Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED December 2018

BOARD OF DIRECTORS

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Board Minutes November 3, 3018

The Secretary acknowledges that these minutes may not appear in chronological order. The Board of Directors met at the Kansas City Hilton Hotel Saturday November 3, 2018. All directors were present guest in attendance were Mike Cobb, President and Chief Executive Officer, Mindi Pfannenstiel Senior Director, Finance & Human Resources, Eric Prill, Vice President and Chief Operations Officer, Chris Robbins, Director Region Development and Aimee Thoennes Manager, Member Services and Mary Hill Executive Assistant.

This meeting is primarily a budget meeting to plan for the next year however, we did have an update from Mike Cobb on the Strategic Plan and 2019 goals. Aimee Thoennes and Chris Robbins gave an update on the membership services. Arnie Coleman reported that the SCCA Foundation had received a gift from the Estate of Stefan Ference, West Texas Region that consisted of several cars and a trailer. The proceeds from the sale of these items resulted in a generous donation of $56,000 to the Foundation. Motion was made to follow the DC Regions request to suspend Lin Toland's membership for the same time period as DC Regions suspension. Hurlbut/Burrows. Motion Failed

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 24th

The Solo Events Board met by conference call October 24th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Jason Isley, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. 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 **1/1/2020**.

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

Recommended Items

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 Category

#22582 Muscle cars to B Street?

The SAC recommends the following proposal:

Move from AS to BS:

BMW

M3 and M4 (F80/F82)(2015-18)

Chevrolet

Camaro SS 1LE (V8)(2017-18)

Ford

Mustang Shelby GT350 (2015-18)

Mustang GT Performance Package Level 2 (2018)

Nissan

350Z NISMO (2004-08)

370Z NISMO (2009-18)

#22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS

Per the SAC, make the following changes to Appendix A:

Move *from DS to GS*

BMW

3-Series (E46 chassis)(non-M3)(1999-2006)

3-Series (E9x chassis)(non M, non turbo)(2006-2011)

Lexus

IS300 (2001-05)

Subaru

WRX (non-STi)(2001-08)

#22772 #20102 Replacing Electronic Shocks

Per the SAC, add the following to Section 13 in the rulebook:

”*13.5.A.8 Vehicles in Super Street originally equipped with an adaptive ride control system (MSRC, MRC PASM, AMS, etc) the calibration may be altered using an OEM provided re-flash or the entire controller may be replaced with an approved aftermarket shock controller.*

Approved controllers: DSC Sport

This allowance expires Jan 1, 2021”

Street Touring Category

#23581 Please review Intercooler rule for ST

The STAC recommends the following rules changes to allow stock-location intercoolers for STH.

Modify 14.10.C as follows

” C. *Induction allowances are as follows*:

All - The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor,compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting.Emissions or engine management components in the air intake system,such as a PCV valve or mass airflow sensor, may not be removed, modified,or replaced, and must retain their original function along the flow path.

STH - As utilized only on engines originally equipped with forced induction,induction charge heat exchangers (also known as “intercoolers” or“charge air coolers” [CACs]) may be modified or replaced and are unrestricted in size. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced ”

#24601 Specific model / year classing for the Mini’s

The STAC is recommending moving the second and third generation (2007-2018) mini Cooper S (and JCW) to STU. The first generation (2001-2007) Cooper S and JCW would stay in STX.

Modify listings in Appendix A as follows:

STU

Mini

Cooper S & Cooper S JCW (2007-2018)

Cooper (non-S) (2014-2018)

STX

Mini

~~Cooper (non-S) (2014-15)~~

Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed) *(2001-2006)*

Prepared Category

#24314 Prepared ABS rules.

The PAC and SEB recommend the following change to ABS modification allowances.

17.6C

” ~~Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.~~

Addition or replacement of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be disabled in a manner not accessible while driving. Any component of a disabled system may be removed or modified, unless prohibited elsewhere. ABS sensors (excluding wheel speed sensors), ABS computer, ABS valve block and input signals of a functional system, may not be replaced, relocated or altered. The ABS wheel speed sensors and ABS tone wheels may be relocated, replaced or modified, as long as the functional operation of the system is not altered (e.g. pulses per wheel revolution remains the same). The ABS warning lamp/s and related wiring, of a functional system, may be removed or modified. The length and routing of ABS related wiring, of a functional system, may be modified, as long as the functional operation of the system is not altered. ”

Modified Category

#21881 Rocket style anti-lag

The MAC recommends the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections accordingly.

“*6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.*”

Kart Category

#25502 Spec Honda 19.1.D.5

Per the KAC, add the following text as 19.1.D.4 and renumber subsequent section accordingly:

“*19.1.D.4*

Stock Moto: Honda CR-125R engines only. Must conform to Modified Moto rules(19.1.D.1), with restrictions as listed. Minimum weight is 375lbs.

1. Carburetion: Unmodified Keihin PWM-38 or PWK-38, maximum bore = 38.6 mm. May be modified for floatless recirculating fuel system. Jets, slide & fuel system are open. No other carburetor modifications allowed. Fuel pumps must be pulse-driven.

2. Cylinder: OE 1997 – 2002 Honda CR-125R. May have power valve assembly removed and plugs installed. The cylinder casting must not have modifications or tool markings of any type. Honing of the original cylinder bore is allowed, maximum bore size = 54.513mm. Re-plated bores are not allowed. Cylinder overall height (between mounting surfaces) minimum = 3.307”, maximum = 3.316”.

3. Cylinder head: OE 1997 – 2002 Honda CR-125R. External water fittings may be modified or aftermarket. The head casting must not have modifications or tool markings of any type.

4. Piston assembly: The only allowed pistons are OE flat top as follows - “A” piston #13110-KZ4-A40 or #13110-KZ4-A90; “B” piston #13120-KZ4-A40 or #13120-KZ4-A90. Ring, bearing & circlips must be OE.

5. Ignition: OE 1999 Honda CR-125R stator & CDI only. Stator cover plate holes may be enlarged to the size to the backing plate holes to allow for static timing changes. Coil signal & CDI ground wires may be lengthened. Coil wire, spark plug cap & spark plug are open. The stater backing plate, main harness and all other ignition components must be original and unmodified.”

Additionally, the KAC recommends changing the section title of 19.1.D.1 from "~~Moto~~" to "*Modified Moto*"

Member Advisories

General

#25524 Chris Dorsey for RMDiv SDC

The SEB has approved Chris Dorsey as the RMDiv Solo Development Coordinator.

#25750 Awards Nominations Requested

The SEB is seeking nominations from the membership for the Solo Driver of the Year and Solo Rookie of the Year awards. Descriptions of these awards, and list of past winners, may be found in Solo Rules Appendix K.V. Please submit your nominee(s) and reasons to the SEB via www.soloeventsboard.com

Street Category

#25445 Seat padding/Bolster Boost

Thank you for your input. The item described is not considered compliant with the allowances of Section 13 or with the Seat Padding clarification in Appendix F. The SAC believes the bolster rule is adequate as written.

#25554 Committee Personnel

The SAC will be having a vacancy, and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com.

Street Touring Category

#25312 Focus RS LSD

Thank you for your input. The 2018 Focus RS is not classed in ST. The 2016/2017 Focus RS comes from the factory equipped with a LSD and therefore may not add an aftermarket differential under the current Street Touring rule set.

Street Prepared Category

#25150 SPAC Application

The SEB has approved the addition of John Vitamvas to the SPAC.

Modified Category

#24775 Bodywork in CM

Per the SEB, the requested modification would not be compliant with the rules. In particular the member is referred to Appendix A, class C Modified, paragraph A, last sentence: "The purpose of these rules is to maintain the value of these cars for Club Racing and therefore their market value, and to prevent special Solo-only Formula F vehicles."

#25693 Committee Personnel

The MAC will have vacancies at the end of this year, and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com.

Kart Category

#25409 KAC vacancy

The SEB has approved the addition of Mike Herrick to the KAC.

#25439 KAC member application

The SEB has approved the addition of Eric Nelson to the KAC.

#25553 Committee Personnel

The KAC will be having a vacancy and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Change Proposals

Street Category

#25430 Move BMWs out of the stock pony car class to BS

The SAC would like member feedback on the following move:

Move from FS to BS

BMW

M3 (Competition Package)(E9x chassis)

Modified Category

#23570 clarification request for front wind splitter dimensions

The MAC is seeking member input regarding the following rule change proposal:

18.1.F.

3. Front Aero

c. The front spoiler may not be wider than *either the front* or ~~the~~ rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above. The front spoiler ~~may not function as a wing and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the~~ *must be connected to* bodywork above the spoiler *across its full width*. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0" (20.3 cm) of its extent. The change in top view outline caused by these bodywork changes is allowed.

d. Front splitters are allowed but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft. ~~Splitters may not be wider than, nor extend more than, 6.0" (15.2 cm) forward of the topview outline of the car.~~ *The splitter trailing edge must be fully sealed to the front bodywork/fender flair/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than, 8.0 inches (15.2 cm) directly forward of the top-view outline of the car.* The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so. Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

Other Items Reviewed

General

#24941 Inclusive Club Class, A Transition From Ladies Class

The SCCA Solo Program and Solo Events Board are aware of ongoing member-driven, online social media discussions around Ladies' classes in Solo. There currently is not an open proposal under consideration by the SEB regarding changing Ladies' classes.

A significant change in classing structure would only be considered after extensive feedback from the membership, and a comprehensive analysis of the impact on the program. We will be guided by We welcome letters with proposals, comments, and concerns that will help us continue to grow participation and enhance the diversity of the Solo experience for all our members, in accordance with our Core Values (Solo Rules I.2.3).

#25196, 25197, 25201, 25224, 25239, 25250 2018 Nationals course map release (various)

Thank you for your comments. Per member input, the SEB intends to prohibit pre-release of Nationals course maps. Specific language will be forthcoming.

#25278 Daylight Rule

The SEB understands and appreciates the membership concerns regarding requiring sufficient light for competition runs to continue, and will be providing a specific language proposal in a future Fastrack.

#25412 Heavy sedan class

Thank you for your input.

Street Category

#25100 Move Ford Mustang GT350

Thank you for your input.

#25292 support for #23593 Moving Porsche Cayman S & GTS

Thank you for your input.

#25294 RX8 move from CS to DS

Thank you for your input.

#25299 AWD cars move from BS to DS

Thank you for your input

#25320 Lotus Evora 400

Thank you for your input.

#25324 SS1LE and PP2 to FS this year

Thank you for your input. Please see the response to item #22582.

#25369 Support for proposal #24743

Thank you for your input.

#25477 370 nissmo 2015+ move to BS

Thank you for your input. Please see the response to item #22582.

#25408 Mazda MX-5 ND2 (2019+) separately classed from ND1

Thank you for your input.

