OEM 18x10.5 were plentiful and inexpensive. Any aftermarket wheel is permitted at 18x10.

2. #19090 (Donald Sweitzer) GCR Revision Request: BMW Wheel Size
Thank you for your letter. The CRB does not recommend this change at this time. Please see the response to letter #19108.

3. #19108 (James Rogerson) E46 and Z4 Wheel Size to Match Others in Class
Thank you for your letter. The CRB will monitor performance for 2016. This change is not recommended at this time.

4. #19113 (Michele Basso) Ferrari 360 Modena & Challenge (00-05) in Touring T2 Class
Thank you for your letter. The CRB appreciates the time put into the letter. Both cars are outside the potential for T2. If you would like to request changes for T1 for the Ferrari, please re-submit a letter with the request.

5. #19114 (Paul Fairchild) Porsche 996 Cup Cars
Thank you for your request. The car is outside the potential for the class. Please submit a letter for T1 change considerations.

T2-T4
1. #18308 (Derek Kulach) Class Participation
Thank you for your letter. The CRB finds your proposal interesting and appreciates your interest. Someone from the CRB will contact you.

T4
1. #18913 (Stan Czacki) Category/Class Allowances
Thank you for your letter. The CRB does not recommend your requested items for T4.

2. #18915 (Stan Czacki) RSX Type S Adjustments
Thank you for your requests. The CRB does not recommend these changes. Data shows the car is competitive as classed.

3. #18951 (David Mead) RX8 Fuel Feed Issue Fix
The Touring Committee is looking at this update for multiple makes and models with fuel cut issues, particularly with saddle bag fuel tanks. This is a potential rule change for 2017.

Alternatively, fuel cells are permitted in all touring classes. The Touring Committee is also going to look at the installation location language for 2017 rule changes.

Recommended Items for 2016
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. If approved by the Board of Directors, the below items will become effective on the dates specified in each letter.

FS
1. #18790 (Scott Woodruff) Remove Side Panel Fastener Spacing Limitation
Thank you for your letter. The CRB recommends removing the 6" center-to-center fastener restriction on cockpit anti-intrusion side panel attachment for FS ONLY. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Change 9.1.1.F.13.C.2 second paragraph:

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~ The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

IT
1. #18791 (David Boles) Short Shift Kits
Thank you for your request. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Add to 9.1.3.D.4.e.: e. Shift lever may be bent or cut above tunnel or floor. *The use of a Short Shift Kit is permitted.*

SM
1. #18779 (Tom Berndt) Exhaust Manifold Repair for 1.8 NA
Thank you for your letter regarding exhaust manifold repair for the 1.8L NA cars. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Repairs are permitted as follows:

Insert between the two paragraphs of 9.1.7.C.I.1

1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

Taken Care Of
F5
1. #18190 (Michael West) Rules Review Requested by the Court of Appeals
Thank you for your letter. Please see the response to letter #17999, Technical Bulletin.

FA
1. #18925 (Kris Kaiser) After Market Swift 016 Tubs
Thank you for your letter. Please see the response to letter #18903.

2. #18926 (Austin Mack) Swift 016 Aftermarket Tub - Not Crash Tested/Approved
Thank you for your letter. Please see the response to letter #18903.

3. #18927 (Gaston Kearby) 016 Tubs for Swift
Thank you for your letter. Please see the response to letter #18903.

4. #18935 (Conner Kearby) Algie Made 016 Tubs
Thank you for your letter. Please see the response to letter #18903.

5. #18936 (Michael Jacques) 016 Swift Tubs
Thank you for your letter. Please see the response to letter #18903.

6. #18937 (Ryan Norman) Tubs for 016
Thank you for your letter. Please see the response to letter #18903.

GCR
1. #18408 (Greg Amy) WDYT Letter #18099 Spec Tire Contingencies
Thank you for your response to the WDYT.

2. #18591 (Greg Rice) Contingency Tire Programs #18099
Thank you for your response to the WDYT.

ITA
1. #18851 (Greg Anthony) Neon DOHC/SOHC Weight Clarification for #18093
Thank you for your letter. Please see the response to letter #19080, Technical Bulletin.

FP
1. #19093 (Spencer Shepard) Fiat Venturi Restriction
Thank you for your letter. Please see the response to letter #19092.

SM
1. #18403 (Jim Drago) Hoosier H20 Tire
Thank you for your letter. The CRB and SCCA Staff are open to discussions with Hoosier about options for rain tires for SM and such a discussion is in the works.

2. #18734 (John Adamczyk) Allow Turn Signal Removal in the 94-97 1.8
Thank you for your letter. Please see the response to letter #18342.

3. #18737 (Nick Malatesta) 94 - 97 SM Parity
Thank you for your letter. Please see the response to letter #18342.

4. #18738 (Andrew Diller) Drivers Side Turn Signal Removal 94-97
Thank you for your letter. Please see the response to letter #18342.

5. #18742 (David Brown) Spec Miata 1994-97 Help
Thank you for your letter. Please see the response to letter #18342.

6. #19034 (Michael Collins) 1994-1997 Parity
Thank you for your letter. Please see the response to letter #18342.

7. #19038 (Mark Drennan) Changes for '94-97
Thank you for your letter. The CRB will continue to monitor parity for all model years.

8. #19040 (Tom Berndt) 94-97 Miata Parity
Thank you for your letter. The CRB will continue to monitor parity for all model years.

9. #19043 (Todd Buras) 94-97 Miata Parity
Thank you for your letter. The CRB will continue to monitor parity for all model years.

10. #19133 (Zachary Bertness) Regarding Parity of 94-97 Miata
Thank you for your letter. The CRB will continue to monitor parity for all model years.

T1
1. #18224 (Scotty White) Viper Roadster
Thank you for your letter. Please see the response to letter #19054.

2. #18612 (David Mead) Separate
Thank you for your letter. This has been addressed in the Technical Bulletin, letters #18876, #18877, #18878, and #18879.

3. #18757 (David Mead) Ford 5.0 Coyote and Boss 302 Should Be On a Separate Spec Line
Thank you for your letter. This has been addressed in the Technical Bulletin, letters #18876, #18877, #18878, and #18879.

4. #18979 (Cheyne Daggett) Correct the Throttle Body for the OEM Boss/Coyote
Thank you for your letter. This has been corrected. Please refer to Technical Bulletin letters #18876, #18877, #18878, #18879.

T2
1. #18611 (Greg Vandersluis) Classify the 2015 - Present Ford Mustang GT
Thank you for your request. The car has been classed in T2. Please see the response to letter #19079.

2. #19044 (Cheyne Daggett) Classify 2015 - Mustang GT in T2
Thank you for your letter. This car has been classified in T2. Please see the response to letter #19079, Technical Bulletin.

T3
1. #19146 (Dale Shoemaker) Mazda Global Cup Miata Rim Size Error
Thank you for your letter. Please see the response to letter #19135, Technical Bulletin.

T4
1. #16863 (Michael Collins) 2006-2014 Miata Suspension Clarification
Thank you for your letter. Please see the response to letter #18555.

2. #18952 (David Mead) Remove Mustang Restrictor
Thank you for your letter. Please see the response to letter #18846.

3. #19014 (Raymond Blethen) 2009 Mazda RX8 Sway Bar
Thank you for your letter. Please see the response to letter #19107, Technical Bulletin.

4. #19085 (Gary Radocchio) Add Spec Boxster to T4
Thank you for your letter. Please see the response to letter #18626, Technical Bulletin.

5. #19087 (Dr. Frank Celenza) Spec Boxsters in T4
Thank you for your letter. The CRB hopes that Spec Boxster drivers will come out and race. Please see the response to letter #18626, Technical Bulletin.

What Do You Think
None.

RESUMES
1. #18998 (Kyle Disque) Resume for Kyle Disque
Thank you for your resume. Kyle Disque has been added to the GT Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2016
NUMBER: TB 16-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/1/2016 unless otherwise noted.

American Sedan
AS
1. #18910 (Aaron Bailey) Allow SLP Intake Lid and Stock LS6 in LP 98-02 Firebird/Camaro
In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder, add the following language to the notes:
"Max. wheel size: 17 x 9. 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. 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. All other parts* ~~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."

Please see the response to letter #19025, Minutes, for the Not Recommended portion of this letter.

B-Spec
None.

Formula/Sports Racing
F5
1. #17999 (Jay Novak) Remove Requirement for the Intake Idle Plenum 2 Stroke Engines
In GCR section 9.1.1.D.14.A., add the following language:
"Carburetor mounting shall be of individual runners, no balance pipes, no plenums unless fitted as standard as on the 493 and 593 engine. *The use of the intake plenum/resonator on the 493 and the 593 engines is optional. If the intake resonator is removed the resulting holes MUST be completely plugged and the plugs must be held in place by appropriate clamps. Plugs may be of any material and must serve no other purpose than to plug the holes originally intended for the resonator.* 38mm intake boots, BPP 420867860 (last 6 digits 867860 are embossed on the boot) or Kimpex 07-100-33, shall be used for the 493 and 593 engines. Supercharging, turbocharging, and direct fuel injection are prohibited."

FA
1. #18008 (Kevin Kloepfer) Allow Stock 2.5 Mazda
In FA, Table 2, Swift 016, classify the Mazda 2.5 engine as follows:
2.5 Mazda

In FA, Table 2, Swift 016, add the following language to the notes:
"*2.5 Mazda Notes: The max compression ratio is 11.5 with a 3.500 Bore x 3.94 Stroke (+/-.005). It must be a 2.5 Mazda Turbo Block, part# L3K9-10-300H. The cylinder head, part# L504-10-090, and valves shall be 2.5 Mazda. They must remain unmodified with no porting or valve modifications. Intake valve diameter is 35.1mm and exhaust valve diameter is 30.1mm. Valve springs must be a single type of spring of any manufacturer. The crankshaft must be stock Mazda part# LF-9-G-11-301. No profiling of counter weights and the balance shaft drive gear may be removed. The rod and main journals may be reground and a woodruff key slot may be added. Connecting rods shall be steel with a min. weight of 495 gr. center to center 6.092. Pistons may be any aftermarket part using 3 rings with a minimum weight, with pin, of 390 gr. Camshafts must be Cosworth YDX profiles supplied by Crower Cams. Cam timing specs shall be as follows: 104 ° TDC Intake 100 ° BTDC Exhaust +/- 1°. Chain or belt driven camshaft drive is permissible. An adapter plate is necessary between throttle body & cylinder head with a maximum thickness of 1 inch. The adapter plate must be uniform in thickness. The following engine parts must be used and are supplied by Cosworth: Barrel style throttle body (part# YD8183), Integral dry sump pan and pump (part# YD8154 YD 8139), Flywheel (part# YD0449). A carbon fiber 5.5 double plate clutch is optional. Exhaust system shall be the standard 4 into 1 Swift 016. A 35mm SIR is required. They are manufactured by Racetech and MUST be used with sealed air box kit, part# FA11016INT, supplied by SCCA Enterprises.*"

FS
1. #18797 (Scott Woodruff) Formula S (FS) - Aerodynamic Devices - 9.1.1.F.7.B.1 - GCR - 355
In GCR section 9.1.1.F.7.B.1., remove the following language:
"The mounting apparatus of any part having an aerodynamic influence (i.e. bodywork, floor, sidepods, wings, spoilers, etc.), shall be rigidly secured to the entirely sprung part of the car (chassis/monocoque), shall have no degree of freedom in relation to the entirely sprung part of the car (chassis/monocoque), and shall remain immobile in relation to the chassis/ monocoque at all times. ~~This allows for actively adjusted aero- dynamic elements (i.e. wings, diffusers, etc.).~~"

FV
1. #18785 (Phillip Holcomb) Valve Guide Boss Machining
In GCR section 9.1.1.C.5.D.14, add the following language:
"*e. The circumference of the valve guide boss may be machined to accommodate the inside diameter of the valve spring.*"

FE
1. #19159 (Erik Skirmants) New FE Tire Supplier
Effective 4/29/2016 except for Buttonwillows Majors race (04/29/16-05/01/16), in GCR section 9.1.1.I.13, make the following changes:
"Tires must run in sets of 4 as stated below:
DRY
~~Hoosier "FE" Labeled Compound~~
~~Front: PN: 43270FE, 21.5 X 8.0 - 13~~
~~Rear: PN: 43301FE, 22.0 X 10.0 -13~~
American Racer
Front: PN: JA3C3, 22.0 X 8.0 - 13
Rear: PN: JA3MA, 22.5 X 10.0 -13
WET
Until 8/1/16
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 8/1/16
American Racer
Front: PN: TBD, 22.0 X 8.0 X 13.0
Rear: PN: TBD, 22.5 X10.0 X 13.0"

GCR
1. #18687 (Charles Tanck) Proper Interpretation of Section 9.3.41. Seats
In GCR section 9.3.41, add the following language:
"The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc.). Passenger seat back–if a folding seat, it shall be securely bolted or strapped in place. *Effective June 1, 2016- Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing.*"

Grand Touring
GT
1. #18886 (Club Racing Board) Rocker Arm Rule
In GCR section 9.1.2.D.5.d.1, add the following language:
"The manufacturer's basic system of front suspension shall be retained, i.e., independent. Strut type front suspension may be replaced with a double A-arm type suspension. *Rocker Arms, push/pull rods, etc. are prohibited.*"

GT1
1. #19031 (Scotty B White) Please Reconsider GT1 Viper CC Weight
In GT1 Dodge Viper, incl Comp Coupe, ACR/ ACR-X, reduce the weight as follows:
8400: ~~3400~~ *3200*
8300: ~~3300~~ *3100*
8000: ~~3300~~ *3100*
7990: ~~3300~~ *3100*

GT2
1. #18864 (Mike McGinley) Restrictor Size on C6 Corvettes with LS7 engines
In GT2/ST Chevrolet Corvette (-2016), 7011, change the restrictor size as follows:
~~60~~ *65*mm flat plate

In GT2/ST Chevrolet Corvette (-2016), 7011 OEM, remove the restrictor as follows:
~~70mm flat plate~~

Improved Touring
ITA
1. #19080 (Christopher Rallo) ITA DOHC Neon
In ITA, Chrysler Neon DOHC (2 & 4 door) (incl. ACR) (95-99), change the weight as follows:
~~2650~~ *2560*

ITR
1. #18640 (Elazar Mann) Subaru SVX Classing
In ITR, classify the Subaru SVX (AWD) as follows:

ITR	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Subaru SVX AWD (92-97)	*6 cyl. DOHC*	*96.9 X 75.0 3318*	*(I) 36.0 (E) 32.1*	*10.0*	*102.8*	*17*	*2.79, 1.55, 1.00, 0.64 Automatic*	*(F) 302 x 28 Vented Disc (R) 290 x 10 Solid Disc*	*3205*	

ITS
1. #17950 (Tim Myers) Move Mazda RX8 to ITS
In ITR, Mazda RX-8 (2009), add model years as follows:
Mazda RX-8 (~~2009~~*09-11*)

In ITS, classify the Mazda RX-8 (04-08) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Mazda RX-8 (04-08)	*2 Rotor*	*2600cc*	*NA*	*10.0*	*2703*	*18*	*3.76, 2.27, 1.65, 1.19, 1.00, 0.84*	*(F) 323 Vented Disc (R) 303 Vented Disc*	*3270*	

In ITS, classify the Mazda RX-8 (09-11) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Mazda RX-8 (09-11)	*2 Rotor*	*2600cc*	*NA*	*10.0*	*2703*	*18*	*3.76, 2.27, 1.65, 1.19, 1.00, 0.84*	*(F) 323 Vented Disc (R) 303 Vented Disc*	*3270*	

Production
1. #18921 (mark crellin) Nissan SE-R to FP
In EP, Nissan NX-2000, increase weight as follows:
~~2150~~*2175* ~~2204~~*2229* ~~2258~~*2284*

In EP, Nissan NX-2000, Brakes Std. (mm/(in.)), make the following change:
~~(F) 249 (9.8) Disc~~ *(F) 257 (10.12) Disc*

In FP, classify the Nissan 200-SX SE-R 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	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Nissan 200-SX SE-R	*2*	*2275 *2332 **2389*	*4 Cyl DOHC*	*86.0 x 86.0 (3.39 x 3.39)*	*1998 (121.9)*	*Iron*	*Alum*	*(I) 34.2 / (1.35) (E) 30.2/ (1.19)*	*(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.*	*2431 (95.7)*	*1537/1516 (60.5/59.7)*

FP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
Nissan 200-SX SE-R	*15 x 7*	*5*	*(F) 249 (9.8) Disc (R) 234 (9.2) Disc*		*stock throttle body I.D.*	*Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .450" max.*

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	Wheel-base mm/ (in.)	Track (F/R) mm/ (in.)
Nissan Sentra SE-R (90-94)	*2*	*2275 *2332 **2389*	*4 Cyl DOHC*	*86.0 x 86.0 (3.39 x 3.39)*	*1998 (121.9)*	*Iron*	*Alum*	*(I) 34.2 / (1.35) (E) 30.2/(1.19)*	*(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.*	*2431 (95.7)*	*1524/1501 (60.0/59.1)*

In FP, classify the Nissan Sentra SE-R (90-94) as follows:

FP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
Nissan Sentra SE-R (90-94)	*15 x 7*	*5*	*(F) 249 (9.8) Disc (R) 234 (9.2) Disc*		*stock throttle body I.D.*	*Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .450" max.*

In FP, classify the Nissan Nx-2000 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	Wheel-base mm/ (in.)	Track (F/R) mm/ (in.)
Nissan NX-2000	*2*	*2300 *2358 **2415*	*4 Cyl DOHC*	*86.0 x 86.0 (3.39 x 3.39)*	*1998 (121.9)*	*Iron*	*Alum*	*(I) 34.2 / (1.35) (E) 30.2/(1.19)*	*(2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection.*	*2431 (95.7)*	*1524/1501 (60.0/59.1)*

FP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
Nissan NX-2000	*15 x 7*	*5*	*(F) 249 (9.8) Disc (R) 234 (9.2) Disc*		*stock throttle body I.D.*	*Comp Ratio limited to 11.0:1. Valve lift (measured as raced - w/ lash): .450" max.*

2. #19091 (John Bauer) Ford Fiesta Cylinder Head/Intake
In FP, Ford Fiesta (78-80), add the following language to the notes:
"*Combination of* Formula F spec cylinder head and intake manifold may be used."

Spec Miata
1. #18663 (SCCA Staff) Compression Ratio Calculator
The CRB/SMAC/Staff have been working on a new 1.8 Spec Miata compression ratio calculation spreadsheet. The new calculator is simpler and easier to use for engine builders and technical inspectors and also includes error checking.
In section 9.1.7.1.a, add a new section as follows:
"*3. Compression ratio for 1.8L engines shall be calculated using the official Spec Miata calculator. The calculator can be downloaded on scca.com: http://www.scca.com/pages/scrutineering-forms-procedures*"

2. #18957 (Spec Miata Committee) Omission - disallow VVT extra bracing rule
In GCR section 9.1.7.C.3.c., add the following language:
"Subframe braces maybe updated to stock 1997 configuration utilizing the MAZDASPEED Motorsports Development Spec Miata kit. *2001-2005 (VVT) model years must remove the additional intermediate underbody/floorpan attached bracing (Mazda part number N067-56-G11A Base plate & part number N067-56-H10A cross member).*"

3. #18994 (Jason Kohler) Clarification of 9.1.7.C.3.h Regarding De-Powering Steering Racks
In GCR section 9.1.7.C.3.h., make the following changes:
"Manual or power steering racks may be used. Power steering racks may be converted to manual ~~by removing all power steering components~~ *and the 2-piece pinion shaft may be welded. Removal of power steering components is allowed*."

Super Touring
ST
1. #18970 (Greg Amy) Wheel Spacers
In GCR section 9.1.4.O.2.a., remove the following language and re-letter:
"~~a. Loose wheel spacers of any type are not recommended.~~"

2. #19053 (Eric Heinrich) Aftermarket Body Appearance Kits
In GCR section 9.1.4.D.6., remove the following language and re-number:
"~~OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule.~~"

STL
1. #18968 (Kevin Ruck) Allow Removal of the Brake Booster
In GCR section 9.1.4.2.E.4, add the following language:
"Any alternate OEM master cylinder and/or booster are allowed, as long no modifications are done to any other component for installation. *Booster may be removed and replaced with a fabricated mounting plate, and the actuator rod may be modified or replaced, as long as no others modifications are done to any other component.*"

STU
1. #18021 (Jim drago) Allow 2.3 Mazda Millennia KL Series Engine With 2.5 KL Manifolds
In STU, Table B, classify the Mazda KJ-ZEM as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda KJ-ZEM Miller-Cycle 2.3L V6	*2225*	*chart*	*Mazda 2.5 KL non-supercharged intake allowed without supercharger.*

2. #18481 (James Clay) Spec E46 Rules - Adopt 2016?
In STU, Table B, BMW Spec E46, make the following changes:
Weight: ~~2850~~ *see rules*
Notes: "~~The Spec E46 rules are available on www.scca.com.~~ *Vehicles prepped per GCR Appendix N, SpecE46*"

3. #18974 (John Weisberg) 2006-2015 World Challenge TC Mazda MX5
In STU, Table B, classify a new World Challenge Spec* Mazda MX-5 (2005-) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
World Challenge Spec Mazda MX-5 (2005-)*	*2489*	*2750*	*VTS dated 1/15/2013, **Revision 4 Dated 2/5/2016**. Must meet STCS Ride Height. Must meet GCR 9.3.45.*

Note: this is an addition to the existing listing for the original 1/15/2013 MX-5 allowances, which is a different prep level.

Touring
T1
1. #18498 (david mead) Add 04-09 Cadillac XLR to T1 Spec Line
In T1, Chevrolet Corvette, add the Cadillac XLR (04-09) to the spec line.
Add to Chassis notes: "*Cadillac XLR: must remove mechanical/ electronic components for the convertible top, and positively fasten the top in place.*"

2. #18565 (david mead) Classify Ecotec 2.3 Turbo Engine for Mustang/Tbird
In T1, Ford Mustang/ Thunderbird, classify the Ecotec as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird	*2260*	*3000*	*44mm TIR*	*2.3 GTDI (2015 EcoBoost) Any aftermarket turbo allowed*	*Aftermarket K members are permitted. OEM independent rear suspension is permitted.*

3. #18867 (Touring Committee) Error to remove T1 Chevrolet Corvette LT1
In T1, Cadillac CTS/CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Firebird, Pontiac GTO, make the following change:
Maximum Displ.: ~~6178~~ *5778*

In T1, Cadillac CTS/CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Firebird make the following change:
Maximum Displ.: ~~6178~~ *5778*

4. #18876 (Touring Committee) Mustang Corrections
In T1, Ford Mustang/ Thunderbird ("Cobra Jet" engine) Effective 3/1/16- OEM, make the following changes:
Platform: Ford Mustang/Thunderbird *Coyote* ("CobraJet" ~~engine~~) ~~Effective 3/1/16- OEM~~
Engine Notes: ~~OEM~~ 12.5:1 compression allowed ~~using OEM prep level~~. T1 engine prep allowed at T1 rule limits.
Chassis Notes: "Aftermarket K members are permitted. ~~Effective 3/1/16- Only approved throttle body Ford Racing Part #M-9926-CJ65.~~ *Must use one of these approved throttle bodies: Ford Racing Part #M-9926-CJ65 or 07 - 14 FORD RACING MUSTANG GT500 SVT 60MM THROTTLE BODY ASSEMBLY M-9926-MSVT, Cobra Jet manifold permitted M-9424-M50CJ.*"

5. #18877 (Touring Committee) Mustang Corrections
In T1, Ford Mustang/ Thunderbird (Boss 302 & Coyote) OEM, make the following changes:
Platform: Ford Mustang/Thunderbird (Boss 302 ~~& Coyote~~) ~~Effective 3/1/16-~~ OEM
Min. Weight: 3425 ~~Effective 3/1/16 -3525~~
Restrictor Required: ~~Effective 3/1/16- 70mm flat plate restrictor required.~~
Engine Notes: "~~OEM 5.0 Only approved throttle body Ford Racing Part #M-9926-CJ65.~~ *Allow Laguna Seca intake manifold and throttle body.*"
Chassis Notes: "Aftermarket K members are permitted. *OEM independent rear suspension is permitted.*"

6. #18878 (Touring Committee) Mustang built Coyote new classification
In T1, classify the Ford Mustang/ Thunderbird Coyote as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird Coyote	*5000*	*3475*	*70mm flat plate restrictor required.*		*Aftermarket K members are permitted. OEM independent rear suspension is permitted.*

7. #18879 (Touring Committee) Mustang Corrections
In T1, Ford Mustang/Thunderbird (Boss 302 & Coyote) OEM, make the following changes:
Ford Mustang/Thunderbird (Boss 302 & Coyote) ~~OEM~~
Min. Weight: ~~3425~~ *3525*
Restrictor: *70mm flat plate restrictor required.* ~~(2) 50mm flat plate restrictors required.~~
Engine Notes: *Allow Laguna Seca intake manifold and throttle body.* ~~OEM 5.0 Only approved throttle body Ford Racing Part#M-9926-CJ65.~~
Chassis Notes: *Aftermarket K members are permitted. OEM independent rear suspension is permitted.*

8. #18880 (Touring Committee) New Classification 2015 Coyote
In T1, classify the 2015-2016 Ford Coyote engine as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird Coyote (2015-2016)	*5000 (2015-2016)*	*3450*	*65mm flat plate restrictor required.*		*Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs.*

9. #19001 (SCCA Staff) Specify Camber Max Limits
In GCR section 9.1.9.1.N.8., add the following language:
"*Camber, track, toe and caster is unrestricted.*"

10. #19238 (SCCA Staff) Error in Corvette Spec line
In T1, Cadillac CTS/CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Firebird Pontiac GTO, remove the following language:
"Cadillac CTS/CTS-V Chevrolet Camaro ~~Chevrolet Corvette~~ Pontiac Firebird Pontiac GTO"

In T1, Cadillac CTS/CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Firebird, remove the following language:
"~~Cadillac CTS/CTS-V Chevrolet Camaro~~ Chevrolet Corvette ~~Pontiac Firebird~~"

T2
1. #19054 (Philip Royle) Remove Hard Top Requirement in Touring
In GCR section 9.1.9.2.D.8.a.4.a., remove the following language:
"Hardtops: ~~If a hardtop is required, it shall~~ *Shall* be the original equipment hardtop from the vehicle manufacturer unless an alternate part number or manufacturer is listed on the vehicle spec line. *If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed.*

Convertible or roadster top: Convertible or roadster top vehicles are allowed. The convertible top shall be removed."

Remove the hardtop language from the notes in the following spec lines as shown:

T2

Dodge Viper, SRT-10 incl. coupe (03-06)

"*If a hardtop is used, it shall be the* ~~D~~*d*etachable Autoform hardtop ~~shall be installed on convertible model~~ (latches shall be replaced with positive fasteners), convertible top shall be removed."

Pontiac Solstice GXP Coupe/Convertible (07-09)

"Detachable hardtop GM part #PCS-0664 ~~shall~~ *may* be installed *(If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed).* ~~and convertible top shall be removed.~~"

Saturn Sky/Convertible (07-09)

"Detachable hardtop GM part #PCS-0664 ~~shall~~ *may* be installed *(If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed).* ~~and convertible top shall be removed.~~"

T3

BMW Z4 3.0L (03-04)

"~~Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.~~"

Honda S2000 (all) (00-09)

"~~Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.~~"

Lotus Elise (05-10)

"~~Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.~~"

Mazda MazdaSpeed Miata (04-05)

"~~Detachable hardtop shall be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed.~~"

Mazda MX-5 Miata (2016)

"~~Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed.~~"

Pontiac Solstice GXP Coupe/Convertible (07-09)

"Detachable hardtop GM part #PCS-0664 ~~shall~~ *may* be installed *(If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed).* ~~and convertible top shall be removed.~~"

Saturn Sky/Convertible (07-09)

"Detachable hardtop GM part #PCS-0664 ~~shall~~ *may* be installed *(If a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed).* ~~and convertible top shall be removed.~~"

T4

BMW Z4 2.5L (03-05),
"~~Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed.~~"

Mazda MX-5/Miata Sport (99-00)

"~~Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.~~"

Mazda MX-5/Miata (01-05)

"~~Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.~~"

Mazda MX-5/Club Model (06-14)

"~~Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.~~"

Mazda MX-5 Miata (2016)

"~~Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed.~~"

Pontiac Solstice/Saturn Sky (06-09)

"Detachable hardtop GM part # PCS-0664 ~~shall~~ *may* be installed (*If a hardtop is used,* latches shall be replaced w/ positive fasteners *and convertible top shall be removed).* ~~and convertible top shall be removed.~~"

Toyota MR-2 Spyder 16V DOHC (01-05)

"~~Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed.~~"

2. #18411 (Derek Zalewski) Initial T2 Class Submission - 2016 Chevrolet Camaro SS
In T2, classify the 2016 Chevrolet Camaro 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:**
Chevrolet Camaro (16-)	*103.25 x 92.0 6162*	*2811*	*(F) 18x10, (R) 18x11*	*295*	*2.66, 1.78, 1.30, 1.00, 0.74, 0.50*	*3.73*	*(F)345x 32 vented, (R)338x 28 vented*	*3600*	*84004136, 23301611, 19352519, 19180514, 23245471 (brake kit) allowed at +100 lbs. 60mm flat plate restrictor required*

3. #19079 (ANDY VRENKO) 2015 Mustang GT in T2
In T2, classify the 2015 Mustang GT 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:
Ford Mustang GT 5.0L (15-)	*4.957*	*107*	*18 x 11*	*295*	*3.66, 2.43, 1.69, 1.32, 1.00, .65*	*3.31, 3.73*	*(F) 352 (R) 330*	*3700*	*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 base weight. Stock brakes 352mm permitted -100lbs. 53mm flat plate restrictor required.*

4. #19189 (SCCA Staff) Classify the Nissan 350Z, Acura TL, and Ford Mustang 4.6 in T2
In T2, classify the Acura TL SH- AWD (10-13) 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:
Acura TL SHAWD (10-13)	*90.065 x 96.1 3664*	*2776*	*19 X 9(F) 19 x 9(R)*	*275*	*3.63, 2.12, 1.53, 1.13, 0.85, 0.69*	*3.84*	*(F) 320 x 28 Vented (R) 334 x 11 Solid*	*3400*	*1000 lb/in springs maximum permitted (F&R), part numbers H&R R25081000 or RF200180 or Eibach 0800.225.1000. 24mm rear anti-sway bar permitted, part number Progress 62.0111. The glass sunroof must be replaced with a metal panel; 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. Brake package may include the following StopTech part numbers: 36.061.7419, 39R.061.7413, 39R.061.7414, 31.737.1101.87, 31.737.1102.87, 379.438.8131, 379.438.8132.*

In T2, classify the Ford Mustang Coupe GT & Shelby GT 4.6L (05-10) 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:
Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)	*90.2 x 90.0 4601*	*2720*	*18 x 9 (F&R)*	*275*	*3.38, 2.00, 1.32, 1.00, 0.675*	*3.55 or 3.73*	*(F) 316 / 355 Vented Disc (R) 300 Vented Disc*	*3400*	*The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M-5300-K, sway barsM-5490-A,damper kit M-18000-A. Rear Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M-18183-C allowed. An Aluminum driveshaft is allowed. Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A- Front, M5560-A Rear), Strut Tower Brace #M- 20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.*

In T2, classify the Nissan 350Z Track/Touring/Standard/Nismo (03-08) Spec Z 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:
Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z	*95.5 x 81.4 3498*	*2649*	*18 x 9 (F) 18 x 10(R)*	*275*	*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 Motor: 3250 HR Motor: 3500*	*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.*

T3

1. #18244 (Touring Committee) Classify T3 - 2015/2016 Volkswagen Golf R
In T3, classify the 2015-16 Volkswagen Golf R 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:
Volkswagen Golf R (2015-16)	*82.5 x 92.8 1984*	*2630*	*18x8*	*245*	*3.36, 2.09, 1.48, 1.09, 1.10, 0.91*	*4.24 (1-4), 3.27 (5-6)*	*(F) 340 x 30.5, (R)310 x 29*	*3150*	*Max spring rate 800 F&R, Max swaybar 38mm F, 42mm R. 35mm TIR required.*

2. #18665 (Derek Zalewski) T3 Class VTS Resubmittal - 2016 Chevrolet Camaro
In T3, classify the 2016 Chevrolet Camaro 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 (16-)	*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*	*54mm flat plate restrictor required*

3. #18884 (Touring Committee) Global MX-5 tires
In T3, Mazda MX-5 Global Cup Miata (2016), add the following language to the notes:
"*Tires must conform to the touring rules.*"

4. #18967 (Dale Shoemaker) Correct Wheelbase and Gear Ratio Listings
TYFL appreciate pointing out these errors in the print of the GCR.
In T3, Mazda MX-5 Global Cup Miata (2016), correct the wheelbase as follows:
~~90.9~~ *2309*

In T3, Mazda MX-5 Global Cup Miata (2016), correct the gear ratios as follows:
~~5.09, 2.04, 2.99, 1.59, 1.29, 1.00~~, *5.09, 2.99, 2.04, 1.59, 1.29, 1.00*

5. #19135 (SCCA Staff) Correct the Mazda MX-5 Global Cup 2016 Wheel Size
In T3, Mazda MX-5 Global Cup Miata (2016), correct the wheel size as follows:
~~17x7~~ *17x7.5*

6. #19147 (Dale Shoemaker) Change Maximum Tire Width for Mazda Global Cup Miata
In T3, Mazda Mx-5 Global Cup Miata (2016), change the tire size as follows:
~~205~~ *225*

T4

1. #18555 (jim drago) MX5 Suspension Discrepancy
In T4, Mazda MX-5 / Club Model (06-14), add the following language to the notes:
"*Effective 01/01/2017: The SM5 suspension (only) is allowed with a 75lb weight increase.*"

2. #19052 (Philip Royle) Re-Evaluate 2002-'06 Nissan Sentra SE-R Spec V
In T4, Nissan Sentra SER Spec-V (02-06), change the weight as follows:
~~2800~~ *2750*

3. #19107 (david mead) Allow Alternate Front Swaybar Besides Mazdaspeed Part
In T4, Mazda RX-8 Base/R3 (04-12), add to the notes:
"*Alternate sway bar permitted, Progressive Technologies Part Number: 61-0543*"

4. #19115 (mike kenific) Add 2009 Mini Cooper S to T4
In T4, classify the 07-09 Mini Cooper S as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Mini Cooper S (07-09)	*77.0 x 85.8 1598*	*2467*	*16 x 7*	*225*	*overall: 12.79, 7.79, 5.65, 4.62, 3.83, 3.13*	*N/A*	*(F) 277 Vented Disc (R) 259 Solid Disc*	*2750*	*The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Convertible model not allowed. Factory optional limited slip differential allowed. JCW struts (F) 31 31 6 768 410 (R)33 52 6 768 412, springs (F)31 33 6 768 415 (R)33 53 6 768 418. May de-camber wheels by the use of slotted adjusters at the top of the strut mounting plates. They shall be located on the existing chassis structure, utilizing the manufacturers original bolt holes and may not serve as reinforcement for that structure. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used. 28mm TIR required.*

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | March 11, 2016

The RallyCross Board (RXB) met via conference call on March 1. 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, and Howard Duncan 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 were reported in the past month. The Committee is seeking further information on a rollover reported in the previous month, where the report gave no cause for the rollover. Regan will be contacting the program's director for more information.

  The Committee is working on a process for safety steward license renewal, including gathering safety steward participation data, online training, and establishing a line of communication to all safety stewards. Hyatt suggested using the same timeline used for rules changes to gather member comments and to go through the approval process.

  The Committee is also working on guidelines for RallySprint and RallyTrials safety stewards. Plans are that RallyTrials safety stewards would be RallyCross safety stewards with a RallyTrials endorsement verifying an understanding of the increased speeds. RallySprint safety steward licenses would be separate licenses and would not allow any crossover to or from RallyCross or RallyTrials.

- Rules Committee (Keith Lightfoot): The Committee is working on a rules clarification that retreaded or remanufactured tires are allowable in the Stock Categories as long as the tires have the applicable DOT symbol and Tire Identification Number label. The RXB agrees with the clarification.

  The following two errors and omissions have been proposed:

  7.2.F Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations. Any sanction request where a Divisional RallyCross Steward is listed as Chairman, Event Organizer or Regional Executive/RE Designee will be approved by the Chairman of the RXB or their designee.

  4.2.C One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (3.3A-N) and is registered for competition on that day. The passenger must be no younger than ~~ten (10)~~ twelve (12) years of age or at least fifty-seven (57) inches tall, and must meet all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the requirements of 6.3.P of the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (3.2.H).

  Motion: Approve both errors and omissions. Lightfoot/Macoubrie. PASSED 7-0.

- RallySprint Committee (Kito Brielmaier): The recent Waste Management RallySprint was a successful event with a lot of positive feedback from competitors and area residents. There were 22 registered entrants, 18 of which took the start. The event was well organized and had good publicity and media coverage. The next RallySprint is scheduled for April 3 in Washington.

- National Championship Committee (Mark Macoubrie): Supplemental Regulations for the National events have been submitted to the RXB. The RXB requested clarification that a competitor cannot combine a timeout period with a debead grace period and that cars will continue to run during a timeout period. The Committee will make the changes and release the Supplemental Regulations.

  The Committee has a meeting scheduled to work on the National Championship schedule, chiefs list, and marketing of the event. Options for a specific event page are being explored.

- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards will have their monthly meeting on March 3rd. Foley will report on the meeting next month.

Old Business

- Data gathering: Macoubrie will email a sample spreadsheet within a week to the RXB for review.

- SCCARallyCross.com forum: The RXB has created a forum for RallyCross that functions and looks more like the RallyCross forums from 2014 and before. It will allow for stickies, better rules commenting, and other membership discussions. It will go live on March 2 and be linked from the current SCCA forum site at a later date. The goal of the new forums is to match the traffic experienced by the RallyCross forums of a few years ago.

- RallyCross marketing material (videos, brochures, etc.) progress: Hyatt reported that currently the RXB has no budget for marketing. However, a marketing funding request has been submitted to the BOD. Discussions of marketing materials will take place once the RXB knows if and how much funding is available.

- Review and promotion of Jim Rowland's additional information: Macoubrie requested that the RXB review the suite of documents created and maintained by Jim Rowland. These materials are filled with information and tools that would be useful to Region directors and event chairs. Macoubrie would like to make the information available for a general resource for all membership. Hyatt suggested that the materials be linked to at the new forums.

Next meeting: April 5, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | March 14, 2016

The Road Rally Board met via conference call on March 14, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, BOD liaisons Terry Hanushek, Lee Hill, and Bob Dowie, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johaness, and Jeanne English, RRB secretary

Minutes: February minutes and Town Hall minutes approved as published.

Front Burner Items:

1. RReNewsletter – Last issue released just after February conference call. Another fine issue from Cheryl
    a. Suggestion received: SCCA should maintain a list of emails of road rally entrants and send a periodic email with National standings. Possible solution: Add optional email field to results form and enroll in subscription to newsletter. Jim: said that Greg Lester suggested compiling an email list that organizers could use to publicize individual rallies; John also said the suggestion was to compile emails.
2. Scca.com document updates completed (Deena)
    a. Any? Rich – no pending updates
3. Road Rally Planning Calendar. (Jeanne)
    a. Latest version sent out by Jeanne 2/4/2016 has been posted. Next calendar any day now (Jeanne wanted to clarify some items with NEC.)
4. Regional Development Committee
    a. Jay Nemeth-Johannes – not a lot has happened. Rich said that Jim Duea is working with OK region to get them going again; Rich has new volunteers rallymasters for both Kansas and Kansas City; Jay will do an all-day rally session for the CenDiv meeting, including Chicago Region. Jeanne had an inquiry for help putting on a Ferrari rally in Michigan. Jay said he needs to figure out how to get more regional involvement.
    b. Action: Need a repository for materials
    c. Action: Jay's goals – see last month's minutes
5. Championship Awards for Tour/Stock. (Rich)
    a. 2014 Certificates? (Deena) - Rich said that through an oversight the 2014 certificates never sent out, should that be done now? Answer: no
    b. Pending Action for later in 2016: Need to clarify this language in the RRRs
6. USRRC Events
    a. 2016 – NER Covered Bridge 50
    b. 2017 – Pending proposal from Alaska Region
        i. Cheryl is seeking input from the rally community (see the latest RReNews); also has question about the sanction fee, Rich will respond to expect the sanction fee to be commensurate with the type of event being put on, e.g. if regional, then regional sanction fee
    c. 2018 – St. Louis – formal approval pending
7. SCCA 2016 Convention Follow Up: Issues questions raised during Convention:
    Rich met with Howard Duncan a few weeks ago regarding action items, and is meeting with Heyward Wagner 3/15 to discuss web site deficiencies. Rich said that the RRB wants to utilize website in any way we can, not do what Rallycross did and set up their own website. Rich asked for input: Terry said that with things are in the file cabinet, downloads, and various other places it is hard to find things, we need to be able to handle it ourselves; Jim said that we need easy access to information for individual rallies on the rally event calendar; Rich responded that it should be easy for contestants, organizers, and Deena; Lee said that Heyward already has this high on his list; Clyde suggested having both Jeanne's planning calendar and Cheryl's RReNews be easier to find.
    a. (Need to add items from the convention that need to be followed up).
    b. Put in place process to remove inactive Safety Steward Licenses.
    c. Release of 2016 rules process and calendar.
    d. Deena – How much control do we have over the organization of the Road Rally download section on scca.com?
        i. Howard: Brian can specify heading and content under those headings.
    e. Rich needs admin authority on the scca.com forum so stale items can be deleted.
        i. Howard will investigate
    f. Permanent URL to the planning calendar on scca.com.

g. Suggestion to impose limits on Social Rally events.
    i. Discussed at convention. Thank you for your suggestion. The RRB has decided to take no action on this topic.
h. Modernize RR Safety Steward training.
    i. Howard: Solo has recently piloted this recently. Expandable to other programs.
    ii. (Remind Howard of next RR call)
i. Provide incentives to rally masters.
j. Need for defined route.
    i. HD: Pete Lyon was trying to avoid calling something a rally that was not a rally. Alternate language possible.
k. Hall of Fame nomination(s) from road rally community
l. Can we get list of emails by interest area?
    i. Define the request and send to Rick Meyers.
m. Fillable PDF form for sanction request and audit form. (Terry to investigate)
    i. Howard will visit with Brian. Work has been done on other items.

8. NEC Report (Mike)
    a. Upcoming National events (Confirm dates at scca.com)
        i. Arizona Border National Weekend – Feb 26, 27 already occurred; this region is requesting dates for July divisionals, NEC wants to discuss before sanctioning because of recurrent problems. Rich said that the RRB continues to be concerned with a lack of progress with this committee, especially lack of a lead car, and looks forward to the deficiencies being corrected.
        ii. Teter March Lion, March Lamb – April 8-10
        iii. Milwaukee Badger Burrow – May 7
        iv. Steel Cities Steel Haul – May 14
        v. Milwaukee Roads Scholar – June 11
        vi. NER Hurdle – August 6
        vii. Land O Lakes Lacrosse – Oktoberally/Badger Trails – Sept 16, 17
        viii. (not yet sanctioned) Two National Course Rallies, Folsom, CA – October 8, 9
        ix. (not yet sanctioned) SoCal Highway Robbery – October 22
    b. Pointskeeper process (John)
    c. RRRs be required for divisionals? NEC recommends waiting until 2017, since some things likely do not apply to divisionals, e.g. issuance of instructions, claims committee structure, need for official observer. Rich feels that the 2017 time frame is appropriate. John feels that at least the conventions should be the same now. Terry said that, if necessary, items can be submitted as 'errors & omissions'.
9. New Business
    a. 2014 Championship certificates? (Deena) – see item 5.a above
    b. Article 16 – Controls – Why left off Divisional Requirements? (Clarence)
    c. Jim commented that the current national championship standings show SCCA members only, and no weekend members; Jim wants the standings to show all competitors, as an incentive to non-members. John asked what the benefit of membership is, answering that it is competing for championships, and therefore non-members should not be listed. Jay agrees with John. **Motion: the Pointskeeper should include Weekend Members as well as SCCA members in championship standings. Jim/John/fail (1-4)** John commented that if WM wants to know their points, they can submit a request to him.
10. Back Burner Items (Deferred for several months).
    a. 2015 Gervais Award Announcement and Presentation

Motion adjourned at 9:17 PM CDT
Next meeting April 11, via conference call
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/pages/national-championship

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:
http://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 May 2016

BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | March 31, 2016

The Board of Directors met by conference call on March 31, 2016 at 9:05 EST. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand, Brian McCarthy, Jim Weidenbaum and Peter Zekert.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Vice President and COO, Mindi Pfannenstiel, Senior Director of Finance, Howard Duncan, Senior Director of Rally/Solo and Heyward Wagner, Director of Experiential Programs.

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

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CHAIRMAN'S UPDATE

Chairman John Walsh expressed his condolences from the board to President Noble in the passing of her mother. Howard Duncan, Rick Myers and Lee Hill traveled to Puerto Rico to explore revitalizing programs for the Puerto Rico Region of SCCA. Walsh thanked Hill and staff for the outreach and moving things forward.

Walsh is tasking the planning committee and some members of staff to look at tiered membership business model. Lee Hill mentioned that in 15 months there have only been 4 discussions on this topic. The real issue is that membership revenue is a big part of the current business model. The Board needs to look at a broader view than just membership including the upside to all programs and build on that

Heyward Wagner, Director of Experiential Programs gave an update on the website and registration program since his department took over the project. The biggest challenges in the project are process and communication. Each team member has been tasked with a part of the project. Wagner is the project lead and interface with the board, developers, and staff. In-staff resources are Michael Fitzgerald as the new IT Director and Jon Krolewicz who will be working with the Regions, Rick Myers is working on the Registration System as expert resource and Randall Prince with Wagner as the "end user advocate".

Wagner reported his team is on a repetitive 30-day window with ACME to get primary tasks focused and be able to identify primary tasks not completed. In March the following were completed: Solo Timing Report, Event Audit Report, PWC Timing Screen and Majors Timing Screen. In April, they will be working on an Event Template, Shopping Cart improvements, Advertising Program, and Runoffs Parking.

The registration system is being tested; New England Region has an April 5 th go -no-go date to use the system. There are a dozen regions testing the system to date and they have a target of June 1st to bring on more regions to test. The plan is to launch the system to all regions on Oct 1st for use in 2017.

Wagner also discussed the cost component of the website. There are 2 types, labor and development which is a 1 time cost as well as monthly service. Randall Prince is promoting advertising programs to partners. Wagner and Pfannenstiel will give updated web site reporting on marketing and financials to the Board at their May meeting.

Lee Hill reported on the planning committee's March meeting. The difficulty is in the mid-states with entries. The planning committee will have a recommendation at the May face to face meeting with various ideas that are being considered with Eric Prill's input to improve the mid-states participation. The next planning committee meeting in April will be discussing classes for the Runoffs. There will be a full report at our May face to face meeting.

> MOTION: Steve Harris made a motion that the BOD grant a waiver to GCR 9.1.1.I.13 for FE competitors for the MSR Houston Majors race on April 29 – 30, 2016 to allow the use of alternative tires. Seconded by Lee Hill. Discussion was held a vote taken. PASSED.

MOTION: Lee Hill made a motion to adjourn, seconded by Tere Pulliam. PASSED.

Meeting Adjourned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | March 23, 2016

The Solo Events Board met by conference call March 23rd. 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, Brian McCarthy, and 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 **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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

Street

#17128 996 Turbo and Turbo S to SS

Remove from the exclusion list and add to SS, effective 1/1/2017:

Porsche

996 Turbo, Turbo S (2001-2005)

Street Touring

#17131 Differential Covers and Coolers

Add the highlighted language to 14.10.A:

"Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."

Note: This language adds an allowance for differential coolers.

Member Advisories

Street

#19013 Using module (Vag Com) to disable ESC

Disabling the stability control by altering the ECU code with a VAG-COM or similar is not compliant, per 13.9.G.

Street Touring

The SEB thanks David Whitener for his service as a STAC member.

Street Modified

The SEB thanks Jinx Jordan for his service as a member of the SMAC.

Modified

#17810 cockpit bodywork requirements

Per the SEB, the purpose of 18.4.a.1 is to outline the requirements for firewall, floor, belly pans and cockpit measurements. We encourage all competitors to follow all the rules. In the event of a disagreement of interpretation or ignoring a rule we believe the autocross community can self-police each other with favorable outcomes. If all else fails, the protest process is available to settle issues that cannot be resolved in any other manner.

As outlined in Appendix F, the Advisory Committees and the SEB can clarify specific questions of rules interpretation. The answer to your question is, there are no rules that can be ignored.

Change Proposals

Street

#19112 Harness Bar in C6 Corvette Grand Sport

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

Change last sentence of 13.2.H as follows:

"Truss type harness bars *with more than 2 attachment points* are not allowed."

Modified

#18845 Traction control rules change

To address comments regarding traction control and modern ECU's, the MAC is proposing the following rules revisions, which are provided here for member review and comment:

18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars *may compete in Modified Classes A through F (AM through FM).* ~~Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM).~~ *Rules for Automatic Braking Systems (ABS) and Traction Control Systems (TCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM. TCS is specifically prohibited in AM, BM, DM and EM, except that RPM ramp rate limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from this ban and are allowed in these classes. Additionally, in DM and EM* a Stock Tub car (18.1.C.1) may use *any* ABS *and/*or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (~~GCR~~)~~ ~~S~~section(s).

Note: the SEB is also considering modifying the Section 12 definition of Traction Control to encompass the above issues.

Other Items Reviewed

Street

#14899 2009-12 Cayman S/Boxster S to AS

Thank you for your input. Please see item #17283 in the March Fastrack.

#18414 Support for Cayman/Boxster moves

Thank your input. The SAC has recommended moving the '09-'12 Boxsters/Caymans down a class. Other Porsche moves have been put out for member comment at part of items #17283 and #17901 in the March Fastrack.

#18527 Re-Class the Fiat Abarth to the same class as the Fiesta ST

Thank you for your input; please see item #15002 in the March Fastrack.

#18632 Move V6 ponycars from FS to GS

Thank you for your input

#18691 Letter #17179 Input

Thank you for your input.

#18692 Letter #17901 Input

Thank you for your input

#18697 Classification of my BMW 525i wagon

Thank you for your input.

#18705 981 Porsche Cayman 2.7 (base) to BS

Thank you for your input.

#18986 Moving 2006-2008 Cayman S from AS to BS

Thank you for your input.

#19046 6th Gen (2016+) Camaro V8 out of FS

The SAC has clarified the FS listing for this generation Camaro.

Please see the response to letter 19193.

#19078 2016-17 Camaro 1LE V8 & V6

The SAC is waiting until the 1LE's are officially released before classing them.

#19118, 19120, 19128, 19137 Feedback on #17748 (Base C7 Corvette to AS)

Thank you for your input.

#19193 6th Gen Camaro to AS

Thank you for your input. The SAC feels the 2016 SS is classed appropriately and we will class the additional variants as they are released.

Street Touring

#19063 February Fast Track #16000

Thank you your letter and for your feedback on these topics.

#19123 Turbo Buicks to STP

Since STP is a brand new category, the STAC and SEB need to make sure that the original vision, participation, and competitive balance can be achieved with the already classed cars before adding additional cars, even if they appear to be a good fit for the class.

Thank you for your letter and feedback.

#19144 M3 to STR?

Thank you for your letter and feedback - While we understand that this move appears counter to STR's formative vision, the STAC and SEB think that it is important to take this opportunity to ensure expanded classing options for the category as a whole, to best serve the membership's expectations for equitable and diverse competition offerings within each ST class.

#19166 NSX ST Classing.

Thank you for your letter and feedback. While it may seem logical to extend the MR classing to similar types of cars, the STAC does not think that it is in the membership's interest to expand this classing to include halo cars that are limited in production and expensive to obtain and maintain.

#19167 Comment about #17171, Reclass E36 M3

Thank you for your letter and feedback. Please see the response to item #19123.

#19170 STP Inclusion of newer vehicles for '16 Rulebook

Thank you for your letter and feedback. Please see the response to item #19123

Not Recommended

Street

#18990 2009-2011 Nissan GTR Classing (move to AS)

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

#18973 Staggered width wheels sizing

Per the SAC, allowing changes to factory wheel widths is not consistent with the philosophy of the Street category.

Street Touring

#19180 Fender Rolling Rule 4.2.E

Thank you for your letter. The STAC does not support additional bodywork allowances at this time.

Street Modified

#18856 Request to class non-USDM vehicles

The SMAC feels it is not in the best interests of the category to allow JDM cars into Street Modified.

Tech Bulletins

Street

#18992 Chevrolet SS sedan classing,

Per the SAC, add the following new listing to FS, effective immediately upon publication:

Chevrolet

SS Sedan (2013-2016)

#19193 6th Gen Amaro to AS

The SAC has provided the following corrections regarding the Camaro listings in FS:

Chevrolet

Camaro SS (2010-2016)

Camaro SS 1LE (2013-*2015*)

Street Touring

#18993 Chevrolet SS Sedan classing

The STAC recommends adding the following vehicle listing to STU in Appendix A, effective immediately upon publication:

Chevrolet

SS Sedan (2014-16)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 5, 2016

The Club Racing Board met by teleconference on April 5, 2016. 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 Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Chris Albin, consultant, and Lee Hill, guest, BoD. The following decisions were made:

Member Advisory

FE

1. #19375 (Formula/Sports Racing Committee) FE New Spec Tire
Thank you for your letters. The CRB recommends all FE competitors contact their Enterprise CSRs for information (where to purchase, pricing, setup suggestions, etc.) about the new American Racer spec tire.

The CRB thanks the following authors for their feedback: 19288 Ferrara, 19288 Maxwell, 19291 Smith, 19304 Corsico, 19307 Walthew, 19314 and 19363 Maxwell.

No Action Required

FP

1. #19211 (Curtis Wood) Please List Throttle Body Sizes for New Prod Classifications
Thank you for your request. The CRB and the Production Advisory Committee agree that stock throttle body sizes should be listed when classifying vehicles. All reasonable efforts will be made to obtain and list this information for current and new classified vehicles.

Not Recommended

AS

1. #18888 (American Sedan Committee) RP Mustangs: 94-95 Cobra and GT; Cobra R, and All 4.6L Cars
The Club Racing Board and American Sedan Advisory Committee recommend these cars remain classified in American Sedan.

The CRB thanks the following authors for their comments:
19003, Ted Warning; 19024, Scott Olsen; 19041, Mark Muddiman; 19072, Allison Palitz; 19101 Mark Wheaton; 19104, Tim White; and 19124, James Ray.

F5

1. #19366 (Jim Murphy) Motor Inequality
Thank you for your letter. The CRB, FSRAC and F5 Ad Hoc Committee continue to monitor the on track performance of the various engines in F5 and will adjust as needed.

GCR

1. #19142 (Chris Morgan) Furled Black Flag
Thank you for your letter. The current flag rules allow the needed flexibility to communicate with drivers. However, the CRB will send your comments to the Starters' Division Administrator Coordinator to share with the Divisional Administrators for starters.

2. #19161 (Marcia Ulise) Surface Condition Flag Definition
Thank you for your request for clarification. The definition for a debris flag is adequate as written. It is intended as an advisory flag to drivers that the track condition ahead has changed either due to slippery surface or obstacles and that caution is appropriate.

3. #19190 (Eric Heinrich) Runoffs Qualifications - Please Define
Thank you for your request for clarification. A participant is a driver who turns a wheel at any time during an event. If a driver participates only in a practice session, they should check with timing and scoring to ensure that they are listed as having participated. Requesting a copy of the results of a practice session is also a good idea.

FP

1. #18962 (Rick Haynes) Review the Lotus 7
Thank you for your request. To date this car has not shown dominance in FP. As a result, no competition data presently exists to warrant adjustment of this car.

2. #19055 (Philip Royle) Dual Class the 1986-'90 RX-7 in FP (Currently EP)
Thank you for your request. Based on the performance potential of the engine in this car, the weight at which the car would race to be within the performance envelope of FP would be excessive both with respect to other components of the car (for example the brakes) and for the accepted range in the class.

3. #19171 (Keith Church) Ford Mustang III (Foxbody)
Thank you for your request. There is no competition history for this car on which to base the impact of the requested change. The competitor is encouraged to campaign the car and provide results in support of this request if made in the future.

4. #19172 (Keith Church) Ford Mustang III (Foxbody) Front Brakes
Thank you for your request. Based on the research (see for example the IT specifications) conducted by the CRB and Production Advisory Committee, it is believed the brake specifications are correct and the diameters mentioned in the letter are not for the base model of this car (which is the model classed).

5. #19175 (Keith Church) Ford Mustang III (Foxbody) Alternate Head
Thank you for your request. If you submit documentation that the stock cylinder heads cannot stand up to the stress of competition, as well as how the suggested alternate heads compare to the stock heads, this request will be reconsidered.

HP
1. #19089 (Mike W. Ogren) Track Correction Please
Thank you for your letter. Based on the stock track specifications for these cars, adjusted using the Production formula, the only possible change would be to the rear track. The issue is the impact on the stock track dimension of the possible use of a different size wheel for a limited period of time by the manufacturer. If, in fact, the alternate wheel size was available, the increase in the width of the rear track is insignificant.

STL
1. #19260 (Bob Clark) Allow Honda/Acura B16 and B18 Cylinder Heads to be Interchanged
Thank you for your letter. The CRB is not prepared to allow mix-and-match of heads and bottom ends in STL at this time.

2. #19370 (Rich Walke) Weight Adjustment for Cars with Front Strut Suspensions
Thank you for your letter. The CRB does not wish to reduce STL's RWD adder for front strut-equipped cars. The CRB will continue to monitor class performance.

STU
1. #19162 (James Slechta) Eligibility of 1993 Nissan 300ZX Twin Turbo
Thank you for your letter. The CRB is not prepared to manage TIRs on twin-turbo cars at this time in STU. In order to compete in STU, it is recommended that the engine be converted to a single turbo per 9.1.4.1.B.2.

Recommended Items for 2016

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. #19354 (Bruce Livermore) Allow Legitimate Repairs for FV
Thank you for your letter. If approved by the Board of Directors, the CRB recommends implementing this rule **6/1/2016**.

Add 9.1.1.C.5.D.37: *37. In addition to repairs and modifications specifically authorized in the FV rules, engine cases and cylinder heads may be repaired within the definition of "repair" in Appendix F. Technical Glossary. Any such repairs shall provide no competitive advantage and shall not allow the fitment of any alternate part unless specifically authorized in the FV rules.*

GCR
1. #18954 (Daniel Miklovic) Annual Technical Inspection
Thank you for your request. If approved by the Board of Directors, the CRB recommends implementing this change **6/1/2016**.

Change 5.9.2.A.:

5.9.2. Inspecting Automobiles
A. Annual Inspection

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional*,* ~~or~~ National *or Senior* license once a year (12 months). If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook; he then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3.20.A.)

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.

GCR

1. #19099 (Brett Whisenant) Docol R8 Tubing as an Alternative to DOM and 4130
Thank you for your request.

Change 9.4.F.1: 1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended), ~~or~~ alloy steel tubing (SAE 4130 or T45), *or Docol R8 tubing* must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

Change 9.4.5.C.1. Second Paragraph: Two (2) seat Sports Racing cars with full width main hoops must incorporate a lateral brace to prevent lateral distortion of the of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness, ~~or~~ Chromoly 4130, *or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter.

Change 9.4.5.C.2. Second Paragraph: Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by 080" wall thickness, ~~or~~ Chromoly 4130, *or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same.

Change 9.4.5.E.4.a.: a. Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, ~~or~~ alloy steel tubing (SAE, 4130 or T45), *or Docol R8 tubing* shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.

FP

1. #19150 (Keith Gillespie) Re-Classify 1999-2000 Honda Civic Si from EP to FP
Thank you for your request. Re-Classify this car from EP to FP with the following changes: *weights 2250, 2306 and 2363, compression ratio 11.0:1 and valve lift .450.*

Taken Care Of

AS

1. #19003 (Ted Warning) Response to WDYT #18888 RP Mustang
Thank you for your comments. Please see the response to letter #18888.

2. #19024 (Scott Olsen) Mustangs in Restricted Prep
Thank you for your comments. Please see the response to letter #18888.

3. #19041 (Mark Muddiman) WDYT 18888 - Do Not Support Removal
Thank you for your comments. Please see the response to letter #18888.

4. #19072 (Allison Palitz) WDYT #18888 (American Sedan Committee) RP Mustangs
Thank you for your comments. Please see the response to letter #18888.

5. #19101 (Mark Wheaton) WDYT Letter 18888 RP Mustangs in AS
Thank you for your comments. Please see the response to letter #18888.

6. #19104 (Tim White) #18888 (American Sedan Committee) RP Mustangs
Thank you for your comments. Please see the response to letter #18888.

7. #19124 (James Ray) American Sedan Committee Inquiry #18888
Thank you for your comments. Please see the response to letter #18888.

8. #19186 (Alex Szilagyi) SMG Mustang in American Sedan
Thank you for your letter. Please see the response to letter #18971, April 2016 Fastrack Minutes.

F5
1. #19390 (Jim Murphy) Addendum to Letter #19366 - Motor Inequality
Thank you for your letter. Please see the response to your letter #19366.

FE
1. #19252 (Michael Mueller) Formula Enterprise Tire Rule Change
Thank you for your letter. Please see the response to letter #19375.

2. #19288 (Dennis Ferrara) Tire Rule Change
Thank you for your letter. Please see the response to letter #19375.

3. #19289 (Clifford Maxwell) Proposed FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

4. #19291 (Daniel Smith) FE Spec Tire Change
Thank you for your letter. Please see the response to letter #19375.

5. #19304 (Jonathan Corsico) Proposed Tire Change
Thank you for your letter. Please see the response to letter #19375.

6. #19307 (Mark Walthew) Opposed to FE Tire Change from Hoosier to American Racing
Thank you for your letter. Please see the response to letter #19375.

7. #19314 (Carl Martin) FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

8. #19363 (Clifford Maxwell) FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

GCR
1. #19202 (Greg Amy) Opposed, Letter #18687 FIA Seat Back Braces
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

2. #19203 (Steve Linn) Opposition to April 2016 #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

3. #19208 (Brett Whisenant) Destruction of FIA Seats
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

4. #19209 (James Pettinato) Opposition to Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

5. #19210 (Scott Lunder) Opposition to Tech Bulletin Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

6. #19217 (Kenneth Brewer) Say No to Adding Seat Back Brace to FIA Seats
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

7. #19218 (Chuck Baader) Proposed Change, Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

8. #19230 (Aaron Anselm) Against Technical Bulletin, Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

9. #19313 (Tim Myers) Troubled by FIA Seat Back Brace Ruling
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

10. #19315 (David Gran) FIA Seat Rule
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

HP
1. #19082 (Steven Hussey) Correction to the HP Lotus 7/Lotus 7 America Rear Track
Thank you for your letter. Please see the response to letter #18745.

2. #19103 (Mike W. Ogren) VW Track Update
Thank you for your letter. Please see the response to letter #19089.

SM
1. #19222 (Scott Krzastek) Technical Bulletin, Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

T1
1. #19194 (David Mead) Re: 18565 in April Prelim
Thank you for your letter. Please see the April 2016 Fastrack, letter #18565, as your requested items were added.

2. #19195 (David Mead) Letter 18880 Clarification
Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

3. #19196 (Touring Committee) 2015 Mustang
Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

4. #19201 (Touring Committee) 2015 T1 mustang
Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

What Do You Think
STU
1. #19258 (Patrick Lipsinic) Turbos and Exhaust Clarification
The CRB is considering a rule change to wastegates/boost controllers in STU. Please provide feedback at http://crbscca.com

Add 9.1.4.1.B.9:
Boost control/wastegate actuation is free, subject to 9.1.4.G.19. Modifications to turbocharger are limited to only that necessary for wastegate control.

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2016
NUMBER: TB 16-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/30/2016 unless otherwise noted.

American Sedan
AS
1. #19246 (John Blanchard) Classification of Dodge 2009 Dodge Challenger
In AS, classify as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Dodge Challenger (08-14) Restricted Preparation 5.7L V8 (Aluminum block, Aluminum heads), 2 valves/ cylinder	*116*	*2.97, 2.1, 1.46, 1.00, 0.74, 0.50*	*(F) 360 mm Vented Disc, 32 mm thick (R) 350 mm Vented Disc, 28 mm thick*	*275 Tire: 3500 295 Tire: 3550*	*Max. Wheel Size 18 X 10. 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". Compression Ratio: 9.7:1 max; Cylinder Bore, 3.9170 inches; Stroke, 3.5780 inches; Intake Valve Diameter, 2.050 inches; Exhaust Valve Diameter, 1.550 inches; Camshaft Lift @ Lobe, Intake (12 mm), Exhaust (11.7 mm), Camshaft Duration at .05 inches valve lift, (Intake, 192 degrees), (Exhaust, 196 degrees); Throttle Body Bore, 81 mm; Rocker Arm Ratio, 1.650:1. (Camshaft Lift tolerance .076 mm)* *Minimum ride height, 4.00 inches. Dodge 1GL20RXF and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted.*

B-Spec
None.

Formula/Sports Racing
FV
1. #19350 (Bruce Livermore) Clarification of FV Engine Valve Size Rules
In GCR section 9.1.1.C.5.D.11., remove the following language:
"The following standard dimensions are included for information only and must be observed:
a. Exhaust valve diameter: ~~1.102 or~~ 1.18 inches
b. Intake valve diameter: ~~1.18 or~~ 1.24 inches
c. Reprofiling of valves is not permitted."

P2
1. #19174 (Erik Skirmants) ESR in P2 Tire Rule Removal Request
Effective April 29th, 2016, remove GCR section 9.1.8.H.13. and re-number:
"13. ~~Tires~~
~~Tires must run in sets of 4 as stated below:~~
~~Hoosier R45, R45A, or R45B (SCCA Labeled) Compound~~
~~Front: PN: 43270, 21.5 in X 8.0 in X13.0 in~~
~~Rear: PN: 43301, 22.0 in X10.0 in X 13.0 in~~
~~Hoosier Wet Compound~~
~~Front: PN: 44195, 21.5 in 7.5 in X 13.0 in~~
~~Rear: PN: 44217, 22.0 in 9.0 in X13.0 in~~
~~a. A competitor shall start the race on 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.~~
~~b. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.~~
~~c. If a competitor chooses to start the race on any tires that were 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.~~
~~d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.~~"

GCR
1. #18098 (Paul MacFarlane) Novice Permit 2 Years to Complete Rule
In Appendix C, section 2.7.C, make the following changes:
"A Novice Permit holder who does not complete requirements to upgrade to a Full Competition or Vintage License by the expiration date of the Permit ~~must start over with no credit for previous schools or races~~ *may renew the Permit. Credit for schools or races completed in the previous 24 months will carry over to the renewed permit, if it is renewed within 3 months of the expiration date.*"

2. #18120 (Anne Kumor) Starter Defined in Two Places
In GCR section 3.1.1.C., make the following changes:
"Points are awarded to the top 20 ~~*finishers*~~ *starters* that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1."
In GCR section 3.7.3.A.1.a, make the following changes:
"Participate on track in a minimum of three separate U.S. Major Championship event weekends and have a minimum of three individual race ~~finishes~~ *starts*, all in the same class."
In GCR section 6.10.2, remove the language as follows:
"One of the following conditions must be met for a car to be considered a race starter ~~and receive credit for a finish~~."

3. #18121 (Anne Kumor) 6.10.2. Additions Unnecessary
In GCR section 3.1.1.C., make the following changes:
"Points are awarded to the top 20 ~~*finishers*~~ *starters that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8. 7, 6, 5, 4, 3, 2, 1."

In GCR section 5.10.4.B.3., make the following changes to the second paragraph:
"A starter is defined *in Section 6.10.2.*~~as any car that has taken the green flag in a race~~. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See 6.10.2."

In GCR section 6.10., change the title as follows:
"TIMING LINE; STARTERS, ~~FINISHERS~~ *AWARDING OF POINTS*, AND WINNERS"
In GCR section 6.10.2., remove the following language:
"One of the following conditions must be met for a car to be considered a race starter ~~*and receive credit for a finish*~~."

4. #19345 (SCCA Staff) Update FIA Spec. for Safety Harnesses in Section 9.3.19.E.
In GCR section 9.3.19.E., make the following changes:
"All driver restraint systems shall meet one of the following: SFI
specification 16.1, 16.5, or FIA specification 8853/98*, 8853-2016* or 8854/98."

Grand Touring
None.

Improved Touring
None.

Production
1. #18745 (Steve Hussey) Lotus 7 Rear Track for H Production
In HP, Lotus 7 & 7 America, make the following changes:
Track: ~~50.9~~ *51.5*/~~52.0~~ *52.5*

1. #19416 (Production Committee) Valve Stem Dimension Rule
In GCR section 9.1.5.E.2.f.4., add the following language:
"Any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter 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."

Spec Miata
None.

Super Touring
ST
1. #19076 (Anthony Cuthbert) Optional Fiberglass Sunroof Panel
In GCR section 9.1.4.F.13., remove the following language and re-number:
"~~Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed.~~"

2. #19216 (Matt Wolfe) Fuel Pressure Regulator Placement
In GCR section 9.1.4.G.12., remove the following language:
"The location and type of the fuel pressure regulators are free ~~provided they are mounted within the engine compartment or the OEM location~~."

3. #19244 (SCCA Staff) Brake Corrections in ST and STL
In GCR section 9.1.4.2.E.1, remove the following language and re-number:
"~~Unless otherwise allowed in these regulations, all OEM brake system components must be used.~~"

STL
1. #18896 (Greg Amy) Approve SR20DET Block for RWD Nissan Use of SR20DE
In STL, Table B, classify as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Nissan SR20DE (USDM spec)	*chart*	*chart*	*SR20DET block, part number 10103-50FMO, allowed for purpose of installation in Nissan/ Infiniti RWD chassis only. All other components must meet STCS regulations.*

2. #19005 (Christopher Childs) Renesis Restrictor Change
In STL, Table B, Mazda Renesis, change the restrictor size in the notes as follows:
"No porting or port matching is permitted. ~~45mm~~ 55mm flat plate restrictor required."

3. #19151 (Keith Gillespie) Please Remove the Weight Penalty for the Honda B16A Engine
In STL, Table B, Acura/Honda B16A, make the following changes:
Platform: ~~Acura/~~Honda B16A *(JDM)*
Weight: Chart ~~+2%~~
Notes: "Must meet all STL engine regulations. *May not take advantage of over-cam or over-compression allowances per 9.1.4.2.B.4 or 9.1.4.2.B.5.*"

4. #19331 (adam jabaay) Please Allow the Use of the JDM Honda D15B Engine
In STL, Table B, classify as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda D15B (JDM)	*1493*	*Chart*	*Must meet all STL engine regulations. May not take advantage of over-cam or over-compression allowances per 9.1.4.2.B.4 or 9.1.4.2.B.5.*

5. #19389 (Kevin Ruck) Redundant Lines & Aluminum 2-piece Rotor Hats
In GCR section 9.1.4.N., remove the following language:
"Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. ~~Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type.~~ Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded."

In GCR section 9.1.4.N.8., add a new entry and re-number the old language accordingly:
"*Alternate brake rotors are allowed. Rotors may be 1- or 2-piece rotors made of ferrous material. If a 2-piece design hat and rotor is used, the hat must be made of ferrous or aluminum material. Rotors may be cross-drilled and/or slotted. Maximum allowed rotor sizes are noted within class specifications.*"

In GCR section 9.1.4.1.E.1., make the following changes:
"~~Rotors- 1 or 2 piece ferrous rotors that do not exceed~~ *Maximum rotor size* 331mm in diameter, ~~or~~ 32mm in thickness ~~are permitted~~."

In GCR section 9.1.4.2.E.2., make the following changes (STL, April GCR, will be .1 in May version):
"~~Rotors- 1 or 2 piece ferrous rotors that do not exceed~~ *Maximum rotor size* 300mm in diameter, ~~or~~ 28mm in thickness ~~are permitted~~."

STU
1. #19220 (Matt Spicuzzi) Add 04 - 09 S2000 to STU
In STU, Table B, Honda S2000, make the following changes:

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.
	2157	*3150*	

Touring
T1
1. #18872 (Touring Committee) T1 Viper E and O's
In T1, Dodge Viper, incl. Comp Coupe, ACR/ACR-X, 8300 OEM, remove the following language from the chassis notes:
"OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body allowed ~~using (2) 52mm flat plate restrictors.~~"

2. #18874 (Touring Committee) Viper E and O's
In T1, Dodge Viper, incl. CompCoupe, ACR/ACR-X, 8300, remove the following language from the Chassis Notes:
"OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body allowed ~~using (2) 33 mm flat plate restrictors.~~"

3. #19200 (Touring Committee) 2015 T1 mustang
In T1, Ford Mustang/ Thunderbird Coyote (2015-2016), make the following changes:
Platform: Ford Mustang/ ~~Thunderbird~~ Coyote *OEM* (2015-2016)
Displacement: 5000 *OEM*
Restrictor: ~~65mm flat plate restrictor required.~~

4. #19224 (Sean Reilly) Rule Contradictions
In GCR section 9.1.9.1.A.11, remove the following language:
"~~Fenders and wheel openings shall remain unmodified.~~"

5. #19406 (SCCA Staff) Ford Mustang Spec Lines
In T1, make the following changes due to the high number of engine options for the Ford Mustang/ Thunderbird:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird	2260	3000	44mm TIR	2.3 GTDI (2015 EcoBoost) Any aftermarket turbo allowed	Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	3700	3200		Rotrex 38-81 Supercharger Permitted	Aftermarket K members are permitted.
	4000	3000		Rotrex 38-81 Supercharger Permitted	Aftermarket K members are permitted.
	4600	2800			Aftermarket K members are permitted. Ford Mustang/ Ford Mustang Challenge/ Thunderbird
	5000 Pushrod	2850			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5000 Coyote "CobraJet"	3525	(2) 50mm flat plate restrictors required.	12.5:1 compression allowed. Must use one of these approved throttle bodies: Ford Racing Part #M-9926-CJ65 or 07 - 14 FORD RACING MUSTANG GT500 SVT 60MM THROTTLE BODY ASSEMBLY M-9926-MSVT, Cobra Jet manifold permitted M-9424-M50CJ. T1 engine prep allowed at T1 rule limits.	Aftermarket K members are permitted.
	5000 "Cammer"	3350			Aftermarket K members are permitted.
	5000 Coyote	3475	70mm flat plate restrictor required.		Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5000 Coyote Boss 302	3525	70mm flat plate restrictor required.	Allow Laguna Seca intake manifold and throttle body.	Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5000 Coyote Boss 302 OEM	3425		Allow Laguna Seca intake manifold and throttle body.	Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5000 Coyote (15-16)	3450	65mm flat plate restrictor required		Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs.
	5400	3000			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
	5800	3120			Aftermarket K members are permitted. OEM independent rear suspension is permitted.

6. #18828 (Eric Thompson) Converting STU Vehicle to Run T1 or GT2/ST (STO)
In T1, classify the Toyota Celica Trac Turbo as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Toyota Celica All-Trac	*2000*	*2900*	*46 mm TIR*	*Alternate Turbo permitted*	

T2

1. #19197 (Touring Committee) 2015 mustang
In T2, Ford Mustang GT 5.0L (15-), make the following changes:
Weight: ~~3700~~ *3600*
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*. ~~base weight. Stock brakes 352mm permitted -100lbs.~~ 53mm flat plate restrictor required."

2. #19239 (Peter Lewis) 5th Gen Camaro - Z/28 Rims
In T2, Chevrolet Camaro SS/1LE (10-14), change wheel size as follows:
~~20x10 (F)~~ *20x11 (F)*

T3

1. #19309 (Touring Committee) T3 Class Restructuring
Effective 6/1/2016, In T3 make the following changes:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
~~Acura TL Type S (07-08)~~	~~89.0 x 93.0 3471~~	~~2740~~	~~17 x 9~~	~~275~~	~~3.93, 2.48, 1.70, 1.25, 0.98, 0.77~~	~~3.29~~	~~(F) 310 Vented Disc (R) 282 Solid Disc~~	~~3600~~	~~H&R front springs (1027 lb/in) #180-60-180, rear springs (1827 lb/in) #120-60-320, and 24 mm rear sway bar Progressive Technology #62.0110 allowed. 48mm flat plate restrictor~~
Acura TL SH-AWD (10-13)	90.065 x 96.1 3664	2776	19 X 9 (F) 19 x 9 (R)	275	3.63, 2.12, 1.53, 1.13, 0.85, 0.69	3.84	(F) 320 x 28 Vented (R) 334 x 11 Solid	~~3550~~ *3600*	1000 lb. /in. springs maximum permitted (F&R), part numbers H&R R25081000 or RF200180 or Eibach 0800.225.1000. 24mm rear anti-sway bar permitted, part number Progress 62.0111. The glass sunroof must be replaced with a metal panel; 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. Brake package may include the following StopTech part numbers: 36.061.7419, 39R.061.7413, 39R.061.7414, 31.737.1101.87, 31.737.1102.87, 379.438.8131, 379.438.8132. *50mm* ~~60mm~~ flat plate restrictor required.-
Audi S4 (10-11)	84.5 x 89.0 2995	2809	18 X 9 (F&R)	275	3.68, 2.16, 1.52, 1.13, 0.92, 0.78	3.88	(F) 345 Vented (R) 330 Vented	~~3675~~ *3725*	*40 mm* ~~46 mm~~ flat plate restrictor required. S tronic trans- mission permitted at 3480 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360.
Audi S4 (12-14)	84.5 X 89.0 2995	2809	18 x 9 (F&R)	275	3.68, 2.16, 1.52, 1.13, 0.92, 0.78	3.88	(F) 345 Vented (R) 330 Vented	~~3675~~ *3725*	*40mm* ~~46 mm~~ flat plate restrictor required. S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted.
Audi S5 (13-14)	84.5 x 89.0 2995	2751	18 x 9 F&R	275	3.68, 2.16, 1.52, 1.13, 0.92, 0.78	3.68	(F) 345 Vented (R) 330 Vented	~~3675~~ *3725*	*40mm* ~~46mm~~ flat plate restrictor, 800 max F&R spring rate. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360 S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24 1.56 1.18, 0.92, 0.75, 0.62. Brembo brake Kit PN: 3K2.8032A permitted.
Audi TTS Coupe (10-11)	82.5 x 92.8 1984	2468	18 X 9 (F&R)	255	2.92, 1.96, 1.40, 1.03, 1.08, 0.87	4.77 (1-4) 3.44 (5-6)	(F) 340 Vented (R) 310 Vented	3200	~~32mm~~ *28mm* turbo inlet restrictor required. Max spring rate 600#/in front and rear.

BMW M3 (01-06)	87.0 x 91.0 3246	2731	18 x 9 (F) 18 x 9 (R)	275	4.23, 2.53, 1.67, 1.23, 1.00, 0.83	3.62	(F) 325 x 28 Vented Disc (R) 328 x 20 Vented Disc	~~3450~~ *3400*	Factory paddle shifter is permitted. Front sway bar #TMSF23.235, rear sway bar #TMSR23.327. Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed. ~~52mm~~ *40mm* flat plate restrictor required. Restrictor must be placed in the front of the fac- tory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allow 600 lb. max front and 650 lb. max rear springs. Alternate rear lower control arm part #TSU9940B77 allowed.
BMW 135i (08-13)	*84.0 x 89.6 2679*	*2761*	*(F) 18 x 9 (R) 18 x 9*	*(F) 245 (R) 275*	*4.00, 2.40, 1.58, 1.19, 1.00, 0.87*	*3.08*	*(F) 348 Vented Disc (R) 336 Vented Disc*	*3400*	*ZSP suspension package allowed. Sport seat package allowed. (2) 25 mm Turbo Inlet Restrictor required. Max spring rate 600#/in front and rear.*
BMW 335i (08-13)	*84.0 x 89.6 2679*	*2761*	*(F) 18 x 9 (R) 18 x 9*	*(F) 245 (R) 275*	*4.00, 2.40, 1.58, 1.19, 1.00, 0.87*	*3.08*	*(F) 348 Vented Disc (R) 336 Vented Disc*	*3400*	*ZSP suspension package allowed. Sport seat package allowed. (2) 25 mm Turbo Inlet Restrictor required. Max spring rate 600#/in front and rear.*
BMW 330i/Ci (01-06)	*84.0 x 89.6 2979*	*2726*	*17 x 9 (F&R)*	*245*	*4.21, 2.45, 1.66, 1.24, 1.00*	*2.93*	*(F) 325 x 28 Vented Disc (R) 325 x 20 Vented Disc*	*3235*	*Max spring rate 600#/in front and rear. 27mm F max, 24mm R max sway bars are permitted.*
BMW SpecE46				*225*				*2950*	Must conform to all SpecE46 rules in Appendix N. *SpecE46 spec tire permitted per SpecE46 appendix rules.*
BMW Z4 3.0L (03-04)	*84.1 x 89.7 2986*	*2494*	*17 x 8 (F&R)*	*245*	*4.35, 2.50, 1.66, 1.24, 1.00, 0.85*	*3.07*	*(F) 300 Vented Disc (R) 294 Vented Disc*	*3000*	*~~Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.~~*
BMW Z4 M Coupe (2007)	87.0 x 91.0 3246	2497	18 x 9	275	4.35, 2.50, 1.67, 1.23, 1.00, 0.85	3.62	(F) 345 Vented Disc (R) 328 Vented Disc	~~3450~~ *3400*	Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Ground control # MZ4Swaybar set permitted. *40mm* ~~51mm~~ flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allowance of 600 lb. max front, 650 lb. max rear. M3 front lower control arms 31122229453 left, 31122229454 right. E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint. Alternate rear lower control arm part #TSU9940B77 allowed.
BMW Z4 3.0si Coupe (07-08)	85.1 x 87.9 2996	2495	18 x 9	~~275~~ *245*	4.35, 2.50, 1.66, 1.23, 1.00, 0.85	Roadster: 3.23 Coupe: 3.46.	(F) 325 x 12.8 Vented Disc (R) 294 x 11.6 Solid Disc	~~3100~~ *3200*	Rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm. Max spring rate F: 600lbs, R: 650lbs.
~~Buick Regal (2011-)~~	~~86.0 x 86.0 1998~~	~~2631~~	~~18 x 8~~	~~255~~	~~3.38, 1.76, 1.18, 0.89, 0.70~~	~~4.05~~	~~(F) 315 Vented Disc (R) 292 Solid Disc~~	~~3000~~	~~36mm Turbo Inlet Restrictor required Front control arms # CCS636 and CCS637 permitted. Any spring up to a maximum spring rate of 800 pounds may be used.~~
Cadillac ATS (2015)	86.0 x 86.0 1998	2775	18 x 9	275	4.12, 2.62, 1.81, 1.30, 1.00, .080	3.27	(F) 321mm (R) 315mm	~~3300~~ *3300*	~~37mm~~ *32mm* TIR required. GM 23497689 package springs allowed. 23315239 sway bars allowed. Lower front bumper running lights/ decorative bars removal allowed.
Chevrolet Camaro V6 (10-15)	94.0 x 85.6 3564	2853	~~18 x 10~~ *18 x 9*	275	4.48, 2.58, 1.63, 1.19, 1.00, .75	3.27	(F)337 x 30 Vented Disc (R) 315 x 23 Vented Disc	~~3500~~ *3450*	800lb max spring F&R. SS front fascia, spoiler allowed. 1LE-SS Track Pack permitted part #23123398. Tower Brace 22756880, red. TPR rear upper shock mount #22122, Pfadt lower control arm reinforcement # 1410135, # 009-92200, Brake Kit SS (p/n 23120542) or 2011 cars adaptor kit p/n (23484878). *50mm flat plate restrictor required. 18x10 wheel allowed +100 lbs*
Chevrolet Cobalt (05-07)	86.0 x 86.1 1998	2629	18 X 8	~~255~~ *245*	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	~~3050~~ *3100*	The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. Stage Three Supercharger kit, part #88958719 permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Any spring up to a maximum spring rate of 800 pounds may be used Brake calipers and rotors from Chevrolet Cobalt SS (08-10) permitted.

Chevrolet Cobalt SS (08-10)	85.3 x 86.1 1998	2631	18 x 8	~~255~~ *245*	3.38, 1.76, 1.18, 0.89, 0.70	3.82	(F) 315 Vented Disc (R) 292 Solid Disc	~~3050~~ *3100*	Rear sway bar max 42 mm (body and suspension mounting same as OEM), GM Part #55206797 sensor allowed, and any spring up to a maximum spring rate of 800 pounds may be used. Front control arms # CCS636 and CCS637. Turbo Inlet Restrictor 35mm. ~~*ZZP intercooler #ZZ-LNFIC permitted.*~~
Dodge SRT-4 (03-05)	88.0 x 101.1 2458	2667	17 x 8 (F&R)	~~255~~ *245*	3.47, 2.05, 1.37, 0.97, 0.76	3.53	(F) 280 Vented Disc (R) 220 Solid Disc	3000	C & R Heavy Duty Radiator a/ Spal fan, part # 4051110300-DP allowed. 35mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 800 pounds may be used. Rear sway bar max 42 mm (body and suspension mounting same as OEM), 328mm Max front rotor with 4 piston caliper allowed.
Ford Focus ST (2013-)	87.5 x 83.1 2000	2649	18 x 8 (F&R)	~~255~~ *245*	3.38, 2.00, 1.32, 1.00, 0.675	3.xx	(F) 315 Vented Disc (R) 292 Solid Disc	3100	35mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 800 pounds may be used. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM)
Ford Mustang Mach I (03-04)	90.2 x 90.0 4601	2720	18 x 9 (F&R)	275	3.38, 2.00, 1.32, 1.00, 0.62	3.55	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	3500	Bullitt springs allowed p/n 1R3Z-5310-CA (F), 1R3Z-5560-AA ®. Steeda springs (F) 223-121-1000, (R) 223-SAM350RSR, rear sway bar 006- 470, front sway bar bushings 122-4-5135-G, strut brace 555-5714, clutch cable 555-7041 and 555- 7025, Cobra R brakes permitted. A flat plate restrictor with two 40 mm holes required directly behind throttle body.
Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)	90.2 x 90.0 4601	2720	18 x 9 (F&R)	275	3.38, 2.00, 1.32, 1.00, 0.675	3.55 or 3.73	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	~~3400~~ *3450*	The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M-5300-K, sway bars M-5490-A, damper kit M-18000-A. A flat plate restrictor with two 40 mm holes required directly behind throttle body. Rear Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M- 18183-C allowed. An Aluminum driveshaft is al- lowed. Rear Axle Cover #M-4033-K, Spring Kit #M- 5300A (M-5310-A- Front, M5560-A Rear), Strut Tower Brace #M- 20201-S197, Swaybar Kit #M- 5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M- 5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.
Ford Mustang GT (01-04) incl. Bullitt (2001)	90.2 x 90.0 4601	2573	17x9 (F&R)	275	3.37, 1.99, 1.33, 1.00, 0.67	3.27	(F) 330 x 28 Vented Disc (R) 295 x 18 Vented Disc	~~3300~~ *3350*	Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs. /in. allowed front and rear. *Springs may be mounted as a "coil over" configuration.* Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted.
Ford Mustang V6 (11-14)	(95.490) x (86.70) / 226 CID	107.1	~~18 x 10~~ *18 x 9*	275	4.24, 2.54, 1.67, 1.24, 1.00, .70	3.31 or 3.55	(F) (316) x (30.0) Vented (R) (300) x (19.2) Vented	3425	The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover#M-4033-K, max spring rate of 500 lbs. /in. front, 300 lbs. /in. rear (rear spring relocation to shock permit- ted), Strut Tower Brace #M-20201-F, Sway bar Kit#M-5490, Jounce Bumper Kit # M-5570-A, Pan- hard Bar #M-4264-A,Rear Lower Control Arms #M- 5649-R1, Rear Upper Shock Mount #M-18197-A. Boss 302R Steering EPAS Steering rack #M- 3200-EPAS, Boss 302R/SABS Module #M2353-C. 14" Brembo Brake Kit#M-2300-S permitted. Drive-shaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. ~~Cold air kit #JLT CAIFMV6-11 permitted.~~ GT/CS Front Fascia #BR3Z-17626-AA, or CR3Z-17626-AB, GT/CS front bumper cover #AR3Z-17D957-BA, al- lowed if used with front fascia, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted. *50mm flat plate restrictor required. 18x10 wheel allowed +100 lbs.*
Honda S2000 (all) (00-09)	87.0 x 90.7 2157	2400	17 x 8.5 (F/R)	~~*(F) 245*~~ ~~*(R) 275*~~ *(R) 245*	3.13, 2.05, 1.48, 1.16, 0.97, 0.81 or 3.13, 2.05, 1.48, 1.16, 0.94, 0.76	4.1	(F) 300 Disc (R) 282 Disc	2.0L @ ~~*2750*~~ *2825* 2.2L @ ~~*2800*~~ *2925*	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Factory bolt-in roll bar may be removed to facilitate the installation of the required roll cage. Comptech differential housing part #550-040 allowed. Springs and sway bars from 2008 S2000 CR allowed. CR front fascia, rear deck lid, and wing are permitted. Spring rate 600 lbs. /in. maximum allowed. Updating and backdating of flywheels between engine types is prohibited. *2.2L engine 54mm flat plate restrictor required.*
Hyundai Genesis Coupe (2010-)	86.0 x 86.0 1998	2819.4	19 x 8 (F) 19 x 8 (R)	~~255~~ *245*	4.23, 2.47, 1.67, 1.23, 1.00, 0.79	3.91	340.4 (F) 330.2 (R)	3200	~~31mm~~ *32mm* Turbo Inlet Restrictor required; Track Pack allowed

~~Infiniti G35 (03-08)~~	~~95.5 x 81.4 3498~~	~~2649~~	~~18 x 9 (F) 18 x 10 (R)~~	~~275~~	~~3.79, 2.32, 1.62, 1.27, 1.00, 0.79~~	~~3.54~~	~~(F) 296/324 Vented Disc (R) 292/332 Vented Disc~~	~~DE Motor: 3300 HR Motor: 3400~~	~~The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z3OUS, Nismo sway bar kit #99996-RSZ3OUS.~~
~~Lotus Exige S / S220 / Elise SC (07-10)~~	~~82.0 x 85.0 / 1796~~	~~2301~~	~~16x6.5 (F) 17x7.5 (R)~~	~~215 (F) 245 (R)~~	~~3.17, 2.05, 1.48, 1.17, 0.92, 0.81~~	~~4.53~~	~~(F) 288 Vented Disc (R) 288 Vented Disc (F) 308 Vented Disc (R) 288 Vented Disc~~	~~2350 S220: 2500~~	~~The floor may be modified to facilitate the rollcage mounting points. The factory roll hoop shall be re- placed with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 al- lowed. Lotus Exige (2006) may be supercharged by meeting all specifications in this classification.~~
Lotus Elise (05-10)	82.0 x 85.0 1796	2301	16x8 (F) 17x8 (R)	215 (F) 245 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	~~2150~~ *2300*	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. The floor may be modified to facilitate the rollcage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator sys- tem part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed.
Lotus Exige (2006)	82.0 x 85.0 1796		16x6.5 (F) 17x7.5 (R)	215 (F) 245 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	~~2150~~ *2300*	The floor may be modified to facilitate the roll- cage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part #ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Swaybar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 al- lowed. Sector 111 Eliminator V3 permitted to re- place rear panel.
Mazda Mazdaspeed3 (07-09)	87.5 x 94.0 2260	2639	18 x 8 (F & R)	~~255~~ *245*	3.54, 2.24, 1.54, 1.17, 1.09, 0.85	1-4: 3.94 5-6: 3.35	(F) 300 Vented Disc (R) 280 Solid Disc	~~3000~~ *3100*	35mm Turbo Inlet restrictor required. Rear sway bar max 42 mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used
Mazda Mazdaspeed3 (10-13)	87.5 x 94.0 2260	2309	18 x 8 (F & R)	~~255~~ *245*	3.21, 1.91, 1.37, 1.03, 0.95, 0.79	1-4: 4.19 5-6: 3.53	(F) 320 Vented Disc (R) 300 Solid Disc	~~3000~~ *3100*	35mm Turbo Inlet restrictor required. Rear sway bar max 42 mm (body and suspension mounting same as OEM). Any spring up to a maximum spring rate of 800 pounds may be used.
Mazda MazdaSpeed Miata (04-05)	83.0 x 85.0 1839	2266	18 x 8 (F) 18 x 8 (R)	245	3.76, 2.27, 1.65, 1.26, 1.00, 0.84	4.10	(F) 269 Vented Disc (R) 277 Solid Disc	2600	Detachable hardtop shall be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed. Mazdaspeed radiator part #0000-01-5503 and suspension kit #K-SPEC-M5-SUS9 allowed. Canton Accusump #24-026, Flex-a-lite install sandwich #3965, and related hoses, valve, and bracket allowed. Bell Engineering (BEGi) intercooler kit permitted #67022. Complete kit includes throttle inlet tube, cool air box and Forge Motorsports diverter valve. Kit must be used as a whole, including all hardware.
Mazda MX-5 Cup	87.4 x 83.1 2000	2330	17 x 7	225	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	2600	Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request.
Mazda MX-5 Global Cup Miata (2016)	2000	90.9	17 x 7	205	5.09, 2.04, 2.99, 1.59, 1.29, 1.00	2.87	(F) 280 Vented (R) 280 Solid	2370	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.

Mazda MX-5 Miata (2016)	2000	2309	17 x 7	245	5.09, 2.99, 2.04, 1.59, 1.29, 1.00	2.87	(F) 280 Vented (R) 280 Solid	2520	Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. 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.
Mazda RX-8 Base/R3 (04-12)	2600	2703	TBA	255	3.76, 2.27, 1.65, 1.19, 1.0, .084 or 3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.44 Alt: 4.78	(F) 323 Vented Disc (R) 303 Vented Disc	~~2850~~ *2900*	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.
Mazda Spec MX-5									Car must comply with the SCCA Mazda Spec MX-5 rules found in GCR section 9.1.11.
~~Mitsubishi Lancer Ralliart (09-11)~~	~~86 x 86 1998~~	~~2635~~	~~18 x 8~~	~~265~~	~~3.15, 1.94, 1.39, 1.06, 0.81, 0.63~~	~~4.06~~	~~(F) 305 Vented disc (R)278 Solid disc~~	~~3400~~	~~37mm turbo inlet restrictor required. Springs up to 800 #/in allowed. Rear sway bar max 42 mm (body and suspension mounting same as OEM.~~
~~Mitsubishi Lancer Evo 8/9/ RS/GSR /MR (03-06)~~	~~85.0 x 88.0 1997~~	~~2624~~	~~18 x 10~~	~~275~~	~~2.93, 1.95, 1.41, 1.03, 0.72 or 2.91, 1.94, 1.43, 1.10, 0.87, 0.69~~	~~4.53~~	~~(F) 320 / 350 Vented Disc (R) 300 / 330 Vented Disc~~	~~3300~~	~~AMS front and rear springs #AMS-SCCA01 or #AMS-SC- CA02 including Genesis Technologies 2" spacer allowed. Max spring rate (F) 800lbs. / in, (R) 900 lbs. /in. Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02. Evo X brakes allowed. AMS Mitsubishi Lancer Evo VII/ VIII/ IX Front Mount Intercooler allowed. 35mm TIR restrictor required.~~
Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)	95.5 x 81.4 3498	2649	18 x 9 (F) 18 x 10 (R)	~~275~~ *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 Motor: ~~3200~~ *3300* HR Motor: ~~3450~~ *3300*	The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z3OUS, Nismo sway bar kit#99996-RSZ3OUS. SPC Control Arms 72125 allowed. Springs up to 700 lbs. /in. allowed front and rear. *HR Engine: Two 40mm flat plate restrictors required.*
Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08)	*95.5 x 81.4 3498*	*2649*	*18 x 9 (F) 18 x 10 (R)*	*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 Motor: 3350 HR Motor: 3350*	*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. HR Engine: Two 40mm flat plate restrictors required.*
Nissan 370Z (09-13) / 370Z NISMO Edition (09-11)	95.5 x 86.0 3696	2550	19 x 9 (F) 19 x 10 (R)	~~275~~ *245*	3.79, 2.32, 1.62, 1.27, 1.00, .79	3.69	(F)320 x 28 Vented (R)320 x 16 Vented	~~3425~~ *3300*	5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. 2 - ~~50mm~~ *40mm* flat plate restrictors required. SPC Control Arms 72125 allowed.
Pontiac Solstice GXP Coupe / Convertible (07-09)	85.3 x 86.1 1998	2415	18 x 8	245	3.75, 2.26, 1.51, 1.00, .73	3.73	(F) 296 Vented (R) 278 Solid	~~3200~~ *3250*	Detachable hardtop GM part #PCS-0664 may be installed (if a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed). Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. 32mm TIR required.
Porsche Boxster S (00-04)	92.9 x 77.9 3179	2415	18 X 8 (F) 18 x 8 (R)	~~275~~ *245*	3.82, 2.20, 1.52, 1.22, 1.02, .84	3.44	(F) 318 x 28 Vented (R) 299 x 24 Vented	~~3200~~ *3250*	
Saturn Ion Redline (04-07)	86.0 x 86.1 1998	2629	18 x 8	~~255~~ *245*	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	~~2950~~ *3050*	The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit #CCS644. Griffin radiator #9D-18194-01 allowed. Stage Three Supercharger kit, part #88958719 permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Any spring up to a maximum spring rate of 800 pounds may be used Brake calipers and rotors from Chevrolet Cobalt SS (08-10) permitted.

Saturn Sky / Convertible (07-09)	85.3 x 86.1 1998	2415	18 x 8	245	3.75, 2.26, 1.51, 1.00, .73	3.73	(F) 296 Vented (R) 278 Solid	~~3200~~ *3250*	Detachable hardtop GM part #PCS-0664 may be installed (if a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed). Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. ~~31mm~~ *32mm* TIR required.
Subaru WRX TR (06-07)	*99.5 x 79.0 2457*	*2525*	*17 x 8*	*245*	*3.17 1.88 1.30 0.97 0.74*	*4.11*	*(F) 292 Vented Disc (R) 287 Vented Disc*	*3360*	*~~35 mm~~ ~~38mm~~ Turbo Inlet Restrictor is required. Any spring up to 800 lbs. may be used. Nukabe non-adjustable swaybars (F) 667311a22 and (R) 666311bj22 allowed.*
Subaru WRX (11-14)	99.5 x 79.0 2457	2624	17x8	245	3.17 1.88 1.30 0.97 0.74	3.90	(F) 326 (R) 316	3350	Whiteline 24mm front and 22mm rear sway bars allowed. STI Brembo brake package allowed. Max F/R spring rate 500 lb. /in. ~~36mm~~ *35mm* Turbo inlet restrictor required.
Subaru WRX STI (03-07)	99.5 x 79.0 2457	2540	18 X ~~10~~ 9	275	3.64 2.38 1.76 1.35 0.97 0.76	3.90	(F) 323 Vented Disc (R) 313 Vented Disc	3400	The following parts are allowed: Phoenix Performance brake duct kit # IPBK01. AMS front and rear springs #AMS-SCCASTiST1 allowed. Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed. Racecomp Brake duct kit part #RCE-CFKBK is allowed. Baldwin Mo- tors spring package part BMI-T2SP1, permitted. Max spring rate (F) 800 lbs. /in, (R) 900 lbs. /in. Aftermarket Intercooler allowed. 35mm TIR required. *18x10 wheels allowed +100 lbs.*
Toyota Camry (11-15)	3.70" x 3.27" 211.0	109.3"	18 x 9	275	3.30, 1.90, 1.42, 1.00, 0.71, 0.61	3.46	F: 11.65 (vented) R: 11.0 (solid)	~~3300~~ *3350*	
Volkswagen GTI, Jetta GLI (06-10)	82.5 x 92.8 1984	2578	18 x 8	~~255~~ *245*	DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92 STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93	DSG: 4.10 / 3.14 STD: 4.00, 3.09	(F) 312 Vented Disc (R) 286 Solid Disc	*DSG @ 3130 STD @ 3100*	Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed.
~~Volkswagen Passat 3.6 VR6 (2012-)~~	~~88.9 x 96.5 3588~~	~~2804~~	~~18x8 Alum~~	~~255~~	~~2.92 1.79 1.19 0.83 0.86 0.69~~	~~4.77 / 3.44~~	~~(F) 312 Vented disc (R) 272 Solid Disc~~	~~3450~~	~~Rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 lbs. may be used. Cold Air Kit allowed. The glass sunroof must be replaced with a metal panel; 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.~~
Volkswagen GTI (2013)	82.5 x 92.8 1984		18 x 8.5	245	DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92 STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93	DSG: 4.10 / 3.14 STD: 4.00, 3.09	(F) 312 Vented Disc (R) 288 Solid Disc	*DSG @ 3130 STD @ 3100*	Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed.

T4

1. #19231 (Stan Czacki) Alternate Front Sway Bar- Acura RSX/RSX-S

In T4 Acura RSX/ RSX Type-S (02-06), make the following changes to the notes:

"~~TThe~~ *The* following items must remain stock: original wheels. Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used. Header allowed~~,~~. Front strut tower brace allowed~~,~~. *Alternate 27mm (max) front sway bar allowed,* 32mm OEM style and configuration rear sway bar allowed. OBD2 requirement for ECU does not apply. 55mm flat plate restrictor required."

2. #19249 (Touring Committee) 2016 MX5

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

Platform: Mazda MX-5 Miata*/Club* (2016)

Wheel Size: ~~16x6.5~~ *17x7*

Add to the notes: "*The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below.*"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mark Montero vs. SOM
COA Ref. No. 16-01-SE
March 31, 2016

FACTS IN BRIEF
On February 14, 2016, at the Sebring Cabin Fever Cure race for Group 4, Leland Miller, Assistant Chief Steward, filed a Request for Action (RFA) against Patrick Bennetts, FB #63, for passing multiple cars and the Pace Car under a full course yellow flag condition.

The Stewards of the Meeting (SOM), John Switzer, Wayne Quick, Jack Hanifan, Steve Gauding, and Michael Finn, Chair, met, reviewed the evidence, and heard testimony from three witnesses. The SOM determined Mr. Bennetts violated 2016 General Competition Rules (GCR) 6.1.1.B and 6.6.2.B, as cited in the RFA. The Court of Appeals notes the decision section of the RFA cites a portion of the penalties imposed rather than a decision on the violations and does not list the GCR sections Mr. Bennetts violated. Mark Montero, Chief Steward, appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on March 10, March 24 and March 31, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Mark Montero received February 23, 2016
2. Email from Mark Montero received March 2, 2016
3. Edited video from Mark Montero received March 2, 2016
4. Official Observers Report and related documents, received March 4, 2016
5. Email from Michael Finn, SOM Chairman, answering questions posed by the COA received March 21, 2016

FINDINGS
On February 23, 2016, Mr. Montero filed an appeal contesting the wording used on the Probation Notification (dated February 14, 2016) sent to SCCA Club Racing. On March 2, 2016, Mr. Montero followed with a second email letter requesting the COA reopen and revise the SOM ruling. In his second letter Mr. Montero stated the penalties imposed by the SOM were too lenient based on Mr. Bennetts' driving conduct. Mr. Montero submitted edited video evidence that he contends supports imposition of additional penalties.

The wording with which Mr. Montero takes exception is that portion of the Probation Notification that is forwarded to the SCCA Club Racing Department. At issue is the inclusion of the phrase "and/or."

The "Probation Notification (for national office) does include an "and/or" phrase that may lead to misunderstanding. However, in this instance, the COA finds the SOM clearly stated "no racing until completion of a SCCA drivers' school" in the Request for Action decision section and repeated the decision wording on the Probation Notification. While the SOM did not cross out "or" on the Probation Notification form, the intent of the ruling is clear.

In addition, wording on the Request for Action - Hearing and Decision page stipulated Mr. Bennetts was to work three sessions on a corner station as part of his probation. However, that was not stated on the notification form sent to SCCA Club Racing and the SOM was unable to conclusively confirm that it was conveyed to Mr. Bennetts on his notification.

There is no disagreement that Mr. Bennetts' failure to abide by the Full Course Yellow Flag condition violated the GCR and that he was on probation from an earlier event in 2016. Documentation in the file clearly reflects the SOM fully considered his failure to follow the rule, the severity of his actions, and that he was on probation in arriving at their ruling.

DECISION
The SOM imposed penalties within the authority granted by the GCR based on a full understanding of the facts. The Court of Appeals upholds the ruling of the SOM and affirms the probation penalty with the following stipulations:

Before being allowed to resume competition, Mr. Bennetts must satisfactorily complete the SCCA sanctioned and conducted drivers' school imposed under the probation of January 15, 2016. Mr. Bennetts may fulfill this requirement with a traditional drivers' school (GCR 3.1.3) or an alternative drivers' school (GCR 3.1.3.C; GCR Appendix C.2.7.E.3). Upon return to competition, Mr. Bennetts must serve a six (6) event weekend probation.

The COA recommends that the National Executive Steward and the Club Racing Department review the Probation Notification form and revise as deemed appropriate.

Mr. Montero's appeal is well founded. The full appeal fee will be returned to Mr. Montero.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Thomas Hart vs. SOM
COA Ref. No. 16-02-SE
April 7, 2016

FACTS IN BRIEF
On March 12, 2016, at the March Into Spring event at Virginia International Speedway, Thomas Hart, driver of ceSM #44 filed a protest against Shawn Hinds, driver of IT7R #8. Mr. Hart alleged that Mr. Hinds committed multiple GCR violations, and in doing so, caused a multi-car incident at the start of the Endurance Championship Racing (ECR) Race 1.

The Stewards of the Meeting (SOM), James Shoemaker, Chris Current, Tony Broglin, and John Willes, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed three videos. The SOM determined there was insufficient evidence to uphold the protest. Mr. Hart appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Gerald Wannarka, Spencer Gorham, and Laurie Sheppard (Chairman) met on March 31 and April 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Thomas Hart, received March 19, 2016.
2. Video from SM #26 posted on YouTube on March 13, 2016.
3. Official Observers Report and related documents, received March 24, 2016.
4. Video from Car #13, Car #44, and Car #48, received on March 29, 2016.
5. Response from Shaun Hinds, received on March 31, 2016.
6. Additional input from James Shoemaker, received April 3, 2016.
7. Additional input from John Willes, received April 6, 2016.

FINDINGS
Mr. Hart's protest states that in conducting a pass on Car #74, Mr. Hinds in Car #8 left the racing surface, violating GCR 6.11.3. Upon returning to the course, Mr. Hinds failed to avoid contact with other racers and deprived others of racing room due to an abrupt change in direction, thus violating GCR 6.11.1. sections A, B, C, and D. The SOM disallowed the protest. Mr. Hart reasserted those claims in his appeal, and provided a video from Car #26 in support of those claims. The video was not available at the time of the initial protest hearing.

The three videos obtained by the SOM afforded good views from slightly different angles of the events leading up to the multi-car incident, which started with contact between Car #8 and Car #74. Two of the videos showed that as the field was accelerating after the green flag, Car #74's brake lights were on. Car #26 went partially off course and passed Car #74 on the left; Car #8 followed after first tapping his brakes. When Car #8 attempted to return to the course, Car #74 had moved to the left and contact occurred. This caused both Car #8 and Car #74 to lose control. Several other cars were caught up in the melee. The SOM determined that Car #26 and Car #8 leaving the paved course was an attempt to avoid Car #74 who was not accelerating or up to speed. They were unable to assign sole responsibility for the initial contact and resulting multi-car incident to Mr. Hinds based on available evidence and testimony. Therefore, they disallowed Mr. Hart's protest.

The COA reviewed the three videos examined by the SOM and affirmed the sequence of events above. In addition, the fourth video provided via a YouTube link by Mr. Hart, demonstrated that while both Car #26 and Car #8 went partially off course avoiding Car #74, as Car #8 attempted to return to the pavement, Car #74 was moving slightly to the left and there became less than a car width of track available. The COA also notes Car #8 did not try to complete the pass of Car #74, but attempted to return to the paved surface at the earliest suitable opportunity. His actions in doing so were not inappropriate, abrupt, or aggressive. The COA agrees that responsibility for the incident does not rest solely with Mr. Hinds.

DECISION
The Court of Appeals upholds the decision of the SOM. The COA finds that Mr. Hart's appeal is well founded. The appeal fee less the amount retained by SCCA will be returned to Mr. Hart.

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | April 12, 2016

Expected Participants:
Chuck Deprow (MidWest), Dave Deborde (NorPac), Lee Hill (BoD), Matthew Yip (NorthEast), Tony Machi (Central)

Reports:

- Board of Directors Report
  - Website updates
    - Social Media approach

Ongoing Business:

- 2017 Time Trials Rules
  - Changes/Revisions
    - Helmet Rules
- SCCA website
  - Time Trials page
- Novice TT Permit issuance
  - Language clarification
    - Change to allow anyone in Region to issue Permit

New Business:

- Convertibles
  - Review list of vehicles with factory rollover protection

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | April 5, 2016

The RallyCross Board (RXB) met via conference call on April 5. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam and Arnie Coleman, BOD liaisons, and Howard Duncan from the National office.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): The Safety Committee reviewed two incident reports in the past month. One was for a child falling down a dirt pile and bruising an arm, and the other was for a rollover. The Committee concluded no further action was required on either incident. The Committee is also working to provide informational updates to the PowerPoint presentation for Safety Steward Training available at SCCA.com.

- Rules Committee: All rule threads from the old forums have been migrated to the new forums at sccarallycross.com, where traffic has increased for 2017 proposals and related discussions. The submission period for new rule proposals and member comments will continue through June 15. The Committee clarified the allowance of retreaded and remanufactured tires in the Stock Categories and has posted it at the new forums.

- RallySprint Committee (Kito Brielmaier): The final draft of the sanction forms for RallySprint and RallyTrials events have been completed and submitted to the National office for approval. Two events have been run so far in 2016, with several events in the sanctioning or planning stages. Nathan Usher has agreed to serve as a third member of the Committee.

  Hyatt proposed a standing subcommittee that will work with event organizers and the National office to approve sanctions for RallySprint and RallyTrials events. This committee will be reappointed each year. For 2016, the committee will be composed of Scott Beliveau, Chairman, Kito Brielmaier, and Nathan Usher.

  Motion: Establish a RallySprint/RallyTrials subcommittee for event sanctioning and approval. Hyatt/Regan. PASSED 6-0-1 (Lightfoot absent).

- National Championship Committee (Mark Macoubrie): In its last meeting the Committee started naming core workers and chiefs for the RallyCross National Championship. Once all contacts are made and positions have been confirmed, a list will be given to the RXB for review. The Committee will begin work on the remaining action items for the event, including pre-event publicity and marketing.

  The RXB discussed reaction at the forums to the new timeout rule for National events. Concerns about the rule include that it might be abused and that the 5-minute time period is too short. The RXB concluded that the rule will be implemented at the National Challenge events and assessed after those events are completed. If the rule does not work well or is abused at the Challenge events, it may be changed for the National Championship event later in the year.

- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards (DRXS) met in early March with 6 of the 9 DRXS in attendance. Items discussed included the unanimous approval of the new forums, the 5-minute timeout rule, class run order at the National Championship, and procedures for organizing RallySprint and RallyTrials events.

Old Business

- RallyCross marketing: The RXB's funding request for RallyCross marketing was granted by the BOD. The RXB is considering using its budget for printed materials, videos, and website marketing. The National office has agreed that it can produce brochures and other promotional materials for RallyCross, but RallyCross program needs to produce its own content. The RXB is looking for good content writers. The National office will be hiring a video producer and editor who can help in producing promotional videos. A new SCCA employee will be reworking the website to improve the content and make it more user friendly. Additional content will be needed for those website improvements.

- NorPac RXDS: The RXB would like to thank Paul Eklund for his many years of valuable service as Northern Pacific Division RallyCross Steward.

  Motion: Approve Rebecca Ruston as Northern Pacific Division RallyCross Steward pending a transition of duties to be completed no later than June 1. Regan/Foley. PASSED 6-0-1 (Lightfoot absent).

- Jim Rowland content review: Macoubrie requested that the RXB review during the next month the suite of documents created and maintained by Jim Rowland. These materials contain information and tools that would be useful to Region directors and event chairs. Macoubrie would like to make the information available at the website as a general resource for all membership.

- RallyCross forums: Macoubrie reported that all posts from the old forums have been migrated to the new forums at sccarallycross.com. The number of users and posts at the new forums is growing. New rules discussions should increase the traffic. Macoubrie also requested that all RXB members add contact information in the Contacts section.

New Business

- National & Regional event scheduling: Discussion will be tabled until the next RXB meeting.

- Crosskarts and other vehicles: There has been a continuing interest in allowing Crosskarts to compete in RallyCross. The RXB discussed the vehicles and the possible issues that would be created by allowing them in RallyCross. Major changes would be required in the RallyCross Rules to allow them. Those interested in allowing Crosskarts to compete in RallyCross should write and propose a set of rules that would be subject to approval by the RXB and SCCA Risk Management.

- Court of Appeals appointments: Hyatt requested that the RXB consider possible individuals to serve on the 2016 Court of Appeals and be prepared to discuss and approve at the next RXB meeting.

Next meeting: May 3, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | April 11, 2016

The RoadRally Board met via conference call on April 11, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, BOD liaison Lee Hill, guest BOD member Tere Pulliam, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johaness, and Jeanne English, RRB secretary.

Minutes: March minutes approved as published in Fastrack.

Front Burner Items:

1. RReNewsletter – Another really good issue was published today, with a nice variety of content. Rally organizers are encouraged to support Cheryl Babbe's efforts by promoting the newsletter at their events and contributing articles.
2. Administrative Item Follow Up (Deena)
    a. Planning Calendar – April 6, 2016 version posted.
    b. GTA Safety Report form was omitted from the Download section on the new web site. It is now posted there.

Need to ensure that Lee Hill's email address is still in the list rrb@scca.com; it is.

3. Regional Development Committee
    a. Jay Nemeth-Johannes

    Jay went to the CenDiv Conference, not much attendance; trained two new Road Rally Safety Stewards; presented outline of regional development and 8 simple rallies; interest from Chicago Region about doing more rallies; Jay wants to set up a phone conference with Heyward Wagner, should be working more with him; going to start writing a series of articles for RReNews; been scouting and talking to people, not getting much response back; Lee asked if had any luck finding new members for the RDC, answer no

    b. Action: Need a repository for materials (see item 7 in this agenda).
4. NEC Report (Mike)
    a. Upcoming National events (Confirm dates at scca.com)
        i. Teter March Lion, March Lamb – April 8-10 – rallies went well, except for one leg on the tour rally being thrown, contestants enjoyed the rallies
        ii. Milwaukee Badger Burrow – May 7
        iii. Steel Cities Steel Haul – May 14
        iv. Milwaukee Roads Scholar – June 11
        v. NER Hurdle – August 6
        vi. Land O Lakes Lacrosse – Oktoberally/Badger Trails – Sept 16, 17
        vii. (not yet sanctioned) Two National Course Rallies, Folsom, CA – new dates moved a week later to October 15, 16
        viii. (not yet sanctioned) SoCal Highway Robbery – October 22

    Mike said that since divisionals may be required to use the RRRs in 2017, is there any way to make them more readable? Here are a couple of ideas, not proposals yet: 1) maybe combine the parts of course and tour that are the same; 2) separate the parts of the RRRs into three volumes = 1 – admin, 2 – tour rallies, 3 – course rallies; Mike checked on printing costs, which could be $8 per copy, with mailing and other costs it might go up to $14; all this to be discuss at next NEC meeting. Mike prefers three volumes, print your own. The NEC is also working on RRRs updates, mostly minor editorial stuff.

    b. Pointskeeper progress (John) – current as in Cheryl's newsletter, John will send new updated standings every month to Cheryl for publication.
5. USRRC Events
    a. 2016 – NER Covered Bridge 50, Sanction Application forthcoming; it will be two Divisional Events.
    b. 2017 – Proposal received from Arctic Alaska Region, discussed in Executive Session. 2017 USRRC is awarded to Arctic Alaska Region; Rich will contact Cheryl, to advise her of this decision, and to advise that the dates be finalized as soon as possible.
    c. 2018 – St. Louis – formal approval pending – June action item.
6. Tracking National Points for SCCA Weekend Members
    a. We've been requested to revisit this question by 4 members.
    b. See April RReNewsletter Checkpoint Chat Column for Rich's view, summary: it doesn't work to get people to become regular members, if it did we would have more people signing up.

    Motion: Continue to report complete standings of each championship event, which includes both regular and Weekend Members, as we have been doing in the past. Jim/Clyde/fail (2 yes, 3 no)

    Discussion – Jim agrees with Rich that there is not a lot of evidence that SCCA has gained new regular members as a result of showing weekend members in the Championship standings. However, Jim

stated that there are other reasons to continue the tradition of showing the weekend members in the standings. These are: 1) The championship standings serve a purpose beyond just an accounting for end of year awards; the standings are the only official, published record of these rallies and there are people who want to see who ran, how they did and how many cars competed; by not reporting weekend members in the standings we are removing 70% of the people who competed and it presents an incomplete and distorted view of the event. 2) Points are assigned by competing in rallies regardless of whether the contestant is a regular member or a weekend member; the weekend members have actually earned these points by competing in these championship events and they deserve to have those points shown in the standings.

Lee asked if they are not in the standings, is there any other way to know who is doing what? This is valuable information to have, we don't want to lose the data. Rich responded that the Weekend Membership data goes to SCCA's Membership Department, and the audit has the number of cars.

Clyde said that the data requirements in 2016 are greatly reduced since regionals counted in 2015 and do not count in 2016; there are a limited number of Divisionals (which do count) in 2016; looking at Jeanne's planning calendar he sees the following number of Divisionals: course - 4, tour - 17, and GTA - 8. Jay said that while he was helping with the standings that one of the major problems he found was in knowing whether Joe Smith in Wisconsin was the same Joe Smith in Illinois – it was very hard to keep track of individual WMs; regular members have a unique number.

John said that the Operations Manual states that 'only members in good standing can win awards' and that 'Weekend Membership is membership recruitment tool', he does not understand why we should give WMs all the benefits of membership without joining. Tere said that one reason for Weekend Memberships is because it buys insurance for that person for that event, and also to encourage people to convert to regular membership with a discount available for 60 days, it was never intended as 'back door' to get awards. Clarence said that currently a WM could do well, join at the end of the year, and win a year-end award, perhaps displacing full member; there should be an earlier deadline for joining. Jim said that last month he understood that those who were opposed were opposed because it is a lot of work to add WMs and SCCA gets little in return; was that a correct assessment? Rich replied that it is shown to be ineffective, citing Texas and Detroit as examples. Clarence said it creates more problems than it solves. Lee asked is it even worth having the WM program? Clarence said that some people have quit because of the extra paper work with the WM program.

Vote: Rich -no, Clarence - no, John – no, Jim - yes, Clyde - y. Fail 2 - 3

Motion: After John does the standings without the Weekend Members, send the information to Jim who will add the Weekend Members to the standings and return it to John. Jim/Clyde/fail (2 yes, 3 no; same vote results as motion above)

7. Scca.com website reorganization: SCCA 2016 Convention Follow Up: First set of priority changes. Proposed list for discussion:
    a. Rally items are in File Cabinet and Downloads. Needs to be under the rally program
    b. Downloadable items need to be organized by
        i. Information for contestants
        ii. Information for organizers
        iii. Information for new organizers (Jay's requirement)
    c. Moderate, add, delete, i.e. maintain our own content.
    d. Moderate our own forum.
    e. Easy access to information on individual events. Links to info on a specific event.
    f. Consistent, stable link to the Road Rally Planning Calendar. The improvements we make for the Road Rally program are applicable to other programs as well.
    g. Need a direct link to the RReNewsletter
    h. Fillable PDF for Sanction and Audit forms.

    Jon Krolewicz, who works for Heyward Wagner, shares our frustrations with the website; Rich has put together list of priorities for the website (see above list), Rich will go to Jon to see about getting these done in the short-term.
8. New Business
    a. Publicizing National Championship in additional avenues? (March artifact)
9. Back Burner Items (Deferred for several months).
    a. 2015 Gervais Award Announcement and Presentation
    b. Year end award determination. Pending Action for later in 2016: Need to clarify this language in the RRRs (Crittenden)

Motion to adjourn at 9:21 PM CDT
Next meeting April 11, via conference call
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/pages/national-championship

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:
http://www.scca.com/convention

EVENT CALENDAR:

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

official SCCA member notification

Fastrack news

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED June 2016

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | April 27, 2016

The Solo Events Board met by conference call April 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; SDC's Keith Brown and Tom Reynolds;Terry Hanushek, KJ Christopher, and 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 **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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Member Advisories

Street

#19328 Urging patience on #17283: Rethinking Street Classing

Thank you for your input. The SAC would like to remind the membership that the Street classing changes under consideration are a proposal and subject to change based on member feedback.

#19414 Plugging sound tube in 2016 Miata (ND)

Thank you for your input. It is permitted to plug or disconnect the sound tube but it cannot be removed or replaced with alternate parts. Option package conversions must be complete.

Street Touring

#19253 Offset Bushing Camber Allowance

Thank you for your letter.

The offset bushing allowance in 14.8.b is separate from the camber kit allowance in 14.8.h and as such they may either be used independently or together.

Change Proposals

General

#19138 Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

After consideration of member input regarding the proposal published with item 17285, the SEB has incorporated minor changes and is requesting member feedback on this revised version.

Change 7.4 as shown:

"7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun.

If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below -competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~"

Also change 7.8.2 as follows

"7.8.2 Displaced or Downed Pylons on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run at their own risk of incurring the penalty or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must thereafter proceed per Section 7.4. ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand but may be subject to penalty for the downed or displaced pylon. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule."~~

Street Touring

#19179 Alternatives to VLSD in Miatas

The STAC would like membership feedback on the following proposed rule change:

In Section 14.10, modify subsection K as follows:

"K. Limited Slip differentials

~~STS,~~ STF: No limited slip differentials are permitted except for factory standard viscous coupler type units.

STS, STU, STR, STX, STP: Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added. 2WD vehicles may use any mechanical LSD unit."

Due to the age of the vehicles, and the increasing difficulty to find quality replacement OEM equivalent parts, the STAC feels that STS would benefit from this allowance.

Additionally, the STAC would like to know whether the membership feels like this is an allowance that should be adopted category wide (including STF)? By extending the same allowance to the entire cateogry, it would create a simpler singular rule thus alowing better benchmark comparisons, and also makes reclassing easier should a car fall outside of its performance expectations.

Street Modified

#19531 JDM fix

Update the "JDM-spec cars" verbiage to read "*Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A* " in 16.0.B.1.b

Other Items Reviewed

Street

#19248 Request to change '12+ Nissan GT-R Class

Thank you for your input. The SAC is considering a different change which could address some of the subject cars.

#19256 Reclassing C7 Corvette

Thank you for your input.

#19265 Proposed move to ES for 2006-2008 Miata

Thank you for your input.

#19268, 19271, 19275, 19277, 19279, 19281, 19294, 19305, 19306, 19385, 19405, 19432 Item #17283

Thank you for your input.

#19269 April Fast track

Thank you for your input.

#19270 17283- Cayman/Boxster S to BS with a caveat

Thank you for your input.

#19272 Re: #15002 Fiat 500 Abarth move

Thank you for your input.

#19273 Re: #17748 Stingray to AS

Thank you for your input.

#19278 Veloster turbo in HS

Thank you for your input.

#19284 Comments regarding FastTrack proposal related to ES

Thank you for your input.

#19285 17283 Rethinking Street Classing - Move from CS to DS

Thank you for your input.

#19290 BRZ/FRS move to DS

Thank you for your input.

#19292 Recent Street class proposals

Thank you for your input.

#19295 Street Reorg Proposal

Thank you for your input.

#19296 Comments on class reshuffling

Thank you for your input.

#19298 Feedback on Purposed ES Moves

Thank you for your input.

#19299 NC1 and Boxter Proposal

Thank you for your input.

#19300 Do not move the 986 Boxster S to CS

Thank you for your input.

#19301 Reconsider moving AP1 (2000 - 2003) Honda S2000 to CS

Thank you for your input.

#19302 Move the 986 Boxster to CS instead of ES

Thank you for your input.

#19308 Proposed Change to ES

Thank you for your input.

#19320 Proposed changes for moving 99-04 Boxster and NC1 miata to ES

Thank you for your input.

#19322 BMW e36 including M3 reclassification

Thank you for your input. Look for an updated proposal in an upcoming Fastrack.

#19323 MX-5 and Boxster re-classification

Thank you for your input.

#19326 Move from CS to DS

Thank you for your input.

#19330 Disagree with FRS/BRZ move from CS to DS

Thank you for your input.

#19334 April Fastrack Rethinking Street Proposal

Thank you for your input.

#19353 Support move of Fiat 500 Abarth to HS

Thank you for your input.

#19379 17283 class Change of 06-08 miata NC1

Thank you for your input.

#19380 Base Crossfire to D-Street

Thank you for your input. Look for an amended proposal regarding the Street category moves.

#19387 FR-S vs. BRZ in Street Class

Thank you for your input.

#19402 Regarding #17283 Rethinking Street Classing

Thank you for your input. The SAC feels the Audi TT is classed appropriately.

#19418 March Fastrack Street Class Rethink

Thank you for your input.

#19419 Adjustments to MINI Classing based upon latest proposals.

Thank you for your input.

#19426 Leave FR-S and BRZ in CS

Thank you for your input.

#19427 Do not move NC1 MX-5 and Boxsters to ES

Thank you for your input.

#19435 No Boxster in ES

Thank you for your input.

#19440 Proposed Changes to D-Street

Thank you for your input.

#19441 Opposition to Proposed E Street Changes

Thank you for your input.

Street Touring

#19267 2nd Gen Neons to STF

Thank you for your input.

Not Recommended

General

#19325 Rename Street or Street Touring due to confusion.

The SEB believes the current category names are appropriate

Street

#19352 Re #17283 Move Mazda RX-8 from CS to DS

Thank you for your input. The SAC believes the RX-8 is appropriately classed.

#19401 Proposal to Move C4 Corvette to C Street

Thank you for your input. The SAC believes the C4 is appropriately classed.

#19407 1999-2003 Honda s2000 reclass

Thank you for your input.

#19412 Proposed Change to 13.3.C

Thank you for your input.

Street Touring

#19382 Reclass the dart from stx either sts or stf

Thank you for your input. We will continue to monitor the class for competition adjustments.

#19383 Consider Adding 1997-2000 BMW 528i and 2001-2003 525i & 530i to S

Thank you for your input. The STAC feels that the cars in question are appropriately classed in STX.

Kart

#17996 Electric Karts

Thank you for your input. The KAC believes that any new motor platforms should come from existing wheel-to-wheel karting series.

#18319 Electric start 17195

Thank you for your input. The electric start proposal was approved and is in the 2016 Solo Rules, section 19.1.D.1.e

#18628 Direct drive

Thank you for your input. The requirement for this type of kart to be push-started poses issues not only at the start, but on course if the kart stalls. Such a configuration is also in conflict with 3.3.B.17.

Handled Elsewhere

General

#17285 Vehicle speed after stopping for downed cone or being red-flagged

Please see the updated proposal under item #19138.

Tech Bulletins

Street

#19410 ATS-V classing

Per the SAC, add the following new listing in Appendix A, effective immediately upon publication:

BS

Cadillac

ATS-V (2016)

Street Touring

#19266 Fix Neon Classing

Per the STAC, the current listings for the models listed below in STS and STF are incorrect and should be corrected immediately in Appendix A:

STS:

Neon (all) *(1994-1999)*

Neon R/T & ACR *(2000-05)*

STF:

Neon (NOC) *(2000-06)*

#19286 Class Cadillac ATS 2.0

Per the STAC, the following new listing is added in Appendix A effective immediately upon publication:

STU

Cadillac

ATS 2.0 (2012–2016)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 3, 2016

The Club Racing Board met by teleconference on May 3, 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 and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Chris Albin, consultant, and Terry Hanushek, guest Board of Directors.. The following decisions were made:

Member Advisory

FV

1. #19377 (Formula/Sports Racing Committee) FV Valve Guide Boss
Thank you for your letters. The CRB would like to thank the following authors for their comments on letter #18785, Tech Bulletin April 2016 Fastrack, Valve Guide Boss in FV.

19215 Bauerle, 19229 and 19351 Livermore, 19232 Petillo, 19233 Sampson, 19234 Galuardi, 19235 Carr, 19237 Pape, 19251 Ferreira, 19253 Grace, 19257 Adams, 19261 Bellingham, 19283 Zarzycki, 19303 Varicins, 19318 Hinkle, 19381 McCormick, 19384 Varicins and 19497 Palermo

The CRB and the FSRAC will be looking at defining a minimum ID for the bottom of valve springs in FV. Many heads came from VW with this area of the valve guide already machined. The clarification about machining this area was issued to prevent misunderstandings and confusion in tech, and will not be withdrawn.

GCR

1. #18941 (SCCA Staff) Standardize Compression Ratio Calculation
It is the intent of the CRB/Tech Staff to make compression calculation as easy and straightforward as possible by identifying a single official calculator.Â The new calculatorÂ is to be used by engine builders and tech inspectors, etc. This will serve to standardize calculation procedures during engine assembly and engine inspection.

Effective 1/1/2017, in Appendix G.2.12, add the following language:
Compression ratio is absolute maximum. *All compression ratio calculations shall be calculated using the official SCCA compression ratio calculator(s) available on www.scca.com.*

No Action Required

P1

1. #19457 (Matti Holtzberg) Polimotor Acceptance
Thank you for your letter. The P1 rules do not specify a particular engine material and therefore do not prohibit the use of the material described. The requirements for 2.0L 4 cyl. engines are covered in the P1 Engine Table and Table L in the P1 rules.

GCR

1. #19212 (Raymond Blethen IV) Re-Classing Cars (Moving Cars from One Class to Another)
Thank you for your letter. The CRB reviews data from cars and different drivers from various tracks around the U. S. before making a decision to re-classify cars. Additionally, unless it was a recent new classification, the CRB waits until the end of the season to re-classify cars, thus, members have an opportunity to comment when the recommendations are posted in Fastrack.

2. #19297 (Steven Ulbrik) Remove New Requirement for April Fastrack for FIA
Thank you for your letter. Competitors are reminded that they have an option to replace an expired FIA seat or fasten a brace to continue use of the seat.

3. #19438 (Lans Stout) Amendment to GCR Section 6.4.2
Thank you for your letter. Per GCR Sections 5.12.2. and 5.12.1.A.5. The Majors Race Director may do a Request For Action to the Stewards of the Meeting to modify the Majors Supplemental Regulations. It is the CRB's understanding that this change was communicated in a Driver's Letter sent to competitors prior to the event, and was announced over the PA System at the event. The CRB does agree that the change could have been made earlier and should have been communicated more effectively.

IT

1. #19213 (Raymond Blethen IV) Reclassifications and Dual Classing
Thank you for your letter.

2. #19274 (Phil Hollenbeck) Short Throw Shifters
Thank you for your letter.

FP
1. #19495 (Rick Haynes) Poor Decision
Thank you for your input.

T1
1. #19311 (David Mead) Rules Creep?
Thank you for your letter.

T2
1. #19346 (Derek Kulach) 350Z HR Bushing Replacement
Thank you for your letter. Bushings are already open in T2.

Not Recommended
P1
1. #19369 (Lee Kaiser) Mallock Chassis Engine Approval
Thank you for your letter. Unlike Group CN cars, the Mallock is not built to the specific dimensions and bodywork parameters of an FIA-sanctioned category, and balancing chassis performance is not in keeping with the P1 class philosophy. The CRB does not recommend this change.

GCR
1. #18870 (Paul Gauzens) Update 6.8 RESTARTING A RACE
Thank you for your feedback. The rule is adequate as written.

2. #19433 (Jason Stine) Opposition to 3.7.3.A.1.a Modification in May Prelims
Thank you for your letter. Qualifications for the Runoffs through the Majors Program requires participation in three Majors race weekends, three race starts, and, additionally, enough points to reach a defined level. “Participation” is defined as any driver who turns a wheel during the Majors event.

HP
1. #19439 (Steven Hussey) Prep L2, 1275cc Engine Be Permitted for Prep L1 Lotus 7
Thank you for your request. The proposal would allow use of an engine that never came with this car and is a considerable step further than allowed with the Sprite/Midget chassis cars in HP. The request is not aligned with class philosophy. The writer is encouraged to suggest a limited preparation engine of a type that came in this car with alternative specifications.

ST
1. #17266 (Eric Heinrich) Approve BMW E90 320si VS2000 (2007)for STU and STL
Thank you for your request. The CRB has not received a VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

STL
1. #19070 (Derek Kunkewitz) Allowance of JDM F20B Into STL
Thank you for your request. The CRB has not received VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

2. #19223 (John Bauer) Consider Allowing ITS RX8
Thank you for your letter. The CRB does not want to add the ITS RX-8 into STL at this time. RX-8 competitors wanting to compete in STL should build to the allowed STL RX-8 specifications.

3. #19317 (John Schmitt) Celica/MX5 Adjustment
Thank you for your letter. The CRB does not want to make adjustments to STL weights at this time. The CRB will continue to monitor class performance.

STU
1. #18007 (Jim Drago) All J Spec Mazda KLZE Engine
Thank you for your request. The CRB has not received VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

2. #19359 (SCCA Staff) Clarify S2000 Intake Spec Line
Thank you for your letter. There is no blanket allowance for choosing a component from “any” vehicle. However, without a VIN rule, there is no restriction to a car being converted from one year to the next, as long as the installed equipment matches that year.

For a K20-swap S2000, ensuring the equipment matches that of the 2006 model enables the use of the throttle body from the

2006 car.

3. #19396 (Brad McCall) Reduce Weight of Jackson Racing Supercharged FR-S in STU to 2700
Thank you for your letter. The CRB does not want to make performance adjustments to this car at this time. The CRB will continue to monitor class performance.

4. #19437 (Eric Heinrich) Help the Mini Cooper S (Supercharged) in STU
Thank you for your letter. The CRB does not want to adjust weight on this car at this time. The CRB will continue to monitor the class.

T2
1. #19338 (Derek Kulach) 350Z HR Nismo Cam Kit
Thank you for your letter. The CRB does not recommend this change.

T4
1. #19368 (Chi Ho) FR-S/BRZ Intake
Thank you for your letter. The CRB does not recommend this change at this time. The CRB would like to see the car racing and results and data before considering making more changes to this car for T4.

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.

F5
1. #19530 (Formula/Sports Racing Committee) Bodywork revisions
Thank you for your letter. The CRB recommends the following changes/revisions to the F5 bodywork rules.
Change 9.1.1.D.9 to read as follows:

9. Bodywork
A. All mechanical components of the car, forward of the roll cage, shall be covered by suitable bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. *The* driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

B. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. *A sports car nose shall be closed across the front and top except for air duct openings ducted to heat exchangers, provided that ALL air directed to heat exchangers shall pass through those exchangers, except for ducts directed at brake assemblies.*

C. Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the *front* tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The sidepod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The sidepod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The sidepod(s) may be open to the rear. Sidepod(s) is (are) intended to restrict wheel entanglement between cars.

D. 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.)

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 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.

F. 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 or through the lower surface of the car between the front and rear axles.*

G. Ducts through the side or top of the body and/or sidepods to duct air to and through heat exchangers or to allow cooling air into the engine compartment are permitted, provided that they are not used to generate aerodynamic downforce. Engine air intake ducts and scoops are permitted, provided that they are not used to generate aerodynamic downforce.

H. Wings are prohibited.

I. Diffusers are allowed, *with or without strakes, provided that the overall length and width of the car conforms to the dimensions provided in these rules.*

J. Splitters are allowed, provided that they extend at least to and do not extend more than one inch beyond the line(s) defined by the leading edge(s) and corners of the nose and the sponsons of the sports car nose, and provided that the overall length and width of the car conforms to the dimensions provided in these rules.

GCR
1. #18265 (Eric Heinrich) Drive Train Definition - Technical Glossary
Thank you for your letter. Change the Technical Glossary:

~~**Drive Train** – Those components in a car which produce and convey the driving power to the ground, and the housings containing these parts.~~

Drive Train *– Those rotating components in a car that convey the driving power from the engine flywheel to the ground and the housings containing these parts. This is inclusive of the clutch, transmission, driveshaft, differential, halfshafts/axles or any systems providing such functionality. Wheel bearings, driveshaft carrier bearings, wheels, and tires are specifically excluded.*

Add to the Technical Glossary:

Power Train – Consists of the combination of an internal combustion Engine and Drive Train components. The Engine specifically includes induction systems (carburation, fuel injection, forced and natural, intake manifolds) and exhaust systems (manifolds, headers, turbochargers) up thru and including the flywheel. Ancillaries such as electrical (charging or ignition) or cooling are specifically excluded.