#25417 support 997 911 to AS

Thank you for your input.

#25447 Sway bar tab clarification

Thank you for your input. Please refer to letter #25121 in the November Fastrack for clarification.

#25482 Perposal 22582

Thank you for your input. Please see item #25430.

Street Touring Category

#25374 Super Street Touring

Thank you for your input. The STAC is evaluating options for vehicles that exceed the performance envelope of the current ST classes.

#25328 A vote of confidence for STP

Thank you for your input. Please see the response to letter #25311 in the November Fastrack.

Street Prepared Category

#24652 #23604 Changes to 15.8

Thank you for your input.

#24653 Tie Rods / Toe Links in Street Prepared

Thank you for your input.

Not Recommended

Street Category

#24623 Clarify rules on non-expendable aftermarket replacement parts

Thank you for your input. The SAC believes this rule is adequate as written.

#25230 Please clarify 13.9.G for cars that reduce power in lower gears

Thank you for your input. The SAC believes this rule is adequate as written.

#25300 Move base C6 Corvette to B Street

Thank you for your input. The SAC will continue to monitor the performance balance in BS.

#25307 S2000CR from AS to BS

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

#25308 2018 Focus RS to D Street

Thank you for your input. The SAC believes the 2018 Ford Focus RS is appropriately classed.

#25338 ND1 Spec Class

Thank you for your input.

#25344 Move all BRZ-FRS-86 years and trims to D Street

Thank you for your input. The SAC will continue to monitor the performance balance in DS.

#25407 V6 Honda Accord out of HS

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

#25434 Please consider the 2012 Cayman R and Boxster Spyder for AS

Thank you for your input. The SAC believes these cars are appropriately classed due to

their low production numbers.

#25442 Stainless brakelines

Thank you for your input. The SAC believes stainless steel brake lines are not in the spirit of the Street category.

#25446 Cooling fan allowance not just for Pro Solo

Thank you for your input. The SAC believes this allowance is not in the spirit of the Street category.

#25452 Tesla Roadster Reclassification

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

#25456 Wheel/Tire size and fender cutting for Elise

Thank you for your input. The SAC does not believe fender cutting and unlimited wheel size is in the spirit of the category.

#25469 Twins to ES

Thank you for your input.

Street Touring Category

#25199 Allow adding a radiator

Thank you for your input. The STAC does not feel that an allowance for adding additional radiators (and associated body/structure modifications) would benefit the category.

#25264 Allow mechanical fan deletes

Thank you for your input. The STAC does not feel that mechanical fan deletes are appropriate for the Street Touring category.

#25339 Please class 2017+ Audi RS3 in Street Touring and Street Prepared

Thank you for your input. The STAC feels the Audi RS3 exceeds the performance envelope of the current ST classes.

#25378 Please move the Mini where it was intended: STH

Thank you for your input. The STAC does not currently support moving the 2nd gen Mini to STH.

#25438 Fender Modification

Thank you for your input. The STAC does not believe an allowance for cutting fenders is appropriate for the Street Touring category.

Street Prepared Category

#22817 Base C5 to BSP

The SPAC does not believe that this would be in the interest of the Street Prepared category.

#23109 2011-2012 GT500

The SPAC is continuing to monitor the competitive balance in ESP.

#23604 Allow any tie-rod or Toe link in Street Prepared

The SPAC does not believe that this modification is in the best interests of the Street Prepared category.

#24680 128i to Dsp but years are wrong.

Thank you for your input. The SPAC does not believe that the 128i would fit the

competitive balance of DSP at this time.

Kart Category

#24713 Electric Karts

Thank you for your input.

The KAC will continue to evaluate alternative propulsion types in the Kart category.

At this time the KAC believes that electric karts do not match the rest of the current Kart category.

#25382 Vortex RoK Shifter Engines in KMod

Thank you for your input

The KAC is looking at ways to include a broader set of spec engine options going into 2020.

Look for a potential proposal coming soon to include similar engines.

Handled Elsewhere

General

#25234 Ideas for lighting of Nationals courses

Please see the response to item #25278.

#25316, 25327, 25330, 25331, 25332, 25334, 25343, 25349, 25403, 25414, 25415, 25416, 25418, 25419, 25432, 25453, 25454, 25462, 25467 Ladies Classes (various)

Please see the response to item #24941.

Street Category

#25186 2019 Miata classing

See the response to #25163.

#25190 Lower minimum tire depth to 6/32

See the response to #25188.

#25282 Oppose #22772 and #20102

See the response to #25094.

#25309 Pony Cars to BS

See the responses to #22582 and #25430.

#25314 Best of Breed Pony cars, FS not BS

See the responses to #22582 and #25430.

Street Touring Category

#24839, 24848, 24852, 24869, 24880, 24882, 24887, 24938, 25006, 25021, 25189 Intercoolers in STH (various)

Thank you for your input. Please see the recommended proposal in response to letter 23581.

#24886 Addition to SEB letter #24839

The STAC appreciated the attached data logs. Please see the recommended proposal in response to letter 23581.

#25014 Intercooler allowance (data logs to add to letter #24886)

The STAC appreciated the attached data logs. Please see the recommended proposal

in response to letter 23581.

#25036 Fast Track STH intercooler public comment from STH competitor.

The STAC appreciated the attached data logs. Please see the recommended proposal in response to letter 23581.

#25413 Class Ford Shelby GT350 and 2016-2018 Camaro SS 1LE into STP

Thank you for your input. Please see the response to letter #25311 in the November Fastrack.

Tech Bulletins

Street Category

#25223 McLaren 650S, 570S, 570GT, 600LT

Per the SAC, make the following additions to Appendix A:

SS

McLaren

570S

570GT

650S

#24966 Classing 2019 Chevrolet Camaro 4 cyl turbo

Per the SAC, add the following listing to Appendix A:

DS

Chevrolet

Camaro (Turbo 4 cyl)(inc 1LE package)(2019)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 6, 2018

The Club Racing Board met by teleconference on November 6, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Rick Harris, Road Racing Technical Manager; and Scott Schmidt, Road Racing Technical Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
ST General
1. #24899 (Tim Hunter) Request to Classify Volvo C30
Thank you for your request. You may run with the turbo inlet restrictor at chart weight as long as the remainder of the car is STU compliant.

STU
1. #25488 (Rick James) Request to Classify 93 Duster in STU
Thank you for your request. The 3.0l 24V engine from the Dodge Stealth may freely be swapped into any eligible Chrysler vehicle for competition in STU. It does not require specifically being classed, because the engine does not exceed 3.2 liters and was manufactured after 1985.

Not Recommended
FV
1. #25533 (Andy Pastore) Disc Brake Rule Clarification
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #24663, which was approved as recommended in the October 2018 Board of Directors Minutes.

Prod General
1. #25444 (James Bell) Request for Alternate Wheel Diameter on Datsuns
Thank you for your request. The referenced brake allowance can be fitted within an appropriately sized/designed 13” wheel.

2. #25723 (Club Racing Board) Safety Change for Bolt-On Removable Hardtops
The Prod committee suggested the CRB consider adding to the general competition rules a requirement for either arm restraints or a window net across the underside of the roof when a bolted-on removable hardtop is being used, in any class. Especially if a non-metallic hardtop is being used.

The CRB does not recommend this change.

ST General
1. #25540 (Bill Lamkin) #24504 (Eric Heinrich) Request Advanced Aero With Restrictions
Thank you for your feedback. The CRB does not recommend fender flares. However, please see the response to letter #24504 for aerodynamic changes recommended for 2019.

STL
1. #25443 (PETER SCHWARTZOTT) Request to Clarify Honda/Acura K20 Engine Classification
Thank you for your request. The CRB has reviewed this option for STL and decided that this JDM option would create a potential imbalance in BOP for the Honda engines. The JDM K20 uses many parts including higher compression and better flowing intake, that perform at a level higher than STL. Since competitors can easily obtain USDM K20s there is no need to allow

this engine currently in STL.

T2
1. #24985 (Michael Pettiford) Request Internal Turbo Mods to Solstice GXP
Thank you for your request. Internal turbocharger modifications are against Touring philosophy.

2. #25510 (Darin Treakle) Request for 2017-2018 Honda Civic Type R BOP
Thank you for your request. Please race the car so the CRB can collect data on it and make necessary adjustments.

3. #25681 (William Goodro) Request for Help for T2 Solstice GXP
Thank you for your request. Please response to letter #24985.

Recommended Items

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.

Prod General
1. #25425 (Production Committee) Modify Hardtop Rule to Allow OE-Style Aftermarket Hardtops
Change the wording of rule "9.1.5.E.9.a.12 – Production Category, Authorized Modifications, Body/Structure Level 1 & 2, Modifications" to the following new language:

12. Open cars must remove convertible soft tops, and attaching bracketry and fasteners. Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners. Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners.

Remove the words "OEM hardtop allowed/permitted" from any and all applicable specification lines in Production.

2. #25426 (Production Committee) Allow Drivers Seat Floor Pan Modification
Add 9.1.5.E.10.e – Production Category, Authorized Modifications, Driver/Passenger/Trunk Compartment Level 1 & 2:

e. The driver's side floor-pan may be modified for the purpose of lowering the driver's seating position. All modifications must be contained within the floor-pan area, limited to between the transmission/exhaust tunnel, the driver's side rocker, and a maximum fore-aft length of 30". The modification shall not extend below the lowest portion of the factory floor/frame rail/welded seam. The steel used in the modification shall be no thinner than .058", and be entirely welded in place. This modification shall serve no other purpose other than seating position.

STU
1. #24504 (Eric Heinrich) Request Advanced Aero With Restrictions

9.1.4.1 STU Specific Technical Regulations

Add to section A. Chassis and Bodywork:

3. Advanced Aerodynamics
The following maximum specifications regarding aerodynamic allowances can be used with

a 3% weight penalty:

a. The front splitter must not extend more than 3.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.
b. A wing no wider than the widest part of the body, with a maximum cord length of 12", and end plates that do not exceed 72.0 square inches each.
c. Canards or dive planes are permitted. 2 per side not exceeding 50 square inches each.

T2-T4
1. #24685 (Jared Lendrum) Request to Increase Camber for 2019
Thank you for your request. Based on the overwhelmingly positive response to the WDYT, please make the following change for 2019:

In 9.1.9.2.5.a.1:
1. T2-T4: A maximum of ~~3.0~~ *3.5* degrees of negative chamber is allowed on front and rear suspensions.

2. #25706 (Touring Committee) Short Shifters for Touring
Please make the following change to Touring (T2-T4):
Add 9.1.9.2.4 Transmission/Final Drive

4. Conventional aftermarket shift kits allowed (i.e., short-shift). Parts can serve no other purpose than to accomplish the shifting of the OE transmission.

Taken Care Of
GT General
1. #23060 (Charlton Holmes) FIA GT4 Club Racing Class
Thank you for your letter. GT4 will be part of the proposed GTX rule package. The CRB is seeking Board of Directors approval for the package in early December.

ST General
1. #25540 (Bill Lamkin) #24504 (Eric Heinrich) Request Advanced Aero With Restrictions
Thank you for your feedback. Please see the response to letter #24504.

STO
1. #25353 (Greg Amy) Opposed to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

STU
1. #25350 (Alan Lesher) Support for letter # 24504
Thank you for your feedback. Please see the response to letter #24504.

2. #25351 (Allan Ferragonio) Opposes STU Aero Updates
Thank you for your feedback. Please see the response to letter #24504.

3. #25352 (Kevin Koelemeyer) Opposes STU Advanced Aero
Thank you for your feedback. Please see the response to letter #24504.

4. #25354 (Patrick Lipsinic) Opposes letter #24504
Thank you for your feedback. Please see the response to letter #24504.

5. #25356 (Evan Consolazio) Opposes Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

6. #25357 (Theresa Condict) Opposes letter #24504
Thank you for your feedback. Please see the response to letter #24504.

7. #25358 (Eric Heinrich) Opposes Everything in Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

8. #25359 (Robert Verenna) Opposed to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

9. #25362 (Austin Hilliard) Opposes Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

10. #25377 (Jose De Miguel) Opposes Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

11. #25380 (Christopher DeShong) Response to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

12. #25381 (Mark Liller) Opposed to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

13. #25383 (Matt Wolfe) Opposed to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

14. #25402 (Chris Itterly) Answers to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

15. #25420 (Lenny Basaj) Supports Letter #24504
Thank you for your feedback. Please see the response to letter #24504.

16. #25449 (Matt Wolfe) Aftermarket Turbocharger and Supercharger Kit Approval
Thank you for your feedback. Please see the response to letter #24832, October 2018 Fastrack Minutes.

17. #25461 (Darin Treakle) STU Aero and Wheel Flares
Thank you for your feedback. Please see the response to letter #24504.

18. #25505 (Scott Peterson) Favors Letter #24504 Request Advances Aero
Thank you for your feedback. Please see the response to letter #24504.

19. #25568 (Patrick Waligore) Feedback for Letter #24504 Request Advanced Aero With Restrictions
Thank you for your feedback. Please see the response to letter #24504.

T2
1. #25532 (Christopher Childs) Request to Slow the LS2 C6 Corvette
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.

2. #25574 (Michael Pettiford) T2 Solstice GXP Not Competitive
Thank you for your letter. Please see the response to letter #24985.

3. #25637 (Jason Ott) E92 BMW Tire and Weight
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.

4. #25638 (Jim Leithauser) E92 Adjustments and Thoughts
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.

5. #25682 (Carl Fung) Request for Corvette Consistency
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.

6. #25721 (Brian LaCroix) Request Balance of Performance on LS2 Vette
Thank you for your request. Please see the response to letter 25704, Technical Bulletin.

T2-T4
1. #25306 (Josh Holsworth) Favors Touring Camber Increase for Letter #24685
Thank you for your feedback. Please see the response to letter #24685.

2. #25322 (Harley Kaplan) Supports Proposed Camber Rule
Thank you for your feedback. Please see the response to letter #24685.

3. #25329 (Raymond Blethen IV) Supports Increased Camber Rule
Thank you for your feedback. Please see the response to letter #24685.

4. #25368 (Ted Warning) Opposes Letter #24685 Request to Increase Camber for 2019
Thank you for your feedback. Please see the response to letter #24685.

5. #25400 (Christopher Childs) Supports Letter #24685
Thank you for your feedback. Please see the response to letter #24685.

6. #25411 (Richard Kulach) Supports Letter #24685
Thank you for your feedback. Please see the response to letter #24685.

7. #25486 (Jim Leithauser) Favors Camber
Thank you for your feedback. Please see the response to letter #24685.

T4
1. #25485 (Jeff Andrews) Favors Max Camber Increase to 3.5 degrees
Thank you for your feedback. Please see the response to letter #24685.

2. #25567 (Derrick Ambrose) Favors 3.5 Camber
Thank you for your feedback. Please see the response to letter #24685.

What Do You Think
None.

RESUMES
1. #25474 (Jerry Hodges) Resume for Formula/Sports Racing Advisory Committee
Thank you for your résumé. It will be kept on file for future consideration.

TECH BULLETIN

DATE: November 20, 2018
NUMBER: TB 18-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 11/30/2018 unless otherwise noted.

American Sedan
AS
1. #25692 (DAVID MEAD) Mustang Mach 1 Transmission Clarification
In AS, Ford Mustang Mach 1 (03-04) Restricted Prep. 4.6L V8, change the gear ratios as follows;
~~3.38, 2.00, 1.62, 1.27, 1.00, .79~~ *3.38, 2.00, 1.32, 1.00, .68.*

B-Spec
None

Formula/Sports Racing

ASR
1. #25248 (Peter Jankovskis) Clarification of Rule Requiring Side Intrusion Bars in SPO Class
In GCR section 9.1.8.B.12.a, make changes to the weight as follows:
"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 for homologation (if required, see section 9.2.2. for details) and competition eligibility.~~"

FB
1. #25711 (Formula/Sports Racing Committee) Update AiM data box mount provision
In GCR section 9.1.1.G, make changes as follows:
"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 may be required. Refer to 9.2.2. for details. All FB Cars competing in Majors Races and the Runoffs must have the AIM part ~~#DNKTKPFSOL5~~ *#X47KPFSOLO2R0* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. ~~Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box.~~"

FE
1. #25546 (Robey Clark) Request FE Tires 2019
In GCR section 9.1.1.I.13, FE, add the wording as follows:
Tires must run in sets of 4 as stated below:
"DRY
American Racer *(until 05/31/2019)*
Front: P/N: JE3C3, 22.0 X 8.0-13S
Rear: P/N: JE3MA, 22.5 X 10.0-13S"
or
"Front: P/N: JFEC3, 22.0 X 8.0-13S
Rear: P/N: JFEMA, 22.5 X 10.0-13S"

"Hoosier (beginning 01/01/2019)

Front: P/N: 43272, 22.0 X 8.0-13 FE
Rear: P/N: 43312, 22.0 X 10.0-13 FE"

"WET
American Racer *(until 05/31/2019)*
Front: P/N: JWWC3: 22.0 X 8.0-13
Rear: P/N: JWWMA, 22.5 X 10.0-13"

"Hoosier (beginning 01/01/2019)
Front: P/N: 44195, 22.0 X 7.5-13 WET
Rear: P/N: 44217, 22.0 X 9.0-13 WET "

P1
1. #25709 (Formula/Sports Racing Committee) Update AiM data box mount provision
In GCR section 9.1.8.C.I, make changes as follows:
"All P1 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part ~~#DNKTKPFSOL5~~ *#X47KPFSOLO2R0* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. ~~Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box.~~"

P2
1. #25710 (Formula/Sports Racing Committee) Update AiM data box mount provision
In GCR section 9.1.8.D.K, make changes as follows:
"All P2 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part ~~#DNKTKPFSOL5~~ *#X47KPFSOLO2R0* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. ~~Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box.~~"

SRF
1. #25435 (Robey Clark) Request for SRF Suspension linkage clarification
In GCR section 9.1.8.E.X.j, SRF3, clarify as follows:
"Suspension linkage: ~~No more than .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.~~ *Jam nuts must be used on all threaded adjustment locations of the suspension linkage. A spherical rod end may have no more than 0.570" of exposed thread, measured from a typical reduced height jam nut to the first formed thread of the spherical rod end. This measurement requirement does not apply to suspension turnbuckles, clevises, or OEM-type tie rod ends that have longer exposed threads.*"

GCR
None

Grand Touring
None

Production
None

Spec Miata
None

Super Touring
None

Touring
T2
1. #25135 (Bill Sulouff) Request Clarification on Porsche 996 Weight
Effective 01/01/19, In T2,Porsche 911/996 (98-05), make changes to the notes as follows:
-50lbs if 3400 engine is used.

2. #25342 (Touring Committee) Camaro 2016+ 20 inch wheels missing
In T2, Chevrolet Camaro, 1LE (2016-), make changes to the wheel size as follows:
~~18 x 11~~ *20 x 11*

3. #25511 (Darin Treakle) Request for 2017-2018 Honda Civic Type R - 2 BOP Tire Size
In T2, Honda Civic Type-R (2017-), make changes to the tire size as follows:
~~265~~ *275*

4. #25512 (Darin Treakle) Request for 2017-2018 Honda Civic Type R - 3 BOP Wheel size
In T2, Honda Civic Type-R (2017-), make changes to the wheel size as follows:
~~20 x 9~~ *20 x 10*

5. #25704 (Touring Committee) 2019 T2 class adjustments
In T2, Porsche 911 / 966 (98-05), make changes as follows:
~~3050~~ *3150*

In T2, Porsche 911 / 997 (06-08), make changes as follows:
~~3200~~ *3250*

In T2, Porsche 911 / Carrera S 997.2 (09-12), make changes as follows:
~~3275~~ *3300*

In T2, BMW E92 M3 (08-14), make changes as follows:
~~275~~ *295*

In T2, Ford Mustang GT 5.0L (11-14), make changes as follows:
~~3550~~ *3500*

In T2, Ford Mustang GT 5.0L (2015-), make changes to the notes as follows:
~~48mm~~ *50mm* flat plate restrictor required.

T3
1. #25772 (Touring Committee) 2019 T3 class adjustments
In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), make changes to the spec line as follows:
DE motor weight ~~3300~~ *3225*
HR motor weight ~~3350~~ *3275*

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, make changes to the spec line as follows:
DE motor weight 3350 *3275*
HR motor weight ~~3400~~ *3325*

In T3, Ford Mustang V6 (11-14), make changes to weight and notes in the spec line as follows:
~~3475~~ *3425*
~~55~~*58*mm flat plate restrictor required.

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), make changes to the spec line as follows:
~~3450~~ *3425*

In T3, BMW Z4 M Coupe (2007), make changes to weight and notes in the spec line as follows:
3350 *3275*
~~45~~*50*mm flat plate restrictor required.

In T3, BMW M3 (01-06), make changes to weight and notes in the spec line as follows:
~~3400~~ *3325*
~~45~~*50*mm flat plate restrictor required.