2. #18689 (GCR Committee) Clarify Class Compliance Chief & Compliance Checking Crew

Delete 5.12.5.:

~~**5.12.5. Compliance Checking Crew**~~
~~When assigned to an event by the Club Racing Department, each member of this crew will have the official status of an Assistant Chief Steward. Their sole responsibility is to advise the Series Chief Steward Majors Race Director or Chief Steward of cars not in compliance with the GCR and/or the Supplemental Regulations for the event. The Series Chief Steward Majors Race Director or Chief Steward may delegate all or any part of his powers under 5.12.3.C and 8.1.1 to them. Note: Class Compliance Technical Specialist (CCTS) duties and authorities are set forth in GCR 5.11.4 and are not a part of this rule.~~

Replace 5.11.4:

(Existing):
5.11.4. Class Compliance Chief (CCC)
When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. The CCC will report any findings of vehicles not complying with the GCR to the *Race Director* or the Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Decisions made by the CCC regarding compliance are non-protestable. Penalties assessed by the *Race Director*, Chief Steward or Stewards of the Meet (SOM) may be subject
to protest or appeal.

(New):
5.11.4 Compliance Staff

A. Members of the compliance staff are assigned by the head of Club Racing and designated subject matter experts for particular classes or categories. As part of the technical inspection team, their sole responsibility is to advise the Chief Technical

Inspector of cars not in compliance with the GCR and/or the Supplemental Regulations for the event.

B. Class Compliance Chief (CCC)

A member of the compliance staff may be specifically designated by the head of Club Racing as the CCC for a class. The CCC will work under the guidance of the Race Director or Chief Steward and with the event technical staff to provide consistent compliance checking across all events for the designated class. The CCC will report any findings of vehicles not complying with the GCR to the Race Director or Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Findings of the CCC regarding compliance items specific to that class are non-protestable. Decisions made by and/or penalties assessed by the Race Director, Chief Steward or Stewards of the Meeting (SOM) may be subject to protest or appeal.

Taken Care Of

FA

1. #19462 (Kris Kaiser) Swift 016 Toyota vs. Mazda
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.

2. #19463 (Bruce Hamilton) Lack of Competitive Speed of Toyota Powered Atlantic Cars
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.

3. #19470 (Steve Lathrop) An Alternative Engine Package for FA and Specifically the Swift 0
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.

4. #19474 (Kevin Hartwig) Add the Mazda MZR Engine to FA
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.

GCR

1. #19431 (James Pettinato) FIA Seat Back Clarification
Thank you for your letter. Please see the response to letter #19297.

HP

1. #19393 (Jonathon Becker) Mini Weight Adjustment
Thank you for your letter. Please see the response to letter #19391, Technical Bulletin.

T2

1. #19335 (Derek Kulach) 350Z HR Allowance
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

2. #19336 (Derek Kulach) 350Z HR Header Allowance
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

3. #19337 (Derek Kulach) 350Z HR Cold Air Intake
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

4. #19339 (Derek Kulach) 350Z HR Bigger Wheel Size
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

5. #19340 (Derek Kulach) 350Z HR Tire Size
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

6. #19341 (Derek Kulach) 350Z HR Brakes
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

7. #19342 (Derek Kulach) 350Z HR Brakes
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

8. #19343 (Derek Kulach) 350Z HR SPL Front Arms
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

9. #19344 (Derek Kulach) 350Z HR Rear Toe Links
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

T3

1. #19168 (Andrew Wymore) Balance T3
Thank you for your letter. Please see the response to letter #19309, May 2016 Fastrack Technical Bulletin.

T4
1. #19316 (SCCA Staff) Adjust 2016 MX-5 Wheel Size
Thank you for your letter. Please see the response to letter #19249, May 2013 Fastrack Technical Bulletin.

What Do You Think
STL
1. #19460 (Brian McGreevy) Dangerous Weight Addition
The CRB is considering a drop in the overall weights for Super Touring Light in 2017 Please submit your comments and feedback at www.clubracingboard.com

When STL was conceived in 2010, weights were set at 1.3 lbs/cc. Under concerns that smaller-engined cars, such as a 1.5L, could not make minimum weight, it was raised to 1.35 lbs/cc in the March 2012 GCR. Since that time, there has not been a significant demand from lower-displacement cars, and larger-engined cars are heavy, especially after additional weight is added for allowed modification or options.

Given the lack of demand from lower-displacement engines, the CRB would like to return the weight factor to 1.3 lbs/cc.

(Proposed)
Edit 9.1.4.H.1 as follows: Minimum weights for cars with normally aspirated piston engines will be determined by ~~1.35~~ *1.30* lbs/cc displacement for the installed engine (see following table).

Adjust Table 9.1.4.H.1 Weights Table accordingly.

Adjust explicit weight entries in 9.1.4.I Tables A and B -3.7%, with the exception of included classes which must retain baseline class weights.

T2-T4
1. #19408 (Lowell Huston) Allow Over boring for the 2005-2010 Ford Mustang V6
Should touring cars in T2/T3/T4 be allowed .010 overbore to be able to use re-manufactured motors or be able to clean up the bores on re-builds?

Please submit your comments and feedback at www.clubracingboard.com

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2016
NUMBER: TB 16-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/1/2016 unless otherwise noted.

American Sedan
AS
1. #19499 (American Sedan Committee) Clarification for Engine Bearings
In GCR section 9.1.6.F., Engine Build Sheets (Full Preparation Only), add the following language:
"BLOCK
Crankshaft Housing Bore: 2.4412-2.6416"
Block Deck Height:
GM: GM: 8.9970"-9.0430"
Ford: 8.1880-8.2240"
Bore Spacing:
GM: 4.4000"
Ford: 4.3800"
Roller bearings of any type are not permitted for the camshaft, rod, or crankshaft bearings."

2. #19565 (American Sedan Committee) Dry Sumps for LS2 Engine
In Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder
Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder add the following language to the LS2 engine notes:
"*ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free.*"

In Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8 (Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 2005-2006, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder, add the following language to the LS2 engine notes:
"*ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free.*"

B-Spec
None.

Formula/Sports Racing
F5
1. #19527 (Formula/Sports Racing Committee) F5 Motorcycle Engine Clarification
In GCR section 9.1.1.D.15.C., make the following changes:
"All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications ~~s~~ *or removal* of any component of the engine *or addition of any component of the engine* unless specifically authorized in these rules."

In GCR section 9.1.1.D.15.H., add the following language:
"The lubrication system is unrestricted. Any oil pan and/or baffling are permitted. ~~and t~~ *T*he use of dry sumps *is specifically not allowed*. Accusumps or similar oiling assist systems are permitted. *Crankcase vacuum pumps are prohibited.*"

In GCR section 9.1.1.D.15.J., add the following language:
"The cooling system is unrestricted*, however the stock engine water pump must be retained*."

FA

1. #19242 (Ove Olsson) Approve Spec Version of Mazda 2.0 for FA
In FA, classify the Mazda 2.0 as follows:

FA Spec line	Engine Series	Max Displ (cc)	Max Valves/ Cyl	Notes	Required Restrictor	Min Weight Lbs.
P.	*MZR 2.0*	*2000*	*4*	*Sealed engine sourced by Elite Engines. Swift 014 Chassis only*	*(4) 39.5mm*	*1325*

Note: The CRB will monitor the performance of this classification.

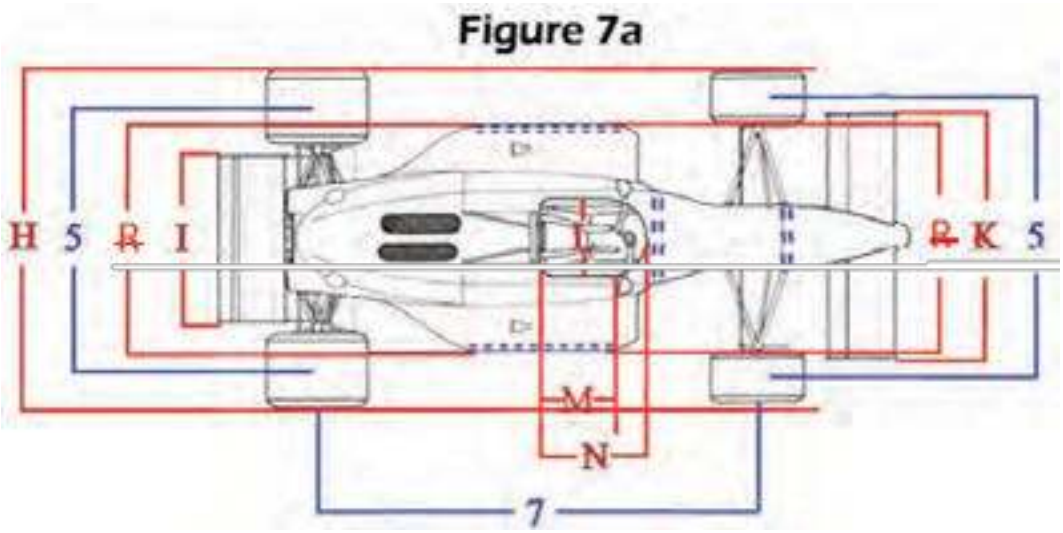
2. #19553 (SCCA Staff) Please Add the Mazda MZR 2.0 as an Engine Option for Pro F2000
In FA, Pro Formula F 2000, add the MZR 2.0 engine as follows:

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight Restrictor	Notes
Pro Formula F 2000	2.0 Liter Zetec	(F) 8 Max (R) 10 Max	See FA Rules	Up to 5 Forward Gears, Limited Slip Differential (sequential Carries a 25 lb Weight Penalty)	1230	Engine must be prepared to current FC rules except that ECU map and cams are unrestricted. An air restrictor is not required.
	Mazda MZR 2.0				*1220*	*USF2000 cars using the MZR 2.0L Mazda shall comply with the technical regulations set forth in the 2016 USF2000 rule book excepting the following: Tires shall be open subject only to limitations otherwise applicable to FA. ICAR and other USF Series specific timing/scoring equipment is not required. References to parts being inspected by INDYCAR prior to use shall be disregarded. Wheel tethers (SWEMS) are not required. Fuel shall be any SCCA legal and permitted fuel.*

FB

1. #18631 (James Blackwell) GCR Corrections
In F1000 (FB), figure 7a, make the following corrections:
Replace the dimension “R” in both locations with the letter “J”

Figure 7a



In F1000 (FB), figure 7b, make the following correction:
Delete the letter “T”

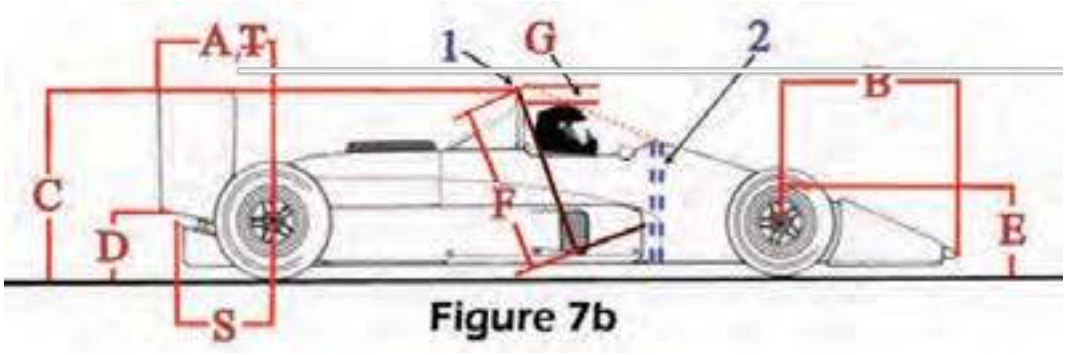


Figure 7b

P1
1. #19461 (Formula/Sports Racing Committee) Correct typographical error in P1 Engine Table Line J Notes
In P1, Engine Table, Line J, correct the Notes column as follows:
“2 seat cars only per 9.1.8.C.B.4.~~g~~*i* (FIA CN Chassis).”

GCR
1. #19264 (Jim Wheeler) Fuel Cell Rule Clarification
In GCR section 9.3.27., add the following language:

“All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, or as otherwise specified in the GCR. All safety fuel bladders shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) or SFI 28.3 specifications. *Fuel cells do not time out and have no expiration date.* Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher or SFI 28.3 specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.”

Grand Touring
GT2-ST
1. #19501 (SCCA Staff) Classify the Maserati GT4 in GT2/ST
In GT2/ST, classify the Maserati GT4 as follows:

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Maserati GT4	*4700*	*3100*	*65mm*	*Must comply with WC rules.*

Improved Touring
None.

Production
1. #19116 (Ben Phillips) Classify the 2005 Porsche 968
In EP, classify 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.)
Porsche 968 (1992-1995)	*2*	*2675 * 2742 ** 2809*	*4 Cyl. DOHC*	*104x88*	*2990*	*Alum*	*Alum*	*(I) 37 (E) 33*	*Fuel injection*	*94.5”*	*62.4”/61.3”*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Porsche 968 (1992-1995)	*18x8*	*6*	*(F) 298 vented (R) 299 vented*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .450”*

1. #19160 (Keith Gillespie) Add B17A1 engine to FP Acura Integra (90-93) Spec Line
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.)
Acura Integra GSR (1992-1993)	*2*	*2325 * 2383 ** 2441*	*4 Cyl. DOHC*	*81x84*	*1678*	*Alum*	*Alum*	*(I) 33.0 (E) 28.0*	*Fuel injection Throttle Bore 58mm*	*2550*	*62.3"/62.3"*

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Acura Integra GSR (1992-1993)	*15x7*	*5*	*(F) 262x21 vented (R) 239x10 solid*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .450"*

1. #19391 (Jonathon Becker) Mini Weight Adjustment
In HP, BLMI Austin/Morris Mini Cooper prep. level 1/2, reduce the weight as follows:
"~~1600~~ *1575*"

Spec Miata
1. #19355 (Mark NIchols) Timing Plate to Crank Pulley attachment methods
In GCR section 9.1.7.C.1.o.6., add the following language:
"For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. *Fasteners (including upsizing) are open for pulley/timing plate attachment.*"

In GCR section 9.1.7.C.1.r.1.a., make the following changes:
"Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, *and* flywheel bolts~~, and crank pulley bolt~~ must be used as provided by Mazda.)"

Super Touring
STL
1. #19348 (Christopher Jurkiewcz) Add 50mm Flat Plate and Other Restrictions to BMW S14B20
In STL, BMW S14B20, make the following changes:
Weight: "Chart ~~+ 2%~~"
Notes: "Must meet all STL engine regulations. 50mm flat plate restrictor required."

STU
1. #19415 (Jerold Lowe) Scion FR-S / BRZ Cosworth Supercharger
In STU, classify the Subaru BRZ/Scion FRS Cosworth package as follows:

STU	**Maximum Displacement (cc's)**	**Minimum Weight**	**Notes**
Subaru BRZ/ Scion FRS	*2000*	*2850*	*Cosworth Stage 2 Power Package supercharger kit, part #: COS2 20046685, stock crankshaft pulley, supercharger pulley diameter 68.6mm.*

Touring
T1
1. #19400 (Alex Krugman) Reduce Lotus 211/Exige/Elise Minimum weight
In T1, Lotus 211/Exige/Elise, reduce the weight as follows:
~~2450~~ *2250*

T2
1. #19333 (Derek Kulach) Allowances for 350Z in T2
In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), make the following changes:
Max Wheel Size: ~~18 x 10~~ *18 x 10.5*

Tire Size: ~~275~~ *295*

Weight: DE Motor: ~~3250~~ *3100* HR Motor: ~~3500~~ *3100*

Add to the notes:
"*Aftermarket flywheel permitted at minimum 18lbs. 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"

2. #19373 (Anthony Saenz) Camaro 1LE Performance Package
In T2, Chevrolet Camaro SS/1LE (10-14), add the following language:
Gear Ratios: "3.01, 2.07, 1.43, 1.0, 0.84, 0.57 *or 2.66, 1.78, 1.30, 1.0, 0.74, 0.5*"

Final Drive: "3.45 *or 3.91*"

T2-T4
1. #19371 (Marc Feinstein) Classify Audi S4 and S5 in T2
In T2, classify the Audi S4 and S5 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:**
Audi S4 (12-14)	*84.5 X 89.0 2995*	*2809*	*18 x 10*	*295*	*3.68 2.16 1.52 1.13 0.92 0.78*	*2.85*	*(F) 345 Vented (R) 330 Vented*	*3600*	*S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. Separate coolant reservoir for the water to air intercooler permitted.*

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:**
Audi S5 (13-14)	*84.5 X 89.0 2995*	*2809*	*18 x 10*	*295*	*3.68 2.16 1.52 1.13 0.92 0.78*	*2.85*	*(F) 345 Vented (R) 330 Vented*	*3600*	*S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. Separate coolant reservoir for the water to air intercooler permitted.*

T3
1. #19552 (SCCA Staff) Add the 2009 Model Year to the Acura TL SH-AWD (10-13)
Effective immediately in T3, Acura TL SH-AWD (10-13), change model years as follows:
"Acura TL SH-AWD (~~10-13~~ *09-13*)"

T4
1. #19451 (Dan Hardison) Error in GCR spec line for 96-02 Pontiac Firebird (T4)
In T4, Chevrolet Camaro V-6 (96-02), make the following changes:
Brakes: "(F) 302 x ~~23~~ *32* Disc (R) 305 x 25 Disc"

In T4, Pontiac Firebird V-6 (96-02), make the following changes:
Brakes: "(F) 302 x ~~23~~ *32* Disc (R) 305 x 25 Disc"

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | May 10, 2016

Expected Participants:
Chuck Deprow (MidWest), Craig Farr (SouthEast) , Dave Deborde (NorPac), Heyward Wagner (National), Jim Cuyle (SoPac), Lee Hill(BoD), Matthew Yip(NorthEast), Tony Machi (CenDiv)

Reports:

Board of Directors Report

- New Convertibles rules

Ongoing Business:

- SCCA website
  - Time Trials page - http://www.scca.com/pages/time-trials

- Novice TT Permit issuance
  - Permit distribution

New Business:

- SCCA Boards & Committees webpage
  - Title and listings
  - https://www.scca.com/pages/boards-and-committees
- Empire Michigan
  - 40-second course, very twisty
  - Previously sanctioned by other groups
  - Very strong local support
- Track Inspection

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | May 3, 2016

The RallyCross Board (RXB) met via conference call on May 3. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam, Arnie Coleman, and Lee Hill, BOD liaisons, 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): The Committee reviewed one rollover incident in the past month and concluded it was the result of course degradation. The Region's Safety Stewards will be more conscientious of course conditions at future events.

- Rules Committee (Keith Lightfoot): Lightfoot reported that there has been moderate traffic on the forums for rules suggestions. Members may continue to comment and submit new rules suggestions through June 15.

- RallySprint Committee (Kito Brielmaier): RallySprint and RallyTrials sanction applications and audit forms are now available for download from the SCCA website. One RallySprint event was completed in April and several new events are in the planning stages.

- National Championship Committee (Mark Macoubrie): Macoubrie distributed to the RXB a list of Chiefs for the RallyCross National Championship.

  Motion: Approve the proposed list of Chiefs for the 2016 RallyCross National Championship. Macoubrie/Regan. PASSED 7-0.

  The RXB agreed to open registration for the 2016 RallyCross National Championship to past champions on July 1 and to everyone else on July 16.

  After the West Coast National Challenge the question was raised whether a competitor can be given a rerun for a debead once per heat or once per event. The RXB discussed and decided to clarify in the Supplemental Regulations that each competitor is allowed a rerun for a debead only once per event.

  Brian Harmer gave a report on his visit to the RallyCross National Championship site in Indianola, Iowa where he met with the National Balloon Classic administrators, town officials, the Chamber of Commerce, and event vendors. Plans for 2016 are to do more local promotion and include more community involvement in the event. One new activity planned for 2016 is a cruise to the high school for a car show on Saturday night.

- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported that the most recent Divisional RallyCross Steward (DRXS) meeting had 6 of the stewards in attendance. Some of the subjects discussed were the West Coast National Challenge event, the number of runs planned at the East Coast National Challenge, use of a course change kit, and the implementation rationale of late fees at National Challenge events. The Northeast Division RallyCross steward, James Quattro, has tendered his resignation effective December 31, 2016. The RXB is now accepting applications for his replacement, with a start date of January 1, 2017.

Old Business

- RallyCross marketing progress: The RXB continues to look for content providers for both print and video marketing materials. As the SCCA website is reworked over the next few months, it should improve usability by being more sport-specific and allowing RallyCross to generate its own content. Part of that content will include the Jim Rowland suite of documents discussed by the RXB recently. To generate some additional visual content, a photographer will be on staff for the East Coast National Challenge event and a request for a videographer has been submitted.

- Court of Appeals appointments: The RXB discussed possible appointments for the 2016 Court of Appeals and chose a primary and a secondary member from each of the RXB, DRXS, and competitors at large. Contacts will be made and the appointments confirmed during the next month, with the final Court of Appeals to be approved at the next RXB meeting.

New Business

- National & Regional event scheduling: A recent Regional scheduling conflict with a National Challenge event has caused the

RXB to again consider scheduling guidelines and the need to schedule National events as early as possible. RXB agreed that a 500-mile radius would be an acceptable mileage guideline for Regional events held on the same date as a National event. The RXB also agreed that for 2017 any bids for National Challenge events must be submitted to the RXB by October 1 with a location and a few potential dates. Foley will take these guidelines to the DRXS. Facebook and a possible email blast will also be used to spread the word.

- West Coast National Challenge review: Brian Harmer gave high praise for the event saying that it was run efficiently, course design was good and proactive, the timing system worked well, the food was great, and there were very few problems. A couple of takeaways for improvement are to always stress in the drivers meeting the requirement of red flags for debeads and to have clearer expectations that Modified competitors are required to fill out the disclosure form and to attend the class inspection. Hyatt requested that the National Championship Committee rework the Supplemental Regulations and/or the Disclosure Form to require that Modified competitors attend class inspection and that the organizers have verification of attendance through the Disclosure Form.

- Errors and omissions: It was brought to the attention of the RXB that a rules error and omission released in March had inconsistent verbiage. The following proposed change corrects the inconsistency:

  7.2.F Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations. Any sanction request where a Divisional RallyCross Steward is listed as Chairman, Event Organizer or Regional Executive/RE Designee ~~will~~ may only be approved by the Chairman of the RXB or a designee.

  Motion: Approve the changes to 7.2.F. Macoubrie/Foley. PASSED 7-0.

- Waiver changes: Hyatt reviewed the new requirements for insurance waivers recently outlined to the membership. Those new requirements are summarized at *New* SCCA Waiver Chart.

Next meeting: June 7, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | May 9, 2016

The RoadRally Board met via conference call on May 9, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, guest Director Brian McCarthy, BOD liaisons Lee Hill, Bob Dowie, and Terry Hanushek, SCCA Staff Howard Duncan and Jamie Mullin, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johaness, and Jeanne English, RRB secretary.

Minutes: April minutes approved as published in Fastrack.

Front Burner Items:

1. Moment of Silence for Mark Haas, long time SCCA member, active competitor and organizer from South Jersey Region, who died last month; the RRB expresses its condolences to his family and friends; Clyde expressed thanks from the SJR region, and said that they may do a memorial rally in his honor next year (similar to the Dave Teter Memorial Rally Weekend).
2. RReNewsletter – We expect a new issue any day now. Rally organizers are encouraged to support Cheryl's efforts by promoting the newsletter at their events and contributing articles.
3. Administrative Item Follow Up (Deena)
    a. New fillable-PDF sanction application and audit forms have been posted to SCCA.com. Thank you, Jim, Terry and Deena! Jay said he used the audit form this morning and it worked fine.
4. SCCA Staff Attendees
    a. We have Howard Duncan and Jamie Mullin from the SCCA staff joining this call. Howard introduced Jamie who is an administrative assistant to the Competition Dept (rally, solo, club racing), Deena is in Membership working on sanctions/audits and insurance; over the next month administrative duties (except sanction/ins) are being transferred to Jamie, but funnel items through Howard first. Rich is invited to lunch with Howard and Jamie when all their schedules allow. Rich said to send results and such to Howard/Jamie; toolbox items/documents to Jamie; sanctions, audits, and planning calendar to Deena (car counts and such will still come from Deena). Who will attend the RRB calls? Likely Jamie, she can be contacted by using her email jmullen@scca.com and/or by using the SCCA 800 phone number.
5. SCCA News
    a. New SCCA Waiver requirements. An SCCA leadership webinar was held 4/25/16 to announce new waiver forms. New forms will be required in calendar year 2017 and the new forms can be used in 2016. A link to the webinar replay and presentation is available at http://www.scca.com/pages/event-waiver-process.
    b. For those outside of California, New York and Florida the primary change is a new set of forms. For those in the affected states refer to presentation as the changes are too complex to summarize here.
    c. These changes are being driven by the insurance carrier, K&K.
    d. Largest impact seems to be that the expiration of annual waivers will be 12/31 each year, instead of the date of membership expiration. This will mainly affect those race events that occur in the south in January. Work to mitigate this issue is in progress.
6. Tiered Membership.
    a. Rich noted that in the BOD minutes from the April FasTrack Lee Hill brought up the suggestion of tiered memberships. "The real issue is that membership revenue is a big part of the current business model. The Board needs to look at a broader view than just membership including the upside to all programs and build on that."
    b. Thank you for raising this issue with the rest of the BOD, Lee.
7. Regional Development Committee
    a. Jay Nemeth-Johannes – not had time to do much this past month because of working on his rally Badger Burrow; he did forward info to a Miata bulletin board, got one response
    b. Jay's Badger Burrow National was this past weekend
    c. Recruiting additional RDC members – Lee said that this is a committee, it needs more members to have different points of view; he suggested adding someone more committed toward membership, perhaps even a non-rally person; set as a goal for the June meeting that the RRB members bring 4 or 5 nominees (rally and non-rally); Jim asked if it was OK to actually reach out to that person/talk to him/her – yes.
8. NEC Report (Mike)
    a. Recent and Upcoming National events (Confirm dates at scca.com)
        i. Teter March Lion, March Lamb – April 8-10
        ii. Milwaukee Badger Burrow – May 7 – one leg was discarded because a control was misplaced; then, within the proper time, a national competitor insisted that another leg be dropped because his mileage didn't agree, saying further that if the leg was not discarded

that he would file a claim (which would have the effect of further delaying scores); the leg was discarded, it did not affect scores, Jay did it to keep the peace and not delay scoring any further; he was not happy discarding the leg, feeling that the contestant was pressuring him to discard the leg.

iii. Steel Cities Steel Haul – May 14
iv. Milwaukee Roads Scholar – June 11, 12, Sunday rally already full
v. NER Hurdle – August 6
vi. Land O Lakes Lacrosse – Oktober Rally/Badger Trails – Sept 16, 17
vii. (not yet sanctioned) Two National Course Rallies, Folsom, CA – October 15, 16
viii. (not yet sanctioned) SoCal Highway Robbery – October 22

b. Liaisons for 2016 and 2017 USRRC - Ron Ferris is liaison for this year's USRRC
c. Pointskeeper status (John) – latest points, through the end of April, went to Deena and Cheryl
d. RRRs apply to divisionals? NEC feels they should, so there is consistency between events, but it would still be OK for local generals to add addenda to make them comply with the RRRs. The NEC feels that the rule about no controls in no passing zones should be moved to the RFOs so committees don't have to get a sanction exception every time (this is a very common sanction exception). Mike/NEC is working on the RRRs update; should there be a limit on how many events a competitor can count? This might discourage those who reach their limit to not run any more rallies. The NEC is working on how to make the RRRs more readable, perhaps dividing it into three sections; do all of the appendices need to be there? Bruce Gezon is 'the scribe' for the RRRs; once Mike gives him the items to update, Mike will ask Bruce his opinion about having three sections to the RRRs. See item 10.d. below for more discussion of this topic.

9. Howard Duncan – Use of online training for Safety Stewards in other areas of SCCA.

Two or three weeks ago Doug Gill did the first online Solo Safety Steward training, the feedback very positive; definitely going forward with trying to expand this into all areas of the club, starting with Safety Steward training. Doug can send the RRB the power point presentation to look at and we would then coordinate with him to make it appropriate for road rally; the solo training was 'sold out', with preregistration required; they have 30 to 40 people. We are probably 2 to 3 months away for RR; when ready, the RReNewsletter can be a way to promote it, set up registration, etc. The Solo SS training use gotowebinar, which has more features than gotomeeting; those attending can either use their computers with a webcam, or just listen on the phone; the presentation needs two people: the presenter and the moderator.

10. New Business

a. Rich is not available on June 13 for the next RRB meeting; the meeting is rescheduled for June 6 (the first Monday in June).
b. Reminder: June 30 deadline for 2017 Rule Change proposals
c. Jeanne has done a new planning calendar, Deena has already posted it.
d. Do divisional rallies need to follow the RRRs? Jim thinks that many items don't/shouldn't apply, and more importantly some rallymasters/chairmen may not fully understand the RRRs, thus the downside outweighs the upside. Clarence thinks that organizers do know the rules; he also pointed out that many conventions people think are in the RRRs, are now gone. Terry said that divisionals are meant to be a bridge between regionals and nationals; also, that they were created to separate regionals meant to be part of the national championship (call them divisionals) from regionals not meant to be part of the championship.

Mike said that the NEC can certainly address administrative things (claims, how long controls remain open, etc), but other things (what roads exist; consistent glossary, etc), are tougher to address because of conflicts between local and national generals. Rich asked what is, really, the proposal for divisionals - it started as divisionals being in full compliance with the RRRs, but things seem to be changing. Mike said that the proposal is meant to address articles that relate to conventions and definitions, things that affect contestants.

John suggested that in 2017 divisionals not count for the championship, that it is national rallies only; he said that when the RRRs changed in 2005 it did not result in any more competitors, yet here we are trying to entice national competitors, so why not go back to the 2005 rules. Clyde disagreed, saying that in SNJ people started running again who had not been running in a while. John replied to Clyde, saying he was missing the point, which is that overall attendance has been dropping in the last several years; committees that are getting good turnouts are getting them because of the organizers, not because of the changes in the RRRs. Lee said the whole idea of the RDC is to find more people like Jim, Jay, and Sasha to drive local programs. Jay said that developing regional programs has nothing to do with the national program now, it may in 4 or 5 years.

Mike said that the RRB is micromanaging the NEC and asked that the RRB let the NEC do their job. Jim said that it is all about getting more people, that more rules can only discourage people. John suggested that we settle the national program and then work on the rest. Jim doesn't want to raise the bar so high that it discourages others from putting on events. Lee asked if there are there enough

national events only for the championships to be only nationals. Jay responded that if the tour and course series were combined there would be enough rallies, but that was voted down; he also said that it comes down to who is willing to write the rallies, not to who is willing to attend. Mike said at this point, let's just leave things alone for 2017, that divisionals will not have to comply with RRRs, although Appendix A still applies. More to come on this.

11. Back Burner Items (Deferred for several months).
    a. 2015 Gervais Award Announcement and Presentation
    b. Year end award determination. Pending Action for later in 2016: Need to clarify this language in the RRRs (Crittenden). Perhaps we move the SCCA joining deadline for weekend members to a date earlier in the year. Mike addresses this in his 2017 RRRs revisions.
    c. Scca.com web site reorganization: SCCA 2016 Convention Follow Up: First set of priority changes. Proposed list for discussion: Rich is trying to schedule another lunch with Heyward Wagner and Jon Krolewicz.
        i. Rally items are in File Cabinet and Downloads. Needs to be under the rally program
        ii. Downloadable items need to be organized by
            1. Information for contestants
            2. Information for organizers
        iii. Information for new organizers (Jay's requirement)
        iv. Moderate, add delete, i.e. maintain our own content.
        v. Moderate our own forum.
        vi. Easy access to information on individual events. Links to info on a specific event.
        vii. Consistent, stable link to the Road Rally Planning Calendar. The improvements we make for the Road Rally program are applicable to other programs as well.
        viii. Need a direct link to the RReNewsletter

Motion to adjourn at 9:39 PM CDT
Next meeting June 6, via conference call
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/pages/national-championship

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:
http://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 July 2016

BOARD OF DIRECTORS

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BOARD OF DIRECTORS MINUTES | May 20-22, 2016

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 on May 20-22, 2016.

Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand, Brian McCarthy, Jim Weidenbaum and Peter Zekert.

SCCA, Inc. staff participating were: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, and Heyward Wagner, Director of Experiential Programs, Michael Fitzgerald, Director of Information Technology and Aimee Thoennes, Executive Assistant.

Guests participating were: Jennie Boden, Quantum Governance; Jim Wheeler, CRB Chairman and Robey Clark, SCCA Enterprises President.

> **MOTION** to approve the March 31 conference call minutes. Pulliam/Coleman. PASSED. minutes published in FasTrack. Pulliam/Coleman. PASSED.

CHAIRMAN'S REPORT
Chairman Walsh introduced Robey Clarke, President, SCCA Enterprises and Michael Fitzgerald, Director of Information Technology, SCCA Inc. Walsh stated that Pirelli World Challenge staff will be working with CRB Chairman, Jim Wheeler and SCCA Inc. and SCCA Pro Racing staff regarding classification of PWC cars into club racing.

SCCA ENTERPRISES
Steve Harris provided an update on Enterprises. Robey Clark has done a great job with the transition and management of new leadership for Enterprises. Clark addressed the board and thanked them for the opportunity. He stated that they have a small staff of 6 who are working well together. Moving forward the Gen3 combination with Hoosier Tire has created excitement in the spec racer and SCCA communities. His says they will be selling 8-9 new cars for the year and have several other inquiries. Working to get FE's back on track and running as well. CSR's are in good shape and Clark is talking with them weekly about what they want/need. A July 11 meeting is set in Centennial to update business plan etc.

PRESIDENT'S REPORT
Noble addressed the Quantum performance review process and is looking forward working together collegially to improve the organization.

Board members Christopher, Hill, McCarthy and Weidenbaum were at the office on Thursday. Noble extended the welcome to the board to visit the office and meet the staff prior to their board meetings.

Mobil 1 contract has been renewed and will continue to be a good partnership for the club. Noble and Prill met with Hoosier and toured their Indiana plant earlier in the week.

A partnership has been signed with Chevrolet as the "Official Truck of SCCA".

An announcement will be made at the 100th running of the Indy 500 about a Greenpower USA driven by SCCA event at the 2017 Indy 500 Community Day. There is a STEM program tie in. SCCA will oversee the coordination of the event. There will be an application process for drivers.

Paul Pfanner and Philip Royle from Racer Media and Marketing were in the office this week to refine the goals of our partnership.

STRATEGIC PLAN REPORT
President Noble and Director Harris provided an overview of the Strategic Plan (STRAP) process as well as its purpose to the organization. The STRAP is our road map for the future and is vital to the health of the organization. This is both a long range view and a living document as the organization responds to the changing economy, needs of its members, industry climate, etc. Noble gave an update of completed tactics, ongoing tactics and incomplete items since the implementation of the plan.

Earlier in May, the Strategic Planning Committee met to review the current STRAP and update the main elements using the latest SWOT analysis. Harris, Coleman and Hanushek and the National Staff's Executive Team comprised the committee. The intent is for the Board to provide feedback and direction on the main elements (Vision, Mission, Values and Goals) to the staff as they develop a supporting tactical plan for implementation and accountability. The main elements need to resonate with all levels of our organization: members, regions and divisions. The main plan elements will be published and shared with our regions through webinars and discussion in the initiation of region development programs.

FINANCE REPORT
Pfannenstiel reported a net loss 4/30/16. The biggest contributor to the loss is revenues lower than budgeted, mostly in entry fees (some canceled events) and sponsorship, some is recoverable. Note that additional sponsorship revenue on the recent contracts have not been recognized.

Staff will be working on forecast with first four months of actuals to determine plans for the remainder of 2016.

SCCA Pro presents challenges and the Finance Department will work with management of Pro racing to look at their forecast.

SCCA Enterprises is doing very well.

It was brought up that the licensing number on the dashboard was high. Further review revealed there was a discrepancy in Novice Permits and there is a plan in place to solve the issue.

A full audit was completed in early April; it was clean and went well. There were not any reclasses requested by auditors which means that the financials provided to the Board by staff are accurate.

Department of Labor just released some employee classifications including a change in salary threshold. There will be an impact on the organization and how we do business; several employees that may need to be reclassified. This takes effect Dec 2016.

Management reporting by program is underway with the goal to use this as a tool to make good strategic business decisions. For instance, allocation of resources to fit the needs of our strategic plan.

SCCA will present a Tuition Assistance program to the Board at a later date. This would provide educational assistance to employees.

BUDGET AND FINANCE COMMITTEE REPORT
Christopher reported that there is one year of data from the management reporting and the committee is happy with the results. A reminder that this is one tool for the board and staff to use when making program and resource decisions.

Mize Houser presented the full audit report to the Budget and Finance Committee. No problems or issues during the audit.

MOTION to accept 2015 audit as presented. Christopher/Weidenbaum. PASSED. Unanimous.

WEBSITE AND REGISTRATION PROJECT UPDATE
Heyward Wagner and Michael Fitzgerald were present at the meeting for a question and answer session. They have been working with Liaisons Lee Hill and Jim Weidenbaum who provide a conduit of information on the project to the Board.

Pfannenstiel provided a financial review of the project. Wagner reported that a contract had been signed with Randall Prince to develop our own advertising plan so we are in control of our web presence, we would still use Google as backup. Discussion was had on ideas to attract regions to use the website, one advantage for regions is it would eliminate the need for a web master.

Wagner and Fitzgerald are meeting with the developers next week to prioritize and problem solve. Wagner will provide an update to the board post meeting.

Coleman suggested that a video be created to demonstrate an event search from google.

The Board requests monthly updates from Wagner to the full board. The regular receipt of information should assist in change management.

SCCA LEADERSHIP ACADEMY

Heyward Wagner reported on a new Program for region assistance which would be titled SCCA Leads or SCCA Leadership Academy. The purpose of this program is to unify training within SCCA to build strong leadership skills within our Regions and create program consistency. With the rapid change in programs and technology and the momentum from the 2016 convention, there is a need to have a structure in place to help all regions and identify regions in crisis. This program will be structured with members acting as SME (subject matter experts), and staff. The intent is to have monthly webinars and other resources that would be available 24/7/365. The board will be getting a formal presentation including a budget at a later date.

BOARD PORTAL

Upon the request of the Board of Directors via a recommendation by Quantum Governance, staff researched board portal services. Tere Pulliam and Aimee Thoennes presented the results of the research and recommended a product that would best meet the needs of the Board. The purpose of the portal is to centralize meetings, documents and activities relative to Board management. It would be possible to roll this service out beyond the Inc Board in coming months.

> **MOTION**: To approve the engagement with Streamlink Software for a three year service agreement with BoardMax Strategy portal service. Pulliam/Christopher. PASSED.

SCCA FOUNDATION

Arnie Coleman presented a proposed update to the SCCA Foundation ByLaws.

> **MOTION**: To accept the SCCA Foundation ByLaws as presented in the Briefing Book and included as Appendix A to these Minutes. Coleman/Weidenbaum PASSED.

CLUB RACING

PITT RACE WAIVER

MOTION: To allow waiver requests from competitors who had a qualifying time on Sunday morning but were not able to race due to force majeure for groups 3- 7 at the May 15th Pitt Race. Hanushek/McCarthy. PASSED.

MOTION: To permit the Director of Club Racing to grant the waiver requests for one race start participation requirement for those competitors affected by the force majeure May 15th, 2016 Pitt Race. Hanushek/Hill. PASSED.

TRANSFER OF CREDIT FROM TOURING 3 TO TOURING 2

MOTION: For 2016 only, permit drivers running cars with dual classification in T3 and T2 to transfer credit for 2016 T3 races run prior to May 31 to T2. Upon transferring from T3 to T2, participation of that event and any points scored in T3 will be removed from the T3 Conference and Nationwide point standings. Points scored in T3 that are transferred to T2 are done solely for the purpose of Runoffs qualification for that driver. A driver transferring points to T2 shall neither displace another driver from Runoffs eligibility nor displace a driver from a Conference or Nationwide Championship.

For example:

- A driver falls out of the top half of Nationwide points, or top 10 (or half if more than 20 participants) in Conference points, because a driver using T3 points for T2 moved ahead of him. Invitations would then extend by one driver beyond the top half (or top 10, whichever is applicable). So if 40 drivers score points and one driver transfers T3 points in to put him into the top 20, the number of invitations will go from the top 20 to the top 21.
- Driver A finishes first in a Conference or Nationwide point standings, but achieved that position by transferring T3 points into T2. Driver B finished second in points, but achieved all of his points in T2. Driver A is ineligible for the points Championship because the point total that allowed him to surpass Driver B includes points earned in T3. Because of this, Driver B would be crowned the Champion.

This is done in recognition of the mid-season Touring 3 class realignment and dual classification of several cars. Transfer will only be done upon written request to Deanna Flanagan (dflanagan@scca.com or fax 844-237-0096) no later than August 17, 2016. All point and participation transfers are final. McCarthy/Helman. PASSED 12-1.

PLANNING COMMITTEE REPORT

The Planning Committee presented a proposal that has been developed by the CRB to implement a market driven class management structure that includes the possibility that all RunOffs eligible classes may not be invited to the RunOffs in any given year. The Board agreed that the CRB should continue developing this proposal to include (1) clear and transparent requirements to be met by a regional class for it to be considered for promotion to RunOffs eligible status, (2) clear and transparent methodology by which those classes to be invited to the RunOffs in a given year will be determined, and (3) clear and transparent circumstances under which a class may be lose its RunOffs eligible status. The CRB was asked to be prepared to present their detailed plan to the Board of Directors in the fall.

CRB RULE CHANGES
Jim Wheeler, CRB Chairman, presented the rule changes to be voted on.

MOTION: Approve the CRB rules changes as presented in Appendix B. Lindstrand/McCarthy. PASSED.

MOTION: Approve CRB rule change item 18931 as presented in Appendix B. Lindstrand/McCarthy. PASSED. Zekert abstained.

Motion: Adjourn the meeting. Coleman/Hill. PASSED.

Appendix: A SCCA Foundation ByLaw Changes

PURPOSE: This proposal is being forwarded to the SCCA Board of Directors to present suggested changes to the SCCA Foundation Bylaws for the BoD's consideration and approval.

KEY DEFINITIONS:

- CORPORATION - Any reference to "Corporation" in the SCCA Foundation Bylaws refer to the SCCA Foundation itself.
- SOLE VOTING MEMBER - Any reference to "Sole Voting Member" in the SCCA Foundation Bylaws refer to SCCA Inc, and its governing body – the SCCA Inc. Board of Directors.

FORMAT: The suggested changes are presented in the following format:

- Current Bylaws Language – in *italics*
- Proposed New Language – in **bold** type
- Reason for Change – in normal type

SUGGESTED CHANGES:

1. Current Bylaw Language:

Article 3. Members

The Corporation shall have one (1) Sole Voting Member that shall be (sic) Sorts Car Club of America, Incorporated. The powers and duties of the Sole Voting Member shall be to amend or repeal, in whole or in part, when deemed necessary by the Sole Voting Member, the Corporation's Articles of Incorporation or these Bylaws, and to appoint and to remove, with or without cause, directors of this Corporation. The Corporation may develop various classifications of non-voting memberships as a form of recognition. The entire voting power for all others purposes shall rest in the Board of Directors.

Proposed New Language:

Article 3. Members

The Corporation shall have one (1) Sole Voting Member that shall be Sports Car Club of America, Incorporated. The powers and duties of the Sole Voting Member shall be to amend or repeal, in whole or in part, when deemed necessary by the Sole Voting Member, the Corporation's Articles of Incorporation or these Bylaws, and to appoint and to remove, with or without cause, directors of this Corporation. The Sole Voting Member will appoint two (2) members from its Board of Directors to the SCCA Foundation Board. These two (2) members shall act as liaisons to the SCCA Foundation Board, representing the Sole Voting Member. They are not voting members of the SCCA Foundation Board. All members of the SCCA Foundation Board shall be SCCA members in good standing.

Reason for Change:

This change incorporates the requirement to appoint liaisons from the Sole Voting Member to the Foundation Board, as is already in effect for other program boards.

2. Current Bylaws Language:

Article 4. DIRECTORS

4-A. Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) or more than five (5) voting individual persons to be selected by the Sole Voting Member. At least three (3) directors of the Corporation

shall be members of the Board if (sic) Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Should the Sole Voting Member not then be in existence, then such selection shall be made by the Board of Directors of the Corporation. Directors need not be residents of the State of Colorado. Directors shall hold office for a term of three (3) years, or, if later, until their successors have been elected or appointed and qualified; except that the terms of the initial directors shall be staggered at the next meeting of the Board of Directors so that two (2) directors shall serve for one (1) year, two (2) directors shall serve for two (2) years and one (1) director shall serve for three (3) years. There shall be no limit on the number of consecutive terms that a director may serve.

Proposed New Language:

Article 4. Directors

4.A. Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) and no more than seven (7) voting individual persons to be selected by the Sole Voting Member. At least two (2) directors of the Corporation shall be members of the Board of Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Directors of the Corporation will serve a term of three (3) years. Directors may serve any number of terms, but may only serve two (2) terms consecutively.

Reason for Change:

The foundation board has experienced difficulty in the past with having sufficient personnel resources to adequately perform their role as a fund raising organization, hence the suggested increase from 5 to 7 members maximum. The current bylaw language relating to terms of service is thought to be unnecessarily complicated.

3. Current Bylaws Language:

Article 4-B. Annual Meeting. An annual meeting of the Board of Directors may be held with notice as provided in 4-D. below as such place as determined by the Board of Directors. The annual meeting of the Board of Directors, if any, shall be for the purpose of transacting such business as may come before the meeting.

Proposed new Bylaws Language:

Article 4.B. Annual Meeting. An annual face-to-face meeting of the Board of Directors shall be held for the purpose of transacting such business as may come before the meeting. Whenever possible, the meeting will be held in conjunction with the SCCA Annual Meeting. In the event that the SCCA does not have an Annual Meeting, the Foundation board will hold a face-to-face meeting at their convenience, at a time and location agreeable to the board.

Reason for Change:

This change will give the foundation the ability to conduct a face-to-face meeting in the event that such a meeting cannot be held in conjunction with the SCCA Annual Meeting.

4. Current Bylaws Language:

Article 4-C. Regular Meetings. Regular meetings of the Board of Directors shall be held at the same place as the regular meetings of the Board of Directors of the Sole Voting member, with notice as provided in 4-D below.

Proposed new Bylaws Language:

Article 4.C. Regular Meetings – The Foundation will hold a conference call meeting once every month during the calendar year. Notice of such meetings may be given in writing or by electronic transmission (e-mail) or by telephone.

Reason for Change:

Approximately one third of the regular meetings of the Sole Voting Member are held face-to-face, at or near SCCA Headquarters. It is logistically impractical and financially imprudent for the foundation to follow this bylaw. The suggested change eliminates this requirement. This change also allows for the use of e-mail for notification of meetings.

5. Current Bylaws Language:

Article 4-D. Special Meetings. Special meetings of the Board of Directors may be called at any time by the Chairman of the Board of Directors, or any two (2) of the directors then in office with at least ten (10) days notice given in writing or by facsimile ("fax") transmission or by telephone. If the Chair of the Board so calling the meeting in his or her sole judgment determines that emergency circumstances require a more immediate special meeting, in such case the required notice shall be reduced to 24 hours by fax or by telephone.

Proposed new Bylaws Language:

Article 4.D. Special Meetings. Special meetings of the Board of Directors may be called at any time by the Chairman of the Board of Directors, or any two (2) of the directors then in office with at least ten (10) days notice given in writing or by electronic transmission (e-mail) or by telephone. If the Chair of the Board so calling the meeting in his or her sole judgment determines that emergency circumstances require a more immediate special meeting, in such case the required notice shall be reduced to 24 hours by electronic transmission (e-mail) or by telephone.

Reason for Change:

This change permits the use of e-mail as a method of notification of special meetings of the foundation.

6. Current Bylaws Language:

Article 4-G. Quorum and Written Proxy. A quorum at all meetings of the Board of Directors shall consist of a majority of the directors then in office, but a smaller
Number may adjourn from time to time without further notice, until a quorum is secured. All matters to be voted upon require an act of the majority of directors in attendance at a meeting at which a quorum is present unless otherwise provided for in the Corporation's Articles of Incorporation, these Bylaws or by law. As provided by C.R.S. § 7-128-205(4), for purposes of determining a quorum and for purposes of casting a vote for or against a particular proposal, a director may be deemed present and to vote if a director grants a signed, written proxy to another director. The proxy must direct a vote to be cast with respect to a particular proposal that is described with reasonable specificity in the proxy.

Proposed Bylaws Language:

Article 4.G. Quorum and Written Proxy. A quorum at all meetings of the Corporation's Board of Directors shall consist of a minimum of three (3) of the directors then in office. All matters to be voted upon require an act of the majority of directors in attendance at a meeting at which a quorum is present unless otherwise provided for in the Corporation's Articles of Incorporation, these Bylaws or by law. As provided by C.R.S. § 7-128-205(4), for purposes of determining a quorum and for purposes of casting a vote for or against a particular proposal, a director may be deemed present and to vote if a director grants a signed, written proxy to another director. The proxy must direct a vote to be cast with respect to a particular proposal that is described with reasonable specificity in the proxy.

Reason for Change:

This change sets the number of foundation director's required to be present to constitute a quorum.

APPENDIX B: CLUB RACING RULE CHANGES

Below items will become effective on the dates specified in each letter.

FS
1. #18790 (April Fastrack - Scott Woodruff) Remove Side Panel Fastener Spacing Limitation
Thank you for your letter. The CRB recommends removing the 6" center-to-center fastener restriction on cockpit anti-intrusion side panel attachment for FS ONLY. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Change 9.1.1.F.13.C.2 second paragraph:

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~ The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

FV
1. #19354 (May Fastrack - Bruce Livermore) Allow Legitimate Repairs for FV
Thank you for your letter. If approved by the Board of Directors, the CRB recommends implementing this rule 6/1/2016.

Add 9.1.1.C.5.D.37: *37. In addition to repairs and modifications specifically authorized in the FV rules, engine cases and cylinder heads may be repaired within the definition of "repair" in Appendix F. Technical Glossary. Any such repairs shall provide no competitive advantage and shall not allow the fitment of any alternate part unless specifically authorized in the FV rules.*

GCR
1. #18954 (May Fastrack - Daniel Miklovic) Annual Technical Inspection
Thank you for your request. If approved by the Board of Directors, the CRB recommends implementing this change **6/1/2016**.

Change 5.9.2.A.:

5.9.2. Inspecting Automobiles
A. Annual Inspection

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional*,* ~~or~~ National *or Senior* license once a year (12 months). If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook; he then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3.20.A.)

IT
1. #18791 (April Fastrack - David Boles) Short Shift Kits
Thank you for your request. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Add to 9.1.3.D.4.e.: e. Shift lever may be bent or cut above tunnel or floor. *The use of a Short Shift Kit is permitted.*

SM
1. #18779 (April Fastrack - Tom Berndt) Exhaust Manifold Repair for 1.8 NA
Thank you for your letter regarding exhaust manifold repair for the 1.8L NA cars. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Repairs are permitted as follows:

Insert between the two paragraphs of 9.1.7.C.I.1

1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

<u>Recommended Items for 2017</u>

Below will become effective 1/1/2017.

F5
1. #19530 (June Fastrack - Formula/Sports Racing Committee) Bodywork revisions
Thank you for your letter. The CRB recommends the following changes/revisions to the F5 bodywork rules.
Change 9.1.1.D.9 to read as follows:

9. Bodywork
A. All mechanical components of the car, forward of the roll cage, shall be covered by suitable bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. *The* driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

B. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. *A sports car nose shall be closed across the front and top except for air duct openings ducted to heat exchangers, provided that ALL air directed to heat exchangers shall pass through those exchangers, except for ducts directed at brake assemblies.*

C. Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the *front* tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The sidepod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The sidepod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The sidepod(s) may be open to the rear. Sidepod(s) is (are) intended to restrict wheel entanglement between cars.

D. 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.)

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 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.

F. 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 or through the lower surface of the car between the front and rear axles.*

G. Ducts through the side or top of the body and/or sidepods to duct air to and through heat exchangers or to allow cooling air into the engine compartment are permitted, provided that they are not used to generate aerodynamic downforce. Engine air intake ducts and scoops are permitted, provided that they are not used to generate aerodynamic downforce.

H. Wings are prohibited.

I. Diffusers are allowed, *with or without strakes, provided that the overall length and width of the car conforms to the dimensions provided in these rules.*

J. Splitters are allowed, provided that they extend at least to and do not extend more than one inch beyond the line(s) defined by the leading edge(s) and corners of the nose and the sponsons of the sports car nose, and provided that the overall length and width of the car conforms to the dimensions provided in these rules.

GCR

1. #18931 - (March Fastrack - SCCA Staff) Increased Fire System Requirements
For 1/1/17, in section 9.3.23, require T1, T2, and STU to have fire systems. These cars easily run the speeds of GT and Production cars that are required to have fire systems.

2. #19099 (May Fastrack - Brett Whisenant) Docol R8 Tubing as an Alternative to DOM and 4130
Thank you for your request.

Change 9.4.F.1: 1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended)*,*
~~or~~ alloy steel tubing (SAE 4130 or T45)*, or Docol R8 tubing* must be used
for all roll cage structures. Alloy and mild steel tubing may not
be mixed. ERW tubing is not allowed.

Change 9.4.5.C.1. Second Paragraph: Two (2) seat Sports Racing cars with full width main hoops must incorporate a lateral brace to prevent lateral distortion of the of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness, ~~or~~ Chromoly 4130*, or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter.

Change 9.4.5.C.2. Second Paragraph: Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by 080" wall thickness, ~~or~~ Chromoly 4130*, or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall

thickness. When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same.

Change 9.4.5.E.4.a.: a. Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, ~~or~~ alloy steel tubing (SAE, 4130 or T45), *or Docol R8 tubing* shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.

3. #18265 (June Fastrack - Eric Heinrich) Drive Train Definition - Technical Glossary
Thank you for your letter. Change the Technical Glossary:

~~**Drive Train** – Those components in a car which produce and convey the driving power to the ground, and the housings containing these parts.~~

Drive Train *– Those rotating components in a car that convey the driving power from the engine flywheel to the ground and the housings containing these parts. This is inclusive of the clutch, transmission, driveshaft, differential, halfshafts/axles or any systems providing such functionality. Wheel bearings, driveshaft carrier bearings, wheels, and tires are specifically excluded.*

Add to the Technical Glossary:

Power Train – Consists of the combination of an internal combustion Engine and Drive Train components. The Engine specifically includes induction systems (carburation, fuel injection, forced and natural, intake manifolds) and exhaust systems (manifolds, headers, turbochargers) up thru and including the flywheel. Ancillaries such as electrical (charging or ignition) or cooling are specifically excluded.

4. #18689 (June Fastrack - GCR Committee) Clarify Class Compliance Chief & Compliance Checking Crew

Delete 5.12.5.:

~~**5.12.5. Compliance Checking Crew**~~
~~When assigned to an event by the Club Racing Department, each member of this crew will have the official status of an Assistant Chief Steward. Their sole responsibility is to advise the Series Chief Steward Majors Race Director or Chief Steward of cars not in compliance with the GCR and/or the Supplemental Regulations for the event. The Series Chief Steward Majors Race Director or Chief Steward may delegate all or any part of his powers under 5.12.3.C and 8.1.1 to them. Note: Class Compliance Technical Specialist (CCTS) duties and authorities are set forth in GCR 5.11.4 and are not a part of this rule.~~

Replace 5.11.4:

(Existing):
5.11.4. Class Compliance Chief (CCC)
When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. The CCC will report any findings of vehicles not complying with the GCR to the *Race Director* or the Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Decisions made by the CCC regarding compliance are non-protestable. Penalties assessed by the *Race Director*, Chief Steward or Stewards of the Meet (SOM) may be subject
to protest or appeal.

(New):
5.11.4 Compliance Staff

A. Members of the compliance staff are assigned by the head of Club Racing and designated subject matter experts for particular classes or categories. As part of the technical inspection team, their sole responsibility is to advise the Chief Technical Inspector of cars not in compliance with the GCR and/or the Supplemental Regulations for the event.

B. Class Compliance Chief (CCC)
A member of the compliance staff may be specifically designated by the head of Club Racing as the CCC for a class. The CCC will work under the guidance of the Race Director or Chief Steward and with the event technical staff to provide consistent compliance checking across all events for the designated class. The CCC will report any findings of vehicles not complying with the GCR to the Race Director or Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Findings of the CCC regarding compliance items specific to that class are non-protestable. Decisions made by and/or penalties assessed by the Race Director, Chief Steward or Stewards of the Meeting (SOM) may be subject to protest or appeal.

FP

1. #19150 (May Fastrack - Keith Gillespie) Re-Classify 1999-2000 Honda Civic Si from EP to FP

Thank you for your request. Re-Classify this car from EP to FP with the following changes: *weights 2250, 2306 and 2363, compression ratio 11.0:1 and valve lift .450.*

STU

1. #18520 - (March Fastrack - Greg Amy) De-List Spec E46 from STU

Thank you for your letter. The Spec E46 cars have been classified in Touring 3 for the 2016 racing season. The CRB recommends de-listing from STU for ***2017*** to avoid competitor confusion.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | May 25, 2016

The Solo Events Board met by conference call April 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek, KJ Christopher, and 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 **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2017

The following subjects will be referred to the Board of Directors for approval. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

General

#19138 Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

The following rule change proposal is recommended for approval:

"7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun. If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~

7.8.2

A competitor encountering a downed or displaced pylon on course has the option of continuing the run at their own risk of incurring the penalty or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must thereafter proceed per Section 7.4. ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand but may be subject to penalty for the downed or displaced pylon. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.~~"

Prepared

#14325 VW in EP Proposal

Based on member feedback, the following rule change, effective 2017, is recommended in Appendix A, E-Prepared:

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, ~~8v~~) (1975-92)

Note: The PAC believes that this brings E-Prepared into conformity with the F-Street Prepared rules, clarifies a potential path from FSP into EP for the VW vehicles utilizing the A1 chassis, and provides members with multiple competition opportunities. The compression ratio and cylinder head update/backdate changes among the models sharing this chassis do not appear to upset the competitive balance of Preparation Levels 1 (Full-prep) or 2 (Limited prep) in the EP class.

#15817 Oil Breather Clarification

The PAC recommends making the following rule change, effective 2017:

"3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase *vents* and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.* ~~All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.~~

Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 *So long as it meets the requirements in section 3, t*he installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~17.10.R All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.~~"

The PAC believes that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

#18193 Trunk Alternate Panel

The PAC recommends the following rule change for X Prepared in Appendix A section 1.c, effective in 2017:

"c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m2) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both.*"

The PAC believes this clarifies and excludes the implementation of rear spoilers under rear wings.

Modified

#17892 Exomotive Exocet in DM/EM

Modify 18.1.A.1 as follows:

- re-letter the second subsection group in 18.1.A.1 to be g, h, i, j, and k

- modify what will then be subsection i in 18.1.A.1 to read as follows:

"i. They will be allowed all, *but no more than,* the modifications that production-based cars are permitted*, with the exception that minimum width for all kit cars shall be no less than 65" as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure*."

- add new subsection l as follows:

"*l. They must compete with full standard bodywork and that body must remain recognizable as that of the*

approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork."

- add new subsection m as follows:

"*m. Functional wings are not permitted even if they are part of the original kit manufacturer's specification and/or components. If present they must meet 18.1.F.6.*"

Modify 18.1.F.6 as follows:

"6. If ~~the~~ *a* factory production *or kit car* was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow."

Note: if this change proposal is implemented, the specifications added to the listing for the Exomotive Exocet will be removed, since these changes have the same effect.

Member Advisories

Safety

#19519 Clarification of Loose Items

Per the SEB, when dealing with possible "loose items" Tech inspectors are reminded to use common sense.

Awards

The SEB is seeking nominations for the Driver of Eminence award (http://www.scca.com/pages/solo-awards#accordion_item_1965372) and the Solo Cup (http://www.scca.com/pages/solo-awards#accordion_item_1965370). Please submit these nominations in writing via www.soloeventsboard.com

General

The SEB is requesting that members interested in serving on the SEB submit their qualifications in writing via www.soloeventsboard.com

Street

#19514 Clarification of legality of moveable spring perches

Bearing mounted and hydraulic spring perches are not currently permitted by Section 13, and are not considered to be in the spirit of the Street Category.

Street Touring

#19434 Fiat 500 Turbo

The car is currently listed in STX. Since there presently is no SSF data available on the Turbo, the car as competed in must meet the width/height requirement of 3.1.A.

Street Prepared

The SEB is requesting members interested in serving on the SPAC to submit their qualifications in writing via www.soloeventsboard.com

Modified

#19446 Bodywork question

As the requested modification removes bodywork, not bumper(s), and also makes the rear of the car unrecognizable as a Sprite, the MAC believes the proposed revision is not compliant with the rules.

Change Proposals

Street

#17283 Rethinking Street Classing

The SAC would like to thank the membership for the thoughtful comments and responses regarding the classing

change proposal that was published in the April Fastrack. Taking into account those comments and responses, the SAC has made adjustments to the proposal, detailed below. Please note, this is still only a proposal, and member feedback is requested.

The committee is proposing the following individual line-item moves; They will be considered independently based on feedback from the membership.

Change 3.4 Option Packages as follows:

"The SEB may ~~designate limited availability~~ limit or offer separate classing for option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes)."

*Move from Exclusion list to SS *** NEW*

Nissan

GTR (excluding Nismo, black edition, track edition) (2012+)

Move from AS to BS

Porsche

Boxster (Non S) (2009-2012)

Cayman (Non S) (2009-2012)

Boxster S (2005-2008)

Cayman S (2005-2008)

Move from BS to CS

Porsche

Boxster (987 chassis non-S) (2005-2008)

Boxster S (986 Chassis) (2000-2004)

Cayman (non-S) (2005-2008)

Move from CS to DS

BMW

*M3 (E36 chassis) (1995-1999) *** NEW*

Scion

FRS (w/o TRD suspension components)(2013-2016)

Subaru

BRZ (2013-2016)

Move from BS to FS

Cadillac

ATS (3.6 V6)

Move from FS to DS

BMW

128i (2008-2013)

228i (F22) (2014-2016)

328 (F30/F31/F34, including diesel) (2012-2016)

3-Series (E46, non-M3) (1999-2006)

3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)

428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)

CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)

*Crossfire (non SRT) *** NEW*

Dodge

Challenger V6 (2011-2016)

Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)

Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)

Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)

G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)

IS250/350 (2006-2016)

GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)

CLK V6 (1998-2009)

Move from FS to GS

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

Jaguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

Move from GS to HS

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

#19537 2013 SLK55 AMG to B Street

Per the SAC, the following class change proposal is submitted for member review and comment:

Move from *SS to AS*

Mercedes

SLK55 AMG (2012-2016)

Street Prepared

The SPAC is currently working on a rules change proposal which would change certain allowances in the category in order to permit competitors to more appropriately address reliability issues. Specific language changes will be published for member review in the next Fastrack.

Street Modified

#18554 Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

The SMAC proposes the following change to 16.0.B.1.b

Remove the Datsun Z car 2+2 from 16.0.B.1.b excluded vehicles list.

Prepared

#14898 XP boosted displacement equivalence and min weight

In view of past results and member input, the PAC believes that the following weight formula amendment provides a competitive adjustment between naturally aspirated and forced induction powertrain options of varying displacements in X-Prepared. The PAC has provided the following proposed amendments to Appendix A, X-Prepared, Section 9, for member comment:

Executive summary of the changes:

- Increase FI multiplier from 1.4 to 1.5.

- Change NA formula to prevent some larger engines weighing less than slightly smaller engines.

- Change NA formula to give a weight break above 5.0L. A 7.0L NA motor equals the 2300lb weigh limit

- Change wording of “engine behind driver” to “with 51%or more weight on the rear axle”

- Set a minimum weight for NA vehicles.

Specific language:

9. MINIMUM WEIGHTS

a. ENGINE CLASSIFICATIONS

1. 4-stroke cycle and 2-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.

2. Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ 1.5 times the actual displacement.

3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. MINIMUM WEIGHT CALCULATIONS

All listed weights are without driver. All weights are calculated based on displacement as listed above.

Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver is 1200 + [(1.796 x 1.5) x (200+ 20)] + ABS = 1843 lbs.

Engine displacement less than 4.0L

FWD..... 1200 lbs. + 150 lbs. per liter
RWD..... 1200 lbs. + 200 lbs. per liter
AWD..... 1200 lbs. + 250 lbs. per liter

Engine displacement of 4.0L or greater

FWD..... 1600 lbs. + 50 lbs. per liter
RWD..... 1600 lbs. + 100 lbs. per liter
AWD..... 1600 lbs. + 150 lbs. per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds

Cars with ABS + 50
Cars with traction/stability control + 50
Cars with active/reactive suspension + 100
Cars with greater than *51% weight on rear axle + 20 per liter*

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following minimum weights (lbs.):

	Naturally Aspirated	Supercharged/Turbo
FWD	*1425*	1575
RWD	*1550*	1700
AWD	*1675*	1825

Modified

#18845 Traction control rules change

The MAC has provided the following rule change proposal, submitted for member review and comment:

"18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars may compete in Modified Classes A through F (AM through FM). ~~Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM).~~

Rules for Automatic Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are exempted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use ~~ABS or TCS~~ *any ABS, TCS and/or SCS with no weight penalty* as long as it was a standard option on the car and the original unmodified control unit and programming are used.

Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (~~GCR~~)~~ ~~S~~section(s)."

- Also add in Appendix A, under D Modified, in Subsection C:

TCS …….. Add 200 lbs

ABS and/or SCS (no additional TCS penalty) ..... Add 250 lbs

- Also add in Appendix A, under E Modified, in subsection B:

TCS ……..…… Add 300 lbs.

ABS and/or SCS (no additional TCS penalty) ..... Add 375 lbs

#19119 response to letter 17810 (cockpit bodywork)

Per the SEB, the following rule change proposal, affecting 18.4.A.1 and adding a new 18.4.B.14, is submitted for member review and comment:

A. Bodywork

"1. *Any bodywork used* must be made of metal, fiberglass, or other suitable fire resistant materials. ~~The sides, front, and back of the cockpit area must be at least as high as the driver's waist.~~ *Solid body panels are not required except as specified in section 18.4.A.3.*"

B. Chassis

"*14. The sides, front, and back of the cockpit area must be at least as high as the driver's waist.*"

Note: These changes remove the requirement for bodywork on the front and sides of the cockpit area and would be effective in 2017.

Kart

#19145 19.1.D.1.j Clutch Basket Allowance

Per the KAC, the following rule change proposal is submitted for member review and comment:

19.1.D.1.j

"Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate ~~must be OEM~~ *may be aftermarket parts.* Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket parts. Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed."

Other Items Reviewed

General

#19117, 19127, 19129 Letter #17285, Vehicle operation after downed cone or red flag

Thank you for your input.

Street

#19332, 19453, 19518, 19578 #17283 Rethinking Street Classing

Thank you for your input.

#19442, 19487, 19494 #17283 - Boxster and Cayman

Thank you for your input.

#19444, 19550, 19560 #17283 – FRS, BRZ

Thank you for your input.

#19454 Lexus IS proposed class move

Thank you for your input.

#19456 Input on Re-class Proposal #17283

Thank you for your input.

#19481 Support #17283

Thank you for your input.

Street Touring

#19516 #17062 Added Fuel Allowance

Thank you for your input.

Street Prepared

#19143 991 GT3 should be in SSP

Thank you for your comment supporting letter number #17461, classification of 991 GT3 to SSP.

#19329 response to April Fastrack solo Porsche reclassing

Thank you for your input supporting #18433

Not Recommended

Street

#19430 If you move the Porsche 987S to BS, move the Porsche 996 too

The SAC believes that the 996 Porsche 911 is appropriately classed at this time.

#19465 VAG COM, VW's, and 13.9.G

Thank you for your input. The SEB is not in favor of allowing any modifications to ECU's at this time.

#19532 Brake Line Upgrades

The SAC does not want to expand the brake hose allowance that currently exists.

Street Touring

#19422 Street Touring Pony

We will continue to monitor the participation and performance levels of FS and STP vehicles. Thank you for your input.

#19443 Toyota MR2 Turbo into Street touring

Based on car age, limited availability, and current competitive balance and participation, the STAC does not feel that it

would be prudent to class the MR2 turbo in STU.

#19483 Proposal to Add FWD LSD class to STREET TOURING

Thank you for your input.

Street Prepared

#19204 Question concerning front aero design

The SPAC believes that the splitter rules are sufficient as written.

Prepared

#18841 46mm turbo restrictor

The PAC is not in favor of adjusting the turbo restrictor diameter at this time. We will continue to monitor the competitive balance within the class.

Modified

#19155 Weight engine addition

Thank you for your input. The MAC does not believe that a change of this magnitude is in the best interests of the class as a whole.

#19475 FM Weights

Thank you for your input. At this time the MAC does not believe that changes to keep pace with ongoing GCR updates are in the best interests of the class as a whole, which the committee believes benefits more from rules stability.

#19496 Solo Vee engine

Thank you for your input. The MAC does not believe this change is in the best interests of the class as a whole.

Kart

#19429 SKUSA Spec Honda and CRF250

Thank you for your input, the KAC is planning to have further discussions about Stock Moto but it is not recommended at this time.

Handled Elsewhere

Prepared

#16756 Force Induction treatment in XP Comments

The PAC thanks the member for their comments, which have been considered in the proposal for 14898.

Modified

#19280 Proposal 17892

Please see the updates to item #17892.

#19293 Exocet classing

Please see the updates to item #17892.

#19447 Bodywork Question

Please see item #19446.

Tech Bulletins

Street

#19500 Assign Nissan Leaf to HS

Per the SAC, add the following new listing to HS, effective immediately upon publication:

Nissan

Leaf (2010-2016)

#19502 Buick Verano / Verano Turbo classing in street.

Per the SAC, add the following new listings, effective immediately upon publication:

GS

Buick

Verano Turbo (2013-2016)

HS

Buick

Verano (Non Turbo) (2013-2016)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 7, 2016

The Club Racing Board met by teleconference on June 7, 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 and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Jim Weidenbaum, BoD, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

FV

1. #19573 (Bruce Livermore) FV Ad Hoc Committee Request for More Direct Interaction with SCCA
Thank you for your letter. The CRB recommends forming an official Ad Hoc Committee for Formula Vee to address specific issues concerning the class. Resumes may be submitted to www.clubracingboard.com for consideration.

P1

1. #19739 (SCCA Staff) CN Chassis Engine Limits
The P1 rules permit Group CN two-seat cars that comply with FIA Appendix J, Article 259, to compete in the P1 class with certain specific allowances. The P1 engine table specifies in column heading “Required Restrictor”, Spec Line J “Unrestricted”. This column specifies the size of the restrictor in the intake system and is not to be interpreted as allowing an unrestricted engine build. The P1 rules allowances for Group CN two-seat cars include 2 engine options:

Option 1 P1 Engine table Spec Line J:

Engine maximum displacement of 2000cc’s, no intake restrictor required, and the engine must comply with Group CN two-seat cars FIA Appendix J, Article 259 engine rules. These engine rules are very specific in their allowances and include and are not limited to: the engine’s original ignition system, the original injection system (with certain allowances), the original interior dimensions of the exit from the original exhaust manifold, a head gasket of the same thickness as the original head gasket, etc. See Group CN two-seat cars FIA Appendix J, Article 259 for the complete engine allowances.

Option 2 P1 Engine table Spec Line L:

Line L references Table L, which has an extended list of engine configurations.

No Action Required

FE

1. #19409 (Dean Oppermann) New Tire Rule
Thank you for your letter. The American Racer is the designated spec tire for FE for the 2016 season. Please consult your Enterprise CSR for more information on these tires.

FV

1. #18582 (Gregory Bruns) Shiny Gears
Thank you for your letter. Formula Vee is a restricted class. Parts may not be modified unless specifically authorized, per 9.1.1.C.1.B. If in doubt, don’t. Please see letter 19573 in this Fastrack announcing the formation of a FV Ad Hoc Committee reporting to the Formula Sport Racing Advisory Committee and the CRB. The FV Ad Hoc will work issues, such as this, that are important to the class stakeholders.

P1

1. #18045 (Jim Downing) Rules Suggestion
Thank you for your letter. The CRB has noted your comments on the P1 class and appreciates your contribution to the sports racer classes.

2. #18381 (Jim Downing) P1 Rules Follow-up
Thank you for your letter. The CRB has noted your comments on the P1 class and appreciates your contribution to the sports racer classes.

GCR

1. #19455 (Clifford Maxwell) Concerns Over Rulemaking and Governance
Thank you for sharing your comments and suggestions with the CRB.

2. #19566 (Steve Elicati) Seat Back Brace
Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

3. #19583 (Chip O'Toole) Please Change FIA Seat Language
Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

4. #19662 (John Kish) FIA Seat Request
Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

STL
1. #19557 (David Mead) Letter #19348 BMW S14B20 Restrictor
Thank you for your letter.

T1
1. #19485 (David Mead) Remove Laguna Seca Manifold/TB from Boss 302 Spec Lines
Thank you for your letter. The rule is adequate as written.

T2
1. #19599 (Peter Lewis) RE: Letter #19239 - Z/28 Production Wheel Spec Clarification
Thank you for your request. The Z/28 model is not classed in T2 therefore Z/28 wheel sizes are not permitted for the T2 Camaro.

T2-T4
1. #19574 (Ryan Kowalewski) Heat Shield Removal with Catalytic. Converter Delete
Thank you for your request. This is already permitted in T2 under insulation, sound deadening areas, or as part of the cat removal.

T3
1. #19358 (Eric Heinrich) T3 Adjustments and MX5 Global Car
Thank you for your letter. The CRB has made changes for T3 which have been published and will be monitored.

2. #19378 (Eric Heinrich) Audi S4/S5 in New Adjusted T3
Thank you for your letter. The CRB has made changes for T3 which have been published and will be monitored.

Not Recommended
GCR
1. #19421 (Rich Olsen) Add SFI 28.1 to GCR Section 9.3.27
Thank you for your letter. SFI has indicated that fuel cells meeting 28.1 are not comparable to the 28.3 spec (currently in the rulebook). SFI Spec 28.3 was created to mirror the FIA FT-3 spec. The testing methods for SFI 28.1 are different than the 28.3 spec. The 28.1 spec is intended for drag racing.

2. #19522 (Stephen Hyatt) Waiver for Expired Safety Equipment
Thank you for your letter. GCR Section 9.2.1.H. is adequate as written.

3. #19523 (Stephen Hyatt) No Waiver of Driver's Restraint System
Thank you for your letter. GCR Section 9.2.1.H. is adequate as written.

ITS
1. #19605 (Joseph Stadelmann) Minimum Allowable Weight
Thank you for your letter. The vehicle is correct as classified.

EP
1. #19489 (Philip Royle) Reduce the Weight of the 1986-1991 Mazda RX-7
The differences between this RX-7 and the first generation RX-7 (this car has a theoretically better rear suspension design and bigger front and rear brakes) warrant the existing weight spread between it and the first generation RX-7.

2. #19591 (Ben Phillips) Letter #19116 Response
The default wheel size for this and many newer cars in EP is 18"x8". Some cars have been allowed wider wheels as an alternative, however this is due to the fact that the alternative size was a stock wheel size for the particular car. Based on the committee's research it is not believed this car was ever offered from the factory with a 17"x8.5" wheel.

FP
1. #19675 (Larry Savage) Lotus Europa Window Net
Thank you for your request. The CRB does not recommend this request.

HP
1. #19587 (Michael Finnie) Homologate Unlisted Make/Model
Thank you for your request. Classing a truck in production is contrary to class philosophy.

STL
1. #19498 (Andrie Hartanto) Clarification/Rule Request
Thank you for your letter. The Acura Integra Type R were all delivered with 5-bolt wheels. If you wish to run a Type R in STL, you must retain all original Type R equipment except as allowed by the STCS.

STU
1. #19606 (Eric Heinrich) Delist Undefeated Overdog Lotus from STU
Thank you for your letter. The CRB is not interested in de-listing the Lotus from STU. The CRB will continue to monitor class performance.

T2
1. #19458 (John Schertzer) Increased LS6 Longevity
Thank you for your request. Your request is not recommended as it is against class philosophy.

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.

GCR
1. #19787 (Club Racing Board) Change 9.3.41 SEATS language:

9.3.41. SEATS
~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back–if a folding seat, it shall be securely bolted or strapped in place.~~ ~~*Effective June 1, 2016- Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing.*~~

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back, if a folding seat, it shall be securely bolted or strapped in place.

ST
1. #19612 (Eric Heinrich) ST Category - Remove Allowance for Centerlock Hubs
Thank you for your letter. Remove 9.1.4.O.3 in its entirety.

~~3. Wheel Attachment~~

~~a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.~~

~~b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.~~

STU
1. #19588 (Luis Rivera) 12a STU Carburetor
Adjust 9.1.4.1.H. (STU) Table B, Allowances

Mazda 12A Street Port

Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with ~~38mm~~ *42mm* chokes on a “dual-Y” manifold.

Taken Care Of
FE
1. #19528 (Eric Cruz) Increase FE Minimum Weight
Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

2. #19535 (Mark Walthew) Raise Minimum Weight for FE Due to Increased Weight of Spec Tire
Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

3. #19541 (Clifford Maxwell) Opposed to Weight Increase
Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

FV
1. #19568 (Bruce Livermore) Please Remove the Word
Thank you for your letter. Please see the June 2016 Fastrack, Member Advisory, letter #19377.

What Do You Think
None.

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2016
NUMBER: TB 16-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/1/2016 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FE
1. #19488 (Mike Davies) SCCA Enterprises FE / ESR Changes
In GCR section 9.1.1.I.5., add the following language:
"NO MODIFICATIONS ALLOWED except as noted in these rules.
a. 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.
b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed. Definition of cockpit is: area between the front roll hoop and rear roll hoop.
c. Painting or powder coating of the chassis is allowed.
d. Enterprises foot drop box part # WM180020 may be installed.
e. Transponder must be used per SCCA Enterprises Technical Bulletin 002-2016"

In GCR section 9.1.1.I.15., make the following changes:
"Weight
The car shall weigh ~~1250~~ *1270* lbs. minimum, including the driver."

In GCR section 9.1.1.I.16., add the following language:
"Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack."

ESR
In GCR section 9.1.8.H.5., add the following language:
"NO MODIFICATIONS ALLOWED except as noted in these rules.
a. 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.
b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed. Definition of cockpit is: area between the front roll hoop and rear roll hoop.
c. Painting or powder coating of the chassis is allowed.
d. Enterprises foot drop box part # WM180020 may be installed.
e. Transponder must be used per SCCA Enterprises Technical Bulletin 002-2016"

In GCR section 9.1.8.H.6.j., add the following language:
"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."

In GCR section 9.1.8.H.13., add a new section and re-number the following sections as follows:
"13. *Tires*
Tires must run in sets of 4 as stated below:
Dry: Any commercially available "Dry Slick Racing Tire"
Wet: Any commercially available "Wet Racing Tire"

Left and right front tires will be the same size; left and right rear tires will be the same size.
14. Electrical System"

In GCR section 9.1.8.H.16., add the following language:
"~~15~~ *16*. Updates
Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack."

FV
1. #19056 (Mike Kochanski) FV Intake Manifold Rule Clarification
In GCR section 9.1.1.C.5.D.20.d, make the following changes:
"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 coat of rust proofing material or clear coat type material applied. *Other than the allowed clear coat for rust protection, any 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."

P1
1. #19547 (Lee Kaiser) CN Chassis Engine Limits
In GCR section 9.1.8.C.B.4.i., add the following language:
"Engines must comply with line J or line L (Table L) from the P1 engine table. *If an engine from line J is used, the engine build restrictions in FIA Appendix J, Article 259 must be met.* If an engine from Table L is used, the appropriate weight and restrictor must be used."

In GCR 9.1.8.C., P1 Engine Table:
In the Req'd Restrictor column replace the word "Unrestricted" with "None Required"

Note: For more information please see letter #19739 in Fastrack's Club Racing Board Minutes.

P2
1. #19448 (robert christensen) Add F-500-600 Converted Cars
In P2, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, add the following language:
Marque: "*Converted F5 cars see notes*"
Notes: "*Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches.*"

SRF3
1. #19478 (Lawrence Winkelman) Clarification of Bodywork/Tail Rule
In GCR section 9.1.8.E.E.a., make the following changes:
"a. Bodywork crash-damage may be repaired, but exterior dimensions, shapes, thicknesses, and profiles shall remain unaltered. The addition of material to increase rigidity and/or the weight is prohibited. Use of the nose front center body pin is optional. Sections shall meet the following weight requirements:
Minimum Maximum
Front 35 lbs. 65 lbs.
Center 25 lbs. N/A
Rear ~~27~~ *25* lbs. ~~60~~ *55* lbs."

In GCR section 9.1.8.E.E.f., make the following changes:
"f. Ballast plates may be manufactured or purchased providing:
1. Ballast plates may be no more than 20 inches long, 10 inches wide ~~or~~ *and* ½ inch thick.
2. ~~They shall be mounted in the same manner as the Enterprises' part.~~ *Alternate location Ballast plate must be 27.650" +/- .150" total width, including 1.5" tall mounting tabs on each end no less .125" thick, 5" to 7" long and up to ½" thick. Must be bolted to the lower longitudinal chassis tubes. Shift linkage pivot bracket may be bolted on top of the ballast plate. Alternate location is forward or rearward of the "Sub Seat Belt" mount bar, under or in front of the seat.*
3. ~~They shall be mounted only in approved locations.~~ *All ballast must be securely fastened on both ends or sides with nuts and washers or no less than "4" 5/16" bolts, washers and nuts.*
4. They shall be fastened securely with nuts on both ends."

In GCR section 9.1.8.E.Q., make the following changes:
"Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack."

In GCR section 9.1.8.E.X.I., make the following changes:
"Transponder must be located on the right rear frame post, see SCCA Enterprises Technical Bulletin 001.*2*-2015. (Mandatory 6/1/2015)
-The TB was updated to allow for a wider mounting angle +/- 5 deg. / instead of +/-1.5 deg."

In GCR section 9.1.8.E.2.B. (SRF3), 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 ~~27~~ *25* lbs. Max ~~60~~ *55* lbs."

GCR
1. #19572 (SCCA Staff) Add Language on Expired Seat Belts
In GCR section 9.2.1.H., make the following changes:

"At each event, this Logbook and the Certificate of Approval (for cars required by these rules to have one) must be presented at Technical Inspection with the signature of the driver/entrant for that event in the space provided. During Technical Inspection, any deviations in compliance shall be noted in the logbook by the Technical Inspector. ~~If the *Race Director* or Chief Steward allows a waiver for the event, the duration of the waiver must be noted and the competitor is obligated to comply with the duration.~~ *The Race Director or Chief Steward may issue a waiver for the noted compliance deviation for the current event only by making a notation in the competitor's log book. Competitor must remediate before any subsequent events.*"

Grand Touring
None.

Improved Touring
ITB
1. #19513 (Kyle Keenan) Updates to Mitsubishi Lancer Classification
In ITB, Mitsubishi Lancer/ Ralliart 2.0L (02-07), make the following changes:
Platform: Mitsubishi Lancer~~/ Ralliart~~ 2.0L (02-07)
Brakes: (F) 256 x 24 ventilated Disc (R) 205 Drum *alt. 262 x 10 mm solid disc*

Production
1. #19703 (Production Committee) Confusing Descriptions of Austin Healeys and Midgets
In HP, Austin-Healey Sprite Mk I,II,III, IV MG MIdget Mk I,II, III, IV (948), remove the following language:
Austin-Healey Sprite Mk I,II,III, IV MG MIdget Mk I,II, III, IV ~~(948)~~
In HP, Austin-Healey Sprite Mk I,II,III, IV MG MIdget (All) (1275), remove the following language:
Austin-Healey Sprite Mk I,II,III, IV MG MIdget (All) ~~(1275)~~
In HP, Austin-Healey Sprite Mk I,II,III, IV MG MIdget (All) (1098), remove the following language:
Austin-Healey Sprite Mk I,II,III, IV MG MIdget (All) ~~(1098)~~
1. #19533 (Ron Bartell) Return to Previous Wording on Piston Pins for Level 2 Motors

In GCR section 9.1.5.E.2.h.2., make the following changes:
"Pistons and Connecting Rods
1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons must be constructed of metal.
2. Alternate ferrous connecting rods, of the same crank pin center to piston pin center dimension and crank pin ~~and piston pin~~ bore ~~dimensions~~ *dimension* as stock, are permitted.
3. Connecting rod bolts and nuts are unrestricted."

Spec Miata
None.

Super Touring
None.

Touring
T2
1. #19543 (William Moore) Camaro Competition Adjustment
In T2, Chevrolet Camaro SS/1LE (10-14), make the following changes:
Weight: "~~3675~~ *3700*"

Notes: "1LE-SS Track Pack permitted. Tower Brace 22756880, oil air separator 12653074, ~~70mm~~ *75mm* flat plate restrictor

required. Springs up to 800#/in front and rear allowed. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part #23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #: MT-Camaro-5-R-Race1 allowed. ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13."

2. #19665 (Patrick Womack) Z4M Air Intake Allowance
In T2, BMW Z4M (06-08), add the following language to the notes:
"*BMW cold air intake part #8299520 and #8299525 with ducting are permitted.*"

T2-T4
1. #19480 (Brian Husting) Chevy Cobalt SS: 50# Weight Reduction
In T4, Chevrolet Cobalt SS, Sport Coupe (06-10), reduce the weight as follows:
~~2800~~ *2725*

T4
1. #19473 (Dan Hardison) Final Drive - GCR Spec Line for 96-02 Pontiac Firebird (T4)
In T4, Pontiac Firebird V-6 (96-02), make the following changes:
Final drive: ~~3.42 Effective 1/1/16 3.23~~ *3.42 alt. 323*

2. #19648 (Mark McCaughey) 00-05 Toyota Celica GTS/GT Weight Reduction
In T4, Toyota Celica GTS/GT (00-05), reduce the weight as follows:
~~2825~~ *2775*

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Stan Czacki vs. SOM
COA Ref. No. 16-03-SW
June 2, 2016

FACTS IN BRIEF
On April 30, 2016, at the Motorsports Ranch Houston Fun in the Sun Majors race for Group 7, Lowell Huston, driver of T4 #15, filed a protest against Stan Czacki, T4 #00, for starting the race from an incorrect grid position which gave Mr. Czacki an unfair advantage in the race. James Place, T4 #138, filed a protest against Ken Patterson, Race Director, for permitting Mr. Czacki and others to be put in the wrong grid positions which resulted in Mr. Czacki starting the race with an unfair advantage.

The Stewards of the Meeting (SOM), James Smith, Larry Svaton, Jon Stautberg, and James Foyle, Chair, met, determined the protests should be heard in a combined hearing, reviewed the evidence, and heard testimony from the protestors and the Chief of Timing and Scoring. The SOM determined Mr. Czacki improperly started ahead of the other T4 competitors and, therefore, did start the race with an unfair advantage. The SOM rendered a decision amending the finishing order using an elapsed race time calculation. The ruling moved Mr. Czacki from second (2nd) to fourth (4th) finishing position in class. The SOM did not cite Mr. Czacki or Mr. Patterson for violating any General Competition Rules (GCR). Further, the SOM did not cite a General Competition Rule to support the decision that was issued. Mr. Czacki appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on May 19, May 26, and June 2, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Stan Czacki, received May 9, 2016.
2. Official Observers Report and related documents, received May 18, 2016.

FINDINGS
Facts:

1. Ken Patterson, Race Director, directed that a split start would be used for race group 7 and advised Timing and Scoring to issue a split grid.

2. The drivers did not request a split start, but in fact had requested that a split start not be used.

3. Grid was staffed by only two volunteers.

4. Grid reported issues to Race Control, including a discrepancy in the split start grid sheets (two cars with same number and inaccuracy in where cars were to grid) and competitor complaints about the split start. Race Control acknowledged the duplicate numbers (which had been reported earlier and not corrected) and advised the Race Director and Chief Steward of the drivers' dissatisfaction. The Race Director directed the cars were to be positioned per the split start grid sheets.

5. Further complicating the grid process, Race Control directed a tractor carrying a disabled car to return to the paddock through the grid. This necessitated moving multiple cars out of their positions for safe passage by the emergency vehicle and then restarting the process.

6. Mr. Czacki was directed to his starting spot by the race officials (Grid Staff) based on grid sheets provided by Timing and Scoring. Mr. Czacki followed the directive of the race officials as required by GCR 2.1.5. (requirement to follow directions from an official) and started the race from the position he was assigned in the first group of the split grid.

7. As a result of an early on-track incident, the race was temporarily halted by a full course yellow followed by a black flag all. The race clock was stopped for some period of time. The field was compressed to allow a single file restart.

Messrs. Place and Huston filed protests on Sunday morning, May 1, 2016, at 8:20 AM. The provisional race results were posted on April 30, 2016, at 6:20 pm. Neither protest was signed by the steward who accepted the protest documents. The SOM did not take any action to correct this documentation deficiency. Additionally, in the ruling, the SOM did not cite any reason for good cause in accepting protests filed well beyond the deadline stated in GCR 8.3.1.F. (Protest Procedures, Time Limit).

The COA notes that two members of the SOM were competitors in the race under appeal. In addition, one of those two SOM members rented a car he owns to another competitor in the race under appeal. Both gentlemen served on the SOM in apparent violation of GCR 2.2.4.C. (Official's Conflicts of Interest). Stewards serving as SOM must avoid even the appearance of a Conflict of Interest.

The SOM determined Mr. Czacki was not properly gridded which provided him with an unfair advantage at the start. The SOM ordered the official results be amended and Mr. Czacki was moved from 2nd (second) finishing position in class to 4th (fourth) finishing position. The SOM ruling against Mr. Czacki was cited as resolution for both protests, even though Mr. Place protested the Race Director and not Mr. Czacki.

The reduction in finishing order (2nd to 4th in class) imposed against Mr. Czacki is a penalty as defined in GCR 7.2.F. (Penalties: Loss of Time, Lap, or Finishing Position). Even though the SOM called the ruling a race results correction, Mr. Czacki was severely penalized.

The COA finds no breach of any General Competition Rule by Mr. Czacki. In addition, the COA finds no GCR authority for the action taken against Mr. Czacki. Amendment of the finishing results authorized under GCR 5.12.1.A.8. (Powers of the SOM: Amend the results of a competition) is limited to three specific situations. The SOM justification for amending the results is not supported by any part of the rule.

The COA could return this case to the Executive Steward, Southwest Division, with a directive that a new SOM panel be assembled and the protests reheard. However, the COA concludes that would simply delay final resolution. Therefore, the COA retains jurisdiction and rules as follows:

- The SOM erred in penalizing Mr. Czacki for failures by the race officials to maintain control and provide a fair competition.
- The SOM ruling is a strained and tortured interpretation of GCR 5.12.1.A.8.
- The GCR provides no authority to the SOM or COA to provide any relief to Mr. Place and Mr. Huston. Timely corrective action by the race officials prior to starting the race would have prevented this situation.

DECISION

The Court of Appeals overturns the ruling of the SOM in its entirety. Mr. Czacki's original finishing position (2nd in T4) is reinstated. The provisional race results are declared official. Mr. Czacki is entitled to all championship points, trophies, prizes, and contingencies based on his official finishing position.

Mr. Czacki's appeal is well founded and the entire appeal fee will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Ken Patterson vs. SOM
COA Ref. No. 16-04-SW
June 2, 2016

FACTS IN BRIEF
On April 30, 2016, at the Motorsports Ranch Houston Fun in the Sun Majors, following qualifying for Group 3, Mid-States Conference Majors Series Chief Scrutineer Paul F. (Frank) Diringer submitted a Technical Inspection Report indicating that car #15 GT2, had roof rails that were non-compliant with General Competition Rules (GCR) Appendix L. (2013 TA2 Technical Regulations) Section 4.8.4.2.2. and 4.8.4.2.3. Asst. Chief Steward Art Tapley filed a Chief Steward's Action (CSA) against the driver of GT2 #15, John Vining, removing his qualifying times for 4/30/2016. Mr. Vining protested the CSA.

The Stewards of the Meeting (SOM), Larry Svaton, James Smith, Jon Stautberg, Lisa Kay Foyle, and James Foyle (chairman), met, reviewed the evidence, and heard witnesses. No part numbers were found on the rails and the GCR does not specify dimensions for roof rails. Additionally, no unmodified examples of roof rails were available. The SOM determined that the rules in Appendix L. were unclear and the protest was upheld. The SOM reinstated Mr. Vining's qualifying times.

Ken Patterson, Race Director for the Mid-States Conference is appealing the SOM decision to clarify the rules on the issue.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Michael West (Chairman) met on May 19, May 26, and June 2, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Official Observers Report and related documents, received May 18, 2016.
2. Emails from Jim Wheeler (CRB Chairman), received May 25, 2016 and May 26, 2016.
3. Email from John Bauer (Club Racing Technical Manager), received May 25, 2016.
4. Phone call with Five Star sales for part information, May 26, 2016.

FINDINGS
In his protest Mr. Vining notes that ASA cars were delivered with roof rails, but he also acknowledges that ASA cars are not compliant per the TA2 rules under which Mr. Vining is competing.

Mr. Vining's car is a Monte Carlo which is an allowed stock car body per GCR Appendix L. 4.8.4.2.1. which also says: "Cars in the class must use 1997, through current year, commercially available stock car bodywork." GCR Appendix L. 4.8.4.2.2. states: "All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings. No 'one-off' or 'high down force' body packages are allowed." The roof rails on Mr. Vining's car did not have identifying part numbers on them.

Five Star, the company that supplies bodies to Howe (the supplier for ASA) stated that roof rails were manufactured and sold as "add on" accessories, with their part number stamped on them. They were never part of the manufactured body. Five Star stopped producing and selling roof rails in 2004 when the ASA series stopped. The accessory roof rails were made from aluminum and would have to be pop riveted on the car, which would cause the car to be in violation of GCR Appendix L. 4.8.4.2.3.: "Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein." Roof rails are not provided for in the GCR for the GT2 class, including those cars prepared to Appendix L. The COA finds the use of roof rails to be non-compliant with the rules.

The COA finds that the GCR sections are clear and understandable as written regarding the installation of roof rails and they are not allowed.

The SOM decision under appeal pertained to the qualifying session. The COA understands Mr. Vining raced with the roof rails in place. However, no action was filed by the Race Director against Mr. Vining following the race. Therefore, in accordance with GCR 8.4.6.C. (At no time shall the COA act as the SOM.) the COA takes no action against Mr. Vining for competing with roof rails in place and his finishing position is not affected by this ruling.

DECISION
The COA overturns the SOM's decision. No additional penalties will be issued. Mr. Patterson's appeal fee will be returned in full.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | June 7, 2016

The RallyCross Board (RXB) met via conference call on June 7. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam, Arnie Coleman, and Steve Harris, BOD liaisons, and Howard Duncan 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): In addressing RallySprint incident reporting, Regan noted that at RallySprint events contact with objects can occur more often than at RallyCross events. All incidents should be reported, but safety stewards should not be overloaded by incident reporting. The focus of reporting should be on injuries, major incidents, and landowner property damage.

  Regan also reported on the status of the Safety Committee. He is considering adding members to the committee to handle the required workload.

- Rules Committee (Keith Lightfoot): The rule change submission timeline is on track to close submissions on June 15, at which point Lightfoot will prepare a summary of all submissions for the committee to review and to draft all new rule proposals for 2017. Members will be able to comment on the proposed rule changes from August 1 to September 15. Hyatt requested that the committee clean up the Court of Appeals rules for 2017 by removing the calendar year verbiage and the 2009 effective date.

- RallySprint Committee (Kito Brielmaier): Brielmaier had no updates from the previous month, other than because of its success this year the Waste Management Winter RallySprint has been announced for Presidents' Day Weekend in 2017.

- National Championship Committee (Mark Macoubrie): The changes to the supplemental regulations discussed at the previous RXB meeting will be applied to the upcoming East Coast National Challenge. The committee is working on a SportsCar article to promote the RallyCross National Championship. The committee has also drafted and will send out a letter of commitment to all confirmed chiefs of the National Championship. Macoubrie is in contact with the Des Moines Region to make sure they have everything they need for the event. A draft flyer for the event has been sent to the SCCA marketing department for any possible improvements before printing. Brian Harmer reported that the opening date for the National Championship registration has changed to August 10 for past champions and August 17 for everyone else

  The RXB received a clarification request from a competitor to have a backup car at National events. The RXB discussed the issue and decided to clarify in the National Supplemental Regulations that if a competitor withdraws a vehicle from competition, that competitor can only rejoin the competition that day in a class-legal vehicle that has been presented for class inspection. Furthermore, a competitor cannot register and class inspect more than one vehicle per event.

- Divisional RallyCross Stewards Liaison (Ron Foley): At their recent conference call the Divisional RallyCross Stewards discussed past and upcoming Challenge events, RallyCross sanction requests, RallySprint and RallyTrials sanctioning procedures, and the June 15 rules submission deadline.

Old Business

- Court of Appeals: The 2016 Court of Appeals appointments have been made and accepted.

  Motion: Approve the 2016 Court of Appeals members Ron Foley, Mike Jiang, and Orion Fairman, with alternate members Karl Sealander, Jim Rowland, and Eric Genack. Lightfoot/Foley. PASSED 5-0-2 (Regan and Macoubrie absent).

- Marketing: Howard Duncan discussed the importance that RallyCross prioritize its marketing needs. There are several natural sponsors for RallyCross, but the size of RallyCross does not provide the millions of eyes most companies seek. The SCCA marketing department would like to resume weekly calls with the RXB representatives to discuss the RallyCross marketing strategy.

New Business

- East Coast National Challenge: Macoubrie has written a promotional article for the East Coast National Challenge highlighting the good location and its accessibility to a large number of RallyCross members. He is hoping to post it on as many Regional websites as possible, along with the SCCA website and Facebook pages.

- Payment options for National events: Macoubrie requested clarification on the policy to require payment be made at the time of registering for a National event. Brian Harmer explained that past experiences have led to the policy and that changing it is not possible.

- Fire extinguishers for National events: The hosting Region is contracted to provide the fire extinguishers for National events. The safety stewards are responsible to check the extinguishers and verify that they are in good working condition. As long as the gauge registers in the green the extinguisher should work properly.

Next meeting: July 5, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | June 6, 2016

The RoadRally Board met via conference call on June 6, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johaness, BOD liaisons Lee Hill, Bob Dowie, and Terry Hanushek, SCCA Staff Heyward Wagner and Jamie Mullin, and Jeanne English, RRB secretary.

Minutes: there are two corrections to the May minutes as published in FasTrack:

1. Jamie Mullin's email is: jmullin@cca.com
2. re Item 8.ii NEC Report Milwaukee Badger Burrow: the RRB received an email from a competitor clarifying that there was not a threat to file a claim if a leg was not discarded, rather it was a matter of principle that the leg was not consistent with the rest of the rally and that keeping it might alter other teams' final placements.

Front Burner Items:

1. SCCA Targa Program (Heyward Wagner): Heyward provided an overview of the Targa Program: the concept is a showcase of the various things that SCCA does, including road rally; he is planning a pilot of this August 11-14; it will feature racing, autocross, and road rally; it will travel from Atlanta Motorsports Park (northeast of Atlanta) to Chattanooga to the National Corvette Museum and Track in Bowling Green, Kentucky; the rally is currently planned for Saturday afternoon, Aug 13; the target is to get Track Night enthusiasts to dip their toes into a three-day program, showcasing all of SCCA. Rich said that we welcome the inclusion of road rally, and that the RRB is glad to help, especially with getting the appropriate people to organize the rally; Heyward said he should have asked the RRB months ago, but he wasn't certain until just 4 or 5 days ago that it was going to happen; there was some discussion about who would take the lead on the rally and what type of rally to have, keeping it simple! Jeanne and Rich will have further contact with Heyward to get things nailed down; Rich will post something on the Yahoo rally list asking for volunteers.
2. RReNewsletter – The latest issue was published May 24. Rich especially enjoyed Ian Holmes' article on the First Friday Night Series in LOL and Jim Crittenden's piece on his first rally.
    a. June (July) Newsletter should be forthcoming any day now
    b. Planning Calendar and Points Standings Updates have been sent to Cheryl Babbe.
3. Worker's Points on New Jersey Nationals
    a. John said that the worker points have been adjusted. Do we need a new results form that asks what class the worker points should be in? Jim said that it should be up to the chairman to declare where the points go; he has revised the results form and will send it to Jamie. Rich asked Mike to remove the ambiguities in the RRRs about this.
4. SCCA Staff Attendees (Jamie)
    a. Any items? Nothing to report
5. Regional Development Committee
    a. Jay Nemeth-Johannes – sent Cheryl an item for the RReNewsletter asking for volunteers to be on the RDC; he is also working on a *SportsCar* article called Rally the Social Sport, a feature with lots of pictures, it was suggested that he contact *SportsCar* about this, and perhaps collaborate with Rick Beattie.
    b. Still recruiting additional RDC members
    c. Jay said that Cheryl set up a Google group as an email reflector; Jay wants to put material there, OK as a short term solution until an SCCA group is established
6. NEC Report (Mike)
    a. Recent and Upcoming National events (Confirm dates at scca.com)
        i. Steel Cities Steel Haul – May 14
        ii. Milwaukee Roads Scholar – June 11
        iii. NER Hurdle – August 6
        iv. Land O Lakes Lacrosse – Oktober Rally/Badger Trails – Sept 16, 17
        v. (not yet sanctioned) Two National Course Rallies, Folsom, CA – October 15, 16
        vi. (not yet sanctioned) SoCal Highway Robbery – October 22
    b. Liaisons for 2016 and 2017 USRRC
        vii. Ron Ferris – 2016 (New England)
        viii. Mike – 2017 (Arctic Alaska)
    c. Pointskeeper status (John)
    Mike reported on the NEC minutes, two main topics – points/equivalents and divisional rallies compliance with the RRRs
        i. Should points/equivalents be limited? if so, how? Count best 5 of 9 Nationals? Clarence suggested 160 equivalents can be run, but capped at 100, Mike wants 180. RRB likes 160 points/equivalents; Mike will come up with wording.

ii. What parts of the RRRs should apply to Divisionals? NEC suggested a list of exempt rules, e.g. no Official Observer, not the same awards requirements, sanction exceptions can just be listed, time frame for generals mailing, questions, issuance of RIs, drawing for car numbers, no pre-appointment of a claims committee. Divisionals will need to comply with everything else, i.e. conventions, course following, glossary. Or should the requirements be added to Appendix A about what must comply? Clarence said that divisionals should be as close to nationals as possible, but divisionals are not to grow the program (they will scare people away); John said that there needs to be structure for the championship, and agrees with Clarence's comments; Clyde agrees with Clarence about scaring people away, and said not to include all requirements. Mike will send the list of items to be excluded to the RRB, the RRB should send Mike suggestions; changes are close to ready for release for comments.

7. 2015 Awards
    a. The 2015 Gervais Award was presented to Chuck Larouere, rallymaster of Steel Haul, Steel Cities Region, at their recent event.
    b. The 2015 W. David Teter Award was presented to John Emmons, rallymaster of Badger Burrow, at the SCCA Convention.
    c. The Regional Achievement Award was presented to Milwaukee Region at the SCCA Convention.

New Business

a. Clarence brought up a concern that it is time to talk about future plans; what about meeting on an off-Monday; Rich will send out note for date.
b. Clyde wants to know what can be done to have national committees make their nationals more obvious, to make sure that possible competitors know about them?

Old Business (Place Holders)

8. Howard Duncan – Use of online training for Safety Stewards in other areas of SCCA.
    a. *** Time to pilot this for RR Safety Steward
9. New Business
    a. Reminder: June 30 deadline for 2017 Rule Change proposals.
    b. *** Proposal (John) Remove Divisionals from National Championship
        ix. Divisionals required to follow RRRs
            1. Make organizing more complex
            2. Does not solve a problem
            3. May cost us some Divisionals
            4. Why
                a. Clarence feels that Divisionals are for National competitors, put on by National competitors. They are both familiar with the RRRs
                b. Jay feels that the two groups are looking through a different lenses
                c. Mike said that maybe this is just Article 23 and 25 Conventions
                d. John said go back to 2005 RRRs
        x. Remove "no controls in no passing zone"
    c. *** RRSS Webinar?
    d. *** Town Hall Webinar?
10. Back Burner Items (Deferred for several months).
    a. Year end award determination. Pending Action for later in 2016: Need to clarify this language in the RRRs (Crittenden) Perhaps we move joining deadline for weekend members to a date earlier in the year.
    b. Scca.com web site reorganization: SCCA 2016 Convention Follow Up: First set of priority changes. Proposed list for discussion:
        xi. Rally items are in File Cabinet and Downloads. Needs to be under the rally program
        xii. Downloadable items need to be organized by
            1. Information for contestants
            2. Information for organizers
        xiii. Information for new organizers (Jay's requirement)
        xiv. Moderate, add delete, i.e. maintain our own content.
        xv. Moderate our own forum.
        xvi. Easy access to information on individual events. Links to info on a specific event.
        xvii. Consistent, stable link to the Road Rally Planning Calendar. The improvements we make for the Road Rally program are applicable to other programs as well.
        xviii. Need a direct link to the RReNewsletter

Motion to adjourn at 9:40 PM CDT
Next meeting July 11, via conference call
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/pages/national-championship

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:
http://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 August 2016

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 22, 2016

The Solo Events Board met by conference call June 22nd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Raleigh and Velma Boreen; Al Hermans; Terry Hanushek and 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 **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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

Street Prepared

#17104 BMW 128i to DSP

The SPAC recommends the following listing changes:

From:

ASP

BMW

128, 135, 1 Series M (2008-13)

to:

ASP

BMW

135, 1 Series M (2008-13)

and

BSP

BMW

128 (2008-2011)

Member Advisories

Street

#18188 2016 BMW M2 Class

It is beyond the date to class this car for National competition in 2016. The SAC anticipates classing the car after the 2016 Solo National Championships so that we can utilize the 12 month rule (3.2) if required. For regional competition, the SAC recommends running this car in BS.

#18557 Focus RS to B Street

At this time it is too late to class the Focus RS for National events in 2016. The SAC anticipates adding the car to BS for 2017 and suggests that the car be run in BS for Regional competition for the remainder of 2016.

#19732 Eligibility of Updated Rival S for 2016 National Solo Competition

BF Goodrich has announced that they will be releasing an update to the Rival S tire. Based on details provided by BF Goodrich and Tirerack, the SEB has determined that this new version of the tire has undergone significant changes. Section 13.3-B-4 of the Solo Rulebook requires the eligibility test to be reset. Therefore the updated version of the Rival S is not eligible for competition use in Championship Tours or the Solo National Championships.

It may be eligible for regional competition depending on your local region's practices.

Here is how to identify the new tire:

- The speed rating molded in the sidewall will be a V rating instead of the previous W rating.

- The part number will not match the previous models.

The Tire Rack has a good supply of the current model tire and does not have a scheduled date for the new tire to arrive. BFGoodrich will not release the new model tire until the old supply sells out.

Street Touring

#19708 Alternate camshafts due to parts unavailability

Thank you for your input. Members are advised that out of production parts must meet the requirements of 14.11.

Street Prepared

#19183 OEM spoiler clarification

Per the SPAC, for the purposes of 15.2.B, the hydraulic components and mounting hardware for adjustable wings are considered part of the wing and can be removed per 15.2.B.

Change Proposals

Street

#17283 Rethinking Street Classing

In order to help clarify the current state of the proposal, the SAC has provided this list of specific items which were changed between the first draft of the proposed Street category reclassifications and the second draft:

Move from Exclusion list to SS

Nissan

GTR (excluding Nismo, black edition, track edition) (2012+)

Move from AS to BS

Porsche

Boxster (Non S) (2009-2012)

Cayman (Non S) (2009-2012)

Move from CS to DS

BMW

M3 (E36 chassis) (1995-1999)

Move from FS to DS

Chrysler

Crossfire (non SRT)

Move from CS to ES

~~*Mazda*~~

~~*MX-5 Miata (2006-2008)*~~

Porsche

~~*Boxster (non S) (1996-2004)*~~

#19245 Bump Stop Allowance Clarification

The SAC would like member feedback on the following proposal:

"13.5.D A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened ~~for the purpose of installing non-standard shocks~~. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks."

#19608 Ford Taurus SHO (1989-95) move from GS to HS

The SAC would like feedback on the following proposal:

Move *from GS to HS*:

Ford

Taurus SHO (1989-95)

Street Prepared

#19715 Proposed wording for new spoiler rule.

The SPAC requests member comment on the following proposed changes to 15.2.I.2.b:

"b) It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler ~~may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.~~"

#19923 Reliability improvement

The SPAC has provided the following rule change proposal package for member review and comment:

Add new 15.10.DD as folows:

"*15.10.DD*

Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. Replacement components may not be lighter than the original component.

2. Replacement components must install without modification to the mating part.

3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.

4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.

5. Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.

6. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.

7. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.

8. Replaced components may serve no purpose other than to increase durability and reliability.

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle."

Add new 15.8.L as follows:

"*15.8.L*

Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. Replacement components may not be lighter than the original component.

2. Replacement components must install without modification to the mating part.

3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.

4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.

5. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.

6. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.

7. Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.

8. Replaced components may serve no purpose other than to increase durability and reliability.

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component."

Add new 15.2.S as follows:

"*15.2.S*

Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

1. Material may only be added, not removed.

2. Mounting locations may not be moved in any direction.

3. The method of attachment to other components may not be changed.

4. Any added material may not inhibit any motion that would otherwise be uninhibited.

5. Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.

6. Modifications may serve no purpose other than to increase durability and reliability.

This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes."

Prepared

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

Add to 3.3.3 as follows:

"*Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:*

- They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.

- No allowances from Sections 17 or 18 are utilized.

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized."

Other Items Reviewed

General

#19570 Exhaust Turndown / Turn-away Clarification and Rule Proposal

The SEB has taken this input under advisement.

#19725 7.4 Reruns & 7.8.2 Displaced or Downed Pylons on Course

Thank you for your input.

Street

#16631 Standard Part Definition Clarification

Thank you for your input.

#16744 Port Installed Comments

Thank you for your input.

#16918 Clarify wording of rules regarding factory customization options

Thank you for your input.

#18127 Class 2016 Focus RS

Thank you for your input. Please see the response to letter #18557.

#19282 stiffer bump stops allowed?

Yes, the items about which you inquired are compliant with the rules. Please also see the response to letter #19245

#19452 Regarding adding the Boxster to ES

Thank you for your input.

#19477 2016/17 BMW M2 Classification

Thank you for your input. Please see the response to letter #18188.

#19585 Purchase price cap in SS

Thank you for your input.

#19586 V6 muscle/sports cars to DS is excellent

Thank you for your input.

#19593 Boxster 96-04

Thank you for your input.

#19595 2015+ BMW M3/M4 (F80/82) move to BS

Thank you for your input.

#19600 Response to proposal 17283 -Rethinking Street class

Thank you for your input.

#19601 Boxster/Cayman Classing - DC ProSolo Video Data

Thank you for your input.

#19603 Porsche 911 GT3 (991 chassis) (2012-16)

Thank you for your input. Please see the response to letter #19745.

#19604 Porsche Reclassification

Thank you for your input.

#19622 Porsche Boxster Proposals

Thank you for your input.

#19638 Support for #17283 Boxster S/Cayman S move from AS to BS

Thank you for your input.

#19650 Porsche 911 GT3 991

Thank you for your input. Please see the response to letter #19745.

#19661 2016 Review of Porsche Classing

Thank you for your input.

#19685 2016 BMW M2 to F-Street

Thank you for your input.

#19696 clarification of rule 13 A 3

The SAC believes rule 13.5.A.3 is adequate as written, and reminds competitors that the introduction to the Street category rules explicitly prohibits modifications other than the ones listed.

#19723 Ford Ecoboost Mustang from FS to DS

Thank you for your input.

#19727 2017 Acura NSX

Thank you for your input.

#19730 Do not move the FR-S and BRZ to DS

Thank you for your input.

#19742 Porsche 911 GT3 (991) classing

Thank you for your input. Please see the response to letter #19745.

#19744 Move Bone Stock Scions/BRZ away from TRD Equiped Cars

Thank you for your input.

#19745 Please prevent the death of SS.

Thank you for your input. The SAC is monitoring the performance of the 991 GT3 and retains the ability to use the 12 month rule (3.2) to re-class the car if its performance merits it.

#16782 Port Installed Comments

Thank you for your input. Please see the response to letter #17283

Street Prepared

#17324 Replacement hubs

Thank you for your input; the SPAC has been working on reliability improvements. Please look for a related rule change proposal elsewhere in this Fastrack (#19923).

#17406 4th Gen Camaro Hubs

Thank you for your input. Please see the response to item #17324.

#17408 Wheel bearing allowance in SP

Thank you for your input. Please see the response to item #17324.

#17463 SP participation levels and why they are dropping

Thank you for your input. Please see the response to item #17324.

#17577 4th Gen F-Body front wheel hub assemblies

Thank you for your input. Please see the response to item #17324.

#17607 Allowing for Improvments in Reliability and Safety

Thank you for your input. Please see the response to item #17324.

#17840 Proposal for wheel bearings in Street Prepared

Thank you for your input. Please see the response to item #17324.

#19121 BMW 128i from ASP to BSP

The SPAC thanks you for your input. Please see letter #17104.

#19276 Member comment on #18760

The SPAC thanks you for your input.

#19324 Porsche Boxster/Cayman reclassification

The SPAC thanks you for your input. Please see letter #18760.

#19472 Reliability in SP

Thank you for your input. Please see the response to item #17324.

#19503 SP class revisions

The SPAC thanks you for your input, and continues to monitor barriers to entry and class participation levels.

#19505 Feedback: Solo Town Hall-Street Prepared (Increase Participation)

The SPAC thanks you for your input.

#19511 Changes to improve SP participation

The SPAC thanks you for your input and continues to monitor barriers to entry and class participation.

#19683 Future Need of the Street Prepared Category

The SPAC thanks you for your input.

Street Modified

#18857, 18863, 18871 SM Electrical proposal feedback

Thank you for your input.

Modified

#19520 Solo Vee additional info for request 19496

Thank you for your input. Please see the response to 19496 in the July Fastrack.

Not Recommended

General

#19755 Combine SM, P, and DM/EM

Thank you for your input. The SEB does not agree that this change is in the best interests of the program.

Street

#19139 Classification of 2016 c7 Corvette z06

Thank you for your input. The SAC does not feel the C7Z would be a good fit for SSR.

#19724 Re-classification of the Tesla Roadster from SS to BS

Thank you for your input. The SAC believes the car is appropriately classed at this time.

Street Touring

#19179 Alternatives to VLSD in Miatas

Due to member feedback this proposal has been withdrawn and is no longer recommended.

#19526 Pontiac Solstice Gxp

Thank you for your input. The STAC believes the performance of the proposed car exceeds the potential of the suggested class.

#19620 Boost Controllers

Thank you for your input. The STAC does not support the proposed allowance for boosted vehicles in ST.

#19628 Change wheel allowance to 8in wide

Thank you for your input. The STAC does not see any need to change wheel widths in STS.

#19663 Legitimizing STO

Thank you for your input. No new classes for ST are being considered at this time.

#19672 Given recent additional allowances and proposals, bring back aero

Thank you for your input. The STAC does not support the proposal for additional bodywork allowances for ST.

#19709 Steering wheel weight

Per the SEB, changes to 14.2.D, with regard to steering wheel weight, are not recommended.

Street Prepared

#19321 Move the v6 Pontiac fiero (all) to dsp

The SPAC does not recommend this classification change.

#19476 Revise suspension bushing rule 15.8.C

The SPAC believes that the bushing rule is sufficient as written.

#19508 Surge Tanks for reliability

The SPAC would like to thank you for your comment. The committee believes that surge tanks are not in the spirit of reliability improvements.

#19509 Reducing Barriers to Entry

The SPAC thanks you for your input. Barriers to entry continue to be reviewed and evaluated.

Prepared

#18784 Subframe Replacement

The PAC is not in favor of allowing complete replacement of subframes. Current allowances provide a competitor with ample opportunity to fix suspension geometry or reduce weight.

Handled Elsewhere

General

#19905 BFG rival

Please see the response to item #19732.

Street Touring

#19621, 19624, 19626, 19627, 19636 , 19639, 19641, 19677, 19623, 19630, 19654, 19670, 19694, 19615, 19617, 19618, 19625, 19629, 19631, 19634, 19635, 19637, 19640, 19642, 19644, 19645, 19646, 19647, 19649, 19651, 19656, 19657, 19660, 19664, 19668, 19669, 19673, 19674, 19682, 19690, 19695 Limited Slip Differentials

Thank you for your input. This has been addressed in the update to the original item #19179.

#19701 Steering wheel weights

Thank you for your input. Please see item #19709.

Street Prepared

#18991 Clarification of section 15.I.1.b

Please see item #19715.

#19576 2016 Porsche 911 GT3 (991 chassis) classing

Please see item #17461.

Tech Bulletins

Street

#19607 HS Classing correction

Per the SAC, the HS listing for the Chevrolet Volt is corrected as follows:

HS

Chevrolet

Volt (2011-2016)

Street Prepared

#17263 Please class my car

The SPAC has recommended the following new listing, effective immediately upon publication:

SSP

McLaren

MP4-12C (all)

#17461 2014 Porsche GT3 classification

Per the SPAC the following new listing, effective immediately upon publication, is added:

SSP

Porsche

911 GT3 (991 chassis all)

Note: This initial classing adds the 991 to the already existing 996 and 997 classifications for the GT3.

#19376 Request for Classification: C7 Corvette (Stingray and Z06) in SSP

Per the SPAC, the following new listing is added effective immediately upon publication:

SSP

Chevrolet

Corvette (C7 chassis all)

Note: this is an initial classing of the C7 on a separate line from the C5 and C6.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 5, 2016

The Club Racing Board met by teleconference on July 5, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Chris Albin, Consultant, and KJ Christopher, visiting BOD member. The following decisions were made:

Member Advisory

AS

1. #19897 (American Sedan Committee) ASAC Ad Hoc Committee
The CRB and ASAC are assembling an Ad Hoc Committee to develop recommendations for the future of American Sedan. This will include, but is not limited to, ideas to bring additional cars into the class. If you are interested in participating on this Committee, please send your resume through the CRB letter system at www.crbscca.com.

GT2

1. #18355 (James Goughary) Compliance Chief for GT2 class
Thank you for your letter. The GT2 class has seen remarkable growth in participation over the past two years. This growth is primarily due to the inclusion of former STO and TA2 class cars as well as "spec" cars such as Porsche Cup and Panoz. While this combination of diverse cars and rule sets has greatly increased participation, it has also created an extremely difficult job for Tech (and participants) in car specification compliance.

A GT2 Class Compliance Chief would clarify any ambiguous specifications and deter non-compliance whether intentional or unintentional. This will tend to maintain strong participation, improve the image of the GT2 class, and encourage even more participation. The expense covering a GT2 CCC would be covered by a specific compliance fee for GT2 Majors participants as is done in other classes. No new rules are required, the existing language in 5.11.4 Class Compliance Chief would cover creation of this position.

Club Racing will work with Club Technical Staff and determine the feasibility, scope, and scale that can be achieved for 2017 and recommend to SCCA BoD.

No Action Required

GCR

1. #19611 (Chris Jurkiewicz) Allow Better Unleaded Fuels
Thank you for your thoughtful letter. The CRB will look at the possibility of better unleaded fuels in the future, but not before the 2016 Runoffs.

IT

1. #19563 (Jose de Miguel) Request for Clarification IT Differential
Thank you for your letter. The rule is adequate as written.

ITA

1. #19386 (Greg Anthony) DOHC 1st Gen Neon Dyno Sheet
Thank you for this information.

STU

1. #19720 (Michele Abbate) Cam Lift Clarification
Alternate camshafts are allowed (GCR 9.1.4.G.7) as are other valve train components (GCR 9.1.4.G.6) with the only restriction being a maximum lift, as measured at the valve itself, of .600" (GCR 9.1.4.1.B.6).

T3

1. #19584 (Spencer Gorham) June Specification Changes
Thank you for your letter. A check with Hoosier has determined that your tire size will fit on your wheel size.

2. #19791 (Julian Macias) T3 Camber Rule, Specifically Related to the 2010 Acura TL
The stated rule under section 9.1.4.3.5.a.1 is sufficient as written. Please note that it allows the addition, or reduction in camber using the means stated in the rule.

Not Recommended

AS

1. #19753 (Joe Aquilante) Help For Restricted Prep 2011 Through 2014 Mustang GT
Thank you for your request. The 2011-14 Mustang GT Restricted Preparation car is correct as classified. The CRB is in the process of putting together an Ad Hoc Committee to develop recommendations for the future of American Sedan which includes

ideas to bring additional cars into the class. Your suggestion will be provided to the Committee for consideration. Please see letter #19897.

FC
1. #19510 (Augie Pabst III) Inclusion of Mazda MZR Engine into Formula Continental
Thank you for your letter. This request is not within the FC class philosophy. This engine is already classified in FA and P2.

GCR
1. #19689 (Eric Heinrich) Tire Warmers - E&O
Thank you for your letter. The rules are adequate as written.

2. #19706 (Romain Eugene) Additional Suit Certification
Thank you for your request. The SCCA requirements are specific to fire suppression and karting suits do not usually address this requirement.

GT2-ST
1. #18431 (Craig Anderson) C5 Corvette LS6
Thank you for your letter. The C5 LS6 is classified correctly.

GTL
1. #18746 (Jason Wade) Needing Help Classifying a Car
Thank you for your letter. The GT Advisory Committee made efforts to contact you by email requesting full engine specifications. The GTAC has not received a response. If you want this car classified, please write another letter including the requested specifications.

2. #19262 (Bob Clark) Remove 4 % Weight Penalty for 15 Inch Wheels
Thank you for your letter. The tire/wheel rules are adequate as written.

ITC
1. #19152 (James Bell) Allow Alternate Brake Rotors and Drums
Thank you for your letter. The rule is adequate as written. Parts appear to be available and alternate parts are not in the philosophy of Improved Touring.

EP
1. #19777 (Ben Phillips) Letter #19591 Clarification
IT cars can run in Production if they comply with IT specs. The requested wheel size was not available on the base model of this car and is not consistent with the wheel size that applies to newer cars that are classed in EP. The wheel size allowed for cars classed in Production is not been based on sizes allowed in Improved Touring.

HP
1. #19794 (Mike W. Ogren) Standardize the 1.8VW Driveline Specs Please
Thank you for your letter. Production rules are based on the stock specifications of a car. Even if different models of a car are similar in some aspects, allowing parts to be used on a model that was never produced with those parts is inconsistent with class philosophy,

2. #19822 (Eric Heinrich) RE: Letter #19587: Trucks in Prod
Thank you for your request. The rules allow for discretion to be used in deciding whether to classify a particular car. Allowing trucks in Production would require consideration of an additional group of performance factors/adjustments which are not in the best interests of Production racing.

Prod
1. #19846 (Anthony Cuthbert) Classify Fiat 500 Abarth in Production

Thank you for your request. The engine in this car is turbocharged. Cars with turbochargers are not being classed in Production at this time. The Production Advisory Committee will be looking into the future of the Production classes with regard to turbo cars.

STL
1. #19460 (Brian McGreevy) Dangerous Weight Addition
Thank you for your input. After reviewing data and membership input, the CRB has decided to leave overall class weights as published for 2017. The CRB will continue to monitor class performance and adjust weights as needed.

2. #19768 (Christopher Childs) Slow the Hondas
Thank you for your letter. The CRB will continue to monitor performance in the class.

T3
1. #19504 (Michael Sullivan) Reconsider Changes to the T-3 Mustang
Thank you for your letter. The CRB has made definitive changes for the T3 class and these changes will be monitored for performance going forward.

2. #19538 (Michael Sullivan) Say Goodbye to +$50K
Thank you for your letter. The CRB has made definitive change for the T3 class for the balance of 2016. The CRB will continue to monitor these changes.

T4
1. #19772 (Mark McCaughey) 05-06 Toyota Corolla XRS Weight Reduction
Thank you for your letter. Please bring the car out and race it so the CRB can monitor results and data before recommending additional adjustments for this car. The CRB has no information on this car in current T4 trim and allowances.

2. #19774 (Christopher Childs) Reduce Restriction on Mustang
The CRB will continue monitoring results and data before making additional changes in T4 and will monitor data and results from the Mid-Ohio Runoffs before considering additional changes.

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.

GCR
1. #19536 (Dennis Dean) GCR 2.3.2.A, Medical Fitness of a Driver
Thank you for your suggestion. Add 3.2.3.A.3.d:

3. Changes in Medical Condition
When a driver experiences a change in their medical condition that could affect their fitness to participate they must:

a. Notify the national office of the change in medical status.

b. Discontinue participation until examined and approved by their physician.

c. Submit a new completed and approved-for-competition
medical form.

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

d. If a driver seeks (or receives) medical attention during an event, that in the opinion of the event Medical Officer may compromise his on track driving ability, the Medical Officer shall notify the Safety Steward. The Safety Steward will inform the National Office in writing. Upon receipt the SCCA Licensing Department will contact the driver, reminding him of the obligations stipulated under GCR 2.3.2.A.3.

2. #19684 (SCCA Staff) Update Waiver Language in the 2016 GCR

Change 2.2.3:
~~Anyone signing an event waiver for a minor is fully responsible for that minor.~~ *The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.*

Change Appendix C.1.4.B.1 and delete Appemdix C.1.4.B.2:
B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.5.B.1 and delete Appendix C.2.5.B.2:
B. With the approval of the Divisional Licensing Administrator, only the ~~Club Racing~~ *National Office* may issue a Novice Permit to a minor. In addition to the paperwork and fees indicated in Table 1, a Minor applicant must submit the following to the ~~Club Racing~~ *National Office*:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.6.A.:
A. Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 14 or 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 14 or 15 Year-Old Novice Permit be issued. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Club Racing Office *(note: forms vary by state and witnessing method)*. The requirement of AppC.2.5.B.3 may be waived by the Divisional Driver Licensing Administrator.

Change all but first paragraph of 1.3.1 as shown below:
All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

~~IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:~~

~~1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.~~

~~2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.~~

~~3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.~~

~~4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or~~

~~working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.~~

~~5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.~~

~~6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, not withstanding, continue in full legal force and effect.~~

~~I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.~~

IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA OR SCCA PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES,WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the UNDERSIGNED'S INJURY OR DEATH, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the State or Province in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

3. #19787 (Club Racing Board) 9.3.41 Seat Back Language Update Effective 1/1/2017
NOTE: Update to this letter (originally posted in July 2016 Fastrack)

As posted in July Fastrack:
Change 9.3.41 SEATs language:
9.3.41. SEATS
~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back–if a folding seat, it shall be securely bolted or strapped in place.~~ ~~*Effective June 1, 2016- Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing.*~~

Recommended wording in July Fastrack:
~~*The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back, if a folding seat, it shall be securely bolted or strapped in place.*~~

(August 2016 Fastrack) The CRB recommends an updated version of this rule change, to be effective 1/1/2017. Please note that this recommended rule change has been modified several times as a result of member input and comments. The CRB has included all of the changes that resulted in the final recommendation.

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Passenger seat back, if a folding seat, shall be securely bolted or strapped in place.

GT2-ST
1. #18977 (Amir Haleem) For the 93-98 Toyota Supra, Please Allow Tundra Intake
Thank you for your request. Add to the Notes for the 93-98 Toyota Supra (Gt2/ST): *Toyota OEM intake manifold part #00647-17101-001 permitted.*

IT
1. #17952 (Cameron Conover) Allow Stock OEM Anti-Lock Braking Systems
Allow stock ABS systems in IT as follows:

Add new sections 9.1.3.6.d. and e. (and re-number existing sections d. and e. to f. and g.):
9.1.3.D.6.d Cars with antilock braking systems may completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors. Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.

9.1.3.D.6.e Cars equipped with antilock brakes may keep the stock ABS system provided all ABS related components, including electronic controls and software, are maintained as stock. Cars with ABS must add a percentage of the spec line weight to the minimum weight as follows:

Class	*Additional Weight Required*
ITR	*0%*
ITS	*0%*
ITA	*2%*
ITB	*2%*

2. #19493 (Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems
In the ITCS, add the following section after 9.1.3.D.1.n

9.1.3.D.1.o: *o. 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.

Re-number existing below sections as necessary.

3. #19726 (Improved Touring Committee) Category: Wheel and Tire Size Review
In the ITCS, change Section 9.1.3.D.7 as follows:

Change/Add to 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 widths are as follows:*

Class	*Max Rim Width*	*Max Section Width*
ITR	*9 inches*	*275*
ITS	*8 inches*	*245*
ITA	*7 inches*	*225*
ITB	*7 inches*	*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 vehicle's spec line. 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

4. #19776 (Christopher Childs) Head Gasket Again
Thank you for your request. Change 9.1.3.D.1.o as follows:
o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same *or greater* compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be replaced with others of equivalent OEM specifications.

STU
1. #19258 (Patrick Lipsinic) Turbos and Exhaust Clarification
Thank you for your request. Add 9.1.4.1.B.9: *9. Boost control/wastegate actuation is free, subject to 9.1.4.G.19. Modifications to turbocharger are limited to only that necessary for wastegate control.*

T4
1. #19773 (Mark McCaughey) Add Cold Air Intake on 05-06 Toyota Corolla XRS
Thank you for your letter. Add to the Notes for the 05-06 Toyota Corolla XRS in T4: *Cold Air Intake permitted.*

Taken Care Of

FC

1. #19554 (Erik Oseth) No Need for the MZR in FC
Thank you for your letter. Please see the response to letter #19510.

2. #19561 (John Church) Inclusion of Mazda MZR 2.0 Engine into FC Class
Thank you for your letter. Please see the response to letter #19510.

3. #19580 (Nicholas Palacio) Mazda MZR Motor
Thank you for your letter. Please see the response to letter #19510.

4. #19581 (Chas Shaffer) Mazda MZR in FC
Thank you for your letter. Please see the response to letter #19510.

5. #19592 (Steve Bamford) USF2000 Cars
Thank you for your letter. Please see the response to letter #19510.

GCR

1. #19468 (James Rogerson) Dielectric Constant Value
Thank you for your letter. This has been taken care of by the SCCA staff.

GT2

1. #18600 (Tom Patton) Compliance Chief
Thank you for your letter. Please see the response to letter #18355.

2. #18602 (Robert Lentz) GT2 Technical Compliance Position
Thank you for your letter. Please see the response to letter #18355.

3. #18720 (Jim Valdez) Grand Touring Letter #18760
Thank you for your letter. Please see the response to letter #18355.

4. #18768 (John Stott) In Favor of a Compliance Officer
Thank you for your letter. Please see the response to letter #18355.

5. #18810 (Pete Peterson) We Need a Compliance Officer
Thank you for your letter. Please see the response to letter #18355.

6. #18826 (Scott Mclearen) #18355 Input
Thank you for your letter. Please see the response to letter #18355.

7. #19546 (Taz Harvey) Weight Adjustment Mazda RX8
Thank you for your letter. Please see the response to letter #19869, Technical Bulletin.

GT2-ST

1. #19157 (Preston Calvert) Request for Relief of LS7 Inlet Restriction
Thank you for your letter. This engine's restrictor is correct as classified.

GT3

1. #19697 (Jose de Miguel) Error in the GT3 Acura Engine Spec Line
Thank you for your letter. Please see the response to letter #19074, Technical Bulletin.

IT

1. #17958 (Mark Andy) Factory ABS in IT
Thank you for your letter. Please see the response to letter #17952.

2. #18559 (Robert Crawford) Allow ABS in Improved Touring
Thank you for your letter. Please see the response to letter #17952.

3. #18934 (Ricardo Blazquez) Allow Aftermarket Rack and Pinion/Throttle Body on the Mazda RX8
Thank you for your letter. Please see letter #19493 for a response for the power steering request. Cable-actuated alternates to electronic throttle bodies will be considered on a case by case basis upon request and proposal of a specific alternate part to the CRB.

4. #19479 (Glenn Lawton) Do Not Change Wheel Widths
Thank you for your letter. Please see the response to letter #19726.

5. #19521 (Glenn Lawton) Ok With Adder For Stock Wheels That Exceed Class Width Limit
Thank you for your letter. Please see the response to letter #19726.

ITR
1. #19542 (Ben Phillips) Wheel Size Review
Thank you for your letter. Please see the response to letter #19726.

EP
1. #19779 (Ben Phillips) Clarification to Letter #19777
Thank you for your letter. Please see response to letter 19777.

STL
1. #19558 (David Mead) Re: Letter #19460 STL Weight Reduction
Thank you for your letter. Please see the response to letter #19460.

2. #19613 (Casey Gunnell) Support for the Weight Proposal
Thank you for your letter. Please see the response to letter #19460.

3. #19614 (Joe Dillard) Support for Letter #19460
Thank you for your letter. Please see the response to letter #19460.

4. #19616 (Brad McCall) Support for Letter #19460 Feedback
Thank you for your letter. Please see the response to letter #19460.

5. #19633 (James Goughary) Feedback on STL Minimum Weight
Thank you for your letter. Please see the response to letter #19460.

6. #19691 (Bruce Andersen) Input on Potential Weight Reduction for STL
Thank you for your letter. Please see the response to letter #19460.

7. #19752 (Tom Lamb) 1.3 # per CC Proposal
Thank you for your letter. Please see the response to letter #19460.

STU
1. #19492 (Patrick Lipsinic) #19258 (Patrick Lipsinic) Turbos and Exhaust Clarification
Thank you for your letter. Please see the response to letter #19258.

Note that when items in the GCR are listed as “free”, then they are unrestricted unless subsequently further restricted. Boost control listed as “free” means method of boost control will be “free”, including - but not limited to - adding, removing, or replacing turbocharger wastegates.

2. #19849 (Ray Huffmaster) Rules Change Request
Thank you for your letter. Please see the response to letter #19763, Technical Bulletin.

T3
1. #19870 (Todd Lamb) Classify Spec Boxster in T3
Thank you for your letter. Please see the response to letter #19181, Technical Bulletin.

T4
1. #18626 (Todd Lamb) Classify the Spec Boxster in Touring 4
Thank you for your request. Please see the response to letter #19181, Technical Bulletin.

What Do You Think
None.

RESUMES
1. #19895 (Jason Stine) Resume for Production Advisory Committee
Thank you for your submission. Your resume will be kept on file for consideration when there is an opening on the Production Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2016
NUMBER: TB 16-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/1/2016 unless otherwise noted.

American Sedan
AS
1. #19609 (Jim Wheeler) Sub Frame Connectors
In GCR section 9.1.6.D.7.g, add the following language:
"*4. A connector may be added between the left and right front frame rails forward of the front axle centerline.*"

B-Spec
None.

Formula/Sports Racing
None.

GCR
None.

Grand Touring
GT2
1. #19869 (Taz Harvey) RX 8 Weight Break to 2500
In GT2, Engines - MAZDA, classify the following unrestricted engine:

GT2 Engines - MAZDA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
20B	*Street / Bridge / Peripheral Port*		*3924*			*Unrestricted Automotive type*	*2500*	*Must run +100 lbs. for Grand Am transaxle and independent rear suspension. Must comply with all other GT2 rules*

GT2-ST
1. #19610 (Jim Wheeler) Viper and Vette Wings.
In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ ACR-X, add the following language to the Chassis-specific Notes:
"Chassis-specific Notes: OEM fuel tank may be used. *OEM Rear Spoiler may be used in its original configuration.*"

GT3
1. #19074 (SCCA Staff) E & O: Please Remove the Mitsubishi 4G93 in The Acura Spec Line
In GT3, Engines - Acura, remove the following language:

Engines – ACURA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
~~4G93~~	~~DOHC~~	~~81.0~~	~~89.0~~	~~1834~~	~~Alum. Crossflow~~	~~4~~	~~Unrestricted~~	~~2060~~	~~Direct injection not allowed.~~

GTL
1. #19227 (Peter Zekert) 2016 Sentra Body Classification
In GTL, classify the 2016 Sentra Body Style as follows:

GTL Cars - NISSAN					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Nissan Sentra	*2016*	*2dr, 4dr.*	*FWD*	*94"/97"*	

2. #19228 (Peter Zekert) 2016 Versa Sedan and Note body in GTLite
In GTL, classify the 2016 Nissan Versa and Note body styles as follows:

GTL Cars - NISSAN					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Nissan Versa	*2016*	*5dr.*	*FWD*	*94"/97"*	
Nissan Note	*2016*	*5dr.*	*FWD*	*94"/97"*	

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Touring
STU
1. #19763 (charles tobel) Pontiac Solstice Restrictor
In STU, Table A, remove the following language:
"~~GM Ecotech LNF / 2000 / 2820 / 34mm TIR required. FWD applications may use TIR chart~~"
(CRB note: car is already running chart weight but at a specified minimum restrictor. STAC suggests opening to chart TIR/weight for competitor choice.)