In T3, BMW SpecE46, make changes to the spec line as follows.
~~3025~~ *2950*

T4
1. #25751 (Touring Committee) 2019 T4 Class Adjustments
In T4, Ford Mustang V6 (05-10), make changes to weight and notes as follows:
~~3325~~ *3300*
~~55mm flat plate restrictor required.~~

In T4, Mazda MX-5 / Club Model (06-15), make changes as follows:
~~2650~~ *2625*

In T4, Scion FRS (13-16), make changes as follows:
~~2975~~ *2925*

In T4, Subaru BRZ (13-16), make changes as follows:
~~2975~~ *2925*

In T4, Toyota 86 (2017-), make changes as follows:
~~3025~~ *3000*

In T4, Subaru BRZ (2017-), make changes as follows:
~~3025~~ *3000*

In T4, Mazda RX-8 Base/R3 (04-12), make changes as follows:
~~3175~~ *3125*

In T4, Honda Civic Si (14-15), make changes as follows:
~~3025~~ *2975*

In T4, Honda Civic Si (12-13), make changes as follows:
~~3025~~ *2975*

In T4, Honda Civic Si (06-11), make changes as follows:
~~3000~~ *2950*

In T4, Honda Civic Coupe & Sedan EX-T (16-17) Hatch LX & Sport (2016), make changes as follows:
~~3100~~ *3050*

In T4, delete Honda Civic EX-T (16-17) duplicate spec line.

	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:

~~Honda Civic EX-T (16-17)~~	~~1496~~	~~2700~~	~~17 x 7~~	~~235~~	~~3.64, 2.08, 1.36, 1.02, 0.83, 0.69~~	~~4.11~~	~~(F) 280mm (R) 260mm~~	~~3050~~	~~HPD differential assembly, part #~~

In T4 BMW 320i (14-15), make changes to tire and notes as follows:
(F) ~~245~~ *255*
~~30~~*32*mm TIR required

In T4, Mazda MX-5 / Miata Sport (99-00), add to notes as follows:
Allow Spec Miata suspension kit *(Bilstein or Penske SM kit shock absorber) allowed.*

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 31
Andrew Aquilante vs. SOM COA Ref. No. 18-01-RO
October 19, 2018

FINDINGS OF THE COURT

On October 18, 2018, following the second qualifying session for Touring 1 (T1) at the National Championship Runoffs held at Sonoma Raceway, Andrew Aquilante, T1 #33 protested Kristofer Olson, T1 #49, alleging that various items on Mr. Olson's vehicle were not compliant with GCR section 9.1.9.1. T1 Category rules. The protest detailed a list of seven (7) bodywork configuration items.

The Stewards of the Meeting (SOM), Barb Knox, Bill Blake, and Fred Brinkel (Chairman), met, reviewed physical evidence, and heard testimony from both drivers. The SOM found three (3) items non-compliant and penalized Mr. Olson with loss of qualifying times from Session Two (2). Mr. Aquilante appealed the SOM's decision.

DATES OF THE COURT

The Court of Appeals (COA), Michael West, Pat McCammon, and Spencer Gorham (Chairman), met on October 19, 2018, to review the evidence, hear testimony, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Andrew Aquilante, received October 19, 2018.
2. 2018 Runoffs SOM File and Ruling for Action #31, received October 19, 2018.
3. Tim Myers, Touring Advisors Committee (TAC) member, in person interview on October 19, 2018.

FINDINGS

Mr. Aquilante's appeal addressed the T1 #49 bodywork items found to be compliant by the SOM. He claimed the diffuser, rear bumper, and rear trunk are not allowed per GCR 9.1.9.1.B. and 9.1.9.1.A.1 (T1). He also argued the mirrors are not compliant per GCR 9.1.9.1.A.2. The COA inspected Car #49.

The COA finds that in order to be classified in T1 as an Acura NSX Turbo World Challenge per the T1 Spec Lines, the vehicle must adhere to World Challenge rules. Therefore, the SCCA Pro Racing Vehicle Technical Specifications (VTS) dated 8/19/2009 Ver. 3 for the 1991-2001 Acura NSX Turbo World Challenge vehicle is the primary controlling document for compliance of the car in the T1 class. The GCR T1 Category rules control only situations not specified in the VTS. The diffuser, rear bumper, and rear trunk are specifically listed as allowed per the VTS and are compliant with the rules.

The VTS is silent on the vehicle's exterior mirrors and therefore GCR 9.1.9.1.A.2. applies. The COA finds the mirrors specified in the protest and the appeal are not Original Equipment Manufacturer (OEM), alter the standard body appearance, and are non-compliant. The COA included a notation in the vehicle logbook requiring Car #49 to have compliant mirrors installed prior to the next event. The COA did not modify or increase the SOM imposed penalty.

DECISION
The COA upholds the SOM decision with modification. The COA upholds the SOM assigned penalty. The appeal is well founded. The appeal fee will be returned, less the administrative portion retained by SCCA.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 41
J. R. Osborne vs. SOM COA Ref. No. 18-02-RO
October 20, 2018

FACTS IN BRIEF

On October 19, 2018, at the National Championship Runoffs held at Sonoma Raceway, Gary Hickman, Formula 1000 (FB) #76, protested J. R. Osborne, FB #49, alleging Mr. Osborne's engine configuration was not compliant with GCR 9.1.1.G.4.C. as interpreted in a Member Advisory in the Club Racing Board Minutes dated August 7, 2018, and published in the September 2018 FasTrack. Specifically, Mr. Hickman stated the throttle body (TB) and engine control unit (ECU) used on Mr. Osborne's Gen5 Kawasaki engine (long block) were from a Gen4 Kawasaki engine.

The Stewards of the Meeting (SOM), Barbara Knox, Bill Blake, and Fred Brinkel (Chairman), met, reviewed the evidence, interviewed witnesses, and found the engine non-compliant. The SOM upheld the protest and penalized Mr. Osborne with loss of qualifying times from Session Three (3). Mr. Osborne appealed the SOM decision. Mr. Osborne asserted GCR 9.1.1.G.4.E. permits the use of stock fuel injection components from different engine generations.

DATES OF THE COURT

The Court of Appeals (COA), Pat McCammon, Laurie Sheppard, and Michael West (Chairman), met on October 19 and October 20, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from J. R. Osborne, received October 19, 2018.

2. 2018 Runoffs SOM File and Ruling for Action #41, received October 19, 2018.

3. David Arken, Club Racing Board (CRB) member and Liaison to the Formula Sports Racing Advisory Committee (FSRAC), Witness Statement Addendum, received October 19, 2018.

4. CRB Minutes dated August 7, 2018, published in September 2018 FasTrack.

FINDINGS

The SOM found Mr. Osborne's configuration non-compliant based on:

- The Member Advisory, which states, "Competitors in P2 and FB are reminded that a stock engine consists of parts that were originally delivered as an OEM unit. A stock engine is not an engine made up of stock parts from various engines and different platforms to create an engine that never existed as an OEM unit. All the engine part numbers must have been included in the original OEM engine. For example, an engine with a short block from one engine platform, cylinder head from a different platform, and cams from a third is not a stock engine." In the ruling the SOM incorrectly cited this clarification as an authoritative Technical Bulletin rather than a Member Advisory.

- GCR Appendix F. definition for Engine.

The COA understands why the SOM came to this determination but does not agree with their conclusion.

Following extensive review and analysis, the COA finds Mr. Osborne's engine configuration is compliant. The basis for the COA ruling follows:

In accordance with GCR 1.2.3. (Interpreting and Applying the GCR), class rules (Formula 1000 (FB)) take precedence over General Technical Rules. GCR 9.1.1.G.4.E. states, “Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used.” GCR 9.1.1.G.4.C. states, “The stock or factory racing ECU shall be used.”

These FB class rules clearly state the fuel induction system is unrestricted and, therefore, exempts the throttle body and the ECU delivered with the throttle body from the engine definition found in Appendix F. (General Technical Specifications). GCR 9.1.1.G.4.C. does not specify the ECU must be year-matched to the engine, only that it shall not be a stand-alone aftermarket part.

David Arken, CRB member and FSRAC Liaison, provided written and verbal testimony stating the Member Advisory was intended to reference only the cylinder head, engine block, and internal parts of these components, commonly referenced as a long block. He further stated, “Had the rule been intended to require the ECU to year-match the engine, that requirement would have been specifically noted. In addition, since the TB’s are unrestricted and must remain stock, this makes it necessary to match the ECU to the TB’s.”

Per GCR 1.2.2.B. (Revising the GCR – Immediate Implementation), for a clarification requiring immediate implementation, the Board of Directors (BOD) will issue a memorandum stating the interpretation and its effective date. These memoranda will be posted on the SCCA website. The COA notes this Member Advisory for FB and Prototype 2 (P2) had not been issued by the BOD before the start of the 2018 National Championship Runoffs. Therefore, SOM reliance on the Member Advisory as the basis for the ruling was not in accordance with the GCR.

The COA notes these rules and the Member Advisory can lead to varying interpretations. The COA respectfully requests the CRB and FSRAC review and clarify the engine rules for F1000 (FB) before the start of the 2019 competition season.

DECISION
The COA overturns the SOM ruling in its entirety. Mr. Osborne’s qualifying times from Session Three (3) are reinstated. The appeal is well founded. The appeal fee will be returned, less the administrative portion retained by SCCA.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 52-53
Errors and Omissions COA Ref. No. 18-03-RO
October 21, 2018

FACTS IN BRIEF

Following the Touring 4 (T4) race at the National Championship Runoffs held at Sonoma Raceway, the Scrutineer noted T4 #35, driven by John Heinricy, had a spherical bearing at the top shock absorber mounting point in violation of GCR 9.1.9.2.D.5.a.1. Assistant Chief Steward (ACS) David Gomberg filed a Chief Stewards Action (CSA) to move Car #35 behind all compliant cars. The car's entrant, Drew Spoto, protested the Chief Stewards Action.

The Stewards of the Meeting (SOM), Fred Brinkel, Bill Blake, Maggie Clark, and Barb Knox (Chairman), met, reviewed the evidence, heard witnesses, and determined the camber plate at the top shock absorber mounting point contained a spherical bearing and thus violated GCR 9.1.9.2.D.5.a.1. The SOM disallowed Mr. Spoto's protest. Mr. Spoto appealed the SOM's ruling. Chief Steward Costa Dunias also requested the Court of Appeals (COA) review and interpret the rule to determine if an "Errors and Omissions" (E&O) situation was created in a recently approved amendment. The Chief Steward's appeal was filed in accordance with Supplemental Regulations 12.5.

DATES OF THE COURT

The Court of Appeals (COA), Michael West, Anne Christian, and Laurie Sheppard (Chairman), met on October 21, 2018, to review, hear, and render a decision on the appeal and the Chief Steward's request.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Drew Spoto, received October 21, 2018.
2. 2018 Runoffs SOM File and Ruling for Actions #52 and #53, received October 21, 2018.
3. Chief Steward Letter of Appeal (E&O) from Costa Dunias, received October 21, 2018.
4. Peter Keane, Acting Club Racing Board (CRB) Chairman, Witness Statement and Letter of Intent, received October 21, 2018.