2. #19919 (SCCA Staff) Require World Challenge Mazda Tire 9.3.45
In STU, World Challenge Spec* Mazda MX5 (2005-) (2750 lbs.), remove the DOT tire requirement in the notes as follows:
"~~Must meet STCS Ride Height. Must meet GCR 9.3.45~~."

In STU, Table B, clarify the tire requirements by adding the following to the table header:
"*All World Challenge-spec vehicles must meet World Challenge VTS as listed and World Challenge 2009 Appendix A, unless otherwise specified; competitors must have the VTS sheet for scrutineers upon request. Tires must meet GCR section 9.3.44.*"

Touring
T2
1. #19760 (Richard Kulach) Nissan 370Z T2 Aftermarket Header Request
In T2, Nissan 370Z (09-13) / 370Z NISMO Edition (09-13), add the following language to the notes:
"*Header permitted - Part # 14002-SS370.*"

T2-T4
1. #19688 (Eric Heinrich) Audi S4/S5 Wheel Diameter in T2/T3
In T2, Audi S4 (12-14), make the following changes:
Wheel Size: ~~18x10~~ *19x10*
add to the notes: *60mm flat plate restrictor required.*

In T2, Audi S5 (13-14), make the following changes:
Wheel Size: ~~18x10~~ *19x10*
add to the notes: *60mm flat plate restrictor required.*

In T3, Audi S4 (12-14), make the following changes:
Wheel Size: ~~18x10~~ *19x9*
add to the notes: *19x10 wheels allowed + 100 lbs.*

In T3, Audi S5 (13-14), make the following changes:
Wheel Size: ~~18x10~~ *19x9*
add to the notes: *19x10 wheels allowed + 100 lbs.*

T3
1. #19181 (Joseph Cooley) Spec Boxster Classification in Touring
In T3, classify the Spec Boxster 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:
Spec Boxster	*2700*	*2418*	*17 x 8.5*	*255/40-17*	*See Rules*	*3.555/ 3.889*	*298 (F) 292 (R)*	*2650*	*Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules.*

2. #19775 (Christopher Childs) Thanks for screwing up T3 In T3, BMW Z4 M Coupe (2007), make the following change in the notes: "Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Ground control # MZ4Swaybar set permitted. ~~40mm~~ *45mm* flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allowance of 600 lb max front, 650 lb max rear. M3 front lower control arms 31122229453 left, 31122229454 right. E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint. Alternate rear lower control arm part #TSU9940B77 allowed."

In T3, BMW M3 (01-06), make the following change in the notes: "Factory paddle shifter is permitted. Front sway bar #TMSF23.235, rear sway bar #TMSR23.327. Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed. ~~40mm~~ *45mm* flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allow 600 lb max front and 650 lb max rear springs. Alternate rear lower control arm part #TSU9940B77 allowed."

T4
1. #19761 (Mike Kenific) Add 17 Inch Wheels to Spec Line.
In T4, Mini Cooper S (07-09), change the wheel size as follows:
~~16x7~~ *17x7*

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Dave Tweedlie vs. SOM
COA Ref. No. 16-05-SP
June 16, 2016

FACTS IN BRIEF
On April 30, 2016, at the Cal Club Majors event at Buttonwillow Raceway, Curtis Gong, driver of SM #71 filed a protest against Dave Tweedlie, driver of SM #65. Mr. Gong alleged that Mr. Tweedlie violated GCR 6.11.1.A. by making multiple contacts with #71 at the exit of turn 1. The second contact forced #71 into Car #55.

The Stewards of the Meeting (SOM), Jack Brabban, Irene Wells, and Marge Binks, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed two videos. The SOM determined there was sufficient evidence to uphold the protest. The SOM assigned a penalty of Reprimand. Mr. Tweedlie appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Gerald Wannarka, and Spencer Gorham, (Chairman) met on May 26, June 2, June 9, and June 16, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Dave Tweedlie, received May 10, 2016.
2. Official Observers Report and related documents, received May 11, 2016.
3. Videos from Cars #65 and #71, received on May 13, 2016.
4. Witness statement from Casey Preston, Turn One flagger at the event.
5. Response from Marge Binks, received on May 11, 2016.

FINDINGS
Mr. Tweedlie's appeal states that at the apex of turn 1 his Car #65 was struck on his right door by Car #71 and he was forced off course. Upon returning to the course, Mr. Tweedlie contacted Car #71 side to side. He claims to have never left the track and had only two wheels off course. Mr. Tweedlie submitted a video with his appeal that had been viewed by the SOM, but he did provide new information.

The two in-car videos obtained by the SOM provide restricted views of the incident. There were three cars vying for position in turn1 during the second lap of the race. Car #65 entered the corner at the left side of the track. Car #71 performed a late braking maneuver placing him along side #65 at the corner apex. Contact occurred between #65 and #71 that moved #65 off track to the left. #65 then moved right onto the track after the corner exit point. Two contacts then occurred between #65 and #71. The second contact moved #71 to the right and caused contact between #71 and Car #55. Car #55 had moved to be alongside #71 at the corner exit. Car #55 then moved evasively off track to the right. The three cars all resumed competition. Car #71 pulled off track two laps later and retired. Car #65 stopped in the racing pits to have his car checked and then completed the race.

The SOM determined that Car #65 upon returning to the paved course contacted Car #71 in violation of GCR 6.11.1.A. (Drivers are responsible to avoid physical contact between cars on the race track.) The COA agrees with the SOM in that Mr. Tweedlie did return to the track and contact Mr. Gong's car. The COA reviewed the same evidence seen by the SOM and based on the evidence upholds the decision.

DECISION
The Court of Appeals upholds the decision of the SOM. The COA finds that Mr. Tweedlie's appeal is well founded. The appeal fee less the amount retained by SCCA will be returned to Mr. Tweedlie.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jason Connole vs. SOM
COA Ref. No. 16-06-SE
June 9, 2016

FACTS IN BRIEF
On May 7, 2016, at the SARRC/MARRS Challenge event at Virginia International Raceway, Assistant Chief Steward Sara Snider filed a Request For Action (RFA) asking the Stewards of the Meeting (SOM) to investigate contact that occurred among Car #41 driven by Jason Connole, Car #89 driven by Joe Spaid, and Car #21 driven by Jonathan Czarny. The incidents occurred in Turn 1 immediately after the start of the race.

The Stewards of the Meeting (SOM), Peter Roberts, Chris Current, John Snodgrass, and Tony Broglin, Chairman, met, reviewed the evidence, and heard testimony from several witnesses. The SOM determined that Mr. Connole had violated GCR 6.11.1.A-D. (Rules of the Road) by failing to avoid physical contact, depriving other drivers of racing room, and failing to safely complete a pass. Mr. Connole appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Gerald Wannarka, Spencer Gorham, and Laurie Sheppard (Chairman) met on May 19, June 2, and June 9, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Jason Connole, received May 13, 2016.
2. Video from SM #15, received May 13, 2016.
3. Official Observers Report and related documents, received May 19, 2016.

FINDINGS
Mr. Connole's appeal letter concedes that his brakes did not initially respond at the start of the race. After pumping the pedal, he states he locked up all four wheels and made unintentional minor contact with Car #5 driven by Lee York. In his appeal, Mr. Connole also refers to other parties who do not appear to have been a factor in this action. The SOM hearing was initiated by a Chief Steward's Request for Action rather than a Protest filed by the parties cited by Mr. Connole. In his appeal, Mr. Connole also referenced an incident at a previous event. The COA considered only the facts of this event in making this decision.

The video submitted by Mr. Connole relating to this incident provided a slightly obstructed view of the Turn 1 action, but it clearly shows Car #41 locking up all four wheels and sliding in a straight line as the track turned to the right. Car #41 made contact with Car #89 causing a carom effect whereby Car #89 contacted Car #21 and both went off course. Ultimately, Car #89 was not able to complete the full race as a result of the contact. Mr. Connole's witness statement confirms that he made contact with Car #89. While the contact between Car #41 and Car #89 and Car #41's allegedly minor contact with Car #5 were unintentional, GCR 6.11.1.A-D. plainly stipulates that each driver is to maintain control of his/her car so they do not make contact with nor impede other cars under close racing conditions. The SOM penalty reflects their decision that Mr. Connole violated GCR 6.11.1.A-D.

The COA reviewed the actions of the SOM and finds sufficient evidence to support their decision. The COA further acknowledges that the penalty of "move to last place in race and loss of all points from Saturday's race" as assessed is within the powers of the SOM. However, per GCR 7.4.A. "Penalties assessed by the SOM…accumulate points according to the following schedule…" The SOM did not assess points as they were required to do. The COA requests that the National Office correct this omission by assessing the two (2) points required per 7.4.A.6. for the penalty of "Loss of time, lap, or finishing position".

DECISION
The Court of Appeals upholds the decision of the SOM. The COA finds that Mr. Connole's appeal is well founded. The appeal fee less the amount retained by SCCA will be returned to Mr. Connole.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Aaron Bailey vs. SOM
COA Ref. No. 16-11-NP
June 30, 2016

FACTS IN BRIEF
On June 5, 2016, at the Mazda Raceway Laguna Seca, following the P2 Regional Race, Assistant Chief Steward G. M. Hayworth filed a Request for Action (RFA) to investigate egregious blocking of Car #1 by Car #53. This was reported by Start, Turn 11, Turn 1, Pit Fire, R/E, and the tower. The Stewards of the Meeting (SOM), Roger Heyl and R. J. Gordy, Chairman, interviewed David Roberts, driver of P2 #53, and reviewed his in-car video. They determined that the movement was incidental in response to Mr. Roberts checking his mirrors and did not constitute blocking. Aaron Bailey, the driver of P2 #1, is appealing the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Rick Mitchell (Chairman) met on June 23 and June 30, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Official Observers Report and related documents, received June 17, 2016.
2. Appeal letter from Aaron Bailey, received June 17, 2016.
3. Videos from Cars #53 (David Roberts) and #1 (Aaron Bailey), received June 22, 2016.
4. Letter from R. J. Gordy, received June 22, 2016.

FINDINGS
In his appeal, Mr. Bailey stated David Roberts verbally threatened him in front of his family and crew in violation of GCR 2.1.7. (Acting in an unsportsmanlike like manner.). Mr. Bailey did not file a protest with the Stewards of the Meeting citing this violation and this issue was not an action at the event. Since Mr. Bailey did not request resolution at the event, the COA will not act on this issue. The COA cannot act as a first court.

Mr. Bailey also states that the SOM never called him to testify or present his witness statement in violation of GCR 8.2. (Hearings and Judgments) which specifies: “The parties concerned will be notified when and where the hearing will occur.” Mr. Bailey’s car number was named on the RFA making him a party to the action. The COA finds he was not allowed to testify nor present his video and was therefore denied due process.

Mr. Bailey states that David Roberts passed him on the inside of the left hand turn 11. Mr. Bailey was set up to re-pass on the exit of the turn. He alleges that Mr. Roberts repeatedly moved from right to left one or two car widths causing Mr. Bailey to “get out of the throttle”. Mr. Bailey’s video supports this allegation.

The COA viewed the video of Car #53 (Roberts) from beginning to end and noticed that Mr. Roberts only swerved when looking at his mirrors after he passed Car #1 (Bailey). He passed other cars at turn 11 later in the race and he stayed drivers right without swerving even when his head movements indicated he was looking at his mirrors.

GCR 6.11.1.C. states: “Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room”. Mr. Roberts made abrupt changes that impeded Mr. Bailey’s attempt to re-pass. The COA finds Mr. Roberts violated this rule.

DECISION
The COA overturns the SOM’s decision. Mr. Roberts will receive a reprimand and one point on his license. Mr. Bailey’s appeal is well founded and the fee, less the amount retained by SCCA, will be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | July 5, 2016

The RallyCross Board (RXB) met via conference call on July 5. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Arnie Coleman and Terry Hanushek, BOD liaisons, and Howard Duncan 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): The Committee reviewed an incident where a competitor was injured while camping at an event. No further action was deemed necessary. Regan also reported progress towards establishing processes for Safety Steward License renewal and RallySprint / RallyTrials Safety Steward training. He hopes to have these ready for review at the next RXB meeting.

- Rules Committee (Keith Lightfoot): The Committee received and is addressing a couple of rules clarification requests from members. Lightfoot will soon forward a summary of new rules proposals for 2017 to the Committee for feedback. The Committee is on schedule to have a draft of the new rules proposals out for member comment by August 1.

- RallySprint Committee (Kito Brielmaier): Hyatt requested that the Committee review the 2016 rules and propose any updates addressing errors or changes for 2017. These proposed updates should be posted for member comment following the RallyCross rule change timeline.

- National Championship Committee (Mark Macoubrie): Macoubrie updated the RXB on the progress of the RallyCross National Championship planning. A notification for the event will appear in the August issue of SportsCar. The Committee is working on finalizing the schedule, organizing course maintenance and cleanup, event directional signage, and a promotional poster. The chief steward has begun meeting with the Committee to ensure all organizational aspects of the event are covered. The RXB discussed providing a process of inquiry for competitors through the use of an inquiry form or driver advisor.

- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported that the most recent Divisional RallyCross Stewards (DRXS) conference call was not well attended but that the discussions were productive. Discussion items included the upcoming East Coast National Challenge event and a hybrid / electric vehicle class proposal.

Old Business

- Marketing updates: There has been a good response from a purchased Facebook ad for the East Coast National Challenge. Similar ads are planned for the Central National Challenge and the RallyCross National Championship. Google banner ads are also being developed that will direct users to the SCCA RallyCross landing page. There is a need for RallyCross news items and a gatekeeper to manage and maintain fresh content. The SCCA is also considering marketing outside the SCCA through an online magazine hub that would run ads and provide opportunities for RallyCross-specific magazine content.

- East Coast National Challenge updates: The event is on track for success with 66 current entries and the possibility of walkup entries. Text notifications will be used at the event to notify competitors of important information such as schedule reminders and course changes. Nathan Usher will serve as an outside steward and will be checking the courses and ensuring that the event is run fairly for the competitors.

- NEDiv Divisional RallyCross Steward: Plans to install a new DRXS in the Northeast Division on January 1, 2017 has been accelerated to July 15.

  Motion: Approve Jim Perrin as Divisional RallyCross Steward in the Northeast Division effective July 15, 2016. Hyatt / Foley. PASSED 7-0.

New Business

- CenDiv Divisional RallyCross Steward: With the sudden resignation of the Central Division DRXS, the RXB needs to find a replacement as soon as possible. The RXB will be making contacts in CenDiv in search of a replacement. Those interested in applying for the position may submit a résumé to the RXB at rxb@scca.com.

- Hybrid / Electric vehicles: Hyatt and Brielmaier presented a set of proposed rules for a Regional exhibition class for hybrid and electric vehicles. The RXB discussed the benefits of the proposed separate class as opposed to running hybrids and

electrics within existing classes. The current RallyCross rules are not clear regarding hybrids and electrics (other than the electric power plant components and wiring shall not be altered or modified in the Modified Category), but hybrids and electrics are assumed by the RXB to be allowed in all appropriate classes. The RXB will continue to discuss the proposed exhibition class at the next RXB meeting.

Next meeting: August 2, 2016

Submitted by Karl Sealander, RXB 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/pages/national-championship

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:
http://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 September 2016

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 Hilton Kansas City Airport Hotel August 5-7, 2016.

Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand, Brian McCarthy, Jim Weidenbaum and Peter Zekert.

SCCA, Inc. staff participating were: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, and Heyward Wagner, Director of Experiential Programs, Michael Fitzgerald, Director of Information Technology and Aimee Thoennes, Executive Assistant.

Guests participating were: Jim Wheeler, CRB Chairman.

Vice Chairman Dan Helman called the meeting to order.

> MOTION: Tere Pulliam made a motion to accept the May Minutes as posted in Fastrack. Seconded by Bruce Lindstrand. PASSED.

President's Report: President Noble opened with an interactive discussion with the board. She discussed a recently attended leadership training program and the "why" of Motorsports. Heyward Wagner presented the "What, How, Why of the club" and Noble expounded on this with examples. The President's question to the board was "Is our current Region model sustainable"? The National Staff and Board of Directors need to develop strategies to grow the club and rethink ways to change and build our programs to promote sustainability and growth across our regions and our programs nationwide.

Finance Report: Mindi Pfannenstiel provided the financial report and presented a proposal for an Educational Assistance Policy to implement at the National Office. The Board was in full acceptance of the proposal as presented. A representative from Willis will present a full report at the December meeting. Questions were addressed from the board relative to the provided Risk Management report and will be followed up on post meeting.

Financial reporting through June indicates that SCCA, Inc. is on budget. There have been some decreases in the investment account with market fluctuations. Year End forecast is a projected loss due to the Board approved initiatives. SCCA Enterprises is doing well with a positive income to date. SCCA Pro Racing is operating at a loss due to T&S expenses, trailer expenses and the F4 lack of sponsorship and entry fees. Pro will have a loss for 2016, however, we are not able to forecast that number at this time.

IT Overview: Michael Fitzgerald gave his IT report. He stated it is time to reinvent IT and it is a goal for the department to be responsive and proactive. He reported the IT Dept. has reduced fees by streamlining processes already available in the office program. The IT Department is working to move all files to the cloud so they can be accessed if there were a disaster. There is discussion on the best way to update the NetForum software with the new version which has better tracking tools that will help with membership reporting. It is much more efficient than our current version.

Leadership Academy: Heyward Wagner gave an update on the Leadership Academy. There is an ongoing effort to tie together National/Divisional / Regional practices, there needs to be a unified message from Region to Region. A Survey was

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sent to Region leaders to steer the topics for the National Convention. The #1 requested topic was Membership development, activating members, creating pathways to participation. Other specific topics are in development by the member committee lead by Jeff Luckritz.

Website and Registration Update: Heyward Wagner reported on the progress on the website. There are challenges with database integration and our membership software. Options are being explored and we are in discussion with the vendor for solutions. Updates will be provided to the Board.
STRAP Committee: Arnie Coleman and Lisa Noble gave the update on the Strategic Plan committee. The committee is working to solidify the strategies, develop white papers and a communication mechanism throughout the organization. Staff will develop departmental work plans that support our strategies and goals for 2017 by the end of 2016.

2017 Majors: Eric Prill reported on the development of the 2017 Majors. There is a development plan with support of the staff and Board's Planning Committee to create a 3-Tiered model for 2017. This model may include a Super Tour, Majors and Regional/Divisional racing. The Board is conceptually in agreement. The Planning committee will have one or two more calls to finalize this plan. Eric reported there are several sponsor deals in the works.

Tech Process: Eric Prill reported there has been lot of discussion about the need for more Class Compliance Chief's. There is consideration of a transition to a driver focused compliance model. The CRB is working on this concept and recognize it is a cultural shift, and the model is similar to the program in Solo. The office is looking at identifying a few classes to pilot this with in 2017.

CRB Rule Changes: Jim Wheeler, CRB Chairman met with the Board and presented the recommended rule changes. Discussion was had about a process for entered drivers to vote on items to be checked post-race. The chief of tech would retain the decision to check other items. Wheeler also reported that GT2 is the most diverse and popular class we have; they are requesting a CCC.

MOTION: Approve recommended rule changes as presented in Appendix A. Lindstrand/Christopher. PASSED.

Planning Committee: Lee Hill, chairman of the planning reported that the Majors 2017 new model is under development and also discussion about Pro as a pathway to the Runoffs.

Budget and Finance Committee: KJ Christopher reported the Management Reporting program is progressing and changes to allocation in some areas have been made as refinements are identified.

SCCA Foundation: Due to communication issues John Zuccarelli was not able to participate in a conference call with the Board. Arnie Coleman gave a report for the foundation. The foundation is currently working on effective ways to communicate with the membership. They are also looking at several ideas for future fundraisers. Zuccarelli is talking with other organizations to see how they handle Estate Planning, Street Survival is slated to have 87 schools in 2016 with 49 completed as of the end of June.

ADJOURN.

Appendix A: Approved Club Racing Rule Changes

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

GCR
1. #19787 - (July Fastrack - Club Racing Board) Change 9.3.41 SEATS language:
NOTE: Please see updated version of letter 19787 below as posted in the August 2016 Fastrack.

2. #19536 - (August Fastrack - Dennis Dean) GCR 2.3.2.A, Medical Fitness of a Driver
Thank you for your suggestion. Add 3.2.3.A.3.d:

3. Changes in Medical Condition
When a driver experiences a change in their medical condition that could affect their fitness to participate they must:

a. Notify the national office of the change in medical status.

b. Discontinue participation until examined and approved by their physician.

c. Submit a new completed and approved-for-competition
medical form.

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

d. If a driver seeks (or receives) medical attention during an event, that in the opinion of the event Medical Officer may compromise his on track driving ability, the Medical Officer shall notify the Safety Steward. The Safety Steward will inform the National Office in writing. Upon receipt the SCCA Licensing Department will contact the driver, reminding him of the obligations stipulated under GCR 2.3.2.A.3.

3. #19684 - (August Fastrack - SCCA Staff) Update Waiver Language in the 2016 GCR

Change 2.2.3:
~~Anyone signing an event waiver for a minor is fully responsible for that minor.~~ *The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.*

Change Appendix C.1.4.B.1 and delete Appendix C.1.4.B.2:
B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.5.B.1 and delete Appendix C.2.5.B.2:
B. With the approval of the Divisional Licensing Administrator, only the ~~Club Racing~~ *National Office* may issue a Novice Permit to a minor. In addition to the paperwork and fees indicated in Table 1, a Minor applicant must submit the following to the ~~Club Racing~~ *National Office*:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.6.A.:
A. Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 14 or 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 14 or 15 Year-Old Novice Permit be issued. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Club Racing Office *(note: forms vary by state and witnessing method)*. The requirement of AppC.2.5.B.3 may be waived by the Divisional Driver Licensing Administrator.

Change all but first paragraph of 1.3.1 as shown below:
All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

~~IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any~~

~~RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:~~

~~1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.~~

~~2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.~~

~~3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.~~

~~4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.~~

~~5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.~~

~~6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, not withstanding, continue in full legal force and effect.~~

~~I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.~~

IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA OR SCCA PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES,WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of

premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the UNDERSIGNED'S INJURY OR DEATH, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the State or Province in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

4. #19787 - (August Fastrack - Club Racing Board) 9.3.41 Seat Back Language Update Effective 1/1/2017
NOTE: Update to this letter (originally posted in July 2016 Fastrack)

As posted in July Fastrack:
Change 9.3.41 SEATs language:
9.3.41. SEATS
~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back–if a folding seat, it shall be securely bolted or strapped in place.~~ ~~*Effective June 1, 2016- Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing.*~~

Recommended wording in July Fastrack:
~~*The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back, if a folding seat, it shall be securely bolted or strapped in place.*~~

(August 2016 Fastrack) The CRB recommends an updated version of this rule change, to be effective 1/1/2017. Please note that this recommended rule change has been modified several times as a result of member input and comments. The CRB has included all of the changes that resulted in the final recommendation.

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Passenger seat back, if a folding seat, shall be securely bolted or strapped in place.

GT2-ST

1. #18977 - (August Fastrack - Amir Haleem) For the 93-98 Toyota Supra, Please Allow Tundra Intake
Thank you for your request. Add to the Notes for the 93-98 Toyota Supra (GT2/ST): *Toyota OEM intake manifold part #00647-17101-001 permitted.*

IT

1. #17952 - (August Fastrack - Cameron Conover) Allow Stock OEM Anti-Lock Braking Systems
Allow stock ABS systems in IT as follows:

Add new sections 9.1.3.6.d. and e. (and re-number existing sections d. and e. to f. and g.):
9.1.3.D.6.d Cars with antilock braking systems may completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors. Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.

9.1.3.D.6.e Cars equipped with antilock brakes may keep the stock ABS system provided all ABS related components, including electronic controls and software, are maintained as stock. Cars with ABS must add a percentage of the spec line weight to the minimum weight as follows:

Class	*Additional Weight Required*
ITR	*0%*
ITS	*0%*
ITA	*2%*
ITB	*2%*

2. #19493 - (August Fastrack - Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems
In the ITCS, add the following section after 9.1.3.D.1.n

9.1.3.D.1.o: *o. 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.*

Re-number existing below sections as necessary.

3. #19726 - (August Fastrack - Improved Touring Committee) Category: Wheel and Tire Size Review
In the ITCS, change Section 9.1.3.D.7 as follows:

Change/Add to 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 widths are as follows:*

Class	Max Rim Width	Max Section Width
ITR	9 inches	275
ITS	8 inches	245
ITA	7 inches	225
ITB	7 inches	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 vehicle's spec line. 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

4. #19776 - (August Fastrack - Christopher Childs) Head Gasket Again
Thank you for your request. Change 9.1.3.D.1.o as follows:
o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same *or greater* compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be replaced with others of equivalent OEM specifications.

ST
1. #19612 - (July Fastrack - Eric Heinrich) ST Category - Remove Allowance for Centerlock Hubs
Thank you for your letter. Remove 9.1.4.O.3 in its entirety.

~~3. Wheel Attachment~~

~~a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.~~

~~b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.~~

STU
1. #19588 - (July Fastrack - Luis Rivera) 12a STU Carburetor
Adjust 9.1.4.1.H. (STU) Table B, Allowances

Mazda 12A Street Port

Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with ~~38mm~~ *42mm* chokes on a "dual-Y" manifold.

2. #19258 - (August Fastrack - Patrick Lipsinic) Turbos and Exhaust Clarification
Thank you for your request. Add 9.1.4.1.B.9: *9. Boost control/wastegate actuation is free, subject to 9.1.4.G.19. Modifications to turbocharger are limited to only that necessary for wastegate control.*

T4
1. #19773 - (August Fastrack - Mark McCaughey) Add Cold Air Intake on 05-06 Toyota Corolla XRS
Thank you for your letter. Add to the Notes for the 05-06 Toyota Corolla XRS in T4: *Cold Air Intake permitted.*

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 27th

The Solo Events Board met by conference call July 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Raleigh and Velma Boreen; Terry Hanushek, Tere Pulliam, and 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 **1/1/2017**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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

Street Touring

#16000 Consider moving 2009+ Mitsubishi Ralliart to STX

Per the STAC, the following classing change proposal is recommended:

Move *from STU to STX*:

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

#17062 Added Fuel Allowance

Per the STAC, the following rule change proposal is recommended:

Add the following new subsection to 14.10 Engine and Drivetrain

M. 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.

#17226 Request to move 2001 - 2005 R/T and ACR neon into STF

Following positive input from membership, the The STAC recommends the following changes to Appendix A:

Move the following listings *from STS to STF*:

Chrysler/Plymouth/Dodge

Neon (2000)

Neon R/T & ACR (2001-2004

#17515 Brake backing plates / dust / splash shields

Following supportive member feedback, the STAC recommends the following rule change:

Add the following new language to 14.6.C:

Backing plates and dirt shields may be modified or removed.

Street Prepared

#18760 2009-12 Porsche Cayman and Boxster, (Base, S, R, Spyder) ti BSP

Based on member input and discussions, the SPAC is recommending the following changes to Appendix A:

Change the following line under ASP under Porsche:

Boxster, Cayman (all)

to

Boxster, Cayman (*981 model,* all)

Add the following lines to BSP under Porsche:

Boxster, Cayman (987 model, all)

Boxster, Cayman (986 model, all)

Member Advisories

Street

#19810 Nissan Leaf classing?

The SAC improperly classed the Nissan Leaf. It does not meet the Section 3.1 rollover guidelines. The SAC is now withdrawing the classing of the Nissan Leaf in HS, as shown in the July 2015 Fastrack.

Modified

#19930 July Fastract Oil Breather Clarification

The MAC recommends that Modified category competitors review item #15817 (see the July Fastrack) to ensure that the changes do not cause issues for existing configurations which were previously compliant with the applicable rules.

#20113 Committee Personnel

The MAC will soon have openings, and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com. Experience in the FM class is particularly in need.

Other Items Reviewed

General

#17449 Data/Video as a form of run protest

Thank you for your input. Please refer to the associated content in the Supplemental Regulations for the Solo Nationals, available here: http://www.scca.com/downloads/16258-2016-solo-nationals-supps

#19943 Sound measurements are unreliable, inconsistent, and annoying.

Thank you for your input.

Street

#19762 Proposed class change FR-S/BRZ to DS - no

Thank you for your input.

#19765 BMW M2 to BS

Thank you for your input. The SAC is currently evaluating the performance of the M2 and we will wait until after Nationals to class the car for 2017.

#19766 CS BRZ/non TRD FRS uncompetitive.

Thank you for your input. Please see the response to letter #19837.

#19788 Cayman/Boxster moves to BS

Thank you for your input.

#19813, 19814 Don't move the

Thank you for your input.

#19818, 19854 #17283 Rethinking Street Classing

Thank you for your input.

#19819 Street classes changes feedback

Thank you for your input.

#19825, 19859 2012+ Nissan GTR to SS Proposal

Thank you for your input.

#19826 No to the twins in DS

Thank you for your input.

#19831 Feedback on Porsche classing proposals

Thank you for your input.

#19840 Rethinking Street Classing

Thank you for your input.

#19841 Keep the Porsche in AS, move the corvette to AS too

Thank you for your input

#19843 Consolidate 987 Boxster and Cayman (2005-2012) classing

Thank you for your input.

#19853 Keep SS Super

Thank you for your input.

#19858 Re: Rethinking Street Class

Thank you for your input.

#19863 Proposal #17283 rethinking street classing

Thank you for your input.

#19907 Move NC MX-5/Miata to ES

Thank you for your input.

#19926 July Fastrack Classing Proposals and Changes

Thank you for your input.

Modified

#19130, 19132, 19178, 19225, 19911 Item 17810 - 18.4 Body requirements

Thank you for your input.

#19466 TC/ABS/ESC in AM/DM/EM

Thank you for your input.

#19467, 19491, 19842, 19845 Traction Control #18845

Thank you for your input.

Not Recommended

Street

#19801 Move Scion/BRZ CS to DS

Thank you for your input. Per the paragraph on option package conversions in Section 13 of the rule book, they can be performed as long as they are complete, even if the original model variant was not delivered with that package.

#19837 Allow TRD Suspension for BRZ

Thank you for your input. The SAC believes that allowing parts to be substituted across brands is not in the spirit of

the category. See the response to letter #17835 from the December 2015 Fastrack.

#19900 Allowance for lightweight battery in Street Classes

The SAC feels that lightweight batteries are not in the spirit of the Street category.

Street Modified

#18388 new section 16.1.V Electrical

Per the SEB, this proposal is being withdrawn.

Prepared

#19698 2015+ Mustang Classing Request

The PAC feels that the requested vehicle's performance potential is above that of the suggested class.

#19835 Car Classification - BMW M3 E92

The PAC does not believe that the BMW M3 E92 belongs in C Prepared.

3. #19836 Extend model years

The PAC feels that the requested vehicle's performance potential is above that of the suggested class.

Modified

#19692 Allowing motorcycle engines up to 1300cc

It is the opinion of the MAC that allowing motorcycle engines up to 1300CC does not fit the DM production-car based class objective. As such, the MAC does not support this proposal.

Further, the MAC notes that Regions are free to adapt the portions of the SCCA Solo rules which address classing to suit their needs. We suggest working with your local Region to adapt its rules to address your request.

#19738 AM Wheelbase Reduction

It is the opinion of the MAC that a change to the AM rules to allow cars with shorter wheelbases is not justified by a potential increase in entries of older FSAE cars. It should be noted that FSAE cars meeting certain requirements may already run in a supplemental class at National events and that Regions have the option of combining that class with AM for their local events.

Tech Bulletins

Prepared

#19395 Classification of 1969 TVR S2 with a 1600 Kent motor

Per the PAC, effective immediately upon publication, add the following vehicle to class D Prepared in Appendix A:

TVR

1800

Vixen S2 (1599 cc)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 2, 2016

The Club Racing Board met by teleconference on August 2, 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 and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

FC

1. #20043 (SCCA Staff) Compliant ECU Maps
A reminder to all FC competitors that the appropriate ECU Maps for the Zetec engine are available on the SCCA website:

http://www.scca.com/pages/technical-forms-and-downloads

Only those maps will be considered as compliant for 2016 Majors and Runoffs events. The PE3 map must be installed with Performance Electronics Version 35 firmware.

FV

1. #19808 (Stephen Saslow) Resume for the FV Advisory Committee
The CRB would like to thank the FV community for submitting resumes for the FV Ad Hoc Committee. The following people have been selected to serve. They will be contacted with conference call information and Ad Hoc business guidelines.

Al Varacins
Mitchell Ferguson
Stephen Saslow
John Pitello
Dennis Andrade
Charlie Turner

No Action Required

GCR

1. #19829 (Brian Ghidinelli) Runoffs Eligibility Proposal
Thank you for your thoughtful and thorough analysis of Runoffs participation. It will be shared with the Runoffs Planning Committee for future consideration.

GT2-ST

1. #18351 (Rob May) GT2/ST BMW M3 E92
Thank you for your request. The CRB did not receive the additional information needed to make this decision. If there is still interest in this request, please submit another letter with the information.

ITR

1. #19367 (Elazar Mann) Subaru SVX Question
Thank you for your question. Automatic transmissions are no longer prohibited in SCCA.

T2-T4

1. #19904 (Harley Kaplan) BMW Parity
Thank you for your letter. The CRB will continue to monitor recent changes to T2 and collect and analyze more data before making any more recommendations for changes. Expect possible changes for 2017.

Not Recommended

FC

1. #19704 (Mark Harper) Classification of Formula Renault 1600
Thank you for your letter. The CRB does not recommend this change at this time.

P1

1. #19548 (Lee Kaiser) P1 2 Stroke Engines
Thank you for your letter. The CRB will consider alternatives to the maximum 43mm venturi size on engines with less than 6 cylinders if verifiable engine data for a proposed alternative is provided.

2. #19928 (Jim Devenport) New Ad Hoc Committee to Review P1 rules

Thank you for your letter. The CRB will continue to monitor performance in the P1 class and does not recommend the formation of an Ad Hoc Committee at this time.

P2
1. #19793 (Jeff Shafer) Radical Cup Spec Line
Thank you for your letter. The CRB does not recommend this at this time, but will reconsider if complete build specs and a plan for verifying engine compliance with an open rebuild program is provided.

GCR
1. #19861 (John Snow) Clarify Helmet Language
Thank you for letter. The rule is adequate as written. There is no proven need for a rule change. Common sense dictates drivers would still wear some form of eye protection, even in a closed car.

2. #19933 (Todd Butler) 9.2.28.A 3 Digit Numbers
Thank you for your suggestion. This issue can be appropriately handled by the Supplemental Regulations for any event.

3. #19974 (Mike Ogren) Please Change the Word
Thank you for your suggestion. The rules are adequate is as written. There are too many variables to address with a language change. Competitors dissatisfied with the application of an “assistance” ruling should use the protest process.

GT3
1. #19590 (Michael Heintzman) GT-3 Tub
Thank you for your letter. Because the GTCS is a written composite of maximum build specifications, GT does not differentiate between tube frame and tub frame cars.

GTA
1. #19575 (Butch Kummer) Windshield Thickness
Thank you for your request. The CRB believes the minimum requirements for safety, as stated in the GCR, are appropriate.

SM
1. #19507 (Tom Fowler) 1.6 Miata Parity
Thank you for your letter. After recent changes, the CRB and SMAC will continue to monitor parity for all years of cars.

2. #19680 (Steve Scheifler) NA 1.6 Front Anti-Sway Bar
Thank you for your request. The CRB does not believe this change is necessary at this time.

3. #19798 (Chris Ciufo) 1.6 Differential Options
Thank you for your letter. The rule is adequate as written.

4. #19948 (Nick Leverone) M-Tuned Coolant By-pass
Thank you for your letter. The rule is adequate as written.

5. #19993 (David Wheeler) Ballast Bolts
Thank you for your letter. The rules are adequate as written.

STL
1. #19955 (Jon Cindric) 1990 Miata
Thank you for your letter. Per 9.1.4.E.6, the original dashboard/dashpad is required. Also, per 9.1.4.E.6, the whole replacement of the instruments, instrument cluster, and their OEM insert panels is allowed.

2. #20041 (Greg Amy) Approve the JDM K20A in STL
Thank you for your letter. The JDM-only K20A (“Civic Type R”) has a compression ratio (11.5:1) not used in a USA-market engine and exceeds STL class limits. It is also equipped with the unique “PRC” intake manifold not used in a USA-market engine, and has valve lifts that exceed STL limits. Its stock horsepower significantly exceeds the performance envelope of STL.

Therefore, the JDM-only Honda K20A engine, and any of its unique components, is not approved for use in STL.

The K20A may be considered for classification in STU if requested.

T2-T4
1. #19977 (Eric Heinrich) Ditch the 90% of Stock Battery Weight Rule
Thank you for your request. This is against class philosophy and will create unnecessary expense for all competitors.

T4
1. #19908 (Derrick Ambrose) Header for 2014+ Mazda 3
Thank you for your letter. Due to recent adjustment, the CRB will continue to monitor performance and data for this car as it is developed, before making any additional recommendations.

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.

GCR
1. #19866 (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 (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.

SM
1. #19951 (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 of similar material, OD and length.*

Taken Care Of
B-Spec
1. #18585 (Jason Huepenbecker) Adopt Completely World Challenge Rules and Changes as They Happen
Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

2. #19700 (B-Spec Committee) Balance of Performance Adjustment to B-Spec Mini
Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

3. #19803 (Chi Ho) Balancing B-Spec Performance
Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

4. #19839 (Darren Seltzer) BOP Check For Entire Class
Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

5. #19995 (Alex Ratcliffe) Make B-Spec Cars Faster
Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

6. #20034 (Benjamin Morse) Additional Information Regarding the New Honda Fit and PWC
Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

P1
1. #19920 (Jim Devenport) Follow-up to My Earlier Submittal Letter #19785
Thank you for your letter. Please see the response to letter #19785, Technical Bulletin.

2. #19970 (Brian Willis) P1/P2 Ad Hoc Group P1 Relating to Engine Rules
Thank you for your letter. Please see the response to letter #19785, Technical Bulletin.

GCR
1. #19834 (Carolyn Kujala) Seats - Letter #19787
Thank you for your letter. Please see the response to letter #19787, August 2016 Fastrack Minutes.

GT2
1. #19364 (Jeff Kruger) Request of Classification
Thank you for your letter. This car is already classed.

SM
1. #19652 (Tom Scheifler) Chin Spoiler
Thank you for your letter. Please see the response to letter #19659, Technical Bulletin.

2. #19655 (Mike Higgins) NA Front Chin Spoiler
Thank you for your letter. Please see the response to letter #19659, Technical Bulletin.

3. #19679 (Steve Scheifler) NA Miata Front Spoiler/Chin
Thank you for your letter. Please see the response to letter #19659, Technical Bulletin.

T1
1. #19901 (Edward Werry) Re-Classify FR500S to T1
Thank you for your letter. This car is already classified in T1 under Mustang, (the 5.0 Cammer specification in the chart). Please come out and race.

T4
1. #19795 (Julian Macias) Touring 4 Camber Rule, Specifically Related to the 14-15 Civic Si
Thank you for your letter. Please see the response to letter #19791, August 2016 Fastrack Minutes.

What Do You Think
None.

RESUMES
1. #19817 (Alexander Bertolucci) Advisory Committee Member Application
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

2. #19902 (John Petillo) Application for FV Ad Hoc Committee Membership
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

3. #19912 (Bruce Livermore) Request for Membership on New FV Ad Hoc Committee
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

4. #19934 (Charlie Turner) Formula Vee Ad Hoc Committee
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

5. #19967 (Dennis Andrade) Formula Vee Advisory Board
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

6. #19983 (Gary Kittell) Resume - FV Ad Hoc
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

7. #20040 (Alan Varacins/Speed Sport Engineering) FV AD Hoc Resume
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

8. #19830 (Dietmar Bauerle) Application for Ad Hoc Committee Consideration
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

9. #19875 (Stevan Davis) Resume Submission for Official FV Ad Hoc Committee
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

10. #19936 (Dennis Andrade) Ad Hoc Committee
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

11. #20063 (Formula/Sports Racing Committee) Mitchell Ferguson FV Ad Hoc
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2016
NUMBER: TB 16-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 9/1/2016 unless otherwise noted.

American Sedan
AS
1. #19964 (American Sedan Committee) Maximum Tire Size Clarification
In AS, clarify that tire sizes listed in the Weight column, and on spec lines, are maximum sizes by adding (*max*).

2. #20044 (Drew Cattell) RP CTS-V LS2 vs. LS6 Weight
In AS, Cadillac CTS-V (04-07) Restricted Prep., add the following language to the end of the LS2 engine notes:
"*50 lb. weight penalty.*"

B-Spec
1. #20072 (B-Spec Committee) B-SPEC Update
Effective 8/20/16 in B-SPEC, make the following changes to the notes:
Ford Fiesta (4-dr) (11-12):
"~~34mm~~ *36mm* flat plate restrictor required."

Honda Fit (09-12):
"~~34mm~~ *35mm* Flat Plate Restrictor."

Mini Cooper (07-10):
"~~32mm~~ *34mm* Flat Plate Restrictor."

Mini Cooper (2011-):
"~~32mm~~ *34mm* Flat Plate Restrictor."

Formula/Sports Racing
F5
1. #20068 (Formula/Sports Racing Committee) F5 clarification for mc engines
In GCR section 9.1.1.D.14.A., add the following language as a new last paragraph:
"*Stock air filters and air boxes may be removed, and air filters and air boxes are unrestricted.*"

In GCR section 9.1.1.D.15.F., add the following language:
"Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used. *Stock air filters and air boxes may be removed, and air filters and air boxes are unrestricted.*"

In GCR section 9.1.1.D.15.P., add the following language:
"The engine must be installed in the chassis so that the exhaust ports face the front of the car. The engine may be inclined from vertical. *Mounting 'bolt bosses' may be removed from the exterior of the cases of the motorcycle engines to enable installation. Sprocket covers may be removed or modified from the motorcycle engines to provide for fitment of jackshafts or final drive chains.*"

FE

1. #20055 (SCCA Staff) Formula Enterprises Wet Tire Rule
NOTE: This was published in Racing Memo 16-05 on 7/28/16.

Effective 8/1/16 in GCR section 9.1.1.I.13, make the following changes:
Tires must run in sets of 4 as stated below:
DRY
American Racer
Front: PN: JA3C3, 22.0 X 8.0 - 13
Rear: PN: JA3MA, 22.5 X 10.0 -13
WET
Until ~~8/1/16~~ *9/30/16*
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 ~~8/1/16~~ *9/30/16*
American Racer
Front: PN: TBD, 22.0 X 8.0 X 13.0
Rear: PN: TBD, 22.5 X10.0 X 13.0

FF
1. #20075 (John LaRue) Overall Width in FC/FF
In FC/FF, FF/FC Dimensions - Table 4, Line H, add the following language:
"Maximum width *- To be taken on the wheel at the axle centerline.*"

P1

1. #19785 (James Devenport) Clarification of Proposed New Language in June 9 Prelims for P1

In GCR section 9.1.8.C.B.4., make the following changes:
"Group CN two seat sports cars complying with FIA Appendix J, Article 259 are eligible to compete in the P1 class. The ~~vehicle~~ *race car, exclusive of the engine* must fully comply with the FIA regulations stated above, with the following allowances:"

In GCR section 9.1.8.C.B.4.i., remove the following language:
"Engines must comply with line J or line L (Table L) from the P1 engine table. ~~If an engine from line J is used, the engine build restrictions in FIA Appendix J, Article 259 must be met.~~ If an engine from Table L is used, the appropriate weight and restrictor must be used."

In P1, Spec Line J, make the following changes to the notes:
"*This engine may only be used in* 2 seat *CN* cars ~~only~~ per 9.1.8.C.B.4.~~i~~ (FIA CN Chassis)"
-Note: the i in the Notes column Spec Line J at the end of 9.1.8.C.B.4. is deleted.

Note from the CRB:
Thank you for your letter. The original intent of the P1 rules for the CN cars was to allow an unrestricted 2000cc engine build with no intake restrictor required. This engine allowance was included because the CN rules are more restrictive for underbody aero than is otherwise required for P1 cars. CN rule wording clean up implemented 1/1/2015 inadvertently removed that intent, the following changes will restore the original intent. The CRB will continue to monitor performance and make adjustments as necessary.

GCR
None.

Grand Touring

GT1

1. #19263 (Preston Calvert) Request for Classification

In GT1-ST, classify the 2016 Porsche 991 GT3-R as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
2016 Porsche 991 GT3-R	*3997*	*2689*		*Competitor must provide World Challenge, Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have World Challenge Dog Tag fixed to vehicle.*

GT2

1. #19490 (John Litzinger) Add A Current GT 3 Car into GT 2 without a SIR

In GT2, classify the Ford Mustang body, years 2010-2011 as follows:

GT2 Cars - FORD

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Mustang	*2010-11*	*2dr*	*RWD*	*101.0/107.1*	*Duratech DOHC engine, as specified in GT3, to run unrestricted in GT 2. Minimum weight is 1950 lbs.*

2. #19857 (Antonio Llona) Classify the BMW M52 2.8L Engine

In GT2, classify the BMW M52 2.8L engine as follows:

GT2 Engines - BMW

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
M52B28	*DOHC*	*84.0 X 84.0*	*2793*	*Alum, Crossflow*	*4*	*Unrestricted automotive type*	*2140*	

Improved Touring

None.

Production

None.

Spec Miata

1. #19050 (John Bauer) Bore/Overbore Dimensions Conflict

In GCR section 9.1.7.C.1.b., add the following language:

"1. The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum standard diameter as shown in ~~Table 1.~~ *the SM Spec Lines.* **(REMOVE TABLE)**

2. [no changes]

3. The cylinders may be bored .010" over to a maximum overbore *("alternate")* diameter shown in ~~table 2.~~ *the SM Spec Lines.* **(REMOVE TABLE)**"

In SM, Change Spec Lines for bore as follows:
FROM
90-93: ~~78.0/78.25 (3.071/3.081)~~
94-05: ~~83.0/83.25 (3.268/3.278)~~
TO
90-93: *78.13mm/78.38mm (3.076”/3.086”)*
94-05: *83.13mm/83.39mm (3.273”/3.283”)*

2. #19659 (Chris Lefferdink) Please Change GCR section 9.1.7.C.6.c (Page 769)
In GCR section 9.1.7.C.6.c., add the following language:
“The “R” package Miata chin spoiler is allowed on 1990-1997 cars provided it is mounted in the OEM location. 1999-up cars may use the OEM chin spoiler for these cars (99-00 p/n: NC10- V4-900F or 01-05 p/n: NO67-V4-900G). *Aftermarket chin spoilers may be used but must use the same mounting holes, must have the same dimensions and must perform only the same functions as the OEM chin spoiler. Any material may be used.*”

3. #20046 (Spec Miata Committee) subsection rulebook clarification
In GCR section 9.1.7.C.1.o.3., make the following change:
“All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as allowed in subsection ~~6~~ *9* below. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted. On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.”

Super Touring
None.

Touring
T1
1. #20131 (SCCA Staff) Dry Sump Clarification
In GCR section 9.1.9.1.E., add the following clarification as a new entry:
“*29. OEM engine configured full prep T1 cars may use a dry sump system with a +20lbs penalty. They many use an alternate oil pan and pickup with no penalty.*”

T2
1. #19982 (Touring Committee) 2015- Mustang GT allow 2014 exhaust manifold
In T2, Ford Mustang GT 5.0L (2015-), add the following language to the notes:
“*2014 Mustang GT exhaust manifolds permitted.*”

T3
1. #19876 (Lenny Torrence) 4.6 Mustang Brake Upgrade
In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), add the following language to the notes:
“*Ford Racing part # M-2300-S permitted.*”

T4
1. #19953 (Jim Drago) Limited Slip in 2006-2015 MX5
In T4, Mazda MX-5 / Club Model (06-14), please change the notes as follows:
“The following items must remain stock ~~unless~~ *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 #GRM5-8M-D16, 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 with +20lb increase to base weight. Effective 01/01/2017: The SM5 suspension (only) is allowed with a 75lb weight increase."

2. #19965 (Dave Ogburn) 05-06 Corolla XRS Rear Sway Bar Clarification
In T4, Toyota Corolla XRS (05-06), make the following changes to the notes:
"Canton Accusump #24-026, install sandwich #24-700, valve #24- 260, and related hoses and brackets allowed. Any spring up to a maximum spring rate of 800 pounds may be used. OEM optional limited slip differential permitted. *Up to* 32mm OEM style and configuration rear sway bar ~~allowed~~ *permitted*. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply. Moroso oil pan 20970 allowed."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Ray Mason vs. SOM COA Ref. No. 16-12-NE
July 28, 2016

FACTS IN BRIEF

On June 25, 2016, following the Group 2 FE Majors Race at Watkins Glen International, Steve Pence, Race Director, filed a Request For Action (RFA) to investigate contact between Car #57, driven by Joe Sammut, and Car #25, driven by Ray Mason. The Stewards of the Meeting (SOM), Gene Kern, John Walsh, and Tyrone Noles, Chairman, met, reviewed the evidence, heard testimony from witnesses, and determined that Mr. Mason violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact) and 6.11.1.D. (Overtaking drivers responsibility). The SOM assigned Mr. Mason a penalty of disqualification from the event, a three (3) month suspension followed by an eight (8) event weekend probation. This assigned six (6) points to Mr. Mason's competition license. Mr. Mason appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Rick Mitchell (Chairman) met on July 21 and July 28, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Ray Mason, dated July 5, 2016.
2. Official Observers Report and related documents, received July 14, 2016.
3. Video from Car # 25 (Mason), received July 14, 2016.
4. Email from Stephen Pence (Race Director), received July 28, 2016.
5. Letter from Kathy Barnes (Chairman of the SOM), dated July 18, 2016.

FINDINGS

The SOM viewed videos from Mr. Sammut and from two competitors behind the incident. The contact caused Mr. Mason's car to become airborne and land on top of Mr. Sammut's car. Still pictures, captured from Mr. Sammut's video, indicated that Mr. Mason's tires came in contact with Mr. Sammut's helmet. Neither car continued to race. Mr. Mason's video was not available to the SOM but he submitted it with the appeal.

In his appeal, Mr. Mason alleges that Mr. Sammut in Car #57 slowed rapidly, causing the contact between the cars at the bus stop, Turn #5, on the first lap.

Mr. Mason's video shows Mr. Sammut's car (#57) in front of Mr. Mason's car (#25). Neither car had competitors on either side. Mr. Sammut moved to driver's right looking around other competitors then moved left back in line with the cars in front of him. He then slowed for traffic ahead. Mr. Mason slowed too little and his nose hit the right rear wheel of Car #57. Car #57 started to spin and Car #25 went over the cockpit of Car #57.

The COA believes Mr. Mason had the ability to avoid the contact and didn't. The slow down going into turn 5 at the start of the race was to be expected. Mr. Sammut's slowing was not severe enough to be a factor in the incident. The spacing between the cars was enough for Mr. Mason to maneuver around Mr. Sammut. Mr. Mason showed a lack of situational awareness.

In his appeal Mr. Mason also stated that the penalty of suspension and probation is excessive. The penalties assessed by the SOM are within their powers. There is no compelling evidence to support changing the penalties.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Mason's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Kat Hakola vs. SOM COA Ref. No. 16-13-RM
July 28, 2016

FACTS IN BRIEF

On July 3, 2016, following the Group 5 Majors Race at High Plains Raceway, Kat Hakola, entrant for SM #85 (driven by John Harms), protested Paul Moore, SRF #5. Ms. Hakola charged Mr. Moore with making an unsafe pass in violation of General Competition Rules (GCR) 6.11.1.B., C., and D. (On Course Driver Conduct). The Stewards of the Meeting (SOM), Costa Dunias, Leigh Swan, Phil Shuey, and Bill Metcalf, Chairman, met, reviewed the evidence, heard testimony from witnesses, and determined the evidence did not establish that GCR 6.11.1.A., B., C., or D were violated. The SOM disallowed the protest. Ms. Hakola appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Michael West (Chairman) met on July 21 and July 28, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Kat Hakola, dated July 12, 2016.
2. Official Observers Report and related documents, received July 20, 2016.
3. Letter from Bill Metcalf (Chairman of the SOM) citing online links to video evidence reviewed by the SOM, dated July 7, 2016.

FINDINGS

The SOM viewed videos from SM #85 (Kat Hakola entrant/John Harms driver), SRF #5 (Paul Moore), and a fixed camera mounted at Start/Finish. All the video evidence shows SM #85 hitting SRF #5 in the left rear, climbing up the rear end of SRF #5, and landing on top of SRF #5.

In her appeal, Ms. Hakola does not specifically ask for any change in the SOM ruling, but states the appeal is intended to bring to the attention of the “board” a need for review of flagging procedures and race control’s role in managing the on track racing. It also suggests a review of Mr. Moore’s readiness to compete at the Majors level might be required. These issues are outside the scope of the original protest and SOM ruling, and the COA will not address them other than to note their inclusion in the appeal.

Ms. Hakola alleges that Mr. Moore was driving erratically, was not experienced enough to have been competing in a Majors race, should not have gotten between two competitors racing for position in class, and should have been removed from the race via a Black Flag. She further asserts upon passing SM #85, Mr. Moore unexpectedly moved to driver’s right and abruptly braked which did not leave Mr. Harms room to avoid the collision.

The COA reviewed all evidence considered by the SOM. Testimony obtained from the witnesses, with the exception of Mr. Harms, does not support Ms. Hakola’s assertion that Mr. Moore’s pass was unsafe. In addition, the video evidence shows Mr. Moore executed a safe pass, safely moved driver’s right in line with SM #3, stayed in line with SM #3 entering the turn, was braking for the turn at approximately the same time as SM #3, and thus did not impede Mr. Harms’ racing room. The video does show Mr. Moore braking as he enters the turn along with braking by SM #3. Braking by the cars as they entered the turn appears to be an expected action and Mr. Moore’s slowing was consistent with SM #3’s.

With her appeal Ms. Hakola also submitted a witness statement from Rick Schader, driver of SM #3. In his statement, Mr. Schader acknowledges he did not see the incident, only the aftermath with SM #85 on top of SRF #5. Therefore, his testimony is of limited value.

In addition, the video provided with the appeal shows Mr. Harms sweeping through Turn 1 on the same line on laps prior to the incident while following SM #3. However, the circumstances were different and he failed to anticipate his position relative to SRF #5. Simply stated, Mr. Harms ran into and over Mr. Moore. Mr. Harms showed a lack of situational awareness.

DECISION

The COA upholds the SOM’s decision in its entirety. Ms. Hakola’s appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Theodore R. Cahall, Jr. vs. SOM COA Ref. No. 16-14-NE
August 7, 2016

FACTS IN BRIEF

On Sunday, July 10, 2016, at the MARRS 6 event at Summit Point Raceway, following the Group 2 Regional Race, Chief Steward John Nesbitt filed a Chief Stewards Action (CSA) citing Theodore R. Cahall, Jr., driver of Car #82 for a violation of General Competition Rules (GCR) 5.9.2.B. (Minimum Event Safety Inspection/Logbook – Tech Sticker.) Mr. Nesbitt disqualified Mr. Cahall from the event, which included two races for points in the Mid-Atlantic Road Racing Series (MARRS).

Mr. Cahall protested Mr. Nesbitt's action as an "excessive penalty" for the infraction. The Stewards of the Meeting (SOM) A.G. Robbins, Walt Michaels, John Snodgrass, Douglas Nickel, and David Nokes, Chairman, met, reviewed the evidence, heard testimony from witnesses, and disallowed the protest leaving the disqualification in effect. Mr. Cahall is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Rick Mitchell, and Laurie Sheppard (Chairman) met on July 30 and August 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observers Report and related documents, received July 22, 2016.
2. Appeal letter from Theodore R. Cahall, Jr., received July 22, 2016.
3. Letter from John Nesbitt, received July 22, 2016.
4. Letter from David Nokes, received July 25, 2016.

FINDINGS

In his appeal, Mr. Cahall asks the COA to amend the penalty for the GCR violation and to consider each points race separately. Mr. Cahall asserts that he was not notified that a Request For Action (RFA) was pending and because he did not list crew on his entry form, any communication between Tech staff and his paddock support team was incorrect. He also states that Grid staff did not prevent him from going on track when he presented his car with no event tech sticker.

The COA finds that the MARRS 6 race weekend was conducted under a single SCCA Sanction Number, indicating it was a single event that included multiple races awarding points. Disqualification from the event applies equally to all points races within the event.

The COA understands that an RFA was initiated on Saturday afternoon citing a violation of GCR 2.1.2. (Acting to enable a person or car known to be ineligible, not properly entered, or credentialed to participate in an event.) when Mr. Cahall was away from the track. The RFA was withdrawn prior to any notification, investigation, or action being taken. The CSA which Mr. Cahall protested is the only action under appeal.

The COA notes that there is no GCR requirement for Grid staff to verify the presence of an event tech sticker on all cars entering the track, although they often do so to support the event organizers' obligation and desire to conduct a safe event. The responsibility for ensuring that an event tech sticker is displayed rests solely with the competitor.

Mr. Cahall's assertion that communication with his paddock support team was incorrect is not substantiated by his testimony to the SOM. Mr. Cahall's witness statement, submitted as part of his protest and signed by him on July 10, 2016, refers to "his crew" several times. Glenn Murphey, who reported his status as "crew", provided a witness statement to support Mr. Cahall's testimony. Since Mr. Cahall and his car were being supported on track, in the paddock, and off-site by a racing services provider, the COA does not agree that communications with Mr. Murphey were incorrect, even though Mr. Murphey was not specifically listed on Mr. Cahall's entry form.

Mr. Cahall explains in his appeal letter that he correctly obtained an event tech sticker using the logbook for Car #78, which he entered in the event. Car #78's engine failed during qualifying; Mr. Cahall visited Registration and Timing & Scoring to change to Car #82 for the remainder of the event. Per GCR 5.9.2.B. the minimum inspection for each event requires reviewing of the current Vehicle Logbook. Mr. Cahall changed to a different vehicle and should have presented that vehicle's current logbook for inspection prior to taking Car #82 onto the track for the Saturday race. He acknowledges not doing so was an oversight on

his part.

During the Saturday race, Car #82 sustained crash damage. Tech staff requested to see the vehicle's logbook. Mr. Murphey provided the logbook and the Tech inspector noticed there wasn't an entry for MARRS 6. The logbook was taken to the Tech Steward. Mr. Cahall's witness statement says that his crew informed him that Tech had the logbook although his appeal states he did not talk to Mr. Murphey. Instead, in his appeal, Mr. Cahall states that he heard through a third party that Tech had spoken to Mr. Murphey and "all was in order." When the Tech inspector returned later on Saturday afternoon to document the crash damage, Car #82 had been removed for repairs. Mr. Cahall had also left the track and did not speak with the Tech staff or Tech Steward.

On Sunday morning Mr. Cahall presented Car #82 for a hardship lap to verify the repairs. Later, while Car #82 was on the grid for the Sunday race, the absence of an event tech sticker was identified. This was reported to Mr. Nesbitt, who went to the grid and spoke with Mr. Cahall. Mr. Cahall's witness statement says his crew told him the car had been teched, although as previously noted, his appeal states he did not speak to Mr. Murphey. Mr. Cahall requested and received permission to race, stating that he would show Mr. Nesbitt his logbook after the race. Mr. Cahall reported to impound after the race where it was confirmed that Car #82 had not been issued an event tech sticker.

The COA finds that Mr. Cahall did not obtain an event tech sticker for Car #82. Per his appeal letter, he did not speak to Tech himself or personally verify that his vehicle's logbook had been returned or that an event tech sticker had been issued. The penalty assessed is within the powers of the Chief Steward (GCR 5.12.3.C.1.) and the SOM did not find cause to reverse or amend the action. The COA also finds no cause for reversal or amendment.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Cahall's appeal is well founded and the fee, less the amount retained by SCCA, will be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | August 2, 2016

The RallyCross Board (RXB) met via conference call on August 2. 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 Jim Weidenbaum, BOD liaisons.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): The Safety Committee addressed 4 incidents in the past month, of which a couple involved slip and falls and one resulted in property damage from a wind-blown canopy. One incident involved two competition vehicles getting close to each other on course and will result in the Committee releasing a Safety Advisory to Safety Stewards and course designers to avoid the potential danger of close proximity of competition vehicles on course.

  Regan distributed a proposed RallySprint Safety Steward Training program to the RXB for review. Hyatt requested that it be posted at the RallyCross forums for member comment. The RXB will vote on a final version at the next RXB meeting.

- Rules Committee (Keith Lightfoot): The rules proposals for 2017 have been posted at the RallyCross forums for member comment through September 15. Lightfoot indicated that the 2017 RallyCross Rules would include tabs for quicker access to specific rule topics. The RXB discussed ways to keep the helmet standards in the RallyCross Rules consistent with the other SCCA programs.

  Lightfoot received a couple of rules clarification inquiries from members. One inquiry was questioning the legality of putting studs in tires not manufactured for studding. The RXB discussed this and the Rules Committee will render a decision. Another inquiry asked about the legality of JDM vehicles. RXB discussions concluded that gray-market cars appear to be legal in all classes, but the competitor must possess a shop manual or other documentation that confirms class legality.

- RallySprint Committee (Kito Brielmaier): Brielmaier has requested rule change suggestions from the Committee and should have any rule change submissions within a month. Hyatt reported that the Waste Management RallySprint is confirmed for February 2017 and publicity for the event has begun. The RXB discussed the new American Rally Association announcement and is in agreement that these changes should not have any negative impact to the RallySprint / RallyTrials program.

- National Championship Committee (Mark Macoubrie): Questions were raised at the East Coast National Challenge about rule changes at that event, specifically run order, time outs, and debeads. Clarification is needed prior to the Central National Challenge and the National Championship. A search for a trained timing chief for the RallyCross National Championship is underway. Plans are to do the training at the Central National Challenge and have an individual trained and ready for the timing chief position at the National Championship. It was announced that Tim O'Neil has donated another Team O'Neil Rally School certificate that will be awarded at the 2016 RallyCross National Championship.

- Divisional RallyCross Stewards Liaison (Ron Foley): The stewards met on July 28 with 7 attending. Discussions included the 2017 National Convention, the upcoming Central National Challenge, year-end award nominee considerations, and how to submit articles to SportsCar. Also discussed was a new RallyCross program in South Carolina that held its first event on July 23 with an amazing 55 entries.

Old Business

- Divisional RallyCross Stewards updates: The RXB continues to look for a replacement Divisional RallyCross Steward in CenDiv. Other recent steward changes are Jim Perrin in NEDiv on July 15 and Rebecca Ruston in NorPac on June 1.

- Hybrid / Electric vehicles: In a continuing discussion of incorporating hybrid and electric vehicles in RallyCross, the RXB is considering rules that would regulate electrical system safety of hybrid and electric vehicles. Brielmaier has a contact with professional battery technology expertise who might advise the RXB in creating a good set of rules. Another suggested resource for electrical expertise for writing rules might be the Formula SAE Electric program. The RXB will continue to research the topic and may include Brielmaier's contact at a future RXB meeting.

Next meeting: September 6, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America
***RoadRally* Board Minutes**
July 18, 2016

The RoadRally Board met via conference call on July 18, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johaness, guest Peter Schneider, North Jersey Region, BOD liaisons Lee Hill, Bob Dowie, and Terry Hanushek, SCCA Staff Jamie Mullin, and Jeanne English, RRB secretary. Absent: Clyde Heckler

Minutes: OK as published. The July meeting is too late in the month for publication in the August Fastrack, but it will be published in the RReNews; the Sept Fastrack will have both the July and August minutes.

Front Burner Items:

1. RReNewsletter – The latest issues was published in early July. It contained advertising for the USRRC in New England, a teaser for My First Rally in August and an interview with Mike Thompson. Rich appreciated Cheryl's article about TSD and GTA events.
    a. Planning Calendar, Points Standings Updates needed? Jeanne and John will both be sending items to Cheryl
2. SCCA Staff Attendees (Jamie)
    a. Any items? Nothing to report
3. Regional Development Committee
    a. Jay Nemeth-Johannes – wrote an article for RReNews; slowly gathering his committee
4. NEC Report (Mike)
    a. Recent and Upcoming National events (Confirm dates at scca.com)
        i. Milwaukee Roads Scholar Course – June 11 nothing negative, went very well
        ii. NER Hurdle GTA – August 6
        iii. Clear Blue Sky GTA – August 20
        iv. LOL – Course/Tour – Oktober Rally/Badger Trails – Sept 16, 17
        v. (not yet sanctioned) Two National Course Rallys, Folsom, CA – October 15, 16
        vi. (not yet sanctioned) SoCal Highway Robbery – October 22
    b. Liaisons for 2016 and 2017 USRRC
        vii. Ron Ferris – 2016 (New England)
        viii. Mike Thompson – 2017 (Arctic Alaska)
5. Lifetime and Championship Points on Combination Events (Jim)
   There was an inquiry from Bruce Gezon asking if, in a combined event which could be run as a national or regional, a regional entry beats national entry, does national entry get moved down?
   Previously, results were combined (when the rallies were exactly the same), what about now? Per the current RFOs, no; by convention, yes. Clarence says we are not doing this any more, classes in regionals are not the same as nationals; intent is that the convention was not to be followed, and that the two rallies not be combined for championship points for this year. Terry said that we need to clarify this. **Motion**: The RRB is clarifying that multiple concurrent events, registered for separately, be scored separately and results will not be combined in any way. Jim/Rich/pass. Discussion: the RRB has discussed in the past few years, that is does not want these events combined; John said that if there is a different fee for national, can't be combined; Rich thinks it is ambiguous. [Rich–abstain, John–yes, Jim–yes, Clarence-yes]
6. Pointskeeper status (John)
    a. Mendicino Gold Divisional points – this year OK, but next year they need to follow the rules better
7. 2017 Proposed Rule Changes. Should we release for public comment? In all the following items, the votes are only for whether or not to release each item for public comment:
    a. Proposal to eliminate requirement to calendar events. (Article 4 C)
       Bob Morseburg proposed this since he thinks committees are not following guidelines anyway [No = Rich-no, Jim-yes, Clarence-no, John-no]
    b. NEC proposed changes – the NEC made a list of proposed changes, and Rich sent out the document with his annotated comments; these are the summaries
       NEC 1 - eliminate GTA national championship?, research shows sunsetting per a schedule, then sunsetting at the end of the 2016 season unless there were at least 4 national rallies with at least 10 cars at each; release for pub comment that the GTA national championship be ended 12/31/16 due to lack of participation [Yes = Rich-yes, Jim-yes, Clarence-abstain, John-no]
       NEC 2 – this eliminates administrative portion (Article 4) of the RRRs, trying to make things easier for contestants; John believes that all rules which apply to the national championship should be in the RRRs, the RFOs are an extract for administrative purposes [Yes = Rich-yes, Jim-yes, Clarence-

yes, John-yes]
NEC 3 – Art 8.A – delete reference to Weekend Members, so one must be a member all year to get points for the national championship; Jim agreed that it is OK to put this out for comment, Rich will endeavor to make clear what it will do [Yes = Rich-yes. Jim-yes, Clarence-yes, John-yes]
NEC 4 - Art 8.B.4 – changes how points are counted [Yes = Rich-y, Jim-y, Clarence-y, John-y]
NEC 5 – Art 8.C – increase worker points for nationals; Rich thinks it might encourage some people to write and/or work; Jim says that the RRRs say you can only earn 10 points per year, will need changing, perhaps to only earning points for one event, per series [Yes = Rich-yes, Jim-yes, Clarence-yes, John-yes]
NEC 6 through 13 – John and Jim suggested sending them all out for comment [Yes = Rich-yes, Jim-yes, Clarence-yes, John-yes]

Postponed to next month:

c. Strength of Field points
d Road Rally Safety Steward License

Peter – should creation of RRSS be part of the RDC? Howard Duncan says that Risk Management is OK with no RRSS for an event if a competent person does pre-check; this was a comment only, no action taken.

Rich asked it there was anything further from liaisons? No.