FINDINGS

The COA first considered the Chief Steward's request for a ruling on a potential E&O situation in reference to GCR 9.1.9.2.D.5.a.1. The COA reviewed FasTrack for January 2018 and March 2018 and found that a new rule condition prohibiting spherical bearings/bushings except under specific conditions was proposed by the CRB and approved by the Board of Directors (BOD). The COA interviewed Acting CRB Chairman Peter Keane, who testified the expanded rule as approved by the BOD inadvertently invalidated a previous portion of the rule that states, "Strut suspensions may de-camber wheels by the use of…slotted adjusters at the top of the strut mounting plate." Chairman Keane acknowledged these approved slotted adjusters introduce a spherical bearing/bushing at the mounting point.

The COA finds the unintended effect of the rule impacting upper slotted strut mount adjusters (camber adjusters) is an Error and Omission. Chairman Keane provided enhanced wording for GCR 9.1.9.2.D.5.a.1., adding the sentence: "Spherical bushings are permitted as part of the upper slotted strut mount." The COA respectfully requests the CRB review and clarify the rule regarding spherical bearings/bushings in T2-T4 before the start of the 2019 competition season.

The COA determined that per the amended rule, the spherical bearing/bushing at the top shock absorber mounting point is compliant and Mr. Heinricy's position is reinstated, pending further technical inspection. Based on the E&O decision, Mr. Spoto withdrew his appeal.

DECISION
The COA rules spherical bearings/bushings are permitted as part of the upper slotted strut mount adjusters in Touring 2-4. The finishing position for Car #35 is restored, subject to further technical inspection.

OFFICIALS REVIEW

DECISION OF OFFICIAL'S REVIEW COMMITTEE

FACTS IN BRIEF:
On June 17, 2018, at the Washington DC region MARRS 5 event at Summit Point Raceway, Lin Toland, Tech Steward, struck Martin Burk, Scrutineer. An Official's Review Committee, consisting of Cathy Barnard, Phil Shuey, and Kevin Coulter (Chair) was appointed per GCR 2.5 to investigate.

The committee conducted telephone interviews with 17 witnesses between late June and late August The committee reviewed: the complete member files of Mr. Burk and Mr. Toland; all paperwork related to this incident and the MARRS 5 event as a whole; files of several other race events at Summit Point that witnesses commented on; publicly accessible social media postings of the parties; and several emails from club members in support of Mr. Burk or Mr. Toland.

FINDINGS:
Physical violence between Mr. Toland and Mr. Burk was confirmed. The Committee finds Mr. Toland in violation of GCR 2.1.3 (Acting prejudicially to the sport), 2.1.7 (Unsportsmanlike conduct) and 2.1.8 (Physical violence). There is no place for physical violence at SCCA events. Further, Stewards are expected to hold themselves to a higher standard, per the Steward's Manual.

The Committee directs that Mr. Toland's road racing steward's license be suspended from the date of this occurrence (June 17, 2018) for a period of one year, the maximum penalty per the GCR, until June 17, 2019. The Committee also directs that upon resumption of Mr. Toland's steward privileges, his license be at no higher than the Divisional Steward level. License upgrades may be issued upon demonstration of the customary expectations (both time in grade and work assignments) of any Steward requesting an upgrade to the next level.

In addition, (1) Mr. Toland must attend a course, or equivalent behavior management therapy, to help him understand, manage, and minimize inappropriate anger-related behavior, and submit proof of completion to the NEDiv Executive Steward and (2) the NEDiv Executive Steward may place additional conditions and restrictions at his discretion.

During our investigation of this incident, we became aware of procedural errors in the protest process. Measures are being taken to ensure they do not occur in the future.

RALLYCROSS BOARD

RallyCross Board Minutes | November 6, 2018

The RallyCross Board (RXB) met via conference call on November 6th, 2018. Attending were Steve Hyatt, RXB Chair, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison, and Brian Harmer with the National Office.

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

Steve Hyatt called the meeting to order at 7:07pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's Report: (Hyatt):** The National Office has sent convention information to the RXB. The RXB will meet in face to face meetings on Wednesday and Thursday morning prior to the convention. The RXB members should make appropriate travel arrangements. Steve Hyatt met with the national office about the vision and direction for the Rallycross program in 2019. The RallyCross National Championship is similar in percentage of attendance to total annual program attendance to all other SCCA programs. The National Office will send out a message requesting interested parties provide information for the RXB and other committee positions. Interested parties shall contact Brian Harmer at bharmer@scca.com. Mike Cobb attended the 2018 DirtFish SCCA RallyCross National Championship

   The SCCA board meets before the next RXB meeting. The 2019 rules recommendations and RXB appointments will be reviewed by the board at the December SCCA board meeting.
   .

3. **Committee reports:**
   - **RallyCross Safety Committee (Regan)**
     - Update: There was one minor incident at the 2019 DirtFish SCCA RallyCross National Championship. Mark Utecht, Land o Lakes regional executive, sent the Land O Lakes Rallycross program chair and Divisional Steward a message about safety concerns with the program. The RE, Region Chair and Divisional Steward are working through the concerns. The RXB and Safety Committee will review the concerns and the training materials available to support the regions and help regions understand and follow program requirements.

   - **Rules Committee (Lightfoot)**
     - Updates: Refer to 2019 RallyCross Rules review below. The review process for 2018 included a survey where individuals could provide a response as to if they recommended approval or rejection of the proposed rule. Survey participants could also provide feedback for each proposed rules. Over 450 members took the survey. Results and comments were reviewed by the rules committee and RXB.

   - **RallySprint Committee (Hyatt)**
     - Updates: No update.

   - **National Championship Committee (Wright)**
     - Updates: The 2018 DirtFish SCCA National Championship was held Oct 12-14. The RXNC-PC will meet this week to review the event and provide feedback to the RXB. The RXB Thanks the RXNC-PC and Scott Beliveau for another successfully planned and run National Championship.
     - Review of 2018 National Championship (Macoubrie): The RXB Postponed review of

the event to December.

- **Divisional Steward Liaison (Macoubrie)**
  - Updates: No Update
  - Divisional Stewards 2019 Approval (Macoubrie): Mark Macoubrie sent a request to all Divisional Stewards to acknowledge their intent to be a Divisional Steward for 2019. The RXB will review and approve 2019 Divisional Steward positions at the December RXB meeting.

- **Growth and Development Committee (Hamilton)**
  - Updates: 2019 Sanction Applications will be modified by the National Office for 2019.

4. Old business:

- **Emergency/Parking Brake System (Regan):** Are Wheel chocks allowed as an emergency/parking brake system? The RXB discussed the current ruleset and determined that wheel chocks are not an allowable emergency/parking brake system per the rules. A rule clarification will be issued on the topic.

5. New business:

- Review of 2018 DirtFish SCCA RallyCross National Championship town hall meeting (Macoubrie). Refer to town hall meeting minutes.
- Potential RXB Members additions (Macoubrie). There are open RXB and committee positions. The National Office will post a message requesting interested parties contact Brian Harmer at bharmer@scca.com if interested.
- • 2019 Sanction Applications (Harmer). The National Office is going to redo all forms for all the programs. The first page will be same page for all programs to improve consistency of SCCA forms. Specific program information will be located on the accompanying pages. As part of updating the sanction forms the National Office, RXB and Divisional Stewards are reviewing the current sanction process to determine if the process may be modified to improve efficiency and make it easier and quicker for the regions to request and receive sanction documents required for each event. . Late fees are being changed to $250.00.
- • Crosskart advertisement (Macoubrie): Crosskart USA website indicates Crosskarts will be allowed to race in SCCA RallyCross in 2019. CrossKarts directly from the factory will not meet the SCCA Rules since they do not use production-based engines and will not be allowed without modification.

6. 2018 DirtFish SCCA RallyCross National Champion Town Hall Meeting Minutes

a. National Championship
   i. The use and availability of water trucks was discussed for the National Championship.
   ii. The time of year for the national championship was discussed. Concerns were expressed about having to cross the Rocky Mountains late in the year and having to deal with snow storms or impassible roads. Suggestions were made to move the date to earlier in the year. Potentially between June and August. This would alleviate the concern of bad weather for traveling, would provide longer days with

more racing time.

iii. The location of the RXNC was discussed. Alternating the site between east, west and central was suggested. Sites capable of holding a national championship would need to be found.

iv. The National Office is open explore potential sites and times if someone has a site and time that may work for a national championship.

v. Changing the schedule was discussed. Proposals included starting racing on Friday or moving class inspection to Saturday morning. A suggestion was also made to break the event into days per run group instead of having all run groups run all days.

vi. Questions were asked about the ability to protest cars after they start and doing class inspection after the runs are complete.

b. National Challenges

i. Concerns were expressed that with the new format there is a lack of support for regions to hold national challenges. Would it be possible for the National Office to provide support or incentives for a region to hold a National Challenge? The National Office indicated the attendance would need to be at least 80 entrants to have national office support at the event.

ii. Suggestions were made to return to divisional challenges instead of national challenges.

iii. The National Office will review and consider proposals for future challenges.

c. General organizational comments

i. A suggestion was made to setup RallyCross divisions vs current SCCA divisions vs conference to align the origination based on physical distance of regions in the same division.

ii. A rule proposal survey link will be sent to all RXNC participants to review the 2019 proposed rule changes.

iii. The RXB will be looking for new RXB board member and committee members

iv. Comments were made about the pro and cons of adding UTVs to RallyCross programs. There are currently no plans to add UTV class to the existing RallyCross program. The addition of UTV would be as a separate program if there is enough interested people willing to develop the program. UTVs are being allowed in stage rally and there is a large market of owners looking for a place to compete.

v. The new windshield rule implementation was appreciated by some.

vi. Some believe the national championship and RallyCross program is improving and appreciated the effort of those involved.

2019 PROPOSED RALLYCROSS RULE CHANGES FOR RXB REVIEW

1. Clarify allowed Fuel types in Stock Class.

3.3.C.9 Fuel may be any type of unleaded, ~~E85~~ Ethanol, or diesel/biodiesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event Safety Steward prior to the event. No other alcohol fuels or nitrous oxide are allowed.

PASSED (6-0)

2. Restrict unleaded gasoline in Stock and Prepared classes to a maximum of 93 octane. (Current rule does not limit octane rating but does require the gasoline to be commonly available at the pump.)

FAILED (0-6)

3. Designate a specific resource person for Constructors class car builders to contact to make sure their car builds/modifications are compliant with class preparation allowances.

FAILED (0-6) Notes: RXB discussed creating an advisory board with subject specialists.

4. Allow one non-competitor passenger at National events for any driver with a restricted license from a state that requires a passenger.

4.2.C. The only passengers allowed during competition runs at National events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restricted driver's license requiring a passenger~~. Passengers are not allowed during competition runs at National events~~. At non-National events, one (1) passenger can ride in an approved seat located in the forward- most occupant area of a vehicle that has passed tech inspection (3.3.A-3.3.N) and is registered for competition on that day.

PASSED (5-1) Hyatt Opposed

5. At National events, allow one non-competitor passenger during competition runs for any driver.

FAILED (0-6)

6. In Constructors class, allow any internal combustion engine (no restrictions on cylinder count, engine type/manufacturer, or induction system) but limit to two-wheel drive-only (no four/all-wheel drive) and establish a minimum weight requirement (e.g. 1500 or 2500 pounds).

FAILED (1-5) Macoubrie Supported.

7. Constructor Class rule moratorium for 2019, and 2020.

PASSED (5-1) Macoubrie Opposed.

8. Clarify that Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in Constructors classes if they meet applicable preparation allowances (e.g. production-based engine).

3.1. ... The following types of vehicles are currently not eligible to compete in Stock, Prepared and Modified categories: ATVs, UTVs, sidebysides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube□frame vehicles. Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube□frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.

PASSED (6-0) Note: Add unless prepared to allowances of the constructor class rules.

9. Further clarify that the original factory air box around the air filter and the support for the filter must be retained and not modified in Stock classes. (Current rule states, "Any *air filter may be used, but it must fit in the stock location*.")

FAILED (0-6)

10. Allow removal of convertible tops in all classes (hardtop is still required).

FAILED (0-6)

11. Allow removal of convertible tops in all classes except Stock (hardtop still required).

FAILED (0-6)

12. Allow non-OEM hardtops in all classes.

FAILED (0-6)

13. Allow non-OEM hardtops in all classes if the vehicle is equipped with an approved roll bar or roll cage.

FAILED (0-6)

14. Allow non-OEM hardtops in Modified classes if the vehicle is equipped with an approved roll bar or roll cage.

3.3.E.3.j. A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used if the vehicle is equipped with an approved roll bar or roll cage.

3.1. … This includes electric and hybrid vehicles, convertibles with an approved ~~factory~~ hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place. …

3.2.C. C. Convertible, targa, or t-top vehicles must have their ~~factory~~ hardtop or panels securely in place during course runs.

PASSED (6-0)

15. In Prepared and Modified classes, allow convertibles without hardtops if the vehicle is equipped with an approved roll bar or roll cage. (Current rule requires all convertibles must have OEM hardtops.)

FAILED (0-6)

16. Allow the addition of oil catch tanks or oil separators in Stock classes.

3.3.C.21. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.

PASSED (5-1) Hyatt Opposed

17. Divide Stock All Wheel Drive (SA) and Modified All Wheel Drive (MA) into two separate categories based on induction systems. New classes would be: Stock All Wheel Drive Normally Aspirated, Stock All Wheel Drive Forced Induction, Modified All Wheel Drive Normally Aspirated, and Modified All Wheel Drive Forced Induction.

FAILED (0-6)

18. Allow the addition, modification or replacement of power steering oil coolers in Prepared classes.

3.3.D.21. Oil cooling radiators for engine, transmission, power steering, or differentials may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions: …

PASSED (6-0)

19. In Modified classes, allow ute (pickup bed) conversions. (The current rule, "*The shape of the body must remain recognizable as that of the manufacturer's make and model."* does not allow ute conversions.

FAILED (2-4) Regan and Wright recommend approval

20. Revise the Supplemental Regulations for National events to allow the *anonymous* submission of inquiries about a vehicle's compliance with class preparation allowances.

FAILED (0-6)

21. For penalty purposes, a gate is currently defined as a pair of cones placed opposite each other on the course OR a single upright cone paired with a pointer cone. Revise the definition of a gate as follows: A gate is defined as a distinct element, normally clustered within 20 feet, which must be navigated to stay on course. For example: i. A standard gate is a pair of cones placed opposite each other on the track, or a ii. A single cone with a directional cone to indicate a specific way around that cone. iii. 2 or more pairs of cones opposite each other on the track on the same axis would also be considered one gate or element. iv. A wall of cones on the exterior of a corner combined with multiple apex cones would be considered 1 corner element and would be assigned 1 "gate penalty". v. Slaloms are considered one element when the majority of the slalom cones sit on one axis. Multiple offset standard gates set up to resemble a slalom are not considered one element. If a gate or a pointer cone is placed at the beginning of a slalom then the car must go through the slalom on alternating sides of the cones. If no pointer cone is at the beginning then the driver can decide which way to drive through the slalom."

FAILED (1-5) Wright approved

22. For penalty purposes, a gate is currently defined as a pair of cones placed opposite each other on the course OR a single upright cone paired with a pointer cone. Revise the definition of a gate as follows: A gate is defined as a pair of multiple cones placed opposite each other on the track, or a single cone with a directional cone to indicate a specific way around that cone, or any single cone on the exterior or interior portion of a corner which could arguably be deemed to delineate the course. If a gate or a pointer cone is placed at the beginning of a slalom then the car must go through the slalom on alternating sides of the cones. If no gate is at the beginning then the driver can decide which way to drive through the slalom." 68% YES Rules Committee - Recommend not approve. Proposed changes in 19 & 20 do not add clarity to the topic and current rule appropriately places responsibility on course designers to choose course features and cone placement.

FAILED (0-6)

23. Clarify that engine cooling systems in Modified classes are unrestricted.

3.3.E.11. Engine cooling systems are unrestricted.

PASSED (6-0)

24. Clarify that event fees are due after the event audit is completed, not at the time the event application is submitted.

4.5.B. Each SCCA RallyCross Event must submit a SCCA RallyCross Sanction/Insurance Application~~,~~ and a RallyCross Safety Plan ~~and whatever sanction fee is applicable.~~ These forms ~~and the sanction payment~~ must arrive at the SCCA Rally Department at least 14 days prior to the event or a ~~an additional~~ late fee will be assessed

7. Motion to adjourn: Meeting Adjourned 10:09PM CST
8. Next RXB Meeting Dec 4, 2018.

SCCA Road Rally Board Minutes
Thursday, November 8, 2018

Those present: Jim Crittenden, Mike Bennett, Peter Schneider, Wendy Harrison, Clyde Heckler, Mike Thompson (NEC Chairman), Jamie Mullin (SCCA National Office), Earl Hurlbut (BOD Liaison) and Howard Duncan. Mike Bennett filled in as secretary for Jeanne English.

The meeting was called to order by Chairman Jim Crittenden at 7:30 PM CST.

The October Minutes stand as published.

Road Rally Media

A. Planning calendar was last published August 25, 2018. A new calendar is in development.

SCCA Staff Report

A. Jamie reported that she has been very busy working on the new Sanction forms, and that she will work on the Sanction fee change for Social Road Rallies soon. Jim asked if we should wait until the insurance fees for 2019 are known. Peter summarized the proposed changes for social Rallies and for the USRRC. Howard stated that 2019 insurance fees will not be known until the December Board of Directors meeting. He also described how going to “fillable” Sanction forma is a step toward having true online forms in about 7 months. He recommended not waiting to get our change information out.

B. Jamie noted that for 2019 Charity events, the organization must be a 501(C) 3 and provide its tax ID. Howard added that we need to get away from “charity” events not really affiliated with charities. Peter asked how often this happens, and Howard responded that anecdotal evidence suggests there are issues. He added that he was not aware of any issues involving Road Rally events, but felt that the best way to avoid issues is to have clear rules.

C. Howard stated that the Sanction update is a major project involving the I.T. department, and that SCCA staff wants Jamie focused on it. Accordingly, Brian Harmer will take over Road Rally liaison, possibly as soon as December. Howard noted that Brian is already busy with Rally Cross and other responsibilities, so he (Howard) is concerned about the amount of time spent on website updates. He pointed out that the Road Rally Board is “upside down” financially (annual expenses, primarily for attendance at the National Convention, exceed income from all events), so we have to be careful about the amount of staff time used. In particular, we cannot afford to redo forms every year. Jamie stated that the website updates we need can be handled more quickly by Brian than by her, and that she doesn’t expect as much website maintenance going forward. Jim asked who will process Sanctions and Audit forms; Jamie replied that she and Stephanie will continue to handle them.

NEC Report

A. Mike Thompson stated that the Tulsa event will not happen in 2019, due to a health issue of the organizer.

B. Mike reported that the 2018 USRRC lost about $2,000, and that Jim Heine had asked about the possibility of financial support from SCCA for future events. He noted that, given Howard’s comments, it did not seem like a good time to ask for money. We discussed the Grant program, and Jamie reminded the attendees that this program is for Regions doing something new. Clyde noted that Mike Cobb had attended the USRRC and had a positive experience there. He also stated that, if the RRB were to ask for USRRC support, it should be for a 2-3 year commitment, rather than just one

time. Jim asked if the members of the RRB wanted to request funding for the USRRC, and the consensus was that we do not. Mike Thompson stated that one big expense of the USRRC is the banquet. He suggested “lowering the bar” for hospitality at future events. The NEC will work with the USRRC planning committees to create more realistic budgets in the future.

Old Business

A. Finalize Safety Manual and Checklist
   Peter stated that he has been waiting for input from one member, but now considers the updated to be done. Jim urged proceeding with the new versions.

B. Training videos
   Wendy stated that she will work on this project during the next couple of weeks. Mike Thompson asked if we can avoid the cost of producing videos. Wendy responded that she will solicit videos at no cost from members of the Road Rally community.

C. Improvements to safety steward program
   Mike Bennett reviewed the status as reported in the October Minutes. Jamie noted that there is not yet a timeline for support from SCCA staff. Jim asked if the item should be kept on the Old Business list, and Peter responded that it should, so we can take advantage of the new online training tool.

D. Rally starter materials
   Clyde reported that he has been working with Jamie on the website changes. He will now work with Brian, and Jamie will hand off the materials to him. Clyde noted that, once the updates are completed, they will not need to be revisited for quite awhile. Jamie said she will discuss with Howard, and does not think these updates are a problem.

E. Status of regions requesting rally assistance
   Peter reported that the Mohawk Hudson event was well received, with doubled attendance. Clyde asked how much of the 2018 Regional Development fund has been spent and Peter said under $300. Clyde asked if some of this money could be funneled to St. Louis to cover USRRC expenses. Peter noted that the Regional Development money is to help Regions start up Road Rally programs, not to support existing programs. He also felt that we have not advertised the availability of funds correctly, having only contacted Regions who expressed interest at the 2018 National Convention. Jim said that he agreed with Peter, and felt that it is more important that we show results, rather than spend or not spend the budgeted amount. Peter suggested asking for a smaller amount in 2019, and Clyde asked if we need to request something be included in the 2019 budget. Mike Bennett asked when the 2019 Budget gets approved, and Jamie stated that it is at the December Board of Directors meeting. Earl strongly suggested that Jim talk to Howard soon, and Jim said he would do so the next day.