Peter said he was to talk about the upcoming Targa event and to answer questions about it; the format is Monte Carlo timing checkpoints at the beginning, then about 25 questions (as per Sasha's GTA rallies); length of the rally is about 2 ½ to 3 hours; Mark Johnson will be the Safety Steward.

Motion to adjourn at 9:40 PM CDT
Next meeting August 8, via conference call
Respectfully submitted,

Jeanne English, RRB Secretary

Sports Car Club of America
***RoadRally* Board Minutes**
August 8, 2016

The RoadRally Board met via conference call on August 8, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, guest Peter Schneider, North Jersey Region, BOD liaisons Lee Hill, Bob Dowie, and Terry Hanushek, SCCA Staff Jamie Mullin, and Jeanne English, RRB secretary.

Minutes: July minutes stand as distributed, and as published in RReNews; the next Fastrack will have both the July and August minutes.

Front Burner Items:

1. Observe a minute of silence for Ted Goddard, longtime New England Region member, who died recently; he was involved in all aspects of SCCA.
2. RReNewsletter – The latest issue was published the first week of August. Rich thought the variety of authors and articles, including pro rally history, made it an exceptionally good issue, perhaps the best ever. Rich also noted Cheryl's suggestion that rally organizers promote the newsletter at their events in order to build the community. Terry mentioned that we had talked previously about linking to it on the SCCA website – anything new on this? Rich answered no, that he needs to get hold of John K with a list updates; including having someone other than those at the national office being able to update items.
3. Planning Calendar released today, there will probably be another one in a week a two
4. Targa Southeast Update (Peter): the event is this weekend, there are 30 cars entered, the rally portion is ready to go; Peter and Bruce Gezon wrote the course and saw it four more times, and then Mark Johnson did the Safety Check; the rally format is 3 Monte Carlo controls, then 21 questions to answer, ranging from simple to hard.
5. SCCA Staff Attendees (Jamie):
    a. Any items? Jamie will be checking the Planning Calendar against the SCCA website to make sure events are listed on the SCCA website; Rich pointed out that only sanctioned events are on the SCCA website, that the Planning Calendar has events not yet sanctioned. Jamie is also willing to follow-up on getting various updates posted to the SCCA website.
6. Regional Development Committee (Jay): Jay is writing articles for Cheryl for RReNews, working on getting some committee members (Stu Helfer and Peter have volunteered), sent letters to a few others; Jay is behind on getting members for a couple of reasons, one of which is the charter for the committee, he is delaying until he knows exactly what the RDC will be doing; he has articles and other things, but nowhere to publish them; Chicago Region contacted him about doing some rallies together. Rich said he appreciates what a really big task Jay has, essentially starting with a blank sheet of paper; it is important to raise awareness to regions, an updated website is critical; we need to maintain a library of sample materials. Jay said that he also needs safety stewards and trainers. Jim asked if we are we meeting this year's goal (RDC goal: Have 4 regions that did not put on a rally in 2015 put on at least one rally in 2016); he also suggested checking with regions that had put on a rally last year or the year before but not this year; this is a different approach than finding new people. Jay said we need to find 20 to 30 year olds to become involved, not more older people.
7. NEC Report (Mike)
    a. Recent and Upcoming National events (Confirm dates at scca.com)
        i. NER Hurdle GTA – August 6
        ii. Clear Blue Sky GTA – August
        iii. LOL – Course/Tour – Oktober Rally/Badger Trails – Sept 16, 17
        iv. (not yet sanctioned) Two National Course Rallies, Folsom, CA – October 15, 16
        v. (not yet sanctioned) SoCal Highway Robbery – October 22
    a. Liaisons for 2016 and 2017 USRRC
        i. ??? – 2016 (New England) – Mike needs to find a new liaison for 2016, as Ron Ferris is no longer available
        ii. Mike Thompson – 2017 (Arctic Alaska)

c. Mike said he needs more/new NEC members.
d. Waiting for public comment on 2017 RRR proposals.
e. When a sanction app is submitted, we should reply with an organizers list including forms; Mike will work on getting this done.

8. Pointskeeper status (John): current standings are in the latest RReNews; John updates results as he gets them.
9. 2017 Proposed Rule Changes: should we release them for public comment?
    a. Strength of Field points – no action taken. Terry said that on the racing side, they have a 'what do you think?' letter system that seems to work for them; perhaps something like that could be used for road rally, for this topic or any other.
    b. **See below for Memorandum about National Championship Points Based on Strength of Field**
    c. Road Rally Safety Steward License – Risk Management has said that they would be OK with a 'qualified person' to do the Safety Steward checkout. Rich raised the question of how to determine who is qualified. Mike said that we have the RRSS checklist that can be used. Lee suggested a combined function of doing both course checkout and RRSS checkout. This is administrative, not part of the rules proposals.
    d. When the RRR proposals are released, Mike will delete all proposed references to GTAs – see the following discussion:
    At last month's RRB meeting, the NEC proposed a list of RRR rule changes. The first of them was to eliminate the GTA national championship (GTA rallies could still be put on, but they would not have their own championship). After this meeting, our BOD liaison Terry talked with other BOD members with the result being that the BOD feels that ending the GTA championship will not be well received by those who compete in GTA rallies, and that the BOD does not want to diminish avenues of participation; the RRB should focus on growing the GTA program; Lee said that doing away with a championship is only negative. John questioned whether the BOD knew that GTA rallies were still OK, just that there would not be a championship. Clyde said that the GTA series has not caught on, but he thinks there should be one. Peter said that it's not really a championship, since only a few people actually participate nationally. Clarence said that GTAs need to be promoted differently, that they are a way for people to just go out and have fun. Jim agreed with Terry, that we should keep the GTA championship. Terry commented about the nature of GTA events. Jay said that GTA/gimmick rallies are the focus of what he is encouraging for regional events. Rich said it is clear that ending the GTA championship will not be supported by the BOD; he is taking it off the table for RRRs revision and public comment. Jay will post to the Yahoo group that the GTA championship is not ending.
    e. **See below for 2017 Road Rally Rule Change Proposals**

Other items or new business: none.

Rich then asked if there was anything else on anyone's mind. The answers, as he asked each person in attendance, were mostly "nothing", one "I've probably said too much already", and then Terry said he had something. Terry that the Solo program has Solo Development Coordinators, which could be translated to a Divisional Rally Development Coordinator, replacing the current Divisional Road Rally Stewards, and this can perhaps help Jay's RDC; Rich said this goes hand-in-glove with what Jay is doing.

Motion to adjourn at 8:47 PM CDT
Next meeting September 12, via conference call
Respectfully submitted,

Jeanne English, RRB Secretary

Item 9.b:

August 10, 2016

Memorandum to the Road Rally Community

Subject: National Championship Points Based on Strength of Field

The SCCA Road Rally Board is soliciting comments from the rally community concerning a proposal to change the amount of National Championship points that would be awarded on an event. Some in the community have suggested that beating 7 cars in your class should be worth more points than beating 2 cars in your class, for example.

There are many possible implementations of such a change. For example, in addition to beating cars in your class, should Class L entries be awarded points for posting a better score than a Class E car?

We'd like your opinion on the general concept of such a rule change. Please address your comments via email to rrb@scca.com.

~Rich Bireta
Chair,
SCCA Road Rally Board

Item 9.e:

2017 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 RoadRallies for next year. The SCCA Road Rally Board (RRB) will vote on each one of these proposals later this year and we 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 October 8th. In sharing your opinion on a particular proposal, please refer to it by the number assigned in the list below.
These proposed rule changes have been approved by the Road Rally Board only for release for comment from the rally community and this does not mean that they will necessarily be approved for inclusion in the 2017 rules. That is why it is important that we hear from you prior to making the final decision on each rule.
Administrative proposals:

1. Delete the requirement to display SCCA stickers on rally cars (Article 13 C 2).

2. Require sanction requests for Divisional rallies to be submitted 60 days ahead of the event. Current rules require Divisional sanctions be submitted 30 days in advance. (Article 4C)

3. Require sanction requests for Divisional rallies to include a rough draft of their General Instructions. Current rules require only National rallies to submit a rough draft of their General Instructions. (Article 4 C)

4. Eliminate the RoadRally Safety Steward licensing program. The function of a rally safety check would be performed by a prechecker who would complete the form that is currently completed by the safety steward.

Operating rule proposals:

5. Require Divisional rallies to adhere to Articles 22, 23, 24, 25, 26, and 27 in addition to the other articles that they are currently required to follow. (See Appendix A for a list of the current requirements)

6. Prohibit cable syncing of contestant clocks to the rallymaster's clock.

Championship Series proposals:

7. Change the language describing year end awards to the following: At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8 A 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 positions(s) shall be vacated. Awards will be presented to the people who finish in the top 10 positions in each Class in each Series.

8. Remove the 70 point limit for Divisional rallies in Article 8 B 4.

9. Delete the triple points for USRRC events. USRRC points will be assigned as they would be for any other rally, that is, 20 points for a National win and 10 points for a Divisional win.

10. Increase the equivalents from 14 to 16 in Article 8 B 4. This would allow contestants to include one more National or two more Divisionals in the group of events that are used to count their best 10 equivalents.

11. Increase worker points for working a National rally to 20 points. Working a Divisional rally would remain as 10 points. Specify that worker points can only be earned on one event per year per award category.

12. Reduce worker points for working a Divisional rally to 5 points. Keep worker points for a National rally at 10 points. (This is an alternate proposal to the prior one)

13. Require contestants to compete in at least <u>two</u> National rallies to be eligible for a year-end award. Current rules require contestants to compete in at least one National to be eligible for a year-end award. (Article 8 B 4)

14. Require that contestants be an annual SCCA member to earn Championship Series points. Current rules allow weekend members to earn Championship points as long as they become an annual member by November 1st. (Article 8 A)

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/events/1975836-2015-tire-rack-solo-national-championship

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:
http://www.scca.com/events/1979922-2015-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 2016

SOLO EVENTS BOARD

SOLO EVENTS BOARD | August 24th

The Solo Events Board met by conference call July 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek, KJ Christopher, and 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

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Recommended Items for 2017

The following subject 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.

Kart

#19145 19.1.D.1.j Clutch Basket Allowance

Per the KAC, the following rule change proposal is recommended:

Change 19.1.D.1.j as follows:

"Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate must be OEM may be aftermarket parts. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket parts. Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed."

Member Advisories

Street

#19987 MINI Countryman Exclusion

The stability language in the Solo Rulebook (3.1.A) was created so that the membership could use the manufacturers' published dimensions. This includes roof racks if they are standard on all model variants. Creating an exception to exclude the dimension of the roof rack is not recommended at this time.

Street Touring

#19962 Is this legal for a STX BRZ/FRS?

Per 14.10.B, OE traction control systems may be electronically disabled. Members are encouraged to understand the limits of the allowances, whereby 14.10.B only applies to OE traction control systems and such devices may perform no other functions.

Change Proposals

Street

#20006 Bump Stop proposal letter #19245

Based on responses to letter #19245, the SAC recommends a minor change to the proposed new version of 13.5.D, as follows:

"D A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks provided they meet the length requirements, and are in the same location as stock."

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

The SAC is requesting member feedback on the following classing change:

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 requesting feedback from the membership regarding the following classing change:

Move from GS to HS

Kia

Forte & Forte Koup (2.4L)

Street Prepared

#19715 Proposed wording for new spoiler rule.

Correction to last month's Fastrack: The SPAC requests member comment on the following proposed changes to 15.2.I.2.b:

b) It is a non-production rear spoiler which is mounted to the rear-most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

<u>Other Items Reviewed</u>

Street

#19245 Bump Stop Allowance Clarification

Thank you for your input. Look for a revised proposal in an upcoming Fastrack.

#19932 FRS/BRZ split classing, STP/CAMC, XP weights

Thank you for your input.

#19935 re: Proposal #17283

Thank you for your input.

#19941 Don't forget about the base 986 Porsche Boxster

Thank you for your input. Please see the response to letter #20004.

#19961 +/-.5

Thank you for your input. Please see the response to letter #20109 elsewhere herein.

#19976 Separating BRZ and FRS

Thank you for your input.

#19979 Reconsider the Porsche 991 GT3's classification in Super Street

Thank you for your input. Please see the response to letter #19980 elsewhere herein.

#19980 991 GT3 in SS

Thank you for your input. The SAC is closely monitoring the performance balance in SS.

#19996 Comment on submission letter #19961

Thank you for your input. Please see the response to letter #20109 elsewhere herein.

#20031 RE: #17283 Rethinking Street Classing / DS

Thank you for your input. The SAC is taking into account all of the feedback we received on these moves and will be closely monitoring the performance of the affected cars at the 2016 Solo Nationals.

#20076 AP1 S2000 from BS to CS

Thank you for your input. The SAC is monitoring the competitive balance between these cars in BS and CS.

#20084 BMW E90 and M3 same class?

Thank you for your input. Please see the response to letter #17283 in the August Fastrack.

#20109 Wheel Width Allowance

Thank you for your input. The SAC does not believe that allowing changes to wheel width is in the spirit of the category. The SAC would like to remind local Regional programs that they are free to adjust this area of the rules as they see fit, as long as they remain compliant with the safety guidelines.

Street Touring

#20005 WRX vs STI

Thank you for your input. Membership feedback was requested for a similar letter and a related classing change proposal was published in the February 2016 Fastrack (item #16000). Please also look for this item in last month's Fastrack.

Street Prepared

#20012 #19923 Reliability improvement = YES!

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20019 Aug Fastrack - proposed wording for new spoiler rule

Thank you for your input. Please see corrections to the wording of proposal in this month's Fastrack.

#20021 Spoiler Proposal in Street Prepared

Thank you for your input. Please see corrections in this month's Fastrack.

#20022 #19715 Proposed Spoiler Rule

Thank you for your input. Please see corrections to the wording of the proposal in this month's Fastrack.

#20023 #19923 Reliability improvement

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20026 Additional Reliability Allowances - Fluid Reservoirs / Tanks

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20027 RE item #19923 Reliability improvement comment

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

Prepared

#19809, 19823, 19852, 19906, 19924, 20002 Responses to #14898 – XP vehicle weights

Thank you for your inputs. The PAC is working on the proposal.

Kart

#20033 Fast track letter # 19145.19.1.D.1.j

The proposal has been recommended, thanks for your input.

Not Recommended

General

#20138 PCV Exhaust Vent

Thank you for your input.

Junior Kart

#19917 Kart Alternative Minimum Weight

Thank you for your input; the SEB does not favor this change. Chief Stewards are encouraged to use time penalties where appropriate when dealing with such situations, rather than a DSQ.

#19918 Enhanced Kart Tech Inspection

Thank you for your input.

Street

#20069 Moving the 350Z along with the Twins

Thank you for your input. The SAC believes the 350Z is appropriately classed at this time.

#20057 Please move 7th gen Celica GT (non GTS) to HS

Thank you for your input. The SAC believes this car is appropriately classed.

Street Touring

#19966 Street Touring Classification for Solstice GXP

The STAC and SEB will continue to monitor the performance of this class for new classing opportunities.

#19997 987.1 S Porsche for STU / Porsche Street Class proposal

Thank you for your input. We will continue to monitor the performance of the class, and the impact of the original mid-engine proposal.

#20077 AP1 S2000 from STR to STX

Thank you for your input.

Tech Bulletins

Prepared

#20037 1999-2003 Mitsubishi Galant (4cyl) Placement in EP Class

Per the PAC the following new listing is added to EP, effective immediately upon publication:

Mitsubishi

Galant 1998-2002 (non-turbo)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 6, 2016

The Club Racing Board met by teleconference on September 6, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, Kevin Fandozzi, Peter Keane, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; John Bauer, Club Racing Technical Manager, and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory
None.

No Action Required
GCR
1. #19862 (John Snow) Window Openings
Thank you for your letter. As long as the vehicle has not been modified contrary to the GCR, factory pop-out glass may be run in any position.

EP
1. #20054 (Sterling Cole) Anti-Roll Bar Clarification
Under 9.1.5.E.5.b.4. if, in the stock configuration, the anti-roll bar serves to locate the suspension, the attachment and pivot points must remain in the stock location. However on any anti-roll bars, the links that attach the bar to the control arms are unrestricted.

HP
1. #19188 (Steven Parsons) 84 Nissan Pulsar NX Production Classification Request
Thank you for your letter. The CRB will consider classifying this car in HP when the author submits a VTS sheet for the car.

T3
1. #20100 (David Cook) GCR Update: MX-5 Transmission Gear Allowance
Thank you for your letter. Transmissions compliant to current Global MX-5 Cup rules are compliant for Club Racing.

Not Recommended
AS
1. #20030 (John J. Gingery) 1984 Chevy Corvette
Thank you for your inquiry. The premise of American Sedan has always been the classic “pony cars” (Camaros, Firebirds, Mustangs) and a Corvette is considered a “sports car”. Currently, the CRB/ASAC is developing an Ad Hoc team to look at the future of American Sedan with the potential of bringing in different cars. Your request will be provided to that team.

GT3
1. #20083 (Michael Heintzman) IRS on OEM Body-Engine-Chassis Combinations
Thank you for your letter. GT does not differentiate between tub and tube frame chassis configurations.

IT
1. #19999 (Raymond Blethen) Transmission and Rear Differential Coolers
Thank you for your letter. This allowance is not recommended at this time. The CRB will continue to monitor the class.

EP
1. #19864 (Jeff Young) TR8 Spec Line Clean up and Rear Spoiler
Thank you for your letter. The spoilers requested did not come on the base model of this car. Therefore, the spoilers are not allowed.

Please see the response to letter #20221, Technical Bulletin for the TB portion of your request.

2. #19971 (Ben Phillips) Porsche Wheel Sizes
The requested wheel size was not available on the base model of this car and is not the default wheel size used for newer cars classed in Production. Therefore, this wheel size is not allowed.

FP
1. #20130 (David Boles) MKIII Volkswagen Intake Manifold
Thank you for your letter. The substitution of an intake manifold, when the substitution is not necessary to allow the car to run an allowed throttle body or carburetor, is contrary to class philosophy. Based on competition results, changes may be considered for this car with respect to weight, etc. Please submit another letter requesting a change.

HP
1. #19973 (Mike Ogren) VW Scirocco Transmission Oversight
Thank you for your letter. The CRB could not locate and is unaware of any factory-based source that confirms the availability of this gear package in this model car. It is a competitor's responsibility to confirm, with factory sources, the correctness of the specifications to which the car is prepared.

Prod
1. #19984 (Aaron Johnson) Allow Sequential Gearboxes
Thank you for your letter. At present, no car is classed in Production where the base model came with a sequential or dual clutch transmission. The expense of such a transmission and the availability of alternate transmissions does not warrant allowance of sequential transmissions in Production and/or the creation of another weight penalty level for such transmissions.

STL
1. #20062 (Adam Jabaay) Intake Manifolds on Honda D Series SOHC Engines
Thank you for your letter. The CRB is not prepared to allow alternate intake manifolds at this time.

T1
1. #20011 (David Janse) Allow Manley #14318 Connecting Rods on 5000 Coyote Boss 302 OEM
Thank you for your letter. The rules are adequate as written. OEM is defined in the opening paragraph of the Touring 1 rules.
.
2. #20080 (Frank Brown) Aftermarket ABS in T1
Thank you for your letter. The rules are adequate as written. This change is not consistent with Touring philosophy.

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.

IT
1. #19493 (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 (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*	*~~245~~ 225*
	7 inches	*275*
ITA	*7 inches*	*225*
ITB	*7 inches*	*~~225~~ 205*
	6 inches	*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 (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.

SM

1. #19992 (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 (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

STL

1. #20108 (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%.

T2

1. #20073 (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.

Taken Care Of

GCR

1. #20087 (John Nesbitt) Support for Letter #19909
Thank you for your comment. Please see the response to letter #19909, September 2016 Fastrack Minutes.

IT

1. #20039 (Improved Touring Committee) Amending 19493 Rule Change Location in the GCR
Please see the updated response to letter #19493.

2. #20188 (Improved Touring Committee) Wheel Rules Review Recommended Changes
Please see the updated response to letter #19726.

FP

1. #20008 (Ted Russell) Letter #19506 Fiat Track Width Correction
Thank you for your letter. Please see the response to letter #19506, Technical Bulletin.

Prod

1. #20064 (SCCA Staff) Clarify Sway Bars Used as Suspension Locating Devices
Thank you for your letter. Please see the response to letter #20054.

2. #20089 (Jesse Prather) Update on Necked Down Valves
Thank you for your letter. Please see the response to letter #20088.

What Do You Think

Prod

1. #20088 (Jesse Prather) Valve Stem Rule
Some years ago, the level 2 rules were revised to prohibit the use of valves with necked down stems. Recently, the level 2 valve rule was revised to reflect the fact that, even with stock diameter stem valves, the manufacturing process frequently results in a small reduction in the stem diameter where the stem transitions into the valve head. At present, necked down stem valves are, for some cars, more readily available than non-necked down stem valves. However this is not the case for all cars classed in Production.

The CRB seeks your feedback on the question of whether the level 2 rules should allow valves with necked down stems, the rationale for such a change and the impact on costs and competition. Please submit your feedback through the CRB letter system at crbscca.com.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2016
NUMBER: TB 16-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 9/30/2016 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
None.

GCR
None.

Grand Touring
GT2
1. #19922 (Pete Peterson) Tire Box Rule
Effective 9/7/16 in GCR section 9.1.2.F.F.4.c.10.a., add the following language:

"GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs. *GT2 cars may run Hoosier DOT tires #46846 front, P315/30ZR18 A7 and #46850 rear, P335/30ZR18 A7.*"

Note: This was published as Racing Memo 16-06 and was effective 9/7/2016.

GT2-ST
1. #19349 (Craig Anderson) LS6 Corvette Motor
In GT2/ST, Chevrolet Corvette (-2016), Maximum Displacement 5665, make the following changes:
Weight: ~~2950~~ *3000*
Restrictor: ~~70mm flat plate~~ *75mm flat plate*
Notes: "GM LS1, LS6. LS1/LS6 C6 Corvettes using the OEM C6 intake manifold and 90 mm throttle body must ~~us 65mm~~ *use a 75mm* flat plate restrictor. *OEM 75 mm throttle body and manifold do not require a restrictor.*"

Improved Touring
None.

Production
1. #20221 (Club Racing Board) Technical Bulletin Portion of Letter #19864
In EP, Triumph TR8 (78-81), add the following language to Brakes Alt:
"*JRT brake kit # STN 0068 and Rimmer Bros. brake kit #GRID007446 permitted.*"
In EP, Volvo P-1800, 1800S, 1800E, 1800ES Sports Coupe, remove the following language from Brakes Alt:
"~~JRT brake kit # STN 0068 and Rimmer Bros. brake kit #GRID007446 permitted.~~"

1. #19506 (Ted Russell) Spec Line for Track Width Correction
In FP, Fiat 124 Sport Spider (-1977), change the track dimensions as follows:
~~56.7 / 55.4~~ *57.2 / 56.0*

1. #20036 (Bobby Beyer) Please add Yaris Sedan to HP Yaris Spec Line

In HP, classify the Yaris sedan as follows:

HP	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	
Toyota Yaris Sedan (2007-2012)	*2*	*1970 * 2019 ** 2069*	*4 Cyl. DOHC*	*74.9x84.6*	*1496*	*Alum*	*Alum*	*(I) 30.5 (E) 25.5*	*Fuel injection*	*100.4"*

HP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
Toyota Yaris Sedan (2007-2012)	*15x7*	*5*	*(F)255 disc (R) 200 drum*		*NA*	*Comp. Ratio limited to 11.0:1, Valve lift limited to .390"*

Spec Miata
None.

Super Touring
STL
1. #19372 (Super Touring Committee) Allow the Mazda BP5A 1.8 engine
Effective ***10/1/16***, In STL, Table B Allowances, classify the following engine:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda BP5A	*1839*	*Chart*	*Must meet all STL engine regulations*

Touring
None.

JUDGEMENT OF THE COURT OF APPEALS
Andrew Abbott vs. SOM COA Ref. No. 16-08-GL
July 7, 2016

FACTS IN BRIEF
On June 5, 2016, at the Mid-Ohio Majors, following the race for Group 3, Costa Dunias, Race Director, filed a Request for Action with the Stewards of the Meeting requesting an investigation and ruling on two separate metal to metal incidents. The first incident was between Gary Kittell, FV #76, and Andrew Abbott, FV #25. The second incident was between Jeff Loughead, FV #8, and Andrew Abbott, FV #25.

The Stewards of the Meeting (SOM), C. J. Harleman, Doug Tillman, Fred McAninch, and Dan Miklovic, Chairman, met, reviewed the evidence, and heard witnesses.

- The SOM ruled Mr. Kittell was not at fault in the metal to metal incident with Mr. Abbott.
- The SOM ruled Mr. Abbott breached General Competition Rules 6.11.1.A through D. (On Course Driver Conduct) in attempting to pass Mr. Kittell.
- The SOM ruled Mr. Loughead was not at fault in the metal to metal incident with Mr. Abbott.
- The SOM ruled Mr. Abbott breached GCR 6.11.1.A-D. in attempting to pass Mr. Loughead.
- The SOM ruled Mr. Loughead breached GCR 2.1.7. (Breach of the Rules – Acting in an unsportsmanlike manner.) with his unprofessional behavior after the race.

The SOM penalized Mr. Abbott with a two event probation. Three penalty points were assessed against his competition license. Mr. Loughead was given a reprimand and no points were assessed against his competition license.

Mr. Abbott appealed the SOM decision.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on June 9, June 23, June 30, and July 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Official Observers Report and related documents, received June 22, 2016.
2. Email testimony from Larry Dent, SOM Chairman, received, June 14, 2016.
3. Email testimony from Dan Miklovik, Deputy SOM Chairman, received June 23, 2016.
4. Email testimony from Jeff Loughead, received June 19, 2016.
5. Email testimony and photographic evidence from Gary Kittell, received June 17, 2016.
6. SCCA live feed videotape footage obtained from You Tube archive, received June 22, 2016.

FINDINGS
In his appeal Mr. Abbott asserts he has successfully executed multiple passes in past races at the turn where both metal to metal contacts occurred. He further asserts both Mr. Kittell and Mr. Loughead failed to provide him with racing room by forcing him to the left edge of the racing surface and/or onto the grass as they entered the left hand turn. He provided edited video of SCCA's You Tube live feed broadcast that contained both still frame shots and looping video playback of the lead up to both incidents. He asserts the video footage clearly shows he was holding his line and the other drivers turned into him. Mr. Abbott further states he was faster than Mr. Kittell and Mr. Loughead, timed his move properly to execute a safe pass, and that the other drivers appropriated his racing room and were at fault. In both metal to metal incidents videos, the cars are seen approaching the turn, not touching at any point, and then the cars go beyond the view of the camera. The footage shows no visible metal to metal contact between the cars.

Mr. Abbott provided telemetry data that he states supports his contention that he did not cause the contact in either incident. While the COA understands his argument, the data evidence cannot be independently correlated to the incidents and therefore does not overcome the eyewitness reports relied upon by the SOM.

Mr. Abbott also provided a witness statement from a spectator watching the race who asserted Mr. Abbott could not have been at fault. The COA notes there were two metal to metal incidents involving Mr. Abbott at this corner and both were heard and decided by the SOM. It is further noted the witness statement only alluded to one incident. The COA was able to conclude the witness statement was in reference to the incident with Mr. Kittell. However, in the statement the witness acknowledges he did not see the metal to metal contact. Since the metal to metal incident was not seen, the statement's evidentiary value is limited.

The SOM relied on eyewitness accounts of both incidents which, except Mr. Abbott's, were consistent in stating Mr. Abbott was at fault in both incidents. No video evidence was provided to the SOM by any driver.

The Court of Appeals finds the evidence provided by Mr. Abbott is not enough to overcome the evidence relied upon by the SOM.

The SOM arrived at a well-reasoned decision based on the facts and evidence presented at the hearing. The SOM ruling was within their authority as were the penalties imposed.

DECISION
The COA upholds the SOM's decision affecting Mr. Abbott in its entirety. The COA upholds the SOM's decision exonerating Mr. Kittell in its entirety. The COA upholds the SOM decision affecting Mr. Loughead with exception.

The SOM ruled no points would be assessed against Mr. Loughead's competition license. GCR 7.4. (Penalty Points) requires points be assessed when the SOM imposes a penalty. Therefore, one penalty point will be assessed against Mr. Loughead's competition license. SCCA staff is directed to add one penalty point to Mr. Loughead's license.

Mr. Abbott's appeal is well founded. The appeal fee, less the amount retained by SCCA, will be refunded.

JUDGEMENT OF THE COURT OF APPEALS
Andrew Abbott vs. SOM COA Ref. No. 16-09-GL
July 7, 2016

FACTS IN BRIEF
On June 5, 2016, at the Mid-Ohio Majors, following the race for Group 3, Gary Kittell, FV #76, filed a protest against Andrew Abbott, FV #25. Mr. Kittell asserted Mr. Abbott violated General Competition Rule 6.11.1. in a metal to metal incident at turn 5.

The Stewards of the Meeting (SOM), C. J. Harleman, Doug Tillman, Fred McAninch, and Dan Miklovic, Chairman, met, reviewed the evidence, and heard witnesses. The SOM ruled Mr. Abbott breached General Competition Rules (GCR) 6.11.1.A through D. (On Course Driver Conduct) in attempting to pass Mr. Kittell. The SOM penalized Mr. Abbott with a loss of two finishing positions in class. The SOM further noted this penalty became moot based on a decision rendered in a separate protest against Mr. Abbott that resulted in his disqualification from the race. Therefore, the penalty rendered here would not be enforced.

Mr. Abbott appealed the SOM decision.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on June 9, June 23, June 30, and July 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Official Observers Report and related documents, received June 22, 2016.

2. Email testimony from Larry Dent, SOM Chairman, received, June 14, 2016.
3. Email testimony from Dan Miklovik, Deputy SOM Chairman, received June 23, 2016.
4. Email testimony and photographic evidence from Gary Kittell, received June 17, 2016.
5. SCCA live feed videotape footage obtained from You Tube archive, received June 22, 2016.

FINDINGS

In his appeal Mr. Abbott asserts he has successfully executed multiple passes in past races at the turn where contact occurred. He further asserts Mr. Kittell failed to provide him with racing room by forcing him to the edge of the racing surface on driver's left as they entered the left hand turn. He provided edited video of the You Tube live feed broadcast that contained both still frame shots and looping video playback of the lead-up to the incident. He asserts that the video footage clearly shows he was holding his line and Mr. Kittell turned into him. Mr. Abbott further states he was faster than Mr. Kittell, timed his move properly to execute a safe pass, and that Mr. Kittell appropriated his racing room and was at fault. In the video, the cars are seen approaching the turn, not touching at any point, and then the cars go beyond the view of the camera. The footage shows no visible metal to metal contact between the cars.

Mr. Abbott provided telemetry data that he states supports his contention that he did not cause the contact. While the COA understands his argument, the data evidence cannot be independently correlated to the incident and therefore does not overcome the eyewitness reports relied upon by the SOM.

Mr. Abbott also provided a witness statement from a spectator watching the race who asserted that Mr. Abbott could not have been at fault. However, in the statement the witness acknowledges he did not see the metal to metal contact. Since the actual metal to metal incident was not seen, the statement's evidentiary value is limited.

The SOM relied on eyewitness accounts of the incident which, except Mr. Abbott's, were consistent in stating Mr. Abbott was at fault. No video evidence was provided to the SOM by any drivers.

The Court of Appeals finds the evidence provided by Mr. Abbott is not enough to overcome the evidence relied upon by the SOM.

The SOM arrived at a well-reasoned decision based on the facts and evidence presented at the hearing. The SOM ruling was within the authority granted by the GCR as was the penalty.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Abbott's appeal is well founded. The appeal fee, less the amount retained by SCCA, will be refunded.

JUDGEMENT OF THE COURT OF APPEALS
Andrew Abbott vs. SOM COA Ref. No. 16-10-GL
July 7, 2016

FACTS IN BRIEF

On June 5, 2016, at the Mid-Ohio Majors, following the race for Group 3, Jeff Loughead, FV #8, filed a protest against Andrew Abbott, FV #25. Mr. Loughead asserted Mr. Abbott violated General Competition Rule 6.11.1. in a metal to metal incident at turn 5.

The Stewards of the Meeting (SOM), C. J. Harleman, Doug Tillman, Fred McAninch, and Dan Miklovic, Chairman, met, reviewed the evidence, and heard witnesses. The SOM ruled Mr. Abbott breached General Competition Rules (GCR) 6.11.1.A through D. (On Course Driver Conduct) in attempting to pass Mr. Loughead. The SOM disqualified Mr. Abbott from the event and assessed four (4) penalty points against his competition license.

Mr. Abbott appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on June 9,

June 23, June 30, and July 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observers Report and related documents, received June 22, 2016.
2. Email testimony from Larry Dent, SOM Chairman, received, June 14, 2016.
3. Email testimony from Dan Miklovik, Deputy SOM Chairman, received June 23, 2016.
4. Email testimony Jeff Loughead, received June 19, 2016.
5. SCCA live feed videotape footage obtained from You Tube archive, received June 22, 2016.

FINDINGS

In his appeal Mr. Abbott asserts he has successfully executed multiple passes in past races at the turn where contact occurred. He further asserts Mr. Loughead failed to provide him with racing room by forcing him onto the grass on driver's left as they entered the left hand turn. He provided edited video of the You Tube live feed broadcast that contained both still frame shots and looping video playback of the lead-up to the incident. He asserts that the video footage clearly shows he was holding his line and Mr. Loughead turned into him. Mr. Abbott further states he was faster than Mr. Loughead, timed his move properly to execute a safe pass, and that Mr. Loughead appropriated his racing room and was at fault. In the video, the cars are seen approaching the turn, not touching at any point, and then the cars go beyond the view of the camera. The footage shows no visible metal to metal contact between the cars.

Mr. Abbott provided telemetry data that he states supports his contention that he did not cause the contact. While the COA understands his argument, the data evidence cannot be independently correlated to the incident and therefore does not overcome the eyewitness reports relied upon by the SOM.

The SOM relied on eyewitness accounts of the incident which, except Mr. Abbott's, were consistent in stating Mr. Abbott was at fault. No video evidence was provided to the SOM by any drivers.

The Court of Appeals finds the evidence provided by Mr. Abbott is not enough to overcome the evidence relied upon by the SOM.

The SOM arrived at a well-reasoned decision based on the facts and evidence presented at the hearing. The SOM ruling was within the authority granted by the GCR as was the penalty.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Abbott's appeal is well founded. The appeal fee, less the amount retained by SCCA, will be refunded.

JUDGEMENT OF THE COURT OF APPEALS
Curtis Gong vs. SOM COA Ref. No. 16-07-SP
July 7, 2016

FACTS IN BRIEF

On June 11, 2016, following the Group 3 Regional Race at Buttonwillow Raceway Park, Curtis Gong, driver of SM #71, filed a protest against Justin Hall, driver of SM #11, for contact resulting in Mr. Gong spinning and being unable to complete the race. The Stewards of the Meeting (SOM), Bill Wells, Michael Lawler, Jack Brabban, and Barb Knox, Chairman, met, reviewed the evidence, heard testimony from witnesses, and determined that Mr. Hall had violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact) and 6.11.1.B. (Allow other competitors racing room). The SOM assigned a penalty of Loss of Finishing Position by moving Car #11 to "last in class" and assessed two (2) penalty points. Mr. Gong is appealing the decision of the SOM based on perceived leniency of the penalty.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Laurie Sheppard, and Spencer Gorham (Chairman) met on June 23, June 30, and July 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Curtis Gong, received June 15, 2016.
2. Official Observers Report and related documents, received June 22, 2016.
3. Video from Car #71 (Gong), received June 24, 2016.
4. Letter from Justin Hall, received July 2, 2016.
5. Rear-facing video from Car #48 (Clement Lee), received July 2, 2016.

FINDINGS

In his appeal, Mr. Gong alleges that Mr. Hall in Car #11 moved to the right to intentionally make contact with Car #71 (Gong) at the beginning of a straightaway when the cars were traveling over 100 mph, which put Mr. Gong at great risk. Mr. Gong believes the penalty imposed on Mr. Hall was too lenient and not an appropriate punishment for the dangerous nature of the contact.

Video from Car #71 shows the close racing at the front of the field and Car #11 in the rear view mirror is clearly looking for a place to pass. The rear-facing video from Car #48 shows the track positions and movements of both Car #71 and Car #11 leading up to and at the moment of contact. Car #11 was rapidly approaching Car #71 and moved to the right as the cars entered the straightaway. An instant later, Car #71 also moved to the right, ultimately moving to less than a car width of the right edge of the track. Car #11 attempted to move left and made contact with the right rear bumper of Car #71, causing #71 to spin off course to the right.

The SOM determined that Car #11 was responsible for the contact and moved Mr. Hall to last in class. Per GCR 7.4.A. “Penalties assessed by the SOM…accumulate points…” and the SOM correctly assessed two (2) penalty points to Mr. Hall’s record. The penalty assessed was within the Powers of the SOM as listed in GCR 7.2. (Range of Penalties).

In both his witness statement and his letter in response to the appeal, Mr. Hall acknowledges and accepts responsibility for the contact that occurred. Malicious intent cannot be inferred from the evidence or statements made. The COA finds the SOM acted appropriately in judging Mr. Hall responsible for the contact and upholds the decision of the SOM, including the penalty assessed.

DECISION

The COA upholds the SOM’s decision in its entirety. Mr. Gong’s appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE 09/13/16 – Minutes

Participants:

BOD: Lee Hill, Tere Pulliam, ~~Jim Weidenbaum~~
EP: ~~Heyward Wagner~~, Rick Myers
DTTC: ~~Kent Carter~~ (SouthWest), ~~Jim Cuyle~~ (SoPac), ~~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 - search for SCCA president and BOD working on the requirements. Need to break chain of short termed CEOs. BOD sense is a need for someone to unify the entire club.

Ongoing Business:

- 2016 TTR- Status re implementation: New documents have been uploaded to the SCCA website.
- SCCA Email event notification – Still not satisfactory with everybody. Some get the emails, some do not or get them sporadically.
- 2017 DTTC Chairman – Request for nominations. To be discussed at the next meeting.
- Track Inspection
  1. Guidelines Status – Dominion Raceway will become the model for Matthew as he looks at building guidelines.

New Business:

- Discussion on the requirement for TT licenses – Tabled until next meeting.
- 2017 Draft TTR – Good to go. Still working on the new SOLO based helmet requirements for
- NTTC Coordination – Currently the NTTC does not exist. Whether it will and who it should report to in the future is a topic for further discussion.
- Review TT Committee information on the SCCA website and report back to Rick.
- Discussion of rulesets that tend to overlap and confuse drivers (i.e., TNIA and PDX)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | September 6, 2016

The RallyCross Board (RXB) met via conference call on September 6. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance was Tere Pulliam, BOD liaison.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): A safety advisory has been prepared and posted at the RallyCross forums to remind Safety Stewards and course designers to avoid any possibility of competition vehicles getting close to one another on course. After review of an incident involving a car hitting a pole after the finish line, an additional paragraph will be added to the advisory addressing course proximity to solid objects beyond the finish line.

  The RXB addressed and voted on the proposed RallySprint Safety Steward Training program.

  Motion: Approve the RallySprint Safety Steward Training program with implementation beginning January 1, 2017. Regan / Lightfoot. PASSED 5-0-2 (Brielmaier and Macoubrie absent).

- Rules Committee (Keith Lightfoot): The member comment period for the new 2017 rules proposals is due to wrap up on September 15. Lightfoot noted that there has been good feedback on the forums. The proposals will then get a final review from the Committee before the RXB reviews and votes on them. Hyatt praised the Committee for its quick response to members' rules questions and clarification requests. Lightfoot plans to put those clarifications on the forums for all the membership to read. Hyatt would like to see clarification requests handled through the forums as much as possible as it would allow for valuable member feedback.

- RallySprint Committee (Kito Brielmaier): The Committee is continuing to consider possible changes to the RallySprint Rules for 2017. Upcoming events include one in the Northeast Division on October 8 and one in the Northern Pacific Division on October 15.

- National Championship Committee (Mark Macoubrie): Registration for the RallyCross National Championship is now open with 85+ entries. A couple more Committee meetings are planned for final coordination. The schedule is now posted, although the planned car show has been removed from the schedule. Macoubrie has contacted the hosting Region; they are ready for the event and prepared with adequate volunteers. A "Reasons to Attend the RallyCross Championship" article was posted on the website on September 3. "Who Will Win" and "Rookies" articles are planned for release prior to the event. Four competitor bios are planned for use in the competitor packet. Event t-shirts and trophies are being handled by office staff.

- Divisional RallyCross Stewards Liaison (Ron Foley): The stewards met on August 25 with 7 attending. The stewards discussed 1) the 2017 National Challenges and how the decisions will be made for the dates and locations, 2) the Friday schedule at the RallyCross National Championship, and 3) the many runs provided at the Central National Challenge.

Old Business

- Central Division RallyCross Steward: The RXB has two possible candidates for Divisional RallyCross Steward in the Central Division. Foley will contact both and report back to the RXB with a recommendation.

- Hybrid / Electric vehicles: The RXB discussed further hybrid and electric vehicles in RallyCross and agreed to have them run in their respective classes for now. At a future date a pilot program may be considered to develop rules for a specific hybrid / electric class.

New Business

- VW rail buggies: The RXB was contacted by a group interested in running VW rail buggies in RallyCross competition. These vehicles are currently not allowed per the RallyCross Rules and would require a rule change before being included. In a phone call with a group representative Hyatt suggested they contact their local Region and put together a proposed set of rules. Any resulting rules would be reviewed by the RXB and forwarded to Risk Management for approval before a rule change could be considered.

- Region event exception request: The RXB received a request from a Region to hold an event on the same weekend as the RallyCross National Championship. The RXB has maintained a precedent of not allowing Regional events on the same weekend as the RallyCross National Championship and agreed to not depart from that policy. A sanction will not be issued for this Regional event.

Next meeting: October 11, 2016

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

RoadRally Board Minutes|September 12, 2016

The RoadRally Board met via conference call on September 12, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, guest Peter Schneider, North Jersey Region, BOD liaisons Lee Hill, and Terry Hanushek, SCCA Staff Jamie Mullin, and Jeanne English, RRB secretary. Jim Weidenbaum, Area 13 Visiting BOD member was invited but declined the invitation due to a previous commitment.

Minutes: August minutes stand as published.

Front Burner Items:

1. RReNewsletter – latest edition not out yet, coming shortly
2. Planning Calendar released last week. – Jeanne will have a new one soon, showing that both USRRC rallies are divisionals; Mike will have liaison Chuck Larouere follow up with their committee to make sure the classes on the Sunday rally are per SCCA. Jim asked about points for the USRRC events. It was discussed and agreed that this year's USRRC events would have normal points, that is 10 points for winning a Divisional.
3. Targa Southeast Report (Peter) – well received, positive mention in a Road & Track article; 33 cars entered, 31 started and finished, prompt scoring, no issues; Rich asked if there are any more to come – maybe in the northeast or Florida; the majority of the contestants had no rally experience, yet still enjoyed the event.
4. Lisa Noble Resignation (Liaisons) – Lee said they can't say too much, except that it has caused the BOD to try to identify what they really want in a leader; really need someone to pull the whole club together, including regions and programs. Terry said the BOD is working internally first on the governance of club, then working on selection of new leader which will likely be no sooner than the convention.
5. SCCA Staff Attendees – Jamie said that Heyward asked if the RRB has any recommendations for presentations for convention; Rich said we would like two sessions, essentially the same as last year. Jamie will check to make sure that our National rallies are all on the schedule on the SCCA website.
6. Regional Development Committee – Jay has been working with Peter (working on historical data), continuing writing articles for RReNews, contacting people. He has materials that he needs a place to put. Terry asked if Rich has talked to Heyward about this; Rich will reach out to Heyward to see if there is a place for Jay's material. Terry asked if Lee could also talk to Heyward; Lee said he would. Lee suggested that the RDC contact all regions with no rally program to get them up and running, Jay says that the first step is to contact the REs to see if there is any interest in a rally program.
7. NEC Report (Mike)
    a. Recent and Upcoming National events (Confirm dates at scca.com)
        i. Clear Blue Sky GTA – August
        ii. LOL – Course/Tour – Oktober Rally/Badger Trails – Sept 16, 17
        iii. Two National Course Rallies, Folsom, CA – October 15, 16
        iv. SoCal Highway Robbery – October 22
    b. Liaisons for 2016 and 2017 USRRC
        i. Chuck Larouere is the new liaison – 2016 (New England)
        ii. Mike Thompson – 2017 (Arctic Alaska)

    Rallies for next year include: Yucatan Safari, LOL, tour, February in Rochester; one course, one tour, Milwaukee, May in Madison; two course rallies, AZ Border, in March
8. Pointskeeper status – John is keeping up, as long as results are submitted to him; he will not seek out results from event chairmen if he doesn't receive them.
9. 2017 Proposed Rule Changes.
    a. Strength of Field points (What-do-you-think memo issued) – Rich received no responses from the rally community.

b. The RRB received a proposal from John Sears to restrict voting on Rally of the Year awards. Contestants would be limited to voting only for an event that they had attended; Jay said this would be tough to administer; currently, only top 20 in class who have competed in at least 3 nationals are eligible to vote. Jim – opposed to proposal, Clarence – opposed, John – opposed. The RRB reviewed this proposal and is taking no action; Rich will contact John Sears to inform him of the decision. In discussing this proposal it became apparent that we need to clarify the language; Mike will rewrite it and send it to the RRB.

c. Clarification of "2 Nationals" and "Increase in equivalents" rules – Jim said that the wording is ambiguous, does it mean 2 of 10 or 2 of 14? Rich said he thought that a national should have to be included in final point counts; the other RRB members mostly agree to count 1 national, which is being done for 2016. The current proposal for 2017 is to count 2 nationals, the NEC does not agree, think it should be 1 national.

d. Road Rally Grand Champion Award – Jim had an idea for this new award, that he wanted comments on: based on the RRB our mission is to encourage more rallies and more contestants, and previous talk about combining both series he has the idea for the Grand Champion Award. It would count all points earned during the year without limit, including all points for putting on events, competing, working, and must be an annual SCCA member; there would be one award only, for first place. Comments? John – opposed to the proposal (preaching to the choir, need to grow the congregation); Jeanne – agrees with John, thinks there should be some limits on points earned; Clyde – what does it hurt; Clarence – agrees with John; Jay – make sure that worker points are required; Mike – doesn't see that it gets us anything. Based on the mostly negative comments, Jim withdrew his proposal.

e. Cable synching to the rallymaster's clock – Mike said that the NEC feels it should be allowed.

10. Some road rally items, such as SCCA Road Rally stickers, car numbers, and checkpoint signs seem to be no longer available. Can they be made available again? Lee suggested approaching Howard about this; Rich will do this. Peter commented that SCCA Gear (clothing) has the road rally logo available for shirts, etc. and will also put region artwork on shirts, etc. with no artwork charge.

Motion to adjourn at 9:17 PM CDT
Next meeting October 10, via conference call
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:
http://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 November 2016

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 August 25-August 31, 2016.

Hill provided a written report that the Planning Committee was unanimous in recommending that the full Board approve the 2017 Majors Proposal so that event planning for 2017 can begin.

> MOTION: To approve the 2017 Majors Proposal as presented. GCR changes shown after these minutes in **Appendix**. PASSED 9-0.

The Board of Directors met through the board portal September 12-14, 2016.

> MOTION: Due to errors and omissions on the part of a Great Lakes Division Official, accept the entry of Rob Schick in P1 to the 2016 Runoffs. Harris/Pulliam. PASSED 11-0.

The Board of Directors met at the SCCA Runoffs at Mid-Ohio Sports Car Course September 18, 2016.

> MOTION**:** Effective 9/18/16, as an extension of the comprehensive medical review program, revise section 5.4.2.A.1 to say the following: There will be a Chief Medical Official who is either: 1) Physician, MD or DO, preferably with an EMS background and licensed to practice in at least one (1) state or, 2) Paramedic or equivalent (advanced life support technician) with an active license or certification for the state in which they are operating, or, 3) PA (Physicians Assistant) or APN (Advanced Practice Nurse) trained and experienced in EMS and emergency medicine with an active license. The Chief Medical Official may be a person contracted with the track, and not an SCCA member, but he must coordinate with the Chief of ES. ~~At the Runoffs the Chief Medical Official must be a physician.~~ Helman/Hill. PASSED 8-0. Absent: Christopher, Pulliam, McCarthy, Weidenbaum and Coleman.

The Board of Directors met at the Hilton Dallas Airport Hotel October 5, 2016.

Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand and Peter Zekert. Jim Weidenbaum was absent.

Jennie Boden, Quantum Governance was the only guest participating.

Vice Chairman Dan Helman called the meeting to order.

President Search
Jennie Boden from Quantum Governance led the board in a constructive exercise to determine the qualities and necessary skillset for the next president, and set a time line for action. It was a very productive evening bringing all the board members together.

Bylaws and Charters
The Washington DC Region has engaged Quantum Governance to review their bylaws after concerns were raised by region membership. This has triggered a broader discussion within our board related to helping our regions remain in compliance with state, federal and Club requirements.

The Board is concerned that some regions are improperly completing & filing their IRS Form 990 filings. Our board also wishes to verify that regions are up-to-date on their home-state incorporation documentation. Dan Helman suggested the

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formation of a governance committee composed of club members with expertise in this area to help regions understand their obligations. John Walsh has spoken to a few club members with particular skills in governance and documentation who can assist regions in reviewing bylaws. It was also suggested we add to the convention agenda a specific section on governance & documentation for region leadership and members.

MOTION: Pulliam made a motion to suspend Tom Sloe's membership, based on his actions at the recently-concluded 2016 SCCA Runoffs. Pulliam/Lindstrand. PASSED 10-0. Coleman and Weidenbaum not present.

The board takes this action by the authority granted in Article 2 Section 4 of the Club's Bylaws. This suspension is effective upon Mr. Sloe's notification.

MOTION: Remove Lisa Noble as authorized signer to Investment account management company, Bernstein and add Dan Helman and Lee Hills as signers. Lindstrand/Christopher. PASSED 11-0.

MOTION: Harris made a motion that we extend the Pro line of credit by $100,000. Harris/Dowie. PASSED 8-1-1. Lindstrand opposed, Zekert abstained. Coleman and Weidenbaum not present.

MOTION: Hill made a motion to approve the modified funding plan for the proposed San Francisco Solo facility project. Hill/Christopher. PASSED 11-0.

MOTION: Pulliam made the motion that no reference be made anywhere that the BOD allow waivers for Runoffs. Pulliam/Helman. PASSED 11-0.

MOTION: Zekert made a motion to reappoint Jim Rogaski as chairman of the Club Racing Steward Program committee for 2017. Zekert/Pulliam. PASSED 11-0.

APPENDIX: APPROVED GCR CHANGES

GCR Appendix A Changes

ADD

Region of Record- A driver may belong to an unlimited number of Regions. One shall be designated as his Region of Record.

Division of Record- A driver's Division is determined by his designated Region of Record recorded in the membership files at the National Office.

GCR Section 3 Changes

3. Events

3.1. TYPES OF SCCA RACE EVENTS
The SCCA sanctions various types of race events conducted in compliance with the GCR. SCCA race events are classified by the persons eligible to participate, the categories of cars eligible to compete, defined organizational requirements, and the awards offered.

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* ~~four~~ geographic units known as Conferences.

A. Types of U.S. Majors Tour Events

1. ~~Championship~~ *Conference Events*

   Points earned in ~~Championship~~ *Conference* races in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2)~~,~~ *and* qualification for the National Championship Runoffs (see 3.7.3~~4~~). ~~and The Nationwide Points Standings (see 3.7.3.A.1.c);~~ They may also count toward Divisional Championships (see 3.7.1).

   ~~With the approval of the Head of Club Racing,~~ There may be a non-Runoffs-eligible component of an event. *Non-Runoffs-eligible classes must run in their own group(s) and may not be combined in Runoffs-eligible class groupings.*

   Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.

2. *Super Tour Events*

   Super Tour Events are specially-designated Conference Events that include additional enhancements. Points earned in Super Tour Events in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), the Super Tour Championship (see 3.7.3) and qualification for the National Championship Runoffs (see 3.7.4).

~~2~~3. Festival

Entry invitations are limited to the particular class(es) specified in the Supplemental Regulations.

Points earned in Festival events ~~may be included in the Nationwide Point Standings; they~~ do not count toward Conference Championships.

B. Driver Eligibility

Only drivers who hold an SCCA Full Competition License or an SCCA Pro License are eligible to enter.

~~C. Points Structure~~

~~Points are awarded to the top 20 *finishers that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8. 7, 6, 5, 4, 3, 2, 1.~~

~~D~~C. Organizing Personnel

1. Head of Club Racing or their designate - oversees all aspects of the U.S. Majors Tour, including the appointment of personnel.
2. *Race Director (RD)*
   a. *Appointed by Head of Club Racing for all Super Tours. Appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour events within that Conference.*
   ~~a~~b. The ~~Conference~~ RD works with each Executive Steward and host Region to appoint the balance of the Stewards for each U.S. Majors Tour event.
   ~~b~~c. The RD works with the event Stewards to conduct the event.
   ~~c~~d. Only the RD in agreement with the Region's representative may modify the Supplementary Regulations, as permitted in 5.12.2, after the Sanction has been issued; he may act on these matters without filing a Request for Action with the SOM.
   ~~d~~e. Administrative actions taken by the RD (including modifying the Schedule of Events and race groupings), are non-protestable; actions/penalties imposed by the RD for driving or compliance are protestable.
3. Series Administrator *(SA)*
   a. *Required for all Super Tours, optional for other Conference events.*
   ~~a~~b. The SA oversees series organization and administration of the U.S. Majors Tour series events for his Conference.
4. Series Chief Technical Inspector (SCTI)
   a. *Required for all Super Tours, optional for other Conference events.*
   ~~a~~b. The SCTI works with the CCC and event technical staff to provide consistent compliance checking across all the events in his Conference.

5. Series Timing Administrator

   a. *Required for all Super Tours, optional for other Conference events.*
   b. *The Series Timing Administrator works with the local Timing team to deliver enhanced timing functionality to events.*

6. Series Public Relations Representative

   a. *Required for all Super Tours, optional for other Conference events.*
   b. *The Series PR Representative provides communication and public relations support for the event.*

7. Series Clerk of the Course

   a. *May be designated for Super Tours, optional for other Conference events.*
   b. *The Clerk of the Course is an Operating Steward that works in Race Control with local stewards to provide consistency in race operations.*

~~5~~8. One or more SCCA Regions may organize a U.S. Majors Tour event. The region or group hosting a U.S. Majors Tour event will enter into a written agreement with the National Office that details the responsibilities of both parties.

~~E~~D. Event Format / Schedule

1. Conference Events

   a. *The National Office has developed standard formats for each type of U.S. Majors Tour event. Regions are encouraged to utilize these standard formats to retain program consistency.*
   b. *At least one race for each race group will be a minimum of 50 miles or 35 minutes.*

2. Super Tour Events

   ~~1~~a. The National Office has developed standard formats for each type of U.S. Majors Tour event, and works with Regions to create a specific schedule, which must be approved by the Head of Club Racing, who has final authority.
   ~~2~~b. At least one race for each race group will be a minimum of 50 miles or 35 minutes.

3. The schedule must show start times for all sessions, however, it is understood that actual start times will vary based on on-track situations and forces of nature. Minor running adjustments to the schedule do not require Requests for Action to the SOM.

4. All U.S. Majors Tour events are open to the public. Host Regions and the National Office jointly promote U.S. Majors Tour events.

~~F~~*E*. Classes to be included in U.S. Majors Tour events:

1. All Runoffs-eligible classes will be included in Conference and Super Tour events.

~~1~~*2*. ~~Some~~ *Run groups comprised of* non-Runoffs-eligible classes may be included in U.S. Majors Tour ~~Championship~~ *Conference* events to encourage participation.

3.1.2. Regional Races

All races, except U.S. Majors Tour events, are designated Regional races. The requirements for Regional races are given below and in the referenced appendices. Some Regional races may be designated as Division Championship races.

Regional races are ordinarily open to the following competitors:

A. Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (AppC.2.7.F)

B. Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.

C. SCCA members holding competition licenses issued by SCCA-approved organizations. The event Supplemental Regulations must list the particular organizations and licenses not eligible for a specific race or else exclude the entire group of organizations and licenses by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in AppC.2.5. If a driver is currently listed on the SCCA Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.

The organizations whose licenses are currently approved by SCCA for competition in Regional events are listed in AppC.

Please direct any questions about licenses to the Club Racing department in the National Office.

Section 9.1 identifies the classes of cars eligible to compete in Regional races.

3.1.3. Drivers' Schools

Drivers' Schools provide instruction in safe and sportsmanlike wheel to wheel competition. They shall be conducted according to the GCR and under the following conditions:

A. The entered cars will be divided into at least open and closed wheel groups, which will run separately from one another. Sports Racing cars may be grouped with Formula cars. (See AppB.1.4.2.)

B. Only students undergoing instruction and their instructors may participate on track. However, a driver holding an SCCA competition license or a license from any organization listed in AppC.2.8.B may be admitted as a student at the discretion of the Chief Steward.

C. Alternative Drivers' Schools may be offered to permit novice drivers with prior racing, PDX, Time Trials, Solo and coaching experience to complete their school requirements. An alternative school may be used as credit for a single school completion See AppC.2.7.E.3. for the details of Alternative Drivers' Schools.

3.1.4. Vintage/Historic Races

Vintage/Historic races may be included on SCCA programs under the following conditions:

A. The Vintage/Historic segment is provided for in the sanction and Supplemental Regulations.

B. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:

1. Classic Sports Racing Group (CSRG)
2. Historic Sportscar Racing (HSR)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC) and VMC member organizations
7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the Club Racing department in the National Office.

C. All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll

bars must conform to Appendix Z of the current VCR.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

D. Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes (except in a Drivers' School).

3.1.5. Practice Days
Practice Days are non-competition track days scheduled, sanctioned, and insured under standards included in AppB. Practice Days are conducted according to the GCR. In addition, the following standards apply:

A. A Practice Day sanction is valid for 1 day.

B. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit showing Drivers' School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an Alternate Drivers' School may participate in SCCA practice days in accordance with the provisions of AppC.2.7.E.3.

C. 9.1 identifies the classes of cars eligible to compete in Practice Days.

D. Officials meet the requirements of 5.1.3.

E. At a minimum, a *Race Director* or Chief Steward and Assistant Chief Steward – Safety are required.

F. Unless required by the track, or local authorities or ordinances, Sound Control is not in effect.

G. Staffing and equipment meet the requirements of 5.4. and 5.5.

H. Formula cars may be combined with Sports Racing cars, but may not be combined with other categories.

I. A maximum of 25 cars per mile may be on the course simultaneously, with no exception.

3.2. SCHEDULING RACE EVENTS
SCCA race date/event scheduling, postponement and cancellation policies and procedures are found in AppB.1.1.

3.3. SANCTIONING RACE EVENTS
A sanction is the documentary approval granted by SCCA Club Racing to organize and conduct an SCCA race event. The relevant policies and procedures are found in AppB.1.3.

3.4. SUPPLEMENTAL REGULATIONS AND ENTRY FORMS
The requirements for Supplemental Regulations and Entry Forms are found in AppB.1.4.

3.4.1. Changing U.S. Majors Tour Supplemental Regulations
The Race Director may change the Supplemental Regulations of a U.S. Majors Tour event as permitted in 5.12.2. in agreement with the event organizers prior to making changes and promptly inform the Chairman SOM of all changes.

3.4.2. Changing Regional Race Supplemental Regulations
All non-clerical errors and omissions changes to the Supplemental Regulations and event schedule must be approved by the SOM. Prior to the start of the event, the Chief Steward may make clerical errors and omissions changes to the schedule and/or class groupings and related information (for example, the omission of a class or a reference to the rules for a regional class). Except for modifications to the schedule and/or class groupings, no changes may be made to the Supplemental Regulations after the pre-entry period is open unless either there is unanimous agreement by all affected competitors who have already entered, or the SOM determine changes are necessary for reasons of safety or forces beyond their control.

3.5. INSURANCE
SCCA race/event insurance policies, procedures, and coverages are found in AppB.2. and the Insurance Handbook.

3.5.1. Waivers
All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents or have an executed annual minor waiver on file at the National Office and present his hard card at registration.

3.6. AWARDS
Drivers compete primarily for points and trophies in SCCA events, although financial awards may also be offered.

3.6.1. Distributing Awards
Organizers must have event awards for each race available to distribute as soon as Official Results are determined, or after the period for receiving protests has elapsed so placing drivers can take their trophies with them. Awards will not be distributed until after any protest affecting their distribution has been settled. If notified of an intent to appeal any decision which would affect awards, the SOM will direct that the distribution be held pending Court of Appeals decision.

3.6.2. Trophies
U.S. Majors Tour event trophies will be awarded on the following minimum basis for each participating class:

Number of Starters	Trophies Awarded for Finishing Position
2	1st place only
3	1st and 2nd
4	1st, 2nd, and 3rd

3.6.3. Prize Money

The SCCA may require as a condition of an event sanction that any prize money be deposited in escrow a satisfactory period of time prior to the start of the event, and also that the SCCA controls the distribution of the prize money.

3.6.4. Refuse Awards
A driver may refuse all event/series awards by notifying the Race Director or Chief Steward before his race. He must meet all other GCR requirements, including impound. He may earn a lap record and, provided he finishes, he may receive license credit for the race.

3.7 CHAMPIONSHIPS
3.7.1. Division Championships
Each Division will conduct an SCCA approved championship program for Runoffs invitations. The program must be submitted for approval to the Head of Club Racing or his designate by October 1st each year. Division Championship rules will be posted on the SCCA website.

~~1. Region of Record- A driver may belong to an unlimited number of Regions.~~

~~2. Division of Record- A driver's Division is determined by his designated Region of Record recorded in the membership files at the National Office.~~

3.7.2. Conference Championships
Each Conference will award Championships for each Runoffs-eligible class based on points earned in U.S. Majors Tour ~~Championship~~ *Conference and Super Tour* races. A competitor may enter events in one or more Conferences, but points only accrue within the Conference in which the event is held. *If a single event is designated for multiple Conferences, points are scored in each Conference.* The *minimum* number of U.S. Majors Tour ~~Championship~~ races *per Conference is 10 and the total* may vary ~~by Conference~~; a driver shall count the best 8 finishes in a conference for the class championship. *Point standings are maintained by the SCCA National Office and posted at scca.com.*

A. Dead Heat Race Finish

When there is a dead heat in a race finishing position, the total points for the positions tied are added up and divided equally between or among the tied drivers. Points then continue starting with the next untied position.

B. Race Points Awarded Only to One Driver

Points are awarded to one driver per car per race group. When more than one driver competes in the same car in the same race group, neither is awarded points.

C. Championship Ties

Ties in final Championship standings are resolved based on the drivers' records of first place finishes, then second place, then third *and so on*, as needed; including any ~~first, second, and third place~~ finishes beyond the drivers' best ~~7~~*8*. If two or more drivers have identical records, they are tied for the position in the standings.

D. Points are awarded to the top 20 finishers that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8. 7, 6, 5, 4, 3, 2, 1.

3.7.3 Super Tour Championship
Super Tour Championship Point Standings will be compiled for Super Tour event participants in each Runoffs-eligible class. A driver's best six points races in the same class count in the Super Tour Championship, regardless of the Conference in which the points were earned. Additionally, the National Championship Runoffs (in the same class) will count as a seventh scored race. Ties will be broken initially by Runoffs finishing position and then by 3.7.3.C, if needed.

A. Dead Heat Race Finish

When there is a dead heat in a race finishing position, the total points for the positions tied are added up and divided equally between or among the tied drivers. Points then continue starting with the next untied position.

B. Race Points Awarded Only to One Driver

Points are awarded to one driver per car per race group. When more than one driver competes in the same car in the same race group, neither is awarded points.

C. Championship Ties

Ties in final Championship standings are resolved based on the drivers' finishing position at that year's Runoffs. If tied drivers do not participate at the Runoffs, ties will be resolved by records of first place finishes, then second place, then third, and so on as needed; including any finishes beyond the drivers' best six (6). If two or more drivers have identical records, they are tied for the position in the standings.

D. Points are awarded to the top 20 finishers that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8. 7, 6, 5, 4, 3, 2, 1.

3.7.3*4*. SCCA Runoffs
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.

A. Invitations to the SCCA Runoffs

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

1. U.S. Majors Tour ~~Championship~~ *Super Tour and/or Conference* Events

A competitor must meet both participation and performance requirements.

a. Participation Requirements

Participate on track in a minimum of three separate U.S. Major ~~Championship~~ *Super Tour and/or Conference* event weekends and have a minimum of three individual race starts, all in the same class. *Events may be a part of any Conference.*

b. Performance Requirements

A competitor must meet one of the following:

1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, score points in the top 50 percent.
2. Score points in the top 50% of ~~Nationwide~~ *Super Tour Championship* point standings ~~(see c below)~~ for entrants in his class.

   Example: If 100 drivers *participate in* U.S. Majors Tour races in the current race season, the top 50, who score any points, will receive an invitation.

~~3. Score enough class points in the current year Nationwide Points standings to have placed in the top 50% in the previous year's National Points Standings for his class.~~

~~Example: If 100 drivers participate in a class in the previous race season, with the 50th place driver having scored 35 points, then any driver who scores 35 points or more in his class in the current race season will receive an invitation.~~

2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through Division Championships.

a. Participation Requirement: A competitor must participate on track in a minimum of four *of a single* Division*'s* championship points weekends *in the same class*.

b. Performance Requirement: A competitor must finish in the top three positions in his class point standings, except SM, SRF, and SRF3 where the top five will be invited.

c. If a Division Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.

d. A competitor must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).

e. In addition to the Top 3 (Top 5 SRF/SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in CenDiv~~, NeDiv~~ and Great Lakes Divisions for ~~2016~~ *2017* to be eligible for Runoffs invitations on a space available basis.

3. Defending National Champions

In addition, a current defending National Champion, who has not met the Runoffs invitation requirements in 3.7.3~~3~~*4*.A.1 or 2, may be accepted as an entrant even if he did not meet the participation requirements of 3.7.3~~3~~*4*.A.1 or 2.

a. The entry will not be included in the total count of Runoffs invitations.

b. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es).

c. He will not bump anyone from the field who was invited based on the qualifications in 3.7.3~~3~~*4*.A.1 or 2.

d. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a National Champion.

~~e. Eligibility not covered by these criteria will be resolved by the CRB.~~

4. Additional Requirements

The driver must hold a current SCCA Full Competition License or SCCA Pro License.

B. Refusal Of Entry

A competitor whose entry has been refused for the SCCA Runoffs may protest and appeal only the refusal of his entry, and he may protest up to 15 days before the start of the event. (See 4.4.6.)

C. Invited Runoffs Classes

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.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 28th

The Solo Events Board met by conference call September 28th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek and 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

Recommended Items for 2017

In addition to those items recommended at various times earlier in the year, 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

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

Per the SEB, add to 3.3.3 as follows:

"*Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:*

- They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.

- No allowances from Sections 17 or 18 are utilized.

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized."

#19531 JDM fix

Update the "JDM-spec cars" verbiage in 16.0.B.1.b to read as follows:

"*Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A* "

Street

#19112 Harness Bar in C6 Corvette Grand Sport

Change last sentence of 13.2.H as follows:

"Truss type harness bars *with more than 2 attachment points* are not allowed."

#19537 2013 SLK55 AMG to B Street

The SAC recommends the following classing change:

Move from *SS to AS*

Mercedes

SLK55 AMG (2012-2016)

#15730 Non-factory/Non-standard Body Reinforcement Allowance Proposal

The SEB recommends the addition of a new paragraph to 13.1, as follows:

"*Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.*"

#17283 Rethinking Street Classing

Per the SAC, change 3.4 Option Packages as follows:

The SEB may ~~designate limited availability~~ *limit or offer separate classing for* option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes).