New Business

A. Worker credit on dual events
   Jim reported that the RRB had voted not to award dual credits at its October 2017 meeting. Clyde stated that we were trying to avoid abuse, and felt that fewer events may be affected in 2019. Wendy stated that she does not feel it is fair to get double points, since (at least in Indy Region experience) double work is not actually required. Jim noted that he believes he explained the October 2017 decision to Chuck Larouere last year, but failed to notify points-keeper Bruce Gezon. Jim had received an inquiry from Chuck Hanson recently, and has since realized that he gave Chuck an incorrect answer. He laid out two possible solutions: (1) take points away from a few people this season, or (2) stop awarding points in the 2019 season. Jim did not think that anyone will care of points are removed this year. Mike Bennett noted that he supported making the change now if

nobody's standing is impacted. Wendy agreed with this approach. Clyde added that he felt the rule should be administered now as voted in 2017. Peter agreed with Clyde. Jim said he will implement the 2017 decision.

B. Letter to BOD requesting approval of rule changes
Earl said that he has received the letter, which contains only two items. Jim noted that Bruce Gezon suggested rewording the time Allowance change. Mike Bennett suggested simply stating that T/As can be used "for any reason". Peter added that all T/As must be "penalty free". Jim stated that we can revise the exact wording for the RRRs without a revote. Clyde noted that, last year, the Chairman sent out an explanation of rules changes to the Road Rally community. Jim suggested waiting until BOD approval is given before publishing. Mike Bennett noted that clarifying changes now would help events scheduled in early 2019. Earl stated that he does not expect the BOD to reject the changes, so Jim will proceed with advertising them.

C. 2019 Convention planning
Jim stated that the RRB meeting will be on Sunday morning from 8-11 AM. This will allow members to schedule flights out at 12:30 PM or later. He asked whether RRB members should book flights now, and Earl said to go ahead. Jim reviewed the planned sessions, and explained the "open house" approach SCCA is taking in scheduling all training on Thursday. He noted that this doesn't flow well with the other seminars we are planning, so Mike Bennett will repeat the RRSS training on Saturday. Jim asked whether the three sessions generally relating to "putting on your first rally" might be one too many, and Peter said he will discuss this with Mark Johnson. There may be an opportunity to combine two sessions into one. Peter asked for clarification on whether SCCA will pay for hotel stay on Wednesday night. Mike Bennett asked what time presenters need to arrive on Thursday. Jamie said she would find out answer to both questions.

D. Proposal to increase sanction and insurance fees for multi-day events
Peter reviewed the proposals, and noted that changes do not have to be effective for 2019. Mike Bennett asked how many three or more day events are held, and Peter stated that there is only one at present. Clyde noted that this event will run again in 2019, but may not be the same length. Peter said that the proposed fees are not out of line with those of multi-day rallies put on by organizations other than SCCA. Clyde asked about impact on the USRRC, and Jim responded that its events are separate (i.e., not multi-day). There was general discussion in favor of adopting the proposal. Earl felt that increasing fees was a good idea. Peter moved to adopt the proposal, Clyde seconded, and the vote was 5-0 in favor.

Next Meeting – 12/13/18

The meeting was closed at 9:11 PM CST.

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED November 2018

BOARD OF DIRECTORS

SOLO EVENTS BOARD | September 26th

The Solo Events Board met by conference call September 26th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Isley, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. 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 **1/1/2020**.

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

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Time Trials	NONE
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Recommended Items

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.

Safety

#23152 Senior Solo Safety Steward license

"***Senior Solo Safety Steward License***

Intent: A Senior Solo Safety Steward license should be a tool for keeping long-standing experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal.

The Solo Safety Committee considers this license to be an emeritus status. As such, the Senior Solo Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Committee. Renewal requests shall be made to national Solo Safety Committee Chairperson.

The Senior SSS license shall be subject to the following restrictions:

1) A senior grade license applicant shall be a currently licensed SSS holding a regular or Instructor license.

2) The Applicant must have had a regular SSS license for at least 20 continuous years in order to apply for this license grade (SCCA can verify first license issuance date and continuous service).

3) After appointment, the license is valid for a 3 year term unless rescinded by the SSC. The requirement to serve as a SSS or SSI at events during the license period is waived.

4) The Sr. SSS licensee shall serve in SSS roles for emergency purposes only, i.e. in case a region needs a SSS during an event heat or an event heat when a regular license holder is not available. A senior license holder cannot be named in the capacity

of "Solo Safety Steward of Record" on a sanction application. A senior license holder cannot be used on a regular basis to address a region's inability to assign a regular SSS license holder.

5) Relative to an event Solo Safety Steward of Record, a Sr.SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.

6) Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo Safety Steward Summary" as a refresher course on the SCCA website and submit the results with their renewal application to the SSC Chairperson."

Street Category

#22275 981 Cayman (non-GT4, non-GTS, nonR, non-S) (2013-16) to B Street

Per the SAC, make the following changes to Appendix A:

Move from AS to BS

Porsche

Boxster (non-GTS, non-S, non-Spyder) (2013-16)

Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)

#22613 Comprehensive Street Reclass for Lotus Evora

Per the SAC, make the following changes to Appendix A:

Move from SS to AS:

Lotus

Evora S

Move from AS to BS:

Lotus

Evora (Non S)

#22882 Move rally cars and friends to DS

Per the SAC, please make the following changes to Appendix A:

Move from BS to DS:

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

TTS (2009-15)

Ford

Focus RS (2016-2017)

~~Mazda~~

~~*RX-8*~~

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move from CS to DS:

Nissan

350Z (exc Nismo)(2003-2009)

Note: Per the SAC the RX-8 has been removed from the proposal, in response to member comment.

#23593 Moving Porsche Cayman S & GTS

The SAC recommends the following change to Appendix A:

Move from SS to AS:

Porsche

Boxster S, GTS (981 chassis) (2013-16)

Cayman S, GTS (981 chassis) (2013-16)

#23811 More TTS in BS

Per the SAC, make the following change to Appendix A:

Move from AS to BS:

Audi

TTS (2016-18)

Street Prepared Category

#23979 Equal rights for Superchargers and Turbos

The SPAC is recommending the following change:

Change the following sections to allow supercharger pulley ratio changes:

"15.10.C.4.c ~~No changes are allowed to supercharger drive system pulleys.~~ *Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes.* Belt tensioners may be added/ changed to reduce belt slip."

"15.10.X Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended.

~~Supercharged cars may not change the effective diameter of any pulley which drives the supercharger~~."

"15.10.Y Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). ~~Supercharged cars may not alter crankshaft/supercharger drive ratio~~. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose."

Prepared Category

#20239 Manufacturer Engine Swaps within Prepared

The PAC and SEB recommend the following engine swap allowance:

"*17.10.S Alternate Engine allowance: Prepared vehicles may make use of alternate*

engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.

2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:

British makes may use Ford motors including Mazda

Italian makes may use Fiat Chrysler motors

3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.

4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.

5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.

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

7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part , and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.

The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine)."

Appendix A changes/additions:

Class **D Prepared**

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Class **E Prepared**

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2200~~ 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Class **F Prepared**

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs., except that cars using 17.10.S (engine swap allowance) must not weigh less than 2100 lbs, or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

#23892 Line classing for Porsche 924S & 944 4-cyl 8-valve

The PAC and SEB recommend the following change to Appendix A, F-Prepared.

Porsche

~~924S (1986-88)~~

~~Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex. valves~~

924 Turbo

~~944 (non-turbo, all) (1982-91)~~

944 Turbo (1985-91)

924S (1986-88) & 944 (non-turbo, all) (1982-91)

2.5L alternate cylinder head: P/N 933.104.302.50 w/36 mm ex. valves

#24266 88-91 Civic/CRX to same line in EP

The PAC and SEB recommend the following change to Appendix A, E-Prepared.

Prepared (EP) - Appendix A

Honda

Civic *& CRX* (1988-91)

~~CRX (1988-91)~~

Member Advisories

Street Category

#25121 Clarification Request - Rule 13.7

Thank you for your input. Welding on additional mounts to the chassis for a sway bar or end link is not compliant, per 13.7

Street Touring Category

#25101 Aftermarket seats and steering wheel

Thank you for your input. Aftermarket steering wheels that retain the OE airbag are currently allowed provided they weigh the same or greater than stock under 14.2.D.

Street Modified Category

#24741 SM Engine Setback Allowances

Per the SMAC, the engine including all accessories that are present during competition is considered “the engine”. Examples would be intake manifold, exhaust manifold, various pumps that directly attach, etc.

The bell housing/engine mounting surface plane has nothing to do with engine setback. Setback is defined by the room provided by the existing firewall. You can move your engine back as long as you don’t need to modify the firewall to do so.

Other Items Reviewed

Street Category

#25094 Support of letter 22772

Thank you for your input. The SAC and SEB are still evaluating the member comments regarding the electronic shock proposal.

#25111 Please class the 2018 Volkswagen Golf R

Thank you for your input. The 2018 Golf R has already been classed in BS.

#25247 Feedback on #23593 and #22275

Thank you for your input.

#25263 22582 Muscle Cars to BS

Thank you for your input.

#25267 Support for #24097 reclass 997 porsche turbo

Thank you for your input.

Street Touring Category

#25037 Mustang GT performance package level 2

Thank you for your input. Please see the response to letter 25311.

#25138 Send the ND2 elsewhere

Thank you for your input. The STAC does not intend on classing the ND2 for the 2019 season and will evaluate the ND2 for classing in the ST category as more data becomes available.

Prepared Category

#24646 Ref: 20239 - engine swaps

The PAC thanks the member for their input regarding the proposal

#24692 2100 lb minimum weight alternate engines

The PAC thanks the member for their input regarding the proposal

#24736 Manufacturer Engine Swaps within Prepared

The PAC thanks the member for their input regarding the proposal

#24872 Prepared engine swaps (proposal 20239)

The PAC thanks the member for their input regarding the proposal

#24883 In Support of #20239 (Prepared Engine Allowance)

The PAC thanks the member for their input regarding the proposal

#24946 20239 engine swaps

The PAC thanks the member for their input regarding the proposal

Modified Category

#24532 Response to MAC: 21881 Rocket-style anti-lag

Thank you for your input. The proposed wording does not preclude direct injection as that does not add fuel after the exhaust valve.

<u>Not Recommended</u>

Street Category

#25136 370Z to F Street

Thank you for your input. The SAC believes this car is appropriately classed at this time.

#25188 Decrease Min Tread Depth

Thank you for your input. The SAC believes the tire rules are adequate as written.

#25217 Dampers Not Readily Available to the Public in Street Classes

Thank you for your input. The SAC believes the shock absorber rules are adequate as written.

#25220 Move NC MX-5s

Thank you for your input. The SAC will continue to monitor the performance potential of the NC.

#25221 2009-2012 Cayman S / Boxster S to B Street

Thank you for your input. The SAC believes these cars are appropriately classed.

#25236 Honda S2000 CR Proposed Class Change

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

#25288 Please reclass my car GT3 and S2000.

Thank you for your input; the SAC believes the referenced vehicles are appropriately classed.

#25229 Clarify 13.9.G for cars that allow partial disabling of TSC

Thank you for your input. The SAC believes this rule is adequate as written.

Street Touring Category

#25145 Sunset rule

Thank you for your input. The STAC is monitoring the age of competitive cars in the ST category and is not currently considering expanding the sunset rule to include Street Touring.

#25251 Please Please move the former STF cars out of STS

Thank you for your input. The STAC is monitoring the competitive balance of cars in STS and is evaluating options for making some of the cars more competitive.

#25099 A recommendation for better reliability.

Thank you for your input. The STAC does not currently see the need to allow drivetrain strengthening in the ST category.

Prepared Category

#24920 Proposal to place E36 and E46 BMWs on the same line in appendix A

The PAC does not feel these two vehicles are appropriate to combine on one line. The PAC feels that the alternate engine allowance is more appropriate solution for the request.

Handled Elsewhere

Street Category

#25103 Feedback on electronic suspension tuning

See response to 25094

#25134 E Shocks debacle

See response to 25094

#25131 #22772 #20102 Replacing Electronic Shocks

See response to 25094

#25133 13.5 Proposal

See response to 25094

#25141 A future for Mazda MX-5 ND1s

See response to #25163

#25142 #22772 #20102 Replacing Electronic Shocks 13.5.A Rule Change Prop

See response to 25094

#25147 September Fastrack re. electronic shock controller replacement

See response to 25094

#25149 Classing of 2019+ Miata (ND2)

See response to #25163

#25151 #2277#20102 13.5.A rule change

See response to 25094

#25154 Shock controllers

See response to 25094

#25155 MR controllers

See response to 25094

#25158 Comments on 22772 - Electronic Shocks/Controllers in Street class

See response to 25094

#25159 Revised Electronic Shocks 22772 and 20102

See response to 25094

#25160 Response to #24826

See response to #25163

#25161 2019 Mazda Miata ND2 Classing / ND1 Spec Class

See response to #25163

#25164 Banana Piehl classing

See response to #25163

#25165 Mazda Miata ND2 to CS

See response to #25163

#25187 Feedback on #2277#20102 Replacing Electronic Shocks

See response to 25094

#25193 shocking stuff

See response to 25094

#25208 Shock change allowance

See response to 25094

#25254 Honda S2000 CR Street classing

See the response to 25236.

Prepared Category

#9766 GCR Seperation Comments

Thank you for your insight on this topic. Please see the GCR proposal (22617) that appeared in the June 2018 FasTrack.

#25243 04-07 Cadillac Cts-v to CP

Thank you for your input. Please see the response to letter 24936, in the October 2018 FasTrack.

Tech Bulletins

Street Category

#25163 ND2 should be a CS car

The SAC and SEB thank the members that provided input.

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

CS

Mazda

MX-5 Miata (ND2) (2019)

#25206 Porsche 718 Boxster (non-S) & 718 Cayman (non-S) MY 2018 & 2019

Per the SAC, update the model years in Appendix A for the 718 Porsches to include 2018, as follows:

AS

Porsche

718 Boxster (non-S)(2017*-18*)

718 Cayman (non-S)(2017*-18*)

#25266 Please class the Lotus Evora 410 Sport

Per the SAC, add the following listing to Appendix A:

SS

Lotus

Evora 410 Sport (2018)

Street Touring Category

#25311 Time for STP to go

The STAC is recommending that the STP class (which is a Supplemental class) be removed. Unfortunately, STP has consistently failed to capture the interest of the membership, with limited participation nationwide for the past 3 years that STP has been in existence (2016, 2017, and 2018). The STAC and SEB remind members that cars formerly in STP are eligible for the STU class.

Modify Section 14.3, 14.4, 14.8, 14.10, and Appendix A as follows.

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

Tires shall have a section width up to and including the following (mm):

STS, STR (AWD).....225

STH (AWD), STX (AWD).....245

STR (2WD), STU (2WD, mid-engine, rear-engine).....255

STH (2WD), STX (2WD), STU (AWD).....265

STU (2WD, front-engine).....285

~~STP.....315~~

14.4 WHEELS

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

STS, & STR (AWD).....7.5

STX (AWD).....8.0

STH, 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.

~~STU, STR, STX, STS, STH –~~ 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.~~

Appendix A:

~~Street Touring® Pony car (STP)~~

~~Supplemental Class~~

~~Chevrolet~~

~~– Camaro (V6) (2016-17)~~

~~– Camaro (SS, V6, & 1LE) (2010-15)~~

~~– Camaro (SS, Z28, & V6) (1993-2002)~~

~~– Camaro (fuel injection, N/A) (1982-92)~~

~~– Camaro SS (non-1LE) (2016-17)~~

~~– SS Sedan (2013-17)~~

~~Dodge~~

~~– Challenger (N/A) (2008-18)~~

~~– Charger (N/A) (2006-18)~~

~~Ford~~

~~– Mustang (fuel injected, N/A) (1979-93)~~

~~– Mustang Boss 302 (non-Laguna Seca) (2012-13)~~

~~– Mustang GT, V6, & EcoBoost (2.3T) (2015-17)~~

~~– Mustang GT & V6 (2005-14)~~

~~- Mustang GT & V6 (1994-2004)~~

~~Pontiac~~

~~- Firebird (LS1, LT1, & V6 engine) (1993-2002)~~

~~- Firebird (fuel injected, N/A) (1982-92)~~

~~- G8 GT (2008-09)~~

~~- GTO (2004-06)~~

~~"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)~~

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | October 2, 2018

The Club Racing Board met by teleconference on October 2, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Rick Harris, Club Racing Technical Manager, and Scott Schmidt, Club Racing Technical Assistant. The following decisions were made:

Member Advisory

SM
1. #25451 (Club Racing Board) Member Advisory Memo Spec Miata
After CRB review and in consultation with Mazda and SCCA Technical resources the CRB would like to provide the following Advisory Memo guidance for Spec Miata competitors:

Given recent events, the SCCA CRB would like to advise Spec Miata competitors that Spec Miata OEM, re-manufactured or rebuilt axles do not have a published specification nor are the axles a serviceable item. For the remainder of 2018, Spec Miata OEM, re-manufactured or rebuilt axles will not be a tech examined item. As a follow up, the CRB has asked the SMAC to provide a recommendation for 2019 for Spec Miata axles.

STL
1. #25313 (TO Johnson) Request Rule Clarification Re: RX-8 Factory Stock/Spec Brakes
Thank you for your request. The STL class maximum rotor size is 300 mm. If the factory rotors on a vehicle exceed the 300 mm maximum then smaller rotors must be installed.

STU
1. #25301 (Andrew Chartrand) Request STU Suspension Fabrication Clarification
A trailing arm suspension is considered fabricated, if all or any of the trailing arm doesn't remain stock. If pick up points are relocated, the weight multipliers must be added to the vehicle weight.

T2-T4
1. #25450 (Club Racing Board) Advisory Memo for Touring.
Touring competitors are reminded that the following cars are spec cars from another series racing with SCCA and must adhere strictly to those spec rules when racing in SCCA Touring classes without exception. All competitors should have access to their spec class rules.

T2:
BMW 235iR - as homologated from BMW Motorsports. No other changes permitted. For reference, World-Challenge VTS 2/25/2016 rev.2

Nissan 350Z Spec Z - Must conform to all SpecZ 2018 Edition rules.

Spec Mustang: Must conform to all 2018 Spec Mustang rules.

T3:
Nissan 350Z Spec Z - Must conform to all SpecZ 2018 Edition rules.

BMW SpecE46 - Must conform to all SpecE46 rules in Appendix N. SpecE46 spec tire permitted per SpecE46 appendix rules.

No Action Required

STU
1. #25376 (Kevin Koelemeyer) Opposes Aftermarket Turbos in Letter #24832
Thank you for your feedback. The CRB will continue to monitor class performance.

Not Recommended

P2
1. #25255 (Armen Megregian) Re: Letter #24959 Regarding Honda K20 Seals
Thank you for your letter. The CRB does not recommend this change. If the Board of Directors approves the recommendation of sealed CN engines, competitors with existing engines may arrange for Aurora Motorsports to verify compliance with CN regulations and apply the required seals. Competitors also may arrange with Aurora Motorsports to have engines rebuilt and sealed. New sealed engines will be available for purchase from Aurora Motorsports. If a competitor wishes to purchase an engine from another source and have Aurora apply the required seals, a fee will be charged for verification of the engine's compliance with CN regulations and application of the seals.

2. #25405 (Armen Megregian) Follow Up to Letter 25255 Regarding Honda K20 Seals
Thank you for your letter. The CRB does not recommend this change. Please see the responses to letter #25255 and letter #24959, October 2018 Fastrack Minutes.

GCR
1. #25285 (Anthony Parker) Request Clarifying Racing/Passing After Waved Yellow Flag
Thank you for your letter. Basically, you are requesting SCCA adopt the FIA definition for the no passing zone.

Due to varying track configurations and the shortage of flagging staff at our events, waiting for the next turn station to show a green flag will take away a lot of clear, safe track from racing once past the incident.

2. #25302 (Mark Pfeffer) Request Window Safety Net Approval
Thank you for your request. The GCR specifies the driver side "window" net must meet SFI 27.1 or FIA J253.11 specifications. The open roll cage net you are requesting to use does not meet either of those specifications and would not cover the majority of the window opening in most cars.

GT2
1. #24794 (Joe Aquilante) Request to Classify GT 4 McLaren in GT2/ST Spec Line
Thank you for your request. This car will be classified in the new GTX class for 2019. Please see the response to letter #23060, Technical Bulletin.

T1
1. #25169 (Hugh Stewart) Request Compression Ratio Change for Alternate Piston
Thank you for your request. 12.0 compression ratio pistons appear to be available.

Recommended Items

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. #25249 (Club Racing Board) E/O for Letters 24929 and 24930, Approved by the BOD 8/2018

Add to the Notes for the 93-97 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission with a 50 lb weight adder. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission with a 50 lb weight adder.*

Add to the Notes for the 98-02 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission with a 50 lb. weight adder. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission with a 50 lb weight adder.*

Add to the Notes for the 03-04 Restricted