Also make the following listing changes:

Move from Exclusion list to SS

Nissan

GTR (excluding Nismo, track edition) (2012-2017)

Move from AS to BS

Porsche

Boxster (Non S) (2009-2012)

Cayman (Non S) (2009-2012)

Boxster S (2005-2008)

Cayman S (2005-2008)

Move from BS to CS

Porsche

Boxster (all) (986 Chassis) (1997-2004)

Move from CS to DS

BMW

M3 (E36 chassis) (1995-1999)

Scion

FRS (w/o TRD suspension components)(2013-2016)

Subaru

BRZ (2013-2016)

Move from BS to FS

Cadillac

ATS (3.6 V6)

Move from FS to DS

BMW

128i (2008-2013)

228i (F22) (2014-2016)

328 (F30/F31/F34, including diesel) (2012-2016)

3-Series (E46, non-M3) (1999-2006)

3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)

428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)

CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)

Crossfire (non SRT)

Dodge

Challenger V6 (2011-2016)

Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)

Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)

Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)

G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)

IS250/350 (2006-2016)

GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)

CLK V6 (1998-2009)

Move from FS to GS

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

Jaguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

Move from GS to HS

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

#20006 Bump Stop proposal letter #19245

Based on responses to letter #19245, the SAC recommends approval of a minor change to the previously-published version of 13.5.D, as follows:

13.5.D A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened ~~for the purpose of installing non-standard shocks~~. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted ~~for the purposes of installing non-standard shocks~~ *provided they meet the length requirements, and are in the same location as stock.*

Street Prepared

#19715 Proposed wording for new spoiler rule.

The SPAC recommends the following changes to 15.2.I.2.b:

It is a non-production rear spoiler which is mounted to the rear-most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler ~~may be no wider than the original bodywork, and it~~ shall not protrude beyond the ~~overall~~ perimeter of the *original* bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

#19923 Reliability improvement

The SPAC has recommended the following rule change package:

Add new 15.10.DD as follows:

"*15.10.DD*

Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. Replacement components may not be lighter than the original component.

2. Replacement components must install without modification to the mating part.

3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.

4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.

5. Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.

6. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.

7. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.

8. Replaced components may serve no purpose other than to increase durability and reliability.

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle."

Add new 15.8.L as follows:

"*15.8.L*

Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. Replacement components may not be lighter than the original component.

2. Replacement components must install without modification to the mating part.

3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.

4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.

5. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.

6. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.

7. Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.

8. Replaced components may serve no purpose other than to increase durability and reliability.

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component."

Add new 15.2.S as follows:

"*15.2.S*

Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

1. Material may only be added, not removed.

2. Mounting locations may not be moved in any direction.

3. The method of attachment to other components may not be changed.

4. Any added material may not inhibit any motion that would otherwise be uninhibited.

5. Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.

6. Modifications may serve no purpose other than to increase durability and reliability.

This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes."

Street Modified

#18554 Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

The SMAC recommends the following change to 16.0.B.1.b:

Remove the *Datsun Z car 2+2* from the 16.0.B.1.b excluded vehicles list.

Modified

#19119 response to letter 17810 (cockpit bodywork)

The SEB is recommending the following changes to 18.4.A and 18.4.B:

A. Bodywork

"1. *Any bodywork used* must be made of metal, fiberglass, or other suitable fire resistant materials. ~~The sides, front, and back of the cockpit area must be at least as high as the driver's waist.~~ *Body panels are not required except as specified in section 18.4.A.3.*"

B. Chassis

"*14. The sides, front, and back of the cockpit area must be at least as high as the driver's waist.*"

Note: These changes remove the requirement for bodywork on the front and sides of the cockpit area.

#18845 Traction control rules change

Per the MAC, the following changes are recommended to Section 18 and Appendix A:

18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars may compete in Modified Classes A through F (AM through FM). ~~Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM).~~

Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use ~~ABS or TCS~~ *any ABS, TCS and/or SCS with no weight penalty* as long as it was a standard option on the car and the original unmodified control unit and programming are used.

Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (~~GCR~~) S~~section(s).

- Also add in Appendix A, under D Modified, in Subsection C:

TCS …….. Add 200 lbs

ABS and/or SCS (no additional TCS penalty) ..... Add 250 lbs

- Also add in Appendix A, under E Modified, in subsection B:

TCS ……..…… Add 300 lbs.

ABS and/or SCS (no additional TCS penalty) ..... Add 375 lbs

Member Advisories

General

#20448 Awards Nominations

The SEB is requesting nominations from the membership for the following awards:

Rookie of the Year

For outstanding performance at a first Solo® National Championship by a driver with limited competition experience.

Driver of the Year

To the Solo® driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship. The winner is selected by the Solo Events Board from nominations submitted by the membership at large.

All of the special award descriptions, along with lists of prior winners, can be found in Appendix L.V of the Solo Rules.

Modified

#20297 Wheelbase length and class change.

Per the MAC, shortening of the wheelbase is permitted provided all other applicable provisions of 18.1 are still met. This in particular includes sections 18.1.C.1.h and 18.1.A.2.a. The floor pan width and length must meet or exceed the original dimensions and the allowance for cutting of the floor pan for clearance does not supersede these dimensional requirements. Also, the proportions of the car, in addition to individual styling elements, may not change the appearance of the car to the extent that it is no longer generally recognizable as the original make and model.

Change Proposals

Street

#20242 Lotus Elise Classing

The SAC would like member feedback on the following changes:

Move *to SS* from the exclusion list:

Lotus

Elise SC (2008-2011)

Exige (S and SC) (2006-2011)

Move from SS to AS:

Lotus

Elise (non supercharged) (2005-2011)

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC would like member feedback on the following change:

Move from GS to HS

Acura

RSX Type S (2002-2006)

Note: Please see a related item under Not Recommended.

Handled Elsewhere

Street

#20283 BS Classing

Please see item #20284.

Other Items Reviewed

Street

#19860 Proposal of classing 2012+ Nissan GTR to SS

Thank you for your input. Please see item #17283.

#19865 Do not move the 987 Boxster and Cayman to CS

Thank you for your input. Please see item #17283.

#20004 Rethinking Street Classing

Thank you for the correction. Please see the updated version of #17283 elsewhere herein.

#20148 reclassing Fiat Abarth

Thank you for your input. Please see the response to letter #15002 in the April 2016 Fastrack.

#20205 Cadillac ATS (3.6L V6) change class from BS to FS

Thank you for your input.

#20217 BMW 128i FS->DS 2017

Thank you for your input.

#20266 Support for BMW M2 to BS

Thank you for your input. Please see item #20284 elsewhere herein.

#20366 Support #17283 - Rethinking Street Classing

Thank you for your input. Please see the finalized version of item #17283 elsewhere herein.

Modified

#19950 SCCA Fastrack News July 2016 Page 18

Thank you for your input. In response to all the questions posed in this item, the MAC would like to point out that the determination of a vehicle's compliance (or lack thereof) under the relevant proposed rule would be handled just as for any other suspected infraction, and would follow all of the procedures detailed in Section 8 of the Solo rule book. The primary responsibility for reporting infractions will still rest with fellow competitors, while the primary responsibility for proving compliance will still rest with the protested driver, assuming that (where applicable) the protesting party has provided the bond that the Protest Committee has determined is appropriate.

#19968 A new class for the Modified Category?

Thank you for your input. Per the MAC, the following addition to Appendix F is proposed:

An electric vehicle which meets the requirements of Section 12.1, Section 18.4, the minimum weight of the A Modified class, and all applicable safety requirements is considered eligible and legal for A Modified.

Note: this response was previously published in September, 2011.

The MAC is further considering the place of electric cars in Modified in general, including specific safety requirements for these cars. Comments on how and/or if electric cars can be equitably and safely incorporated into Modified are requested.

#20061 July 2016FASTRACK#19119 response to #17810 bodywork removal

Thank you for your input. Per the SEB, the referenced rule change proposal is being recommended to the BOD.

#20153 Re: #18845 Traction control rules change (acronyms)

Thank you for your input.

#20322 Electric Traction Control

Thank you for your input; please see item #18845. The MAC plans to further consider this subject in the coming months.

Not Recommended

Street

#19608 Ford Taurus SHO (1989-95) move from GS to HS

Per the SEB, this proposal is withdrawn.

#20164 Modify the stainless brake lines allowance

Thank you for your input. The SAC does not believe this would be in the spirit of the Street category.

#20195 Production model run VS Production Year

Thank you for your input.

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC believes the subject Celica GT-S is appropriately classed. Please see a related item under Change Proposals.

#20272 MK7 Golf R from BS to DS

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

Tech Bulletins

Street

#19577 Class the McLaren 12C

Per the SAC, add the following entry to Appendix A, effective January 1, 2017:

SS

McLaren

MP4-12C (2012-2014)

#19949 Support of #17283, and Camaro LT classing

Per the SAC, the following new listing is added to Appendix A, effective January 1, 2017:

DS

Chevrolet

Camaro LT (2.0L Turbo) (2016-2017)

In addition, the FS listing for “Camaro LT and SS (2016)” is clarified to read “Camaro LT *(non-2.0L-Turbo)* and SS (2016)”

#20284 BS Classing

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

BS

BMW

M2 (2016-2017)

Ford

Focus RS (2016-2017)

#20285 Keep SS amazeballs

Per the SAC, add the following listing to Appendix A, effective January 1, 2017:

SS

Acura

NSX (2017)

#20286 Make SS great again

Per the SAC, add the following listing to Appendix A, effective January 1, 2017:

SS

Chevrolet

Corvette Grand Sport (2017)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | October 4, 2016

The Club Racing Board met by teleconference on October 4, 2016. Participating were Jim Wheeler, Chairman; David Arken, Todd Butler, John LaRue, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Peter Zekert, BoD guest, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

B-Spec

1. #20435 (Club Racing Board) Driver Representatives for B-Spec Advisory Committee
The CRB is seeking driver members for the B-Spec Advisory Committee. Please submit your resume through crbscca.com.

GCR

1. #20437 (Club Racing Board) CRB Seeking Data Technicians
The CRB is continuously seeking candidates for Data Technicians. Data Technicians have the following responsibilities:

A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.
B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.
C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.

No Action Required

None.

Not Recommended

STL

1. #19790 (Brian McGreevy) #19460 - Consideration and a Few Thoughts
Thank you for your comments. The rear wheel drive adder is correct as written.

2. #19903 (Harley Kaplan) Rear Wheel Drive Equity
Thank you for your comments. The rear wheel drive adder is correct as written.

3. #19960 (David Palfenier) Competitiveness in The Class
Thank you for your letter. Please see the response to letter #19372, October 2016 Fastrack Technical Bulletin. The 1.8L Miata is now allowed an alternate JDM engine/manifold. The CRB will monitor performance before making any further changes.

4. #20013 (Tom Fowler) Weight and Competition Adjustments
Thank you for your letter. Please see the response to letter #19790.

5. #20137 (Eric Kutil) OEM Honda Rear Lower Control Arm Options
Thank you for your letter. The eyebolt-type mounts for the rear lower dampers were only delivered on the Acura Integra Type R. All other Hondas must retain the stock damper mounts except as allowed by the STCS.

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.

None.

Taken Care Of

AS

1. #20402 (Tom Wallace) Tom Sloe Discipline
Thank you for your comments. This issue is before the SCCA Board of Directors, per SCCA by-laws.

2. #20403 (Brian Wallace) Tom Sloe American Sedan Incident at Runoffs
Thank you for your comments. This issue is before the SCCA Board of Directors, per SCCA by-laws.

3. #20431 (Thomas F. Wallace) Tom Sloe's Actions at Runoffs; Requesting Suspension
Thank you for your comments. This issue is before the SCCA Board of Directors, per SCCA by-laws.

STL
1. #20260 (Cameron Wagner) STL 2% Weight Reduction for Non-ABS
Thank you for your letter. Please see the response to letter #20108, September 2016 Fastrack Minutes.

What Do You Think
None.

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2016
NUMBER: TB 16-11
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 11/1/2016 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
None.

GCR
1. #20107 (Tim Wise) Conflicting Roll Cage Diameter/Weight Rule Language
In GCR section 9.4.F., add a new number 3 and re-number accordingly:
"*3. For purposes of determining tubing sizes, the vehicle weight is as raced without driver, fuel and ballast. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness.*"

In GCR section 9.4.F.2, make the following change to the title of the table:
~~GCR~~ Vehicle Weight

In GCR section 9.4.5.E.4.b., make the following change to the title of the table:
Vehicle Weight ~~With Driver~~

In GCR section 9.4.5.E.4.c., make the following changes:
"For purposes of determining tubing sizes, the vehicle weight is as raced without ~~fuel and driver.~~ *driver, fuel and ballast.* The minus tolerance for wall thickness should not be less than .010" below the nominal thickness."

Grand Touring
None.

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Touring
STL
1. #20226 (Super Touring Committee) Toyobaru Twins' Prep and Weight
In STL, Table B, remove the following language:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
~~Subaru BRZ/ Scion FRS~~	~~1998~~	~~2900~~	~~Stock OEM engine as delivered from the factory. Cold air intake and exhaust header permitted.~~

Note: This engine is now covered under the over-compression allowances. Striking it from the table would reduce the car's weight by 8# and allow engine prep over and above stock engine.

STU

1. #20353 (Brad McCall) Add Toyota 86 to Scion FR-S
In STU, Table B, change each instance of Scion FR-S as follows:
Scion FR-S/*Toyota 86*

Touring

T2

1. #20317 (SCCA Staff) Change the 350Z Wheel Size
In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), change the wheel size as follows:
~~18 x 9 (F) 18 x 10.5 (R)~~ *18 x 10.5*

2. #20335 (SCCA Staff) Error in the BMW E92 M3 Spec Line
In T2, BMW E92 M3 (08-14), remove the following language pertaining to the Alcon Brake Kit that is allowed in the notes:
"Alcon Brake Kit permitted: ~~365x32mm~~ (F) part # BKF9751ZG70L 6-piston caliper and ~~348x28~~ (R) 4-piston caliper (R) part # BKR9856B20L."

COURT OF APPEALS

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 11
Errors and Omissions COA Ref. No. 16-01-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #12, driven by Kevin Roggenbuck, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #12. Mr. Roggenbuck stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's

qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR be updated to remove all references to intake restrictor for Formula 1000 (FB).

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 12
Errors and Omissions COA Ref. No. 16-02-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #5, driven by Glenn Cooper, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #5. Mr. Cooper stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's

qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR be updated to remove all references to intake restrictor for Formula 1000 (FB).

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 13
Errors and Omissions COA Ref. No. 16-03-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #31, driven by David O'Leary, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #31. Mr. O'Leary stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's

qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR be updated to remove all references to intake restrictor for Formula 1000 (FB).

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 14
Errors and Omissions COA Ref. No. 16-04-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #08, driven by Nicholas Vardis, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #08. Mr. Vardis stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's

qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR be updated to remove all references to intake restrictor for Formula 1000 (FB).

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 15
Errors and Omissions COA Ref. No. 16-05-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #00, driven by Jeremy Hill, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #00. Mr. Hill stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR

be updated to remove all references to intake restrictor for Formula 1000 (FB).

COURT OF APPEALS

SCCA National Championship Runoffs
Judgement of the Court of Appeals
CSOM Reference Number 31
Errors and Omissions, COA Ref. No. 16-06-RO
September 20, 2015

FACTS IN BRIEF

Following Touring 2 (T2) qualifying session #1 at the 2016 National Championship Runoffs, Tech staff filed a Technical Investigation Report indicating that T2 #00, a 2007 Nissan 350Z Spec Z driven by Derek Kulach, had front wheels that measured 18 X 10.5 inches, which exceeds the 18 x 9 (F) wheel size specified in General Competition Rules (GCR) 9.1.9.2 T2 Spec Line. A Chief Stewards Action (CSA) was filed removing Mr. Kulach's qualifying times for that session.

Chief Steward Dennis Dean filed an appeal per Runoffs Supplemental Regulation 12.5 requesting investigation of a possible Errors and Omissions (E&O) in GCR 9.1.9.D.7.a. (T2 Category rules) and the T2 Spec Line specifically related to Max Wheel Size.

DATES OF THE COURT

The Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Laurie Sheppard, Chairman, met on September 20, 2015 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal (E&O) from Dennis Dean, dated Sept. 20, 2016.
2. Technical Inspection Report, dated Sept. 20, 2016.
3. Chief Stewards Action, dated Sept. 20, 2016.
4. Verbal testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
5. FasTrack published June 2016.

FINDINGS

Mr. Wheeler confirmed that the CRB's intent for the T2 Nissan 350Z Spec Z is to use the 18 X 10.5 inch wheels on both front and rear axles. The June 2016 FasTrack specifies the maximum wheel size is 18 X 10.5 with no mention of front or rear. The GCR 9.1.9.2 T2 Spec Line reference to 18 X 9 inch front wheel requirement is an error.

DECISION

The COA determined that the front wheel size listed for the Nissan 350Z Spec Z in the T2 Spec Line is incorrect. The CSA is vacated based on an error in GCR 9.1.9.2 T2 Spec Line. Mr. Kulach's qualifying times are reinstated. The COA urges the GCR be updated to amend the referenced wheel size on the Nissan 350Z Spec Z in the 9.1.9.2 T2 Spec Line.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference No. 47
Errors & Omissions COA Ref. No. 16-07-RO
September 22, 2016

FINDINGS OF THE COURT

Following the fourth qualifying session for Touring 2 (T2), Tech Staff noted that the T2 BMW E92 M3 (#18) driven by Aaron Kaplan, presented with rear brake rotors measuring 31.93mm thickness in violation of General Competition Rules (GCR) 9.1.9.2 T2 Spec Lines. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for T2 #18. Mr. Kaplan stated he was using the permitted Alcon Brake Kit and there was an error in the GCR. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Supplemental regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/22/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report signed Sept. 22, 2016.
2. CSA removing qualifying times for 9/22/2016 only, dated Sept. 22, 2016.
3. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 22, 2016.
4. Appeal letter from Dennis Dean, dated Sept. 22, 2016.

FINDINGS

The GCR specifies Alcon Brake Kit Part # BKR9856B20L is permitted for rear brake rotor with a diameter and thickness of 348x28. The COA researched the permitted brake kit on the internet at www.alconusa.com and found Part # BKR9856B20L specifies a diameter and thickness of 343x32mm. Jim Wheeler, Chairman of the CRB, confirmed the correct specification is per the Alcon web site. Therefore, the COA has determined the rotor diameter and thickness appearing in GCR 9.1.9.2 T2 Spec Lines for BMW E92 M3 is in error.

DECISION

The COA determined the rear brake rotor thickness for T2 #18 is compliant. The competitor's qualifying time should be reinstated for 9/22/2016. The COA urges the GCR be updated to amend the referenced rotor diameter and thickness on the BMW E92 M3 in the T2 Spec Line.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference No. 53
Andy McDermid vs. SOM COA Ref. No. 16-08-RO
September 24, 2016

FACTS IN BRIEF

Following the American Sedan (AS) race on September 23, 2016 at the 2016 National Championship Runoffs, Assistant Chief Steward (ACS), Kenneth Blackburn, filed a Request For Action (RFA) to investigate multiple reported contact incidents between Andy McDermid (AS #24) and Tom Sloe (AS #156).

The Stewards of the Meeting (SOM), Phil Shuey, Bill Blake, and Barb Knox, Chairman, met, heard witnesses, and reviewed video and physical evidence. They concluded that contact by Mr. Sloe on the last lap was avoidable and malicious. The SOM penalized Mr. Sloe by assigning a one (1) year suspension of his SCCA competition privileges and assigned six (6) penalty points. Mr. McDermid appealed the decision of the SOM citing excessive leniency of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, Spencer Gorham, and Laurie Sheppard, Chairman, met on 9/24/2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Andy McDermid, Sept. 24, 2016.
2. RFA document and SOM Action Summary, Sept. 23, 2016.
3. Witness statements provided to the SOM, Sept. 23, 2016.
4. Verbal testimony from Andy McDermid, SOM Court, and others, Sept. 24, 2016.
5. Video evidence from competitors (including Car #156) and a spectator vantage point, received Sept. 24, 2016.

FINDINGS

The COA reviewed documents available to the SOM and interviewed witnesses, including Mr. McDermid. The COA also reviewed video evidence submitted by competitors, spectators, and SCCA. Mr. McDermid's appeal centered on issues of sportsmanship and cited safety concerns which he believed warranted a more severe penalty. He especially referenced the last lap incident, which Mr. McDermid alleged was intentional contact.

The SOM determined that the first contact between Mr. Sloe and Mr. McDermid was "a racing incident" but the second contact was avoidable and malicious. Mr. Sloe had testified to the SOM that his steering was compromised and that prior to the contact, he intended to "pester Andy".

The COA finds that the SOM reached a fair conclusion based on the evidence available to them. Further, the COA agrees with the SOM ruling and believes the actions of Mr. Sloe are prejudicial to the reputation of SCCA and the sport of automobile racing, in violation of General Competition Rules (GCR) Section 2. The penalty assessed by the SOM was within their scope per GCR 7.2.I. The SOM assessed a one (1) year suspension of SCCA competition privileges, which is the maximum length available to the SOM. In his appeal, Mr. McDermid requested that the SCCA Board of Directors consider a more severe penalty.

The COA notes that the expectation of the SOM was that suspension for one (1) year would render Mr. Sloe unable to qualify for the 2017 National Championship Runoffs and adds the following to the SOM's penalty per Supplemental Regulation 12.1: Mr. Sloe will be excluded from competing in the 2017 National Championship Event.

DECISION

The COA finds the SOM provided a fair and reasoned hearing. The penalty they assessed is within their scope. The COA upholds the SOM decision and penalties and clarifies their ruling to include exclusion from the 2017 National Championship Event. The COA will summarize their findings for the SCCA Board of Directors. Mr. McDermid's appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference No. 53
Tom Sloe vs. SOM COA Ref. No. 16-09-RO
September 24, 2016

FACTS IN BRIEF

Following the American Sedan (AS) race on September 23, 2016 at the 2016 National Championship Runoffs, Assistant Chief Steward (ACS), Kenneth Blackburn, filed a Request For Action (RFA) to investigate multiple reported contact incidents between Andy McDermid (AS #24) and Tom Sloe (AS #156).

The Stewards of the Meeting (SOM), Phil Shuey, Bill Blake, and Barb Knox, Chairman, met, heard witnesses, and reviewed video and physical evidence. They concluded that contact by Mr. Sloe on the last lap was avoidable and malicious. The SOM penalized Mr. Sloe by assigning a one (1) year suspension of his SCCA competition privileges and assigned six (6) penalty points. Mr. Sloe appealed the decision of the SOM citing excessive harshness of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, Spencer Gorham, and Laurie Sheppard, Chairman, met on 9/24/2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Tom Sloe, Sept. 24, 2016.
2. RFA document and SOM Action Summary, Sept. 23, 2016.
3. Witness statements provided to the SOM, Sept. 23, 2016.
4. Verbal testimony from Tom Sloe, SOM Court, and others, Sept. 24, 2016.
5. Video evidence from competitors (including Car #156) and a spectator vantage point, received Sept. 24, 2016.

FINDINGS

The COA reviewed documents available to the SOM and interviewed witnesses, including Mr. Sloe. The COA also reviewed video evidence submitted by competitors, spectators, and SCCA. At Mr. Sloe's request, the court viewed the entire video from Mr. Sloe's car, which included two (2) incidents of contact with Car #24 as well as two (2) additional incidents of contact with another car.

The SOM determined that the first contact between Mr. Sloe and Mr. McDermid was "a racing incident" but the second contact was avoidable and malicious. Mr. Sloe had testified to the SOM that his steering was compromised and that prior to the contact, he intended to "pester Andy".

The COA finds that the SOM reached a fair conclusion based on the evidence available to them. The court finds no basis for reversal of the SOM's decision and believes the actions of Mr. Sloe are prejudicial to the reputation of SCCA and the sport of automobile racing, in violation of General Competition Rules (GCR) Section 2. The SOM assessed a one (1) year suspension of SCCA competition privileges, which is the maximum length available to the SOM. The penalty assessed by the SOM was within their scope per GCR 7.2.I. and the COA finds no compelling evidence to mitigate that penalty.

The COA notes that the expectation of the SOM was that suspension for one (1) year would render Mr. Sloe unable to qualify for the 2017 National Championship Runoffs and adds the following to the SOM's penalty per Supplemental Regulation 12.1: Mr. Sloe will be excluded from competing in the 2017 National Championship Event.

DECISION

The COA finds the SOM provided a fair and reasoned hearing. The penalty they assessed is within their scope. The COA upholds the SOM decision and penalties and clarifies their ruling to include exclusion from the 2017 National Championship Event. Mr. Sloe's appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

SCCA
National Championship Runoffs
Judgement of the Court of Appeals
CSOM Reference Number 83
Nicholas Vardis vs. SOM COA Ref. No. 16-10-RO
September 25, 2015

FACTS IN BRIEF

Following the Formula 1000 (FB) race on September 24, 2016 at the 2016 National Championship Runoffs, Dennis Dean, Chief Steward (CS), filed a Request for Action (RFA) to investigate a reported contact incident between Nicholas Vardis (FB #08) and Joel Haas (FB #93). On September 25, 2016, the CS cancelled the RFA and instead filed a Chief Steward's Action (CSA) citing nose-to-tail contact by Mr. Vardis and penalizing Mr. Vardis by a loss of two (2) positions. Mr. Vardis protested the penalty.

The Stewards of the Meeting (SOM) Kathy Barnes, Morriss Pendleton, Joel Harleman and Dan Hodge, Chairman, met, heard witnesses, reviewed Speedcast video, and examined physical evidence. They concluded that the penalty assessed was appropriate for contact causing Mr. Haas to spin at turn 11. The SOM disallowed the protest, affirming the penalty that moved Mr. Vardis from 3rd to 5th place. No penalty points were assigned. Mr. Vardis appealed the decision of the SOM asserting that there was no contact and he should not be penalized.

DATES OF THE COURT

The Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Laurie Sheppard, Chairman, met on September 25, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Chief Stewards Action from Dennis Dean, dated Sept. 25, 2016.
2. Witness statement from T11 flagger, dated Sept. 24, 2016.
3. Protest from Nicholas Vardis, dated Sept. 25, 2016.
4. Witness statement from Nicholas Vardis, dated Sept. 25, 2016.
5. Appeal from Nicholas Vardis, dated Sept. 25, 2016.
6. Verbal testimony from Nicholas Vardis, Sept. 25, 2016.
7. Speedcast video of the FB race.
8. Impound photographs of FB #08 and FB #93.

FINDINGS

The COA notes that the RFA initiated by the CS on September 24 was not acted upon. The two drivers and their cars were released from impound on September 24. The SOM viewed the cars before they were released. The two drivers involved in the incident were not available in person on September 25 to speak to either the SOM or the COA and Mr. Haas did not provide

a witness statement regarding the incident. Mr. Vardis filed his protest, witness statement, appeal, and gave verbal testimony to the SOM and COA by telephone. Competitor Services personnel filled out the witness statement, protest, and appeal forms for Mr. Vardis.

The COA reviewed all evidence considered by the SOM, including still photos of vehicle damage, and viewed the complete Speedcast video coverage of the FB race. The video showed the alleged contact between FB #08 and FB #93 at turn 11. The video and the turn 11 flag station provided a similar view of the incident. The video shows FB #08 following FB #93 into T11, and FB #93 losing rear traction and spinning off track to driver's left. Contact between the cars could not be verified as the cause for FB #93 to spin.

The COA heard testimony from Mr. Vardis using a speakerphone. Mr. Vardis asserted that his car did not contact Mr. Haas' car during the incident at turn 11. He stated that this claim should have been the basis for his protest and appeal, rather than the appropriateness of the penalty. The damage to the rear splitter of Mr. Haas' car could not be definitely attributed to the turn 11 incident. The front wing damage to Mr. Vardis' car was seen to have happened at another part of the race course. The COA met with the SOM to discuss their decision, which was based on the appropriateness of the penalty. Upon further review of the evidence available, the COA concludes there is insufficient evidence that contact occurred between FB #08 and FB #93.

DECISION

The COA finds the evidence supporting the nose-to-tail contact was inconclusive and insufficient to support the penalty. Mr. Vardis' penalty is withdrawn and his 3rd place finishing position is reinstated. Mr. Vardis' appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

SCCA
National Championship Runoffs
Judgement of the Court of Appeals
CSOM Reference Number 88
Cliff White vs. SOM COA Ref. No. 16-11-RO
September 25, 2015

FACTS IN BRIEF

Following the Spec Racer Ford 3 (SRF3) race on September 25, 2016 at the 2016 National Championship Runoffs, Chief Steward Dennis Dean filed a Chief Steward's Action (CSA) to disqualify SRF3 #58, driven by Cliff White, citing a violation of GCR 9.1.8.E.2.J. Mr. Dean contended that the manner in which the vehicle's muffler had been repacked changed the configuration of the part. Mr. White protested the penalty.

The Stewards of the Meeting (SOM) Barb Knox, Bill Blake, and Phil Shuey, Chairman, met, heard witnesses, and examined physical evidence. They concluded that Mr. White had modified the muffler in a non-compliant manner and affirmed the Chief Steward's penalty. Mr. White appealed the decision of the SOM asserting that the muffler packing method used was a standard maintenance method and it was covered by an unavailable SCCA Enterprises tech bulletin.

DATES OF THE COURT

The Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Laurie Sheppard, Chairman, met on September 25, 2015 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Cliff White, dated Sept. 25, 2016.
2. Physical examination of mufflers, performed Sept. 25, 2016.
3. SOM Action Summary form, dated Sept. 25, 2016.
4. Interview with Mike Davies, SCCA Enterprises Technical Manager, Sept. 25, 2016.
5. Interview with Cliff White, Sept. 25, 2016.

FINDINGS

The COA examined the opened muffler from SRF3 #58 as well as a new comparison muffler. The muffler from SRF3 #58 had been repacked using a method that consisted of tightly wrapping steel wool creating a sleeve around the perforated central pipe of the muffler and filling the canister with additional packing material. The comparison muffler had only packing material around the central pipe, such that a pick could be forced into the packing material through the central pipe's perforations. In contrast, a pick could not be forced into the packing material in the muffler from SRF3 #58 because the perforations were effectively blocked by the steel wool.

The SOM decision affirming the CSA cited GCR 9.1.8.E.A. which states in part, "No

modification may be made to any part or system unless specifically permitted." Mr. White argued that the muffler had not been modified nor repaired. It was simply "serviced".

The COA finds that GCR 9.1.8.E.2.J. provides for repair or replacement of the exhaust system, but states: "Repairs may not alter the configuration or tuned length of the header or tail pipe." The Court maintains that repacking the muffler is tantamount to "repairing" the muffler and Mr. White altered the configuration of the muffler by blocking the perforations in the central pipe with the steel wool sleeve.

Mr. White also questioned the chain of evidence of the part in question. The COA investigated and is satisfied that reasonable care was taken to secure the part and allow access only to officials with a need to know.

DECISION

The COA upholds the decision of the SOM in its entirety. Mr. White's appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

DIVISIONAL TIME TRIALS COMMITTEE
10/11/16 – Minutes

- *Participants:*

BOD: Lee Hill
EP: None
DTTC: Dave Deborde (NorPac), Chuck Deprow (MidWest), Craig Farr (SouthEast), Tony Machi (Central), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

- *Reports:*

Board of Directors Report - BOD is primarily engaged in the search for a new SCCA CEO.

Ongoing Business:

- SCCA E-mail event notification – Appears to still require tweaking
- 2017 DTTC Chairman – Request for nominations.
- Track Inspection Guidelines – No progress to report.
- TT Licensing – Questioning the necessity based on the new Experiential Programs (CRE, Targa, TNIA) that do not require licensing to participate. Tabled
- 2017 Draft TTR – Administrative changes were discussed and approved. The FIA 8860-2004 helmet for PDX/CT will be deleted.
- TT Committee information on SCCA website – Contact National to complete revisions
- Overlapping Rulesets (e.g. TNIA & PDX) – Tabled for next meeting.

New Business:

- PDX/TT Development: There is a desire to promote the PDX/TT program at a National level. As a starting point, DTTC will “adopt” a region to help grow their current program into a standalong.

2017 SCCA Convention: TT is currently not part of the convention meetings/presentations which will be reviewed and addressed by DTTC members

ROAD RALLY BOARD

Sports Car Club of America
***RoadRally* Board Minutes**
October 10, 2016

The RoadRally Board met via conference call on October 10, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, guest Peter Schneider, North Jersey Region, BOD liaisons Terry Hanushek and Lee Hill, and Jeanne English, RRB secretary

Minutes: September minutes stand as published.

Front Burner Items:

1. RReNewsletter – This issue was a great recap of the first SCCA Targa event and the road rally that was part of the overall event. There have been two issues since the last RRB meeting.
2. Planning Calendar released last week. Thank you, Jeanne. There will be another one soon.
3. (No report this month) SCCA Staff Attendees (Jamie)
4. (No report this month) Regional Development Committee (Jay)
5. (Short) NEC Report (Mike)
    a. Recent and Upcoming National events (Confirm dates at scca.com)
        i. LOL – Course/Tour – Oktober Rally/Badger Trails – Sept 16, 17
        ii. Two National Course Rallies, Folsom, CA – October 15, 16
        iii. SoCal Highway Robbery – October 22
    b. Liaisons for 2016 and 2017 USRRC
        i. Chuck Larouere – 2016 (New England)
        ii. Mike Thompson – 2017 (Arctic Alaska)
    c. 2017 National Events on the horizon
        i. Yucatan Safari (LOL), January 15.
        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, 2017
        iv. Roads Scholar/Badger Burrow Course/Tour Weekend, May 20-21, 2017
        v. Oktoberally, first weekend in October
6. Pointskeeper status (John)
    a. Indy Course Rallies – issue resolved

7. 2017 Proposed Rule Changes Final Action

The objective of this year's rule making process was to provide an objective, methodical, thoughtful and inclusive method for doing so. Jim and Clyde deserve credit for summarizing the proposals, distributing widely to the road rally community, soliciting comments and tabulating their comments.

Each proposal is listed as an individual line item and includes the voting results from the road rally community. We'll vote on each proposal separately. The numbers of each proposal refer to the Summary of 2017 Rules Proposals below.

Following the vote, Rich will post a summary of the voting to the Yahoo Group, Facebook page and send a note to the rally organizer mailing list.

		RRB vote
a. #12 – Reduce Divisional Worker points to 5 0 in favor, 15 opposed,	0%	Fail 0-5
b. #6 – Prohibit clock syncing via cable 2 in favor, 14 opposed,	13%	Fail 1-4
c. #13 - Require 2 Nationals for award 5 in favor, 10 opposed	33%	Fail 1-3-1
d. #14 – Require annual membership at start of year 5 in favor, 9 opposed	36%	Fail 2-3
e. #4 - Eliminate Safety Steward program 7 in favor, 10 opposed	41%	Tabled

Discussion – really meant to be about licensing of RoadRally Safety Stewards, not elimination of program itself; figure out how to modernize it
Motion: table this proposal for further study. M/S/Pass 5-0

f. #9 Eliminate USRRC point premium
13 in favor, 2 opposed 86% Pass 5-0

g. #1 - Delete requirement for SCCA stickers
12 in favor, 3 opposed 87% Pass 4-1
Jim talked to Deena, who said she has 2,000 stickers for sale at $2 each ($1.75 if ordered by a region). John asked if SCCA can put them on magnets, how much would this add to the cost. Jim said it adds $1. Car numbers are also available, price unknown; Deena has 11 packets of numbers 0 to 25

h. #11 - Increase National worker points to 20
12 in favor, 3 opposed 80% Pass 5-0
Clarence asked if a combination event gets points for each series; this seems to be a loophole; currently you get points for one only. Rich said we would table this for further discussion, and also discuss divisional worker points

i. #7 - Awards to 10 positions, not 10%
8 in favor, 4 opposed 67% Pass 5-0
Clarification: first eliminate those not eligible, then assign finishing positions.
Change: give awards to 10 places, not 10%

j. #10 - Increase equivalents from 14 to 16
9 in favor, 6 opposed 60% Fail 0-5
Discussion was varied, with many differing opinions; Terry said that the racing community has found that increasing the number of events to count actually tends to decrease attendance because those who can't run all the events in a particular year, know that others will run them all, and as a result they don't compete that year.

k. #8 – Eliminate 70 point rule
8 in favor, 4 opposed 67% Pass 5-0
Reminder: you still have to run and count a national to qualify for year-end award

l. #2 – 60 day deadline for Divisional sanction
6 in favor, 8 opposed 50%
Current is 30 day deadline
Motion: change to 45 day deadline. M/S/Pass 5-0

m. #5 - Require Divisionals to follow Articles 22-27
6 in favor, 10 opposed 38% Fail 2-3

n. #3 – Divisionals must submit GIs with sanction request
6 in favor, 10 opposed 38% Pass 3-2
Amend so this applies to Divisional Course events only

8. New Business – b and c postponed to next month
   a. Stickers, Signs and Numbers (Jim) - see item 7.g. above
   b. Appoint Peter Schneider as Targa Northeast focal point
   c. Web Site update (Rich)
   d. 2017 Convention (Rich) Travel Thursday, Jan 19, sessions Friday and Saturday, possible meeting on Sunday with BOD Liaisons; there will be three RoadRally sessions
9. Mike will send clarification of voting for Rally of the Year to the RRB

Motion to adjourn at 9:37 PM CDT
Next meeting November 14, via conference call
Respectfully submitted,
Jeanne English, RRB Secretary

Summary of 2017 Rule Change Proposals

1. Delete the requirement to display SCCA stickers on rally cars (Article 13 C 2). *pass*

2. Require sanction requests for Divisional rallies to be submitted 60 days ahead of the event. Current rules require Divisional sanctions be submitted 30 days in advance. (Article 4C) *changed to 45 days, pass*

3. Require sanction requests for Divisional rallies to include a rough draft of their General Instructions. Current rules require only National rallies to submit a rough draft of their General Instructions. (Article 4 C) *pass*

4. Eliminate the RoadRally Safety Steward licensing program. The function of a rally safety check would be performed by a prechecker who would complete the form that is currently completed by the safety steward. *tabled*

Operating rule proposals:

5. Require Divisional rallies to adhere to Articles 22, 23, 24, 25, 26, and 27 in addition to the other articles that they are currently required to follow. (See Appendix A for a list of the current requirements) *fail*

6. Prohibit cable syncing of contestant clocks to the rallymaster's clock. *fail*

Championship Series proposals:

7. Change the language describing year end awards to the following: At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8 A 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 positions(s) shall be vacated. Awards will be presented to the people who finish in the top 10 positions in each Class in each Series. *pass*

8. Remove the 70 point limit for Divisional rallies in Article 8 B 4. *pass*

9. Delete the triple points for USRRC events. USRRC points will be assigned as they would be for any other rally, that is, 20 points for a National win and 10 points for a Divisional win. *pass*

10. Increase the equivalents from 14 to 16 in Article 8 B 4. This would allow contestants to include one more National or two more Divisionals in the group of events that are used to count their best 10 equivalents. *fail*

11. Increase worker points for working a National rally to 20 points. Working a Divisional rally would remain as 10 points. Specify that worker points can only be earned on one event per year per award category. *pass*

12. Reduce worker points for working a Divisional rally to 5 points. Keep worker points for a National rally at 10 points. (This is an alternate proposal to the prior one) *fail*

13. Require contestants to compete in at least <u>two</u> National rallies to be eligible for a year-end award. Current rules require contestants to compete in at least one National to be eligible for a year-end award. (Article 8 B 4) *fail*

14. Require that contestants be an annual SCCA member to earn Championship Series points. Current rules allow weekend members to earn Championship points as long as they become an annual member by November 1st. (Article 8 A) *fail*

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 December 2016

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 Hilton Dallas Airport Hotel November 5, 2016.
Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand, Jim Weidenbaum and Peter Zekert.
Michael Daigneault, Quantum Governance was the only guest participating.
Vice Chairman Dan Helman called the meeting to order.
The board met with Michael Daigneault to discuss the President job description.

Enterprises Board Appointment
Steve Harris reported that Enterprises is doing very well. Robey Clark is doing a great job and Enterprises will be profitable for 2016. Discussion was had regarding the open position on the Enterprises board.

MOTION: *Appointment of Tray Ayres to the Enterprise Board.* | *Result : Passed*
Steve Harris made the motion to appoint Tray Ayres to the Enterprise Board. Seconded by Tere Pulliam

Area 9 Director Appointment
John Walsh presented a candidate to fill the opening on the Board of Directors vacated by Brian McCarthy's passing.

MOTION: *Charlie Davis Appointment as Area 9 Director* | *Result : Passed*
John Walsh made the motion to appoint Charlie Davis as Area 9 Director to fill Brian McCarthy's vacancy on the board.
Seconded : KJ Christopher

SEB Rules Proposal
Terry Hanuseck presented the SEB rules proposal, he reported all the proposed rules have been through the proper channels and there is nothing controversial in them. KJ Christopher asked that item # 29 be voted on separately as he has a conflict of interest voting on that item. It was voted on separately

MOTION: *SEB Rules shown in Appendix A* | *Result : Passed*
Terry H made a motion to approve all Rules except item 29 - Second by Bob Dowie.

MOTION: *Item 29 of SEB Rules motion* | *Result : Passed*
Terry H made a motion to approve item # 29 of the SEB Rules - Second by Bob Dowie. KJ Christopher recused himself due to a conflict of interest.

Convention Schedule
John Walsh opened discussion with the BoD schedule at convention. The Board decided to start its meetings Wednesday, Jan 18th afternoon 3pm - 8pm. We will meet Thursday morning with the Foundation board, continue with any business then move to the opening session that afternoon. Friday and Saturday we will meet with the program boards CRB, SEB, and RXB for either breakfast or lunch, no other boards have requested a meeting. Sunday there will be no meetings for the BoD.

VIP Worker Days
VIP program is for race volunteers to get membership discounts for working races. Lee will ask the staff to go back to what has been being done counting Pro races and let the planning committee make a recommendation. The board is committed to supporting our volunteers.

New Director Orientation
KJ Christopher stated he would like to institutionalize the new director orientation process. This will be added to the board of director handbook under the Governance committee which needs to also be added to the handbook.

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Divisional Executive Steward Appointments
We have 2 Divisional Executive Stewards leaving the program for 2017. The board wishes to thank Paul Gauzens and Tom Brown for their service to the board.

MOTION: *Executive Steward Appointment* | *Result : Passed*
Pulliam made a motion that we approve the 2017 Executive stewards as slated below. Seconded by Lee Hill.
NEDiv Kathy Barnes
SEDiv Morriss Pendleton
GLDiv Dan Hodge
SWDiv Cathy Barnard
RMDiv Phil Shuey
NorPac Bill Blake
CenDiv Kevin Coulter
MiDiv Dan Miklovic
SoPac Barbara Knox

Club Racing - Majors & SRF APPROVED DOC

MOTION: *Club Racing - Majors & SRF APPROVED DOC* : *GCR Motion* | *Result : Passed*
Lee Hill made a motion to approve the changes as presented eliminating 3.7.4.A.2 b and e seconded by Terry Hanushek.

MOTION: *Club Racing - Majors & SRF APPROVED DOC : 9.1.13 A and B* | *Result : Passed*
Lee Hill made a motion that 9.1.13 A and B be suspended until 1/1/2017. Seconded by KJ Christopher- Passed

Runoffs invitation discussion reminder that in October the board did a straw poll with no points - planning committee call felt it was too late to make the change.

MOTION: *Runoff Qualification for 2017* | *Result : Passed*
Tere Pulliam made a motion that the qualification process for the runoffs via the Majors path is participation only. To qualify through the Majors Path you must participate in the same class, 3 Majors weekends; or 2 Majors weekends and 2 regional weekends; and start 3 races. Alternatively, you may qualify using your Divisional path. Seconded by KJ Christopher; Opposed - Lee Hill and Terry Hanushek.

Governance Committee
John Walsh reported that there is interest from some members with specific skill sets that would like to help on the Governance Committee. John and Tere will be working together to get this committee organized. We will need to add this committee to the Directors Manual.

MOTION: *Motion to Adjourn* | *Result : Passed*
At 9:15pm KJ Christopher made a motion to adjourn. Seconded by Tere Pulliam.

APPENDIX A TO NOV 2016 BOARD MINUTES
Action Items for the 2017 SCCA® Solo® Rules

GENERAL

ITEM 1) [#17410] Class Progression (SP/SM-compliant convertibles in P)

Add to Section 3.3.3:

Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:

- *They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.*
- *No allowances from Sections 17 or 18 are utilized.*

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized.

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ITEM 2) [#15817] Oil Breather Clarification

Change Section 3.3.3.B.10:

No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase *vents* and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.* ~~All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.~~ Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

Change Section 17.10.K.2:

*So long as it meets the requirements in section 3, t*he installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~*Add new Section 17.10.R:*~~

~~All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.~~

NOTE: The proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

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ITEM 3) [#18325] 4.5 Car/Driver Changes change needed

Change Section 4.5:

"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. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the *Chief Steward or the* Operating Steward."

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ITEM 4) [#19138] Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

Change Sections:

7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun. If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional. Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given. *In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g., straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)* ~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~

7.8.2

A competitor encountering a downed or displaced pylon on course has the option of continuing the run at their own risk of incurring the penalty or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must thereafter

proceed per Section 7.4 ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand but may be subject to penalty for the downed or displaced pylon. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.~~

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Street Category

ITEM 5) [#15730] Non-factory/Non-standard Body Reinforcement Allowance Proposal

Add new paragraph to Section 13.1:

Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.

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ITEM 6) [#19112] Harness Bar in C6 Corvette Grand Sport

Change last sentence of Section 13.2.H:

"Truss type harness bars *with more than 2 attachment points* are not allowed."

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SCCA Fastrack News November 2016 Page 9

ITEM 7) [#20006] Bump Stop proposal letter #19245

Change Section 13.5.D:

13.5.D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened ~~for the purpose of installing non-standard shocks~~. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted ~~for the purposes of installing non-standard shocks~~ *provided they meet the length requirements, and are in the same location as stock.*

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ITEM 8) [#17128] 996 Turbo and Turbo S to SS

Remove from the exclusion list and *add to SS*:

Porsche

996 Turbo, Turbo S (2001-2005)

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ITEM 9) [#17748] Re-class base c7 Corvette to AS

Move from *SS to AS:*

Chevrolet

Corvette Stingray (non-Z06) (2014-2016)

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SCCA Fastrack News April 2016 Page 3

ITEM 10) [#17901] 2010 Porsche Cayman S still in SS for 2016

Move from *SS to AS:*
Porsche
Boxster S (2009-2012)
Cayman S (2009-2012)

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SCCA Fastrack News April 2016 Page 3

ITEM 11) [#19537] 2013 SLK55 AMG to B Street

Move from *SS to AS:*
Mercedes
SLK55 AMG (2012-2016)

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SCCA Fastrack News November 2016 Page 9

ITEM 12) [#15002] (#18527) Fiat 500 Abarth Move to HS Proposal

From *GS to HS:*
Fiat
500 Abarth

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SCCA Fastrack News April 2016 Page 3

ITEM 13) [#17283] Rethinking Street Classing

Change Section 3.4 Option Packages:
The SEB may ~~designate limited availability~~ *limit or offer separate classing for* option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes).
Also change:

Move from Exclusion list to SS
Nissan
GTR (excluding Nismo, track edition) (2012-2017)
Move from AS to BS
Porsche
Boxster (Non S) (2009-2012)
Cayman (Non S) (2009-2012)
Boxster S (2005-2008)
Cayman S (2005-2008)
Move from BS to CS
Porsche
Boxster (all) (986 Chassis) (1997-2004)
Move from CS to DS
BMW
M3 (E36 chassis) (1995-1999)
Scion
FRS (w/o TRD suspension components)(2013-2016)
Subaru
BRZ (2013-2016)
Move from BS to FS
Cadillac
ATS (3.6 V6)
Move from FS to DS
BMW
128i (2008-2013)
228i (F22) (2014-2016)
328 (F30/F31/F34, including diesel) (2012-2016)
3-Series (E46, non-M3) (1999-2006)
3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)
428i (F32/F33/F36) (2014-2016)

Cadillac
ATS (2.0 Turbo) (2012-2016)
CTS (non-V, non-VSport) (2003-2016)
Chevrolet
Camaro V6 (2010-2015)
Chrysler
300 V6 (2011-2016)
Crossfire (non SRT)
Dodge
Challenger V6 (2011-2016)
Charger V6 (2011-2016)
Ford
Mustang V6 (2011-2016)
Mustang EcoBoost (2015-2016)
Hyundai
Genesis Coupe (4-cyl turbo) (2013-2016)
Genesis Coupe (V6) (2010-2012)
Infiniti
G35 Sedan (2003-2009)
G35 Coupe (2003-2007)
Lexus
IS300 (2001-2005)
IS250/350 (2006-2016)
GS350 (2005-2016)
Mercedes-Benz
C-Class 6-Cyl (non-AMG) (2001-2016)
CLK V6 (1998-2009)

Move from FS to GS

BMW
5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)
6-Series 6-Cyl Non-M6 (E24) (1985-1989)
Chrysler
300 V6 (2004-2010)
Dodge
Challenger V6 (2008-2010)
Charger V6 (2006-2010)
Magnum V6 (2005-2008)
Ford
Thunderbird (V8 and V6 supercharged) (1989-1997)
Jaguar
X-Type 3.0 (2002-2008)
S-Type V6 (2000-2008)
Mercury
Cougar (V8 and V6 supercharged) (1989-1997)

Move from GS to HS

Hyundai
Veloster Turbo (exc Rally Edition) (2012-2016)

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Street Touring Category

ITEM 14) [#17515] Brake backing plates / dust / splash shields

Add to Section 14.6.C:
Backing plates and dirt shields may be modified or removed.

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ITEM 15) [#17131] Differential Covers and Coolers

Add to Section 14.10.A:

"Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."

NOTE: This language adds an allowance for differential coolers.

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ITEM 16) [#17062] Added Fuel Allowance

Add the following new subsection to 14.10 Engine and Drivetrain

M. 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.

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ITEM 17) [#17171] Reclass E36 M3

Move *from STU to STR:*

BMW

M3 (E36, non-LTW) (1995-1999)

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SCCA Fastrack News March 2016 Page 6

ITEM 18) [#16000] Consider moving 2009+ Mitsubishi Ralliart to STX

Move *from STU to STX*:

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

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ITEM 19) #17226 Request to move 2001 - 2005 R/T and ACR neon into STF

Move *from STS to STF*:

Chrysler/Plymouth/Dodge

Neon (2000)
Neon R/T & ACR (2001-2004

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Street Prepared Category

ITEM 20) [#19715] Proposed wording for new spoiler rule.

Change Section 15.2.I.2.b:

It is a non-production rear spoiler which is mounted to the rear-most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler ~~may be no wider than the original bodywork, and it~~ shall not protrude beyond the ~~overall~~ perimeter of the *original* bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

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SCCA Fastrack News October 2016 Page 2
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ITEM 21) [#19923] Reliability improvement

Add new Section 15.10.DD:

Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. *Replacement components may not be lighter than the original component.*

2. *Replacement components must install without modification to the mating part.*

3. *Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*

4. *Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*

5. *Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.*

6. *Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*

7. *Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.*

8. *Replaced components may serve no purpose other than to increase durability and reliability. This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle.*"

Add new Section 15.8.L:

Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. *Replacement components may not be lighter than the original component.*

2. *Replacement components must install without modification to the mating part.*

3. *Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*

4. *Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*

5. *Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*

6. *Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.*

7. *Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.*

8. *Replaced components may serve no purpose other than to increase durability and reliability. This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs*

may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component."

Add new Section 15.2.S:

Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

1. *Material may only be added, not removed.*
2. *Mounting locations may not be moved in any direction.*
3. *The method of attachment to other components may not be changed.*
4. *Any added material may not inhibit any motion that would otherwise be uninhibited.*
5. *Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.*
6. *Modifications may serve no purpose other than to increase durability and reliability. This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes.*"

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ITEM 22) [#18760] 2009-12 Porsche Cayman and Boxster, (Base, S, R, Spyder) to BSP

Change Appendix A under ASP:
Porsche
Boxster, Cayman (all)
To:
Porsche
Boxster, Cayman (*981 model,* all)
Add to BSP:
Porsche
Boxster, Cayman (987 model, all)
Boxster, Cayman (986 model, all)

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ITEM 23) [#17104] BMW 128i to DSP

Change Appendix A under ASP:
BMW
128, 135, 1 Series M (2008-13)
To:
BMW
135, 1 Series M (2008-13)
And add to BSP:
BMW
128 (2008-2011)

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Street Modified Category

ITEM 24) [#18554] Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

Remove the *Datsun Z car 2+2* from the 16.0.B.1.b excluded vehicles list.

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ITEM 25) [#19531] JDM fix

Update Section 16.0.B.1.b:

Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

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Prepared Category

ITEM 26) [#18193] Trunk Alternate Panel

Change X Prepared in Appendix A section 1.c:

"c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m2) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both.*"

NOTE: This clarifies and excludes the implementation of rear spoilers under rear wings.

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ITEM 27) [#14325] VW in EP Proposal

Change Appendix A, E-Prepared:

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, ~~8v~~) (1975-92)

NOTE: The PAC believes that this brings E-Prepared into conformity with the F-Street Prepared rules, clarifies a potential path from FSP into EP for the VW vehicles utilizing the A1 chassis, and provides members with multiple competition opportunities. The compression ratio and cylinder head update/backdate changes among the models sharing this chassis do not appear to upset the competitive balance of Preparation Levels 1 (Full-prep) or 2 (Limited prep) in the EP class.

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Modified Category

ITEM 28) [#17892] Exomotive Exocet in DM/EM

Change Section 18.1.A.1:

- Re-letter the second subsection group in 18.1.A.1 to be *g, h, i, j,* and *k*

- Change what will then be subsection i in 18.1.A.1:

  i. They will be allowed all*, but no more than,* the modifications that production-based cars are permitted*, with the exception that minimum width for all kit cars shall be no less than 65" as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure*.

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- Add new subsection *l*:

  l. They must compete with full standard bodywork and that body must remain recognizable as that of the approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.

- Add new subsection *m*:

  m. Functional wings are not permitted even if they are part of the original kit manufacturer's specification and/or components. If present they must meet 18.1.F.6.

- Change Section 18.1.F.6:

  6. If ~~the~~ *a* factory production *or kit car* was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.

NOTE: If this change proposal is implemented, the specifications added to the listing for the Exomotive Exocet

[#17892] will be removed, since these changes have the same effect.

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[#17892] Exomotive Exocet in DM/EM

Per the MAC, the following new listing (with specifications as shown) is added to the approved make and model list in 18.1.A.1, effective immediately upon publication and subject to the provisions of 3.2:

Exomotive Exocet

Minimum width 65" measured at tire outer sidewalls at narrower end.
Full standard exoskeleton and other bodywork required and must meet 18.1.B.1.
No functional wings or tunnels.

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ITEM 29) [#19119] response to letter 17810 (cockpit bodywork)

Change Section 18.4.A and 18.4.B:

A. Bodywork

1. *Any bodywork used* must be made of metal, fiberglass, or other suitable fire resistant materials. ~~The sides, front, and back of the cockpit area must be at least as high as the driver's waist.~~ *Body panels are not required except as specified in section 18.4.A.3.*

B. Chassis

14. The sides, front, and back of the cockpit area must be at least as high as the driver's waist.

NOTE: These changes remove the requirement for bodywork on the front and sides of the cockpit area.

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ITEM 30) [#18845] Traction control rules change

Change Section 18 and Appendix A:

18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars may compete in Modified Classes A through F (AM through FM). ~~Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM)~~, *Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM* a Stock Tub car (18.1.C.1) may use ~~ABS or TCS~~ *any ABS, TCS and/or SCS with no weight penalty* as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (GCR)~~ section(s).

- Also add in Appendix A, under D Modified, in Subsection C:

TCS …….. Add 200 lbs
ABS and/or SCS (no additional TCS penalty)..... Add 250 lbs

- Also add in Appendix A, under E Modified, in subsection B:

TCS ……. Add 300 lbs.
ABS and/or SCS (no additional TCS penalty)..... Add 375 lbs

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Kart Category

ITEM 31) [#19145] 19.1.D.1.j Clutch Basket Allowance

Change 19.1.D.1.j:

Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate must be OEM may be aftermarket parts. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket parts. Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.

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SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 26th

The Solo Events Board met by conference call October 26th. 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 and 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

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

Street Touring

#19556 Tire and wheel width adjustment STP

Effective immediately, the SEB has approved the following proposed changes to the Supplemental class STP ruleset:

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):

STF, STS, STR (AWD).....225

STX, (AWD).....245

STR (2WD), STU (2WD, mid-engine, rear-engine).....255

STX (2WD), STU (AWD).....265

STU (2WD, front-engine),.....285

STP 315

14.4 WHEELS Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STF, STS, & STR (AWD)..... 7.5

STX (AWD)..... 8.0

STX & STR (2WD)..... 9.0

STU, *STP 11.0*

14.8 SUSPENSION

L. The following additional allowances apply to STP:

"On cars originally equipped with separate spring and shock absorber assemblies, coil springs may be relocated so they encircle the body of the shock absorber in a "coilover" configuration. Coil spring perches may be modified, added, or replaced and their position may be adjustable. Additional bolt holes may be drilled for coilover assembly mounting brackets. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes."

14.10 ENGINE AND DRIVETRAIN

E. Catalytic converters: Any catalytic converters are allowed. ~~but must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter. The extents of an OE converter are defined by the expansion chamber~~

~~in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).~~

STF, STS, STX, STR, & STU: Catalytic converters must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter.

STP: Catalytic converters must attach within 18" (457.2 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 18" (457.2 mm) along the piping flow path from the original exit of the final OE converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

K. Limited Slip Differentials

STS, STF: No limited slip differentials are permitted except for factory standard viscous coupler type units.

STU, STR, STX : Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added. 2WD vehicles may use any mechanical LSD unit.

STP: Any mechanical LSD unit is permitted. Final drive ring and pinion gears may be replaced with alternate parts.

Additional cars to be added STP class listing:

Appendix A additions for STP-

Chevrolet

SS (2013-1617) (Move from STU)

Camaro (SS non-1LE, V6) (2016-2017)

Ford

Mustang (GT, V6, & Ecoboost 2.3T)(2015-17)

Mustang Boss 302 (non-Laguna Seca) (2012-13)

Pontiac

G8 GT (2008-09)

GTO (2004-06)

Member Advisories

Street

#20270 SAC application

The SEB has approved the addition of Sam Karp to the SAC.

#20452 SAC Application

The SEB has approved the addition of Mark Labbancz to the SAC.

#20454 Resignation

The SEB thanks Andy Thomas for his efforts as a member of the SAC.

Street Prepared

#19828 SPAC Committee

The SEB has approved the addition of Steve Seguis to the SPAC.

#20702 SPAC Personnel

The SEB thanks Bill Shenkar for his service as a member of the SPAC.

Street Modified

#20693 SMAC Personnel

The SEB is anticipating vacancies on the SMAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Modified

#20158 MAC opening

The SEB has approved the addition of Jeff Kiesel to the MAC.

#20161 MAC position

The SEB has approved the addition of Brad Smith to the MAC.

Junior Kart

#20694 Kart Program Information

An ad hoc committee has been formed to review the Junior Kart program. The members are Kathy Barnes, Dan Cyr, Doug Gill, Steve Hudson, and Paul Russell. The committee will be looking at improved Tech inspection procedures and requirements, new safety requirements for karts, enhanced training for Youth Stewards and Solo Safety Stewards, and course design issues relating to karts. The committee's recommendations will be published in future Fastracks.

Change Proposals

Street

#20099 SSR numbers

The SAC is seeking member input on the following proposal: Change Appendix A, class SSR, as follows 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

In the interest of making the SSR rule set consistent with the rest of the Street category, the SAC is seeking member input regarding the following changes 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.~~

Other Items Reviewed

Street

#20278 SSR Axe is costing entries, Please remove it.

Thank you for your input. Please see item #20099.

#20292 Please remove limit on SSR

Thank you for your input. Please see item #20099.

#20571 Re: 17283 rethinking Street classing

Thank you for your input.

#20280, 20298, 20299 ND Miata, Scion FR-S and Subaru BRZ classing

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20301 Move BRZ/non-TRD FR-S to D-Street

Thank you for your input.

#20595 Support for moving FRS/BRZ to DS

Thank you for your input.

#20163 2017 Camaro SS 1LE to FS

Thank you for you input. The SAC is waiting to get more real-world data on the car before making a classing decision.

#20268, 20269, 20273, 20274, 20290, 20291, 20295, 20296, 20324, 20327 SSR Participation Requirements

Thank you for your input. Please see item #20099.

#20276 Revisit Electronic Shock FT item #12809

Thank you for your input. Please see item #17490.

#20289 Tweaking SSR for balance and alignment with other classing

Thank you for your input. Please see item #20099 and #20246.

#20325 SSR rules mirroring the rest of street.

Thank you for your input. Please see item #20246.

#20380, 20411, 20442, 20506 1994-2004 V-6 Mustang to H Street

Thank you for your input. Please see the response to letter #20029.

Street Prepared

#19816 Request to join SPAC

Thank you for your interest in serving on the SPAC.

#19827 SPAC Membership

Thank you for your interest in serving on the SPAC.

#19913 Request for classing C7 Z06 and 991 Turbo S in SSP

The SPAC thanks you for your letter. Please see item #19445 for initial Porsche 991 Turbo/S classing.

#20093, 20094, 20150, 20255 SP Reliability Proposal #19923

The SPAC thanks you for your input.

#20098 Reliability Allowances

The SPAC thanks you for your input.

#20106 durability proposal suggestion

The SPAC thanks you for your input. The committee also reminds the membership of rule 15.10.Q for machining of differentials.

#20208 19715 Proposed change to 15.2.i.2.b

The SPAC reminds the membership that the revised/corrected wording for 15.2.I.2.b has been published in a more recent Fastrack (see item #19715 in the October issue) and will be included in the 2017 rulebook.

#20209 19923 Proposed changes to 15.x

The SPAC thanks you for your input.

#20312 Cayman R/ boxster spider

The SPAC has provided the following correction from what was published as follows under item #18760. The proposal should have read as follows:

Per the SPAC, member comment is requested on the following possible reclassifications:

Change the following lines in class ASP under Porsche:

Boxster, Cayman (981, all)

Boxster, Cayman (987, all)

Add the following line to BSP under Porsche.

Boxster, Cayman (986, all)

#20320 Rethink ASP and BSP classing

Thank you for your input, the SPAC continues to monitor classing within SP.

#20406 Move MazdaSpeed Miatas to ASP, Boxsters to BSP

Thank you for your input, the SPAC continues to monitor classing within SP.

Not Recommended

Street

#20293, 20294, 20310, 20373 ND Miata to BS

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20300 B C and D Street

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20304 Re-Classing of VW Golf R

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20307 Consider moving early S197 V8 Mustangs to DS with the Ecoboost

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20315 Move the R55-R57 Mini Cooper S back to GS

Thank you for your input. The SAC feels these cars are appropriately classed.

#20340 Move AP1 2000-2003 Honda S2000 to CStreet

Thank you for your input. The SAC will continue to monitor the performance balance in BS and CS in 2017.

#20342 Steering wheel rule change

That SAC does not believe that replacing airbag equipped steering wheels is in the spirit of the Street category.

#20346 2016+ Audi TTS from AS to BS.

Thank you for your input. The SAC believes this car is appropriately classed at this time.

#20378, 20395 GT350R to AS

Thank you for your input. The SAC believes the car is appropriately classed at this time.

#20379 Classing of the 370Z

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20428 Request change from FS to DS

Thank you for your input. The SAC feels that the 2013+ Hyundai Genesis V6 Coupe is appropriately classed at this time.

#20456 2016 Focus RS in D-Street

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20497 Brake Lines

Thank you for your input.

Street Touring

#19778, 19781, 19782, 19783, 19796, 19797, 19804, 19805, 20042 Response to 19179 LSD in STS - no

Thank you for your input; the subject proposal has been withdrawn. Please see the August Fastrack.

#19820, 19821, 19847, 19848, 19850, 19915 370Z to STU

At this time the STAC does not feel that moving the 370Z to STU would be beneficial to the category. Thank you for your input.

#19899 no aero in Street Touring

Thank you for your input. The STAC is not in support of any additional aero at this time.

Street Prepared

#19471 Proposal for creating a new DSP with a new rule set

Thank you for your input. The SPAC continues to monitor classing within SP.

#20149 Allow Fender Replacements in SP

Thank you for your input. The SPAC believes that the current fender rule is acceptable as written.

Street Modified

#19931 Canards - surface area

The SMAC believes the current rule for canard measurement is sufficient as written. It provides an easy and repeatable method to determine surface area.

#20128 SMF tire proposal

Thank you for your input.

Handled Elsewhere

Street Touring

#20189 Moving Impreza WRX (2009-2014) to STX

Thank you for your input. Please see letter# 16000 in the September Fastrack.

Tech Bulletins

Street

#17490 electronically controlled shock replacement

Per the SAC, add to Appendix F under Street, as follows:

"The following is provided to clarify rule 13.5.A.5 which permits electronically controlled shocks to be replaced with non-electronically controlled shocks: Converting from Electronic Shocks to non-electronically controlled shocks is permitted; Option package conversions must be complete including ECU programing and any/all applicable electronic components. You may disconnect or cut a wire connection at the shock absorber but you may not remove or reprogram any other related electronic components. A resulting error message, code or dashboard light is allowed but it should be noted that some cars performance may be limited post shock removal due to OEM ECU or stability control programming. Non-OEM documented methods used to defeat any resulting fault/error codes are not permitted. Devices may be added to satisfy the ECU that the OEM shock is still installed; Such devices may perform no other function."

#20302 Gen V Viper ACR (2016-2017) SS Eligibility

Per the SAC, add the following listing to Appendix A effective 1/1/2017:

SS

Dodge

Viper ACR (2016-2017)

#20365 F54 Mini Clubman Classification Request

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

DS

Mini

Cooper Clubman S (2016-2017)

GS

Mini

Cooper Clubman (2016-2017)

#20399 Clarify wording on converting wheel bolts to studs

Per the SAC, add as follows to section 13.4:

"Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. *Wheel bolts may be replaced with studs and nuts but the number of fasteners may not be changed.*"

#20409 2017 Fiat 124 Spider classing

Per the SAC, add the following listing to Appendix A:

CS

Fiat

124 (inc Abarth) (2017)

Street Prepared

#19445 Request to include Porsche 991 Turbo and Turbo S (based on 997s)

Per the SPAC, add the following initial classing for 991 Porsche to Appendix A:

SSP

Porsche

911 Turbo, Turbo S (991 chassis)

Street Modified

#19722 Engine Swap Clarification

Per the SMAC, clarify 16.1.d.1 as follows:

"16.1.d.1. Engine block (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. Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. 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 Mitsubishi or Chrysler 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/Scion engine)*. This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany."

Prepared

#20314 Please classify the 2016 Mazda Miata in Prepared

Per the PAC, effective immediately upon publication, add the following new listing in Appendix A:

DP

Mazda

MX-5 (2016-2017)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 1, 2016

The Club Racing Board met by teleconference on November 1, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, and Chris Albin, Consultant. The following decisions were made:

Member Advisory
AS

1. #20538 (American Sedan Committee) American Sedan Ad Hoc Committee
The CRB/ASAC requested resumes for those interested in this Committee through letter #19897, August Fastrack. The CRB/ASAC welcome those listed below to the Committee.

Matt Jensen
Steve Ott
Alison Palitz
Danny Richardson
Mark Wheaton

Scott Sanda and Philip Smith, ASAC liaisons.

FV
1. #20620 (Formula/Sports Racing Committee) Spec Tire
The CRB previously recommended pursuing a spec tire for Formula V. Because of limited testing the CRB, at the request of the FV Ad Hoc committee recommends further testing with a plan for implementation for the 2018 racing season.

No Action Required
F5
1. #19721 (Jim Murphy) Proposed Rule Changes
Thank you for your letter. The CRB appreciates your comments.

2. #19754 (Brian Brothers) Letter #19530 Bodywork Revisions
Thank you for your letter. The CRB appreciates your comments.

3. #19784 (David Vincent) Non-Concur With NEW proposed Bodywork Rules
Thank you for your letter. The CRB appreciates your comments.

4. #19940 (Jay Novak) F500 Rules Proposal
Thank you for your letter. The CRB appreciates your comments.

FV
1. #19589 (David Bowman) ICP Spindles
Thank you for your letter. Per GCR 9.1.1.3.A.7: Non-VW replacement spindles shall maintain the same bearing dimensions and locations and shall maintain the geometric relationship between the spindle and the king pin bore and boss. The ICP spindles meet these criteria.

GCR
1. #20172 (Kyle Disque) Latest Seat Wording
Thank you for your letter. The rule is adequate as written.

2. #20349 (Tim Linerud) Run-Offs Supplemental Regulations 9.5 Need to Be Changed
Thank you for your suggestion. Your comments has been forwarded to the 2017 Runoffs Chief Steward for consideration when developing the 2017 Runoffs Supplemental Regulations.

3. #20410 (Martin Nygard) Pace Car Clarification
Thank you for your letter. The current pace car rules are adequate as written.

4. #20426 (Peter Zekert) Entrant and Driver in Protests
Thank you for your letter. In filling out a protest, the Driver and Entrant can both be named as the Protestor which would have addressed your issue.

GT3
1. #20360 (Steve Gaetjens) Porsche 944
Thank you for your letter. Per the current GTCS, you may use an engine mounted transmission in the front of the car, with the #1 spark plug in compliance with the engine placement rules, and discard the rear mounted transaxle and run a live axle with no penalty.

EP
1. #20198 (Matthew Miller) Classify 1975-1978 In E Production
Thank you for your letter. The 280Z is already classed in EP. If you are requesting a different level of classification, please submit another letter.

SM
1. #20145 (David Wheeler) Tech Compliance Items
Thank you for your letter, which has been forwarded to SCCA National Technical Department.

2. #20250 (Randal Fusi) Overly Aggressive Driving/Unnecessary Contact
Thank you for your letter. The CRB, SCCA staff, and Steward leadership have been discussing this issue.

T2
1. #20655 (Carl Fung) Corvette C6 Automatic Transmission
Thank you for your request. Per 9.1.9.1.M.4.: Transmissions and ratios are free. Forward gears are limited to six speeds. Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.

T2-T4
1. #20407 (Chi Ho) Blower Motor and Heater Core
Thank you for your letter. You can by-pass the blower motor and heater core, however, you can not completely remove these components.

Not Recommended
F5
1. #19734 (Jay Novak) Dry Sumps for Use on 600cc Motorcycle Engines in F500
Thank you for your letter. The CRB does not recommend this change.

2. #20489 (Chuck McAbee) Split F5 and F6 into Two Classes
Thank you for your letter. The CRB does not recommend this change.

3. #20528 (Jim Murphy) Change Class Name to F600
Thank you for your letter. The CRB does not recommend this change.

GCR
1. #20210 (Graham Taylor) Chief, Pace Car, DC Region
Thank you for your suggestion. Currently, the Pace Car Driver is approved for duty by the Chief Steward of the event. Therefore, a mechanism for ensuring qualification to serve, is in place and the CRB sees no need for adding a licensing requirement.

2. #20466 (Richard Gray) Fire Extinguishers Approved
Thank you for your letter. It is up to the competitor to choose which GCR approved fire extinguisher they use on their vehicle.

GT2-ST
1. #20429 (Frank Brown) Slick Tires
Thank you for your letter. The CRB will continue to monitor tire development in multiple racing series to understand the performance characteristics of DOT vs. full race tires for future consideration.

GT3
1. #20236 (Michael Heintzman) GTCS GT-3 Spec Line Allowance
Thank you for your letter. There is no differentiation between tube and non-tube construction in GT classes with the exception: Production cars that retain motor mounting in the Production configuration, with no weight break, and are not altered to full GT specification.

GTL
1. #20388 (Peter Zekert) Changes to Datsun Nissan A-Series Engine in GTL
Thank you for your letter. The CRB will monitor progress throughout the race season.

2. #20400 (Michael Kamalian) 15
Thank you for your letter.

Advantages to 15” wheels/tires:

1. Competitor can increase brake size if desired.
2. Huge gain in front suspension design and improvements to scrub, roll center and king pin angles, just to name a few.
3. Most cars would need a new front clip in order to run 15s effectively; a cost that the CRB does not want the class to endure at a time when the class is showing extreme growth.

When the GTAC conducted the original investigations on 15 inch tires, feedback from tire manufacturers and engineers confirmed that all things being equal, a car on the larger 15s will have a better tire at the end of a 40 minute race.

EP
1. #20408 (Chris Dryden) E-Production BMW Z3 2.5 (Weight Reduction)
Thank you for your request. Based on a comparison of the specifications for this car with the specifications for other EP cars this car appears to be properly classed.

FP
1. #20419 (Mike Hart) Alternate Weber Carburetor Chokes for FP Turner 1500
Thank you for your letter. The specifications for this car are consistent with the other full-bodied cars in FP.

2. #20420 (Mike Hart) Weight Reduction on FP Turner 1500
Thank you for your letter. The specifications for this car are consistent with those use for other full-bodied cars in FP.

3. #20526 (Norm Murdock) F-Production Rule Change Request
Thank you for your letter. The nature of the changes sought for this car are not consistent with class philosophy. Additionally there is a lack of competition data for this car.

HP
1. #20339 (Ed Sica) 2000 Mazda Protege for Production Racing
Thank you for your request. The performance potential of this car is not consistent with HP. You may consider submitting another letter requesting classification in FP.

2. #20396 (Joe Camilleri) Competition Adjustment for 1588 VWs
Thank you for your letter. The current weight differential between the 1.6L VW and the 1.8L VW (280 lbs.) is appropriate.

Prod
1. #18982 (Ron Bartell) Fix the Disparity in Small Bore Production Racing
Thank you for your request. The CRB has no current plans to recommend a new class in Production.

2. #20522 (Ron Bartell) Mandatory White Flag and Green White Checker at Runoffs
Thank you for your letter. The CRB has reviewed your request with SCCA staff and the Runoffs Chief Steward.

SM
1. #20202 (Chris Ciufo) NA Flush Headlights
Thank you for your letter. The rule is adequate as written.

2. #20233 (Tim Auger) Evolution to a Sealed Spec Miata Class?
Thank you for your suggestion. Additional versions of SM (such as SSM) are regional only. There are no current plans to create additional Runoffs SM-type classes.

3. #20450 (Jim Drago) Sub Frame Bracing
Thank you for your feedback. Please see the response to letter #20507.

4. #20507 (Dave Wheeler) Allow Additional Bracing for Front Subframes
Thank you for your letter. The CRB does not recommend this change at this time.

STU
1. #19898 (Brad McCall) Allow Hood Vents in STU
Thank you for your letter. The CRB recognizes the increased thermal demands from engines with added-on forced induction, but until further development can be observed, the CRB does not wish to adjust installed equipment. The CRB will continue to

monitor the class and may consider future adjustments.

2. #20192 (Derrick Ambrose) Allow 18 Inch Wheels
Thank you for your request. You can request classification of World Challenge vehicles. Please submit a new letter request at http://crbscca.com with the World Challenge VTS and current Appendix A for your car.

3. #20413 (James Slechta) Reply to Decision on Twin Turbo 300zx Eligibility to Run in STU
Thank you for your request. The CRB is not prepared to manage TIRs on twin-turbo cars at this time. In order to compete in STU, it is recommended that the engine be converted to a single turbo per 9.1.4.B.2 per letter #19162, May 2016 Fastrack Minutes. Alternatively, you may request classification in T1 and/or GT2.

T1
1. #20464 (Tim Myers) Classify 2017 Ford GT
Thank you for your letter. The potential performance of this car is well outside the T1 philosophy. Existing T1 competitors have provided feedback to control cost and performance for potential T1 cars.

T2
1. #20433 (Frank Brown) Aftermarket K Members
Thank you for your letter. The CRB does not recommend this change for T2. It would be an advantage for a car that is already competitive as classed.

2. #20541 (Derek Kulach) 350Z T2 Weight
Thank you for your letter. Your request is outside class philosophy.

3. #20664 (Dan Goodman) Aero Balance in the T2 Class
Thank you for your letter. The CRB does not recommend this. If you have a specific request for your car, please submit another letter.

T2-T4
1. #20473 (John Buttermore) Allowance for Driveline Cooling / Venting
Thank you for your request. The rules are adequate as written.

T3
1. #19177 (Charles Hurley) SpecE46 Weight Reduction
Thank you for your request. The CRB does not recommend this change at this time. After looking at results this car, it is competitive as classed and has additional potential within T3. The CRB will continue to monitor this car in T3 for changes.

2. #20375 (Eric Heinrich) Audi S4/S5 3.0 tsfi Restrictor
Thank you for your request. The CRB does not recommend this change at this time. The CRB would like to see the car come out and race in its current configuration so that the CRB can look at and monitor data in order to consider changes.

3. #20474 (Robert Schader) Parity in T3
Thank you for your letter. This car is competitive as classed with recent changes in T3. The CRB will continue to monitor the class.

T4
1. #19469 (chi ho) FRS and BRZ Wheel Width
Thank you for your letter. The car is competitive as classed.

2. #19619 (chi ho) BRZ and FRS Wheel Width
Thank you for your letter. The car is competitive as classed.

3. #19671 (Jason Huepenbecker) Wheel Width Allowance for the FRS-BRZ
Thank you for your letter. The car is competitive as classed.

4. #20207 (Derrick Ambrose) 2014-Up Mazda 3 Brakes
Thank you for your request. The CRB does not recommend this change and it is beyond the T4 philosophy to allow a brake upgrade.

5. #20492 (Dave Kutney) Allow Header for T4 Pontiac Solstice
Thank you for your letter. The CRB does not recommend this change.

6. #20654 (Ali Naimi) MX5

Thank you for your letter. The CRB does not recommend this change. For changes in T4, please see the response in letter #20392, Technical Bulletin.

7. #20656 (Matthew Downing) Allow Pontiac Solstice to Install Aftermarket Header
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #20392, Technical Bulletin.

8. #20662 (Kenneth Payson) Allow After Market ECU in T-4 for the 1999 and 2000 Mazda Miata
Thank you for your letter. The CRB does not recommend this change and notes the stock ECU can be programmed. For changes to T4, please see the response to letter #20392, Technical Bulletin.

9. #20672 (John Tures) Ford Mustang Restrictor
Thank you for your letter. The CRB does not recommend this change. For changes in T4, please see the response to letter #20392, Technical Bulletin.

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.

AS
1. #20416 (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 (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 (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 (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 (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. #20155 (SCCA Staff) Firearms in Competition Vehicles
Thank you for your letter. Change 2.1.8:

2.1.8. *Threatening or c*~~C~~ommitting physical violence upon any other participant or spectator.

Add 2.1.9: *9. Firearms are not permitted in competition vehicles while on course.*

2. #20215 (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.

9.1.13 Runoffs-Eligible Class Participation Requirements

9.1.13. RUNOFFS-ELIGIBLE CLASS PARTICIPATION REQUIREMENTS

A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher *as counted in Majors races and the Runoffs race.* ~~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~~ *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.

Prod
1. #20367 (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. #19951 (Spec Miata Committee) Allow Splined Spacer in Transmission
Update for December 2016 Fastrack:
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. #20546 (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 (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 (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 (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 (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 (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 (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.

1. #20599 (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.*

2. #20665 (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 (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 (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 (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 (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 (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 (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 (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 (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.*

Taken Care Of
F5
1. #20495 (Calvin Stewart) 4 Stroke F5 Cars
Thank you for your letter. Please see the response to letter #20489.

FE
1. #20615 (Jim Rogaski) Fix Tire Listing in Specifications
Thank you for your letter. Please see the response to letter #20621.

SRF3
1. #20398 (Cliff White) Muffler Packing
Thank you for your letter. Please see the response to letter #20622.

IT
1. #19938 (Joshua Baldwin) Approve all Three Items for IT
Thank you for your letter. Please see the response to letters #19726 (Wheel and Tire), October 2016 Fastrack Minutes, letter #19493 (Power Steering), October 2016 Fastrack Minutes, #17952 (ABS), August 2016 Fastrack Minutes.

2. #19969 (Greg Amy) Regulation Proposals, Improved Touring
Thank you for your letter. Please see the response to letters #19726 (Wheel and Tire), October 2016 Fastrack Minutes, letter #19493 (Power Steering), October 2016 Fastrack Minutes, #17952 (ABS), August 2016 Fastrack Minutes.

3. #19998 (Raymond Blethen) ABS in IT Classes
Thank you for your letter. Please see the response to letter #17952, October 2016 Fastrack Minutes.

4. #20169 (Andy Bettencourt) Wheel and Section Width Rule Change
Thank you for your letter. Please see the response to letters #19726, October 2016 Fastrack Minutes.

5. #20182 (Tom Donnelly) 3. #19726 (Improved Touring Committee) Category: Wheel and Tire
Thank you for your letter. Please see the response to letters #19726, October 2016 Fastrack Minutes.

ITA
1. #20451 (Lawrence Slivinski) Allowing Adjustable Rear Control Arms for Dodge/Plymouth Neons
Thank you for your letter. Adjustable control arms are not within the IT philosophy.

ITB
1. #19990 (David Boles) Wheel Width Change
Thank you for your letter. Please see the response to letters #19726, October 2016 Fastrack Minutes.

ITR
1. #19927 (David Perez) IT Tire Parity
Thank you for your letter. Please see the response to letter #19726 regarding maximum allowed tire widths in Improved Touring.

ITS

1. #19963 (Glenn Lawton) New IT Wheel Width Rule
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

2. #19975 (Glenn Lawton) WEIGHT PENALTY for 8
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

3. #19994 (Chuck Baader) Proposed Rule Changes for Improved Touring
Thank you for your letter. Please see the response to letters #19726 (Wheel and Tire), October 2016 Fastrack Minutes, letter #19493 (Power Steering), October 2016 Fastrack Minutes, #17952 (ABS), August 2016 Fastrack Minutes.

4. #20171 (Charles Baader) Proposed Wheel Rule Changes for IT.
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

5. #20173 (Willie Phee) Support for Wheel Width Change in IT
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

6. #20177 (Glenn Lawton) ITS and ITB Wheel Width Rule Change is a Bad Idea
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

7. #20179 (Glenn Lawton) Dual Track Records (Before and After Wider Wheel Rule)
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

8. #20190 (Glenn Lawton) Overdog BMW 323 Moved to ITR for 17x8 New Rule Allows 17x8 in ITS
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

9. #20191 (Craig Campbell) New IT Proposed Rule Change
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

10. #20194 (Steve Eckerich) Wheel Width Change in ITS
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

11. #20197 (Charles Baader) ITS Wheel Width
Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

EP

1. #20432 (Kevin Leigh) Re-Evaluate Weight Formula for 6 Cylinder Cars
Thank you for your letter. Please see the response to letter #20408.

2. #20534 (Christopher Childs) Z3 Weight Reduction
Thank you for your letter. Please see the response to letter #20408.

HP

1. #20417 (Ron Bartell) Disposition of Letter #18982 and #20168
Thank you for your letter. Please see the response to letter #18982.

STL

1. #20509 (Jim Drago) Please Adjust the Balance in STL
Thank you for your letter. Please see the response to letter #19372, October 2016 Fastrack Technical Bulletin. The CRB will continue to monitor the performance of the class.

STU

1. #19946 (Austin Hilliard) Add Allowance for Single Hole in the Hood of S/C Honda S2000
Thank you for your letter. Please see the response to letter #19898.

T2

1. #20391 (William Moore) Camaro Competition Adjustment
Thank you for your letter. Please see the response to letter #20605, Technical Bulletin.

2. #20461 (Jim Leithauser) Adjustments and Thoughts
Thank you for your letter. Please see the response to letter #20605, Technical Bulletin.

3. #20472 (John Buttermore) Help the C6 Corvette LS3
Thank you for your letter. Please see the response to letter #20605, Technical Bulletin.

T2-T4
1. #19408 (Lowell Huston) Allow Overboring for the 2005-2010 Ford Mustang V6
Thank you for your letter. Please see the response to letter #19687.

2. #19569 (John Buttermore) Against Overbored Engines
Thank you for your letter. Please see the response to letter #19687.

3. #19667 (Stan Czacki) Allow .010
Thank you for your letter. Please see the response to letter #19687.

4. #19702 (John Harris) Engine Specifications - Overbore
Thank you for your letter. Please see the response to letter #19687.

5. #19714 (Wes Padgett) T2-T4 Overbore
Thank you for your letter. Please see the response to letter #19687.

6. #19789 (James Ebben) Against Allowing Overbore in T2-4 Classes
Thank you for your letter. Please see the response to letter #19687.

T3
1. #19356 (Michael Sullivan) Tire Size Changes Too Costly
Thank you for your request. Please see the response to letter #20214 for changes for this car. Please come out and race. The CRB will monitor the changes to T3.

2. #19357 (Michael Sullivan) Restructuring T3
Thank you for your feedback. Please see the response to letter #20214 for changes for this car. Please come out and race. The CRB will monitor the changes to T3.

3. #20430 (Tom Wickersham) Parity in T-3
Thank you for your request. Please see changes in letter #20214, Technical Bulletin. Please come out and race so the CRB can continue to monitor this car for T3.

4. #20434 (Budd Beaman) GCR Page 915-Ford Mustang V6 (11-14)
Thank you for your letter. Please see the response to letter #20214, Technical Bulletin, for changes recommended for T3 for this car. Please come out and race so the CRB can continue to monitor the car for T3.

5. #20650 (SCCA Staff) Nissan 370 Spring Kit
Thank you for your letter. Please see the response to letter #20651.

T4
1. #19544 (David Mead) T4 Mustang Help
Thank you for your letter. Please see the response to letter #20392, Technical Bulletin.

2. #20348 (Dan Hardison) Allow Headers for the 1996-2002 Camaro/Firebird
Thank you for your letter. Please see the response to letter #20347, Technical Bulletin.

3. #20376 (Scotty B White) Mustang BOP Adjustments
Thank you for your letter. Please see the response to letter #20392, Technical Bulletin.

4. #20445 (Steven Zink) RX8 in T4 Weight Change
Thank you for your letter. This change is not recommended. Changes for T4 can be found in letter #20392, Technical Bulletin.

5. #20521 (Don Knowles) Rebalancing Competition Capability Among T4 cars
Thank you for your letter. The CRB does not recommend this change. For changes to T4, please see the response to letter #20392, Technical Bulletin.

6. #20529 (Jim Drago) Aftermarket Limited Slip Differentials
Thank you for your letter. The CRB does not recommend this change. For changes to T4, please see the response to letter #20392, Technical Bulletin.

7. #20532 (Christopher Childs) Limited Slip in T4
Thank you for your letter. The CRB does not recommend this change. For changes to T4, please see the response to letter #20392, Technical Bulletin.

8. #20533 (Christopher Childs) Mustang Restrictor
Thank you for your letter. Please see the response to letter #20392, Technical Bulletin.

9. #20563 (Michael Pettiford) Allow Headers on the Solstice
Thank you for your letter. The CRB does not recommend this change. For changes to T4, please see the response to letter #20392, Technical Bulletin.

10. #20657 (Matthew Downing) Allow Pontiac Solstice to Run Alternate Springs/Shocks
Thank you for your letter. Please see the response to letter #20491.

11. #20667 (Dave Kuteny) Revisit 4.5
Thank you for your letter. The rule is adequate as written. Please see letter #20491 for changes to this car.

What Do You Think
Prod
1. #20088 (Jesse Prather) Valve Stem Rule
The CRB is re-posting this WDYT as a reminder to Production competitors to please provide feedback on this question.

Some years ago, the level 2 rules were revised to prohibit the use of valves with necked down stems. Recently, the level 2 valve rule was revised to reflect the fact that, even with stock diameter stem valves, the manufacturing process frequently results in a small reduction in the stem diameter where the stem transitions into the valve head. At present, necked down stem valves are, for some cars, more readily available than non-necked down stem valves. However this is not the case for all cars classed in Production.

The CRB seeks your feedback on the question of whether the level 2 rules should allow valves with necked down stems, the rationale for such a change and the impact on costs and competition. Please submit your feedback through the CRB letter system at crbscca.com.

T4
1. #20561 (Michael Sullivan) T-4 Shock Clarification

Currently in T4, adjustable shocks are not permitted.

The Club Racing Board is seeking your feedback on the following for T4:
1. Any non-adjustable, unmodified, unaltered shock absorber is allowed. Unmodified non-adjustable shocks can serve no other purpose but to damp motion. Adjustable shocks that are retrofitted into non-adjustable apperance is prohibited. Removing adjusters or knobs from adjustable shocks is prohibited and does not constitute a non-adjustable shock. Commercial part numbers for non-adjustable shocks must be visible and un-altered. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used.

2. Adjustable shocks are permitted.

Please provide feedback on which of the two rule proposals you agree with for T4 through the CRB letter system at crbscca.com.

RESUMES
1. #20091 (Derek Kulach) Resume for the Touring Advisory Committee
Thank you for submitting your resume. Derek Kulach has been added to the Touring Committee.

2. #20132 (Allison Palitz) American Sedan Ad Hoc Committee Resume
Thank you for your resume. Welcome to the AS Ad Hoc Committee.

3. #20139 (Mark Wheaton) AS Ad Hoc Committee
Thank you for your resume. Welcome to the AS Ad Hoc Committee.

4. #20253 (Matt Jensen) Club Racer
Thank you for your resume. Welcome to the AS Ad Hoc Committee.

5. #20438 (CJ Moses) Racing Resume for Touring Committee

Thank you for your resume. CJ Moses has been added to the Touring Committee.

6. #20457 (Rob Bodle) Resume for Rob Bodle
Thank you for your resume. The CRB will keep your resume on file.

7. #20469 (Derrick Ambrose) B-Spec Advisory Committee
Thank you for your submitting your resume. Derrick Ambrose has been added to the B-Spec Advisory Committee.

8. #20652 (John Phillips) B-Spec Advisory Committee
Thank you for submitting your resume. John Phillips has been added to the B-Spec Advisory Committee.

Recommended Items for 2017

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

3. #20155 (December Fastrack - SCCA Staff) Firearms in Competition Vehicles
Thank you for your letter. Change 2.1.8:

2.1.8. *Threatening or c*~~C~~ommitting physical violence upon any other participant or spectator.

Add 2.1.9: *9. Firearms are not permitted in competition vehicles while on course.*

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.

9.1.13 Runoffs-Eligible Class Participation Requirements

9.1.13. RUNOFFS-ELIGIBLE CLASS PARTICIPATION REQUIREMENTS

A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher *as counted in Majors races and the Runoffs race.* ~~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~~ *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.

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:*

	Max Rim	*Max*
	9	*275*
	8	*~~245~~ 225 275*
	7	*225*
	7	*~~225~~ 205 225*
	6	*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 for the Dodge Viper, ~~incl Comp Coupe~~, ACR/ACR-X, 8300 OEM: 3475

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 Chevrolet Corvette Cadillac /XLR (04-09) (Stock OEM LT1) weight: 3400 3500

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.*

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Recommended Item for 2016

The below item was approved by the Board of Directions at the Convention in January. It will become effective 5/1/2016.

F5

1. #17960 - (February Fastrack - David Lapham) Dry Sump Systems: 4 Stroke
Thank you for your request. Change 9.1.1.D.15.H.: H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted. ~~and t~~The use of dry sumps *is specifically not allowed*. Accusumps or similar oiling assist systems are permitted.

Change 9.1.1.D.15.J.: J. The cooling system is unrestricted, *however the stock engine water pump must be retained.*

If approved, the CRB recommends this change be effective 5/1/2016.

Recommended Item for 2018

The below item was approved by the Board of Directors at the Convention in January. It will become effective 1/1/2018. It will be published in the GCR 3/1/16 to give competitors time for adjustments to their racing program plans.

GCR

1. #18587 - (February Fastrack - Lee Hill) SRF (1.9L Cars) As a GCR Regional Class Effective 1/1/2018
Thank you for your letter. If approved, the CRB recommends this be published in the GCR 3/1/2016.

Change 9.1.8.E.2.A:
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, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars~~) become part of SRF3 as one class.~~ *will become a Regional Only GCR Class (effective 1/1/2018).*

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The below items for 2016 and 2017 were approved by the Board of Directors in their May 2016 meeting. Items for 2016 list an effective date. Items for 2017 are effective 1/1/2017.

Recommended Items for 2016

FS

1. #18790 (April Fastrack - Scott Woodruff) Remove Side Panel Fastener Spacing Limitation
Thank you for your letter. The CRB recommends removing the 6” center-to-center fastener restriction on cockpit anti-intrusion side panel attachment for FS ONLY. **Effective 6/1/16**.

Change 9.1.1.F.13.C.2 second paragraph:

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~ The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

FV

1. #19354 (May Fastrack - Bruce Livermore) Allow Legitimate Repairs for FV
Thank you for your letter. **Effective 6/1/2016**.

Add 9.1.1.C.5.D.37: *37. In addition to repairs and modifications specifically authorized in the FV rules, engine cases and cylinder heads may be repaired within the definition of "repair" in Appendix F. Technical Glossary. Any such repairs shall provide no competitive advantage and shall not allow the fitment of any alternate part unless specifically authorized in the FV rules.*

GCR
1. #18954 (May Fastrack - Daniel Miklovic) Annual Technical Inspection
Thank you for your request. **Effective 6/1/2016**.

Change 5.9.2.A.:

5.9.2. Inspecting Automobiles
A. Annual Inspection

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional*,* ~~or~~ National *or Senior* license once a year (12 months). If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook; he then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3.20.A.)

IT
1. #18791 (April Fastrack - David Boles) Short Shift Kits
Thank you for your request. **Effective 6/1/16**.

Add to 9.1.3.D.4.e.: e. Shift lever may be bent or cut above tunnel or floor. *The use of a Short Shift Kit is permitted.*

SM
1. #18779 (April Fastrack - Tom Berndt) Exhaust Manifold Repair for 1.8 NA
Thank you for your letter regarding exhaust manifold repair for the 1.8L NA cars. **Effective 6/1/16**.

Repairs are permitted as follows:

Insert between the two paragraphs of 9.1.7.C.I.1

1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

<u>Recommended Items for 2017</u>

F5
1. #19530 (June Fastrack - Formula/Sports Racing Committee) Bodywork revisions
Thank you for your letter. The CRB recommends the following changes/revisions to the F5 bodywork rules.
Change 9.1.1.D.9 to read as follows:

9. Bodywork
A. All mechanical components of the car, forward of the roll cage, shall be covered by suitable

bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. *The* driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

B. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. *A sports car nose shall be closed across the front and top except for air duct openings ducted to heat exchangers, provided that ALL air directed to heat exchangers shall pass through those exchangers, except for ducts directed at brake assemblies.*

C. Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the *front* tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The sidepod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The sidepod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The sidepod(s) may be open to the rear. Sidepod(s) is (are) intended to restrict wheel entanglement between cars.

D. 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.)

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 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.

F. 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 or through the lower surface of the car between the front and rear axles.*

G. Ducts through the side or top of the body and/or sidepods to duct air to and through heat exchangers or to allow cooling air into the engine compartment are permitted, provided that they are not used to generate aerodynamic downforce. Engine air intake ducts and scoops are permitted, provided that they are not used to generate aerodynamic downforce.

H. Wings are prohibited.

I. Diffusers are allowed, *with or without strakes, provided that the overall length and width of the car conforms to the dimensions provided in these rules.*

J. Splitters are allowed, provided that they extend at least to and do not extend more than one inch

beyond the line(s) defined by the leading edge(s) and corners of the nose and the sponsons of the sports car nose, and provided that the overall length and width of the car conforms to the dimensions provided in these rules.

GCR

1. #18931 - (March Fastrack - SCCA Staff) Increased Fire System Requirements
For 1/1/17, in section 9.3.23, require T1, T2, and STU to have fire systems. These cars easily run the speeds of GT and Production cars that are required to have fire systems.

2. #19099 (May Fastrack - Brett Whisenant) Docol R8 Tubing as an Alternative to DOM and 4130
Thank you for your request.

Change 9.4.F.1: 1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended)*,* ~~or~~ alloy steel tubing (SAE 4130 or T45)*, or Docol R8 tubing* must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

Change 9.4.5.C.1. Second Paragraph: Two (2) seat Sports Racing cars with full width main hoops must incorporate a lateral brace to prevent lateral distortion of the of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness, ~~or~~ Chromoly 4130*, or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter.

Change 9.4.5.C.2. Second Paragraph: Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by 080" wall thickness, ~~or~~ Chromoly 4130*, or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same.

Change 9.4.5.E.4.a.: a. Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, ~~or~~ alloy steel tubing (SAE, 4130 or T45), *or Docol R8 tubing* shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.

3. #18265 (June Fastrack - Eric Heinrich) Drive Train Definition - Technical Glossary
Thank you for your letter. Change the Technical Glossary:

~~**Drive Train** – Those components in a car which produce and convey the driving power to the ground, and the housings containing these parts.~~

Drive Train – Those rotating components in a car that convey the driving power from the engine flywheel to the ground and the housings containing these parts. This is inclusive of the clutch, transmission, driveshaft, differential, halfshafts/axles or any systems providing such functionality. Wheel bearings, driveshaft carrier bearings, wheels, and tires are specifically excluded.

Add to the Technical Glossary:

Power Train – Consists of the combination of an internal combustion Engine and Drive Train components. The Engine specifically includes induction systems (carburetion, fuel injection, forced and natural, intake manifolds) and exhaust systems (manifolds, headers, turbochargers) up thru and including the flywheel. Ancillaries such as electrical (charging or ignition) or cooling are specifically excluded.

4. #18689 (June Fastrack - GCR Committee) Clarify Class Compliance Chief & Compliance Checking Crew

Delete 5.12.5.:

~~**5.12.5. Compliance Checking Crew**~~
~~When assigned to an event by the Club Racing Department, each member of this crew will have the official status of an Assistant Chief Steward. Their sole responsibility is to advise the Series Chief Steward Majors Race Director or Chief Steward of cars not in compliance with the GCR and/or the Supplemental Regulations for the event. The Series Chief Steward Majors Race Director or Chief Steward may delegate all or any part of his powers under 5.12.3.C and 8.1.1 to them. Note: Class Compliance Technical Specialist (CCTS) duties and authorities are set forth in GCR 5.11.4 and are not a part of this rule.~~

Replace 5.11.4:

(Existing):
5.11.4. Class Compliance Chief (CCC)
When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. The CCC will report any findings of vehicles not complying with the GCR to the *Race Director* or the Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Decisions made by the CCC regarding compliance are non-protestable. Penalties assessed by the *Race Director*, Chief Steward or Stewards of the Meet (SOM) may be subject
to protest or appeal.

(New):
5.11.4 Compliance Staff

A. Members of the compliance staff are assigned by the head of Club Racing and designated subject matter experts for particular classes or categories. As part of the technical inspection team, their sole responsibility is to advise the Chief Technical Inspector of cars not in compliance with the GCR and/or the Supplemental Regulations for the event.

B. Class Compliance Chief (CCC)
A member of the compliance staff may be specifically designated by the head of Club Racing as the CCC for a class. The CCC will work under the guidance of the Race Director or Chief Steward and with the event technical staff to provide consistent compliance checking across all events for the designated class. The CCC will report any findings of vehicles not complying with the GCR to the Race Director or Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Findings of the CCC regarding compliance items specific to that class are non-protestable. Decisions made by and/or penalties assessed by the Race Director, Chief Steward or Stewards of the Meeting (SOM) may be subject to protest or appeal.

FP

1. #19150 (May Fastrack - Keith Gillespie) Re-Classify 1999-2000 Honda Civic Si from EP to FP
Thank you for your request. Re-Classify this car from EP to FP with the following changes: *weights 2250, 2306 and 2363, compression ratio 11.0:1 and valve lift .450.*

STU
1. #18520 - (March Fastrack - Greg Amy) De-List Spec E46 from STU
Thank you for your letter. The Spec E46 cars have been classified in Touring 3 for the 2016 racing season. The CRB recommends de-listing from STU for ***2017*** to avoid competitor confusion.

****

The below items were approved by the Board of Directors in their August 2016 meeting. They will become effective 1/1/2017.

GCR
1. #19536 - (August Fastrack - Dennis Dean) GCR 2.3.2.A, Medical Fitness of a Driver
Thank you for your suggestion. Add 3.2.3.A.3.d:

3. Changes in Medical Condition
When a driver experiences a change in their medical condition that could affect their fitness to participate they must:

a. Notify the national office of the change in medical status.

b. Discontinue participation until examined and approved by their physician.

c. Submit a new completed and approved-for-competition
medical form.

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

d. If a driver seeks (or receives) medical attention during an event, that in the opinion of the event Medical Officer may compromise his on track driving ability, the Medical Officer shall notify the Safety Steward. The Safety Steward will inform the National Office in writing. Upon receipt the SCCA Licensing Department will contact the driver, reminding him of the obligations stipulated under GCR 2.3.2.A.3.

2. #19684 - (August Fastrack - SCCA Staff) Update Waiver Language in the 2016 GCR

Change 2.2.3:
~~Anyone signing an event waiver for a minor is fully responsible for that minor.~~ *The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.*

Change Appendix C.1.4.B.1 and delete Appemdix C.1.4.B.2:
B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.5.B.1 and delete Appendix C.2.5.B.2:
B. With the approval of the Divisional Licensing Administrator, only the ~~Club Racing~~ *National Office* may issue a Novice Permit to a minor. In addition to the paperwork and fees indicated in Table 1, a Minor applicant must submit the following to the ~~Club Racing~~ *National Office*:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.6.A.:
A. Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 14 or 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 14 or 15 Year-Old Novice Permit be issued. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Club Racing Office *(note: forms vary by state and witnessing method)*. The requirement of AppC.2.5.B.3 may be waived by the Divisional Driver Licensing Administrator.

Change all but first paragraph of 1.3.1 as shown below:
All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

~~IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:~~

~~1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE~~

~~TO PARTICIPATE further in the EVENT.~~

~~2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.~~

~~3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.~~

~~4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.~~

~~5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.~~

~~6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, not withstanding, continue in full legal force and effect.~~

~~I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.~~

IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA OR SCCA PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES,WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the UNDERSIGNED'S INJURY OR DEATH, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the State or Province in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

3. #19787 - (August Fastrack - Club Racing Board) 9.3.41 Seat Back Language Effective 1/1/2017

Change 9.3.41 SEATs language:
9.3.41. SEATS
~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the~~

~~seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back–if a folding seat, it shall be securely bolted or strapped in place.~~ ~~*Effective June 1, 2016- Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing.*~~

To:
9.3.41. SEATS
The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Passenger seat back, if a folding seat, shall be securely bolted or strapped in place.

GT2-ST
1. #18977 - (August Fastrack - Amir Haleem) For the 93-98 Toyota Supra, Please Allow Tundra Intake
Thank you for your request. Add to the Notes for the 93-98 Toyota Supra (GT2/ST): *Toyota OEM intake manifold part #00647-17101-001 permitted.*

IT
1. #17952 - (August Fastrack - Cameron Conover) Allow Stock OEM Anti-Lock Braking Systems
Allow stock ABS systems in IT as follows:

Add new sections 9.1.3.6.d. and e. (and re-number existing sections d. and e. to f. and g.):
9.1.3.D.6.d Cars with antilock braking systems *may* completely disable or remove the operational components of the system. It is permissible to disable ABS system function *by removing or disconnecting a minimum of three wheel speed sensors. Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.*

9.1.3.D.6.e Cars equipped with antilock brakes may keep the stock ABS system provided all ABS related components, including electronic controls and software, are maintained as stock. Cars with ABS must add a percentage of the spec line weight to the minimum weight as follows:

Class	*Additional Weight Required*
ITR	*0%*
ITS	*0%*
ITA	*2%*
ITB	*2%*

2. #19493 - (August Fastrack - Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems
In the ITCS, add the following section after 9.1.3.D.1.n

9.1.3.D.1.o: *o. 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.

Re-number existing below sections as necessary.

3. #19726 - (August Fastrack - Improved Touring Committee) Category: Wheel and Tire Size Review
In the ITCS, change Section 9.1.3.D.7 as follows:

Change/Add to 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 widths are as follows:*

	Max Rim	***Max***
	9	*275*
	8	*245*
	7	*225*
	7	*225*
	6	*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 vehicle's spec line. 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

4. #19776 - (August Fastrack - Christopher Childs) Head Gasket Again

Thank you for your request. Change 9.1.3.D.1.o as follows:
o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same *or greater* compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be replaced with others of equivalent OEM specifications.

ST
1. #19612 - (July Fastrack - Eric Heinrich) ST Category - Remove Allowance for Centerlock Hubs
Thank you for your letter. Remove 9.1.4.O.3 in its entirety.

~~3. Wheel Attachment~~

~~a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.~~

~~b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.~~

STU
1. #19588 - (July Fastrack - Luis Rivera) 12a STU Carburetor
Adjust 9.1.4.1.H. (STU) Table B, Allowances

Mazda 12A Street Port

Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with ~~38mm~~ *42mm* chokes on a “dual-Y” manifold.

2. #19258 - (August Fastrack - Patrick Lipsinic) Turbos and Exhaust Clarification
Thank you for your request. Add 9.1.4.1.B.9: *9. Boost control/wastegate actuation is free, subject to 9.1.4.G.19. Modifications to turbocharger are limited to only that necessary for wastegate control.*

T4
1. #19773 - (August Fastrack - Mark McCaughey) Add Cold Air Intake on 05-06 Toyota Corolla XRS
Thank you for your letter. Add to the Notes for the 05-06 Toyota Corolla XRS in T4: *Cold Air Intake permitted.*

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2016
NUMBER: TB 16-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 12/1/2016 unless otherwise noted.

American Sedan
AS
1. #20540 (American Sedan Committee) Competition Adjustments for Full Preparation Cars
The CRB has reviewed data obtained during the 2016 season and Runoffs. Currently, the 1979-1993 Mustang and 1979-1986 Mercury Capri weigh 200 lbs. less than all other Full Preparation American Sedan cars. This difference has been in place for 12 years or more.

Originally, this difference was required to offset chassis and handling deficiencies when compared to other Full Preparation Cars. However, changes in American Sedan rules over the past 12 years for all Full Preparation Cars such as, but not limited to, splitters, seam welding, suspension control and roll cage rules have made the 79-93 Mustang and 79-86 Capri as or more capable than all other Full Preparation Cars, which weigh 200 lbs more than the Mustang/Capri.

Therefore, the CRB is making the following adjustments for these cars:

In AS, Ford Mustang Incl. Cobra & Cobra R (79-93), change the weight as follows:
Weight
~~3100~~ *3200*
Over
313 CID
~~3400~~ *3500*

In AS, Mercury Capri (79-86), change the weight as follows:
Weight
~~3100~~ *3200*
Over
313 CID
~~3400~~ *3500*

The CRB will continue to monitor performance of these cars. The CRB is continuing to review 2016 season and Runoffs data for other cars in the class and may have additional adjustments in the near future for additional cars.

2. #20691 (American Sedan Committee) Roll Cage Clarification
In GCR section 9.1.6.D.9.e., add the following clarification:
"Roll Cage - All cars must have a roll cage as specified *in 9.4,* Appendix I - 2007 roll cages, sections: 9.4, 9.4.1 and 9.4.4GT Roll cages, or Appendix J – 2004 Roll Cage Rules."

B-Spec
1. #20170 (Derrick Ambrose) New Honda Fit Power/Speed
In B-Spec, Honda Fit (2015), make the following changes:
Model: Honda Fit (2015 -)

Notes: “~~32mm~~ *31mm* flat plate restrictor required.”

Formula/Sports Racing
FA
1. #20549 (Michael Collins) SCCA Pro F4 in FA
In FA, classify as follows:

Table 2

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight Restrictor	Notes
US F4	*See US F4*	*See US F4*	*See US F4*	*See US F4*	*See US F4*	*Car must run per all current US F4 series rules. Competitors must provide current US F4 rules upon request.*

P2
1. #20225 (SCCA Staff) Toyota WSR Specs
In P2, Engine Table, Line D, add the following language to the notes:
“*Competitor must present specifications on demand.*”

2. #20548 (Armen Megregian) Request Change to Spec Line J of the P2 Engine Table
In P2, Spec Line J, make the following change:
Mazda ~~13A~~ *13B* Rotary

3. #20671 (Formula/Sports Racing Committee) Competition Adjustment for MC Engines in P2
With the creation of the P2 class in 2014 there were many unknowns with regard to how the initial balance of power engine allowances would perform between automotive and motorcycle platforms as well as the separation between P1 and P2. The FSRAC has recommended performance adjustments to some of the motorcycle engine platforms in order to bring them in line with the performance of the automotive based engine platforms and the P1/P2 separation. The CRB agrees with these restrictor changes and the efforts to keep improving the competitiveness of the different engine platforms in P2.

In P2 Engine Table, B.1, make the following changes:
Restrictor:
Stock ~~37.5mm~~ *36.5mm*
Modified ~~38.5mm~~ *37.5mm*
In P2 Engine Table, B.4, make the following changes:
Restrictor: ~~38.5mm~~ *37mm*
In P2 Engine Table, B.5, make the following changes:
Restrictor: ~~40.5mm~~ *38.5mm*
Weight: ~~1160~~ *1210*
In P2 Engine Table, B.6, make the following changes:
Restrictor: ~~40.5mm~~ *38.5mm*

GCR
1. #20206 (Tobin Schuster) Question on Awarding Race Points
In GCR Section 3.7.2.B., remove the following language:
“Points are awarded to one driver per car per race ~~group~~. When more than one driver competes in the same race ~~group~~, neither is awarded points.”

Grand Touring

GTL
1. #20183 (Kyle Keenan) Update to Kia Models Currently Listed in GTL
In GTL, Cars - KIA, make the following changes:

GTL Cars – KIA					
Model	**Years**	**Body Style**	**Drive-line**	**Wheel-base (in)**	**Notes**
~~Kia~~ Rio ~~& Forte~~	2000-*2005*	~~2DR~~ *4dr*	RWD	~~97~~ *95.0*	
Rio	*2006-2011*	*4dr/5dr*	*RWD*	*98.4*	
Rio	*2012-2017*	*4dr/5dr*	*RWD*	*101.9*	
Forte	*2009-2012*	*2dr/4dr*	*RWD*	*104.3*	
Forte	*2013-2017*	*2dr/4dr*	*RWD*	*106.3*	

Improved Touring
None.

Production
1. #20223 (Bill Lamkin) Change to Bumper Rule
In GCR section 9.1.5.E.9.a.7., add the following language:
"Bumpers that are integrated into the front or rear bodywork, can be replaced by replica components of an alternate material. The energy absorbing bumper components behind the front or rear bumper cover can be removed *or modified*. Bumpers which are not an integral part of the body can be removed or replaced by components of an alternate material, provided their appearance remains as stock. If a bumper is removed, all mounting bracketry which projects outside the body must also be removed. Bumper bracket holes in the body created by removal of a bumper can be covered provided the covering serves no other purpose."

1. #20244 (Blake Meredith) Correction: 88-91 Honda CRX Wheelbase
In FP, Honda CRX Si (88-91), correct the wheelbase dimension as follows:
Level 1: ~~2304 (90.7)~~ *90.6*
Level 2: ~~2235~~ *90.6*

1. #20358 (Tom Feller) Cam Follower Rule Clarification
In GCR section 9.1.5.E.2.f.5., add the following language:
"Pushrods are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, *rocker type* cam followers, rocker ratios and rocker/follower ratios must be stock."

Spec Miata
1. #20439 (Spec Miata Committee) Parity changes for 1.8L cars
In SM, Mazda MX-5 / Miata (94-97), make the following changes:
Restrictor: ~~47mm~~ *N/A*
Weight: "~~2350~~ *2400* or ~~2365~~ *2415* with alternate bore"

Super Touring
None.

Touring
T2
1. #20605 (Touring Committee) Changes for 2017 Touring 2
In T2, make the following changes:
Chevrolet Camaro SS/1LE (10-14)

Notes: “Springs up to 800#/in front and rear ~~allowed~~ *permitted*.”

Chevrolet Camaro (2016-)
Notes: “*Springs up to 800#/in front and rear permitted. 1LE swaybar kit (part number tbd) permitted.*”

Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04) (aftermarket brakes)
Weight: ~~3450~~ *3525*

Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04) (OEM brakes)
Weight: ~~3350~~ *3400*

Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13)
Weight: ~~3475~~ *3450* Add 50 lbs. for larger wheels
Notes: “LS2: ~~56mm~~ *57mm* flat plate restrictor is required. LS3: ~~48mm~~ *51mm* flat plate restrictor is required and must be placed in the front of the factory throttle body manifold opening.”

Ford Mustang GT 5.0L (11-14)
Tires: 275 ~~First two/three Majors in 2016 (see TB 16- 01): 295~~
Notes: “~~59mm~~ *56mm* flat plate restrictor required.”

Ford Mustang GT 5.0L (2015-)
“*Springs up to 800#/in front and rear permitted.*”

T2-T4
1. #20603 (Touring Committee) Clarify Suspension Perches
In GCR section 9.1.9.2.D.5.b.2.d. make the following changes:
“T2-T4 only: Cars with alternate spring allowance in spec line, may use adaptors, and ~~threaded~~ *adjustable* perches to allow fitment of springs.”

T3
1. #19086 (John Baldwin) Update STi T3 Weight
In T3, Subaru WRX STI (03-07), make the following changes:
Weight: ~~3500~~ *3400*

2. #20214 (Dion Ciccarelli) Consider Adjusting Restrictor Size on V6 Mustang
In T3, Ford Mustang V6 (11-14), make the following changes:
Wheels: ~~18 x 9~~ *18x10*
Weight: ~~3425~~ *3475*
Notes: “ ~~50mm~~ *55mm* flat plate restrictor required. ~~18 x 10 wheel allowed +100 lbs~~”

3. #20231 (Bryan Broaddus) Spec Change for the 2001 Porsche Boxster S
In T3, Porsche Boxster S (00-04), add the following language to the Notes:
Alternate exhaust manifold permitted, 966-111-102-05 (left) and 996-111-101-05 (right).

4. #20463 (Todd Lamb) Spec Boxster Specs
In T3, Spec Boxster, make the following changes:
Bore x Stroke: ~~2700~~ *85.5 x 72.0 2480*
Tires: 255~~/40-17~~ *SPB or 225 DOT*
Notes: “Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. *Tires must meet 2016 SPB rules or any 225 DOT tire permitted.*”

T4

1. #20347 (Dan Hardison) Allow a Cold Air Intake for the 1996-2002 Camaro/Firebird
In T4, Chevrolet Camaro V-6 (96-02), make the following changes:
Tires: ~~265~~ *275*
Notes: "The following items must remain stock: shock/struts (including mounts), ~~original wheels~~, and transmission differential - unless specified below. Performance option permitted, consisting of limited slip differential, up level steering rack, dual exhaust. GM PS cooler #10417037 allowed. Z-28 front sway bar (30mm) and rear sway bar (19mm) allowed. GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed. Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 ¾ inches. Koni Shocks, 8241-1139 (F) and 8241-1140 (R) permitted. SP-141 front and rear springs permitted; SP-8316 front sway bar and SP- 8327 rear sway bar permitted; BMR suspension strut tower brace # STB-002 is permitted. *K&N Cold Air Intake Kit FIPK (57-3041) allowed.*"

In T4, Pontiac Firebird V-6 (96-02), make the following changes:
Tires: ~~265~~ *275*
Notes: "The following items must remain stock: shock/struts (including mounts), ~~original wheels~~, and transmission differential - unless specified below. Performance option permitted, consisting of limited slip differential, uplevel steering rack, dual exhaust. GM PS cooler #10417037 allowed. Z-28 front sway bar (30mm) and rear sway bar (19mm) allowed. GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed. Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 ¾ inches. Koni Shocks, 8241- 1139 (F) and 8241-1140 (R) permitted. SP-141 front and rear springs permitted; SP-8316 front sway bar and SP- 8327 rear sway bar permitted; BMR suspension strut tower brace # STB-002 is permitted. *K&N Cold Air Intake Kit FIPK (57-3041) allowed.*"

2. #20392 (david mead) Thoughts on T4 Parity
In T4, make the following changes:
Subaru BRZ (2013-)
Weight: ~~2850~~ *2925*
Notes: "~~Header permitted with +100 penalty.~~ *Non-OEM limited slip differential allowed with +50 lbs. weight penalty.*"
Scion FR-S (2013-)
Weight: ~~2850~~ *2925*
Notes: "~~Header permitted with +100 penalty.~~ *Non-OEM limited slip differential allowed with +50 lbs. weight penalty.*"

Mazda MX-5 / Club Model (06-14)
Weight: ~~2600~~ *2650*
Notes: "The SM5 suspension (only) is allowed with a ~~75lb~~ *100* weight increase. *Non-OEM limited slip differential allowed with +50 lbs. weight penalty.*"

Ford Mustang V6 (05-10)
Notes: "The following items must remain stock: shock/struts (including mounts), ~~original wheels~~, and transmission differential - unless specified below. *After market wheels =25 pounds*"

Mazda RX-8 Base/R3 (04-12)
Weight: ~~3150~~ *3125*

JUDGEMENT OF THE COURT OF APPEALS
Kipp Gaynor vs. SOM COA Ref. No. 16-16-NE
October 13, 2016

FACTS IN BRIEF
On September 3, 2016, at the MARRS 8 event at Summit Point Motorsports Park, Gary Shenk, driver of SM #25 filed a protest against Kipp Gaynor, driver of SSM #43. Mr. Shenk alleged that Mr. Gaynor made side to side contact with his car entering Turn 3 forcing Mr. Shenk off track and endangering his safety (General Competition Rules 6.11.1.).

The Stewards of the Meeting (SOM), Jim Shoemaker, Chris Current, Jim Harrison, Lin Toland, Doug Nickel, and Steve Keadle, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed video evidence. The SOM determined there was sufficient evidence to uphold the protest. The SOM assigned a penalty of loss of two finishing positions in class to Mr. Gaynor. Mr. Gaynor appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Laurie Sheppard, Spencer Gorham, and Michael West (Chairman) met on September 29, October 6, and October 13, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Kipp Gaynor, received September 13, 2016.
2. Official Observers Report and related documents, received September 21, 2016.
3. In-car video evidence from Gary Shenk and Kipp Gaynor, received September 23, 2016.
4. In-car video evidence from Jeff Horowitz, received October 3, 2016.

FINDINGS
In his appeal Mr. Gaynor asserts that pertinent evidence (video evidence submitted by Mr. Shenk) was withheld by the SOM, thus limiting his ability to fully present his case. He also asserts the SOM did not fully investigate the incident by failing to examine the track where the incident occurred and, thus, overlooked skid marks left by Mr. Shenk's SM. Mr. Gaynor asserts the Horowitz video shows Mr. Shenk made two "blocking moves" affecting Mr. Gaynor's path. According to Mr. Gaynor, Mr. Shenk failed to leave Mr. Gaynor racing room and thus Mr. Shenk was at fault. He also asserts the video provided by Mr. Horowitz was deceptive and should not have been used as the basis of the decision.

Mr. Gaynor asserts he should have been allowed to view the video evidence submitted by Mr. Shenk. According to General Competition Rules (GCR) 8.2. (Hearings and Judgements) "*Each party or witness must be heard separately and privately."* The SOM acted within the mandates set forth by the GCR and were correct in keeping Mr. Shenk's video evidence confidential.

Mr. Gaynor provided pictures of the skid marks with a detailed analysis. He also provided edited video footage from his car and Mr. Horowitz's car in both real time and slow motion. He asserted the edited footage established the unreliability of the footage from Mr. Horowitz and confirmed he was turning into the corner and away from Mr. Shenk at the point of impact. He further asserted that he was slightly ahead of Mr. Shenk at the turn in point, left Mr. Shenk plenty of room to driver's right, and that Mr. Shenk overreacted by turning into Mr. Gaynor.

The COA reviewed all of Mr. Gaynor's evidence, including his detailed analysis and edited video. The COA understands his argument, but does not agree with his conclusion. The body of evidence relied upon by the SOM taken in context establish that Mr. Shenk moved to

driver's right, away from Mr. Gaynor, before the turn in point and Mr. Gaynor chose to move to the right as well. Mr. Shenk was at the right edge of the track before the cars reached the turn in point, and while Mr. Gaynor appears to turn left, his action was just before the impact. The videos establish his trajectory and momentum were clearly still going to driver's right when Mr. Gaynor's car impacted Mr. Shenk's car, thus causing Mr. Shenk to exit the track to driver's right.

The SOM ruling relied upon the full body of evidence presented to them and came to a clear and reasoned decision. The penalty imposed was within their authority under the General Competition Rules.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Gaynor's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
J. T. Coupal vs. SOM COA Ref. No. 16-17-NE
October 13, 2016

FACTS IN BRIEF
On September 17, 2016, at the Fun One event at Watkins Glen International, James Bucci, driver of T4 #83 filed a protest against J. T. (Jason) Coupal, driver of SM #77. Mr. Bucci alleged that Mr. Coupal made side to side contact with his car exiting the Bus Stop forcing Mr. Bucci off track and into the guardrail (General Competition Rules 6.11.1.).

The Stewards of the Meeting (SOM) John Sheridan, Roy Bergman, and Gene Kern, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed video evidence. The SOM determined there was sufficient evidence to uphold the protest. The SOM moved Mr. Coupal to last finishing position in class. Mr. Coupal appealed the ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Michael West (Chairman) met on October 6 and October 13, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from J. T. Coupal, received September 23, 2016.
2. Official Observers Report and related documents, received September 29, 2016.
3. Response to Court of Appeals questions from the SOM Chairman, received October 14, 2016.
4. Witness statement via email from Earl Hurlbut, Chief Steward, received October 14, 2016.

FINDINGS
In his appeal Mr. Coupal raises several procedural issues in the handling of this protest.

1. Mr. Coupal asserts the protest was not filed within the time period set forth in General Competition Rules (GCR) 8.3.1. That is, it was not filed within 30 minutes after the race finish.

2. Mr. Coupal states he was not notified that a protest had been lodged against him until several hours after completion of the race and not immediately after the SOM received the protest.

3. Mr. Coupal states he was not given time to prepare his evidence or find and present a witness that that he knew observed the incident. He feels this impeded his ability to obtain a fair and impartial hearing.

The COA noted Mr. Bucci presented his protest to the Chief Steward at 1:35 PM. The COA further noted the provisional results for this race were posted at 11:23 AM. The case file did not contain any documentation stating why the SOM accepted and acted on a protest filed outside the 30 minute window. The Chairman later stated the SOM did discuss the late filing and determined an extension to the filing period was justified. Witness statements from the Chief Steward and from Jack Hanifan, driver advisor, contained in the SOM case file corroborate the following explanation.

Explanation: Following the race Mr. Bucci was examined by the event medical crew and released. Mr. Bucci met with the driver advisor, Jack Hanifan, and during their discussion Mr. Hanifan became concerned Mr. Bucci had possibly suffered an injury requiring treatment. A family member took Mr. Bucci to a local hospital, where he was treated and released to return

to the event. Prior to leaving the track Mr. Bucci clearly indicated he wanted to file a protest. Upon returning to the track he completed the protest form which he submitted along with the fee to the Chief Steward.

The COA confirmed Mr. Coupal was not immediately notified after the protest was filed. While the COA notes the explanation for the delay provided by the SOM, it is not normal to postpone notification of affected parties. Mr. Coupal was also notified by the driver advisor rather than a member of the SOM.

According to the SOM, Mr. Coupal met twice with them. During the first interview Mr. Coupal verbally testified about the incident and was asked to reduce his testimony to writing on a witness statement. Mr. Coupal asserted he was given only 15 minutes to complete the statement. The Chairman does not recollect directing Mr. Coupal to return with the statement within 15 minutes, but may have stated as such in answer to a question from Mr. Coupal regarding when he should return.

Mr. Coupal asserts he was not given time to obtain evidence and find a witness that could corroborate his testimony. He further states he mentioned the availability of additional evidence when he met with the SOM, but was not given time to act. According to the SOM Chairman, Mr. Coupal mentioned this at the decision interview and not the fact finding interview.

After the SOM decision was communicated, the SOM provided Mr. Coupal with the COA document that explained the appeals process, including the necessity to submit all evidence the appellant wished the COA to consider. The driver advisor explained the appeals process to the entrant. However, Mr. Coupal did not submit any video evidence or a statement from the witness he asserted could support his position.

The SOM ruling relied upon the body of evidence presented to them and came to a clear and reasoned decision. Since Mr. Coupal did not present any new evidence, the COA must rely upon the evidence documented in the case file. While the case file was lacking documentation justifying the extension of the filing period, it clearly was considered, reasonable, and within the authorities provided the SOM in GCR 8.3.1.F. Although notification to Mr. Coupal that he was the subject of a protest was not timely, this action does not rise to such a level as to require a reopening or voiding of the SOM ruling.

The penalty imposed was within the SOM’s authority under the General Competition Rules.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Coupal’s appeal is well founded and, due to the valid procedural concerns, the entire appeal fee will be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | October 18, 2016

The RallyCross Board (RXB) met via conference call on October 18. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Tere Pulliam, BOD liaison, and Howard Duncan 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): The Safety Committee reviewed one rollover incident from the RallyCross National Championship and concluded that it was the result of a high center of gravity vehicle on a grippy surface. The Committee deemed that no further action is warranted.

- Rules Committee (Keith Lightfoot): Lightfoot distributed the proposed rule changes for 2017. The RXB tabled discussion and voting to the November meeting.

- RallySprint Committee (Kito Brielmaier): The Committee has discussed some rule changes for 2017 and will have those changes ready for RXB review and approval at the November meeting. The New England Region held a successful event on October 8. A scheduled event in the Oregon Region, cancelled due to weather concerns, has been rescheduled for October 22. Another event in the Oregon Region is scheduled for November 13. Safety steward training is planned in conjunction with some upcoming events.

- National Championship Committee (Mark Macoubrie): Macoubrie will be contacting Committee members to assess the needs for the Committee composition in 2017. Macoubrie is also gathering 2016 Regional event data for the RXB to assess any needs and trends in RallyCross participation across the country. Regions can help with this process by submitting event results with their audits.

- Divisional RallyCross Stewards Liaison (Ron Foley): The stewards had a conference call on September 22 where only 4 were in attendance. The discussion was focused on the then upcoming RallyCross National Championship. Foley also announced that Leon Drake will be assuming the role of assistant steward in the Southeast Division.

Old Business

- Central Division RallyCross Steward: Foley interviewed the candidates for steward in the Central Division and offered his recommendation.

  Motion: Appoint Brian Chabot, Land O' Lakes Region, as Central Division RallyCross Steward with Kevin Dobrowolski, Iowa Region, as Assistant Steward. Foley / Regan. PASSED 7-0.

New Business

- 2016 RallyCross National Championship post-event review: The RXB discussed the RallyCross National Championship event and the results of the post-event competitor survey. The survey provided valuable information and showed a generally positive view of the event by competitors. Some of the areas that the RXB hopes to improve for subsequent Championships are better communication to all competitors on rule clarifications, better grid procedures, quicker course changes, and a more equitable solution to which group goes first on a new course. The National Championship Committee will use comments and survey results for planning of the 2017 event.

- 2017 National Convention: The RXB discussed preliminary plans for the upcoming 2017 SCCA National Convention scheduled for January 19-21, which will include RXB face-to-face meetings prior to the start of Convention.

Next meeting: November 1, 2016

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | November 1, 2016

The RallyCross Board (RXB) met via conference call on November 1. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Tere Pulliam, 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 7:09pm CDT.

Committee Reports

- RallyCross Safety Committee (Chris Regan): The Committee reviewed one incident in the past month involving a vehicle rollover that was the result of a tire debead. The Committee deemed no further action was warranted. Hyatt requested that the Safety Committee review the rule change proposals each year to make sure each complies with safety concerns. Regan clarified that the Safety Steward training is on the website, but the Safety Steward recertification is not yet online.

- Rules Committee (Keith Lightfoot): With all the rules changes in hand, the RXB discussed and voted on each proposal. The proposals and voting results are below. The proposals approved by the RXB will be submitted to the BOD for final approval before being added to the 2017 RallyCross Rules.

1. **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.

   PASSED 7-0.

2. **3.2 VEHICLE/DRIVER SAFETY**
   O. Roll cages are strongly recommended in all Prepared and Modified category cars. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies. Only OEM rollcages/rollbars are permitted in Stock categories.

   FAILED 0-7.

3. **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.

   PASSED 5-1-1. Hyatt opposed. Brielmaier abstained.

4. **3.2 VEHICLE/DRIVER SAFETY**
   S. All vehicles must contain a supporting structure equivalent to the load bearing potential of the factory windshield, with no cracks. This is to be followed at all Regional and National events. Any vehicle with a

cracked windshield and without a sub structure, of pre-approved composition to compensate for it will be disallowed.

FAILED 0-7.

5. **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.

PASSED 5-2. Sealander and Macoubrie opposed.

6. **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.

PASSED 7-0.

7. **3.3.C. VEHICLE CLASSIFICATION - Stock Category**
4.d. Driver restraints and roll cage may be added. Modification or removal of rear seats and interior components to the minimum extent necessary for the proper installation of driver restraints and roll cage is permitted.

FAILED 1-6. Lightfoot supported.

8. **3.3.C. VEHICLE CLASSIFICATION - Stock Category**
12. Any type wheel may be used provided it complies with the following: ~~Wheels must be of the same diameter and width as the OEM wheel.~~ Wheel width must be the same as the OEM wheel. Wheel diameter may be +/-1" of the OEM wheel. Wheel offset (backspace) must be within 0.394"(10mm) of original equipment wheel offset. Wheel spacers are considered part of the wheel.

FAILED 2-5. Sealander and Lightfoot supported.

9. **3.3.D. VEHICLE CLASSIFICATION - Prepared Category**
5. The intake system upstream from the throttle body may be replaced with any material. Mid- and rear-engine vehicles are allowed one intake snorkel/inlet that extends outside the vehicle's body and the minimum necessary body modification to accommodate its installation. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced.

FAILED 0-7.

10. **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.~~

PASSED 7-0.

11. **3.3.D. VEHICLE CLASSIFICATION - Prepared Category**
25. Oil catch tanks may be added.

PASSED 7-0.

12. **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.

PASSED 7-0.

13. **3.3.E.3. VEHICLE CLASSIFICATION - Modified Category**
f. Side and rear windows may be removed or replaced with Lexan or equivalent~~; however, a convertible hardtop must retain the OEM rear window~~. …

FAILED 1-6. Brielmaier supported.

14. **3.3.E.3. VEHICLE CLASSIFICATION - Modified Category**
f. … Windshield may be replaced with Lexan or equivalent or wire mesh or metal bracing, with addition of a full roll cage built to SCCA Improved Touring specifications or better.

FAILED 0-7.

15. **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.

PASSED 7-0.

16. **3.3.E. VEHICLE CLASSIFICATION - Modified Category**
10. Exhaust systems may be replaced with any material with the following requirements:
a. The exhaust must exit behind ~~to the rear of~~ the driver or exit to the side of the vehicle.

FAILED 0-7.

17. **3.3 VEHICLE CLASSIFICATION**
F. Extreme (X) Category
1. This is a new category for any all-wheel-drive vehicle with an active center differential, whether OEM or aftermarket (e.g. Mitsubishi Evolution, Ford Focus RS). All Modified category allowances are allowed in this class.

FAILED 0-7.

18. **4.2 EVENT OPERATING RULES**
L. Each driver will be provided an opportunity to walk ~~or drive through~~ the course or to have a parade lap prior to the first official run.

FAILED 0-7.

19. **4.3 COURSE SAFETY AND LAYOUT RULES**

When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Stock category vehicles and should not normally exceed ~~50~~ 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph.

FAILED 0-7.

20. **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.

PASSED 7-0.

21. **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.

PASSED 7-0.

22. **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 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 in any category 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.

Motion: Not approve any change at this time to the studded tire rules. Get member feedback addressing studded tire use for National Championship and National Challenge events and build that feedback into the Supplemental Regulations for 2017. Going forward address the issue through 2018 rule change process. Lightfoot / Regan. PASSED 7-0.

- RallySprint Committee (Kito Brielmaier): No updates.

- National Championship Committee (Mark Macoubrie): Macoubrie is continuing to work on the Committee composition for 2017. Hyatt requested that the Committee composition be finalized in time for the National Convention.

- Divisional RallyCross Stewards Liaison (Ron Foley): The stewards met in October in meeting where questions were raised about the 2017 National Challenge schedule and expectations. Sample contracts from 2016 have been emailed to the stewards for consideration. The National office is requesting sites and pricing to assist in the budgeting process. Foley will revisit the issue with the stewards.

Old Business

- 2017 National Convention: Hyatt requested that the RXB members send two emails to him regarding the National Convention. The first email will be for preferences of the RXB face-to-face meeting schedule. Current plans are for meetings all day on Wednesday and a half day on Thursday. The second email exchange is

for award nominations. Four awards will be presented at the Convention: Dirty Cup, Divisional RallyCross Achievement, Regional RallyCross Achievement, and Sparkplug Award.

Next meeting: December 6, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America
***RoadRally* Board Minutes**
November 14, 2016

The RoadRally Board met via conference call on November 14, 2016; meeting called to order at 7:35 CST by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, BOD liaisons Terry Hanushek, Lee Hill, and Bob Dowie, and Jeanne English, RRB secretary

Minutes: October minutes stand as published.

Front Burner Items:

1. RReNewsletter – Organizers are requested to publicize at their events that contestants can subscribe to the RReNewsletter by texting "roadrally" to 22828.
2. Planning Calendar released today. Thank you, Jeanne
3. SCCA Staff Attendees (Jamie)
    a. Convention Registration
    b. Convention Program – Rich has been talking to Jeff Luckritz about the road rally presentations which will be: Bob Sonntag (Southern Indiana) will present on adding road rally to an autocross region; Rich will revise Jay's presentation from last year; Jeanne will do road rally Safety Steward training
    c. Sunday meeting room reserved – we will meet until 3:00 pm; please make travel plans to leave hotel after 3:00 if possible.
4. Regional Development Committee (Jay) - he has been: writing articles emphasizing that rally is a social activity at the regional level, so the events should have a focus on ensuring that everyone has fun; talking to people; and leading by example. His region can currently handle between 30 and 40 contestants at an event and they would like to get that number up to 50)
5. NEC Report (Mike) -
    a. Recent and Upcoming National events (Confirm dates at scca.com)
        i. Two National Course Rallies, Folsom, CA – October 15, 16
        ii. SoCal Highway Robbery – October 22

    Both events were well-received

    b. 2017 National Events on the horizon
        i. Yucatan Safari (LOL), January 14.
        ii. Mark Haas Memorial Weekend (South Jersey) March 18-19 National/Divisional
        iii. Desert Sands, Desert Sins, 2 National Course Rallies, Arizona Border, March 4, 5 2017
        iv. Roads Scholar/Badger Burrow Course/Tour Weekend, May 20-21, 2017

    c. The NEC had no agenda items for RRB to work on; Mike has sent rules revisions to Bruce. The USRRC the USRRC had 50 cars Saturday and 31 cars Sunday, and the contestants went away happy; Terry reported that a competitor at the USRRC sent a list of comments to the RRB and liaisons about items that SCCA could have been done better; can these items be incorporated into future USRRCs? Mike asked about the USRRC sanction fee; the audit form says $500, but the fee was waived this year and has been for several recent USRRCs [note from the secretary: the 2016 audit form actually says "Will be part of contract when the Region is granted approval to hold the USRRC"]; Rich suggested charging a sanction fee commensurate with the events; John suggested charging half of usual fee as an incentive; Rich thought that was not much of an incentive. **Motion: the 2017 USRRC fees be commensurate with the level of the rallies, $500 waived. Rich/John/pass (5-0).** Mike needs to make a document with RRR changes for our liaisons to present to the BOD for approval at their December meeting.
6. Pointskeeper status (John)
    a. Inquiry regarding Feb 14 GTA in Texas – Rich reported that two teams did not receive points for the Feb 14 GTA in Texas; the original results submitted

incorrectly listed them as guests; the revised results corrected listed them as members. John said that the standings have been revised.

b. Revision of results: Organizers are reminded that Article 18 I of the RRRs prohibits revising the results after they are declared final at the event (not even to correct mathematical errors).

c. Ballots for the Teter and Gervais awards are sent out after the last national of year; John will send a list of eligible voters to Deena, who will send out the ballots.

d. A competitor made a request to change his worker points from one series to another; can this be done? The RRRs say that the chairperson notifies Pointskeeper who will get points and that those people cannot then be changed. **Motion: for 2016 allow people to move worker points from one series to another. Rich/John/pass (4-1) Motion: Starting in 2017, once assigned, worker points may not be assigned to another series, except with RRB approval. Rich/Clarence/pass (4-1)**

7. The RRB met in Executive Session.
8. New Business

a. Worker points. 20 points for working two Divisionals. Jim proposed that starting in 2017, since 20 worker points are earned for a national, that 20 points could be earned by working two divisionals **Motion: change the last sentence of the fourth paragraph in 8.C. that says "A maximum of 10 worker points will be awarded to an individual in each series each season" to "A maximum of 20 worker points will be awarded to an individual in each series each season." Jim/Clyde/pass (3-2).** Jim will contact Mike about this.

b. Other items of new business - none

Motion to adjourn at 9:29 PM CST
Next meeting December 12, via conference call
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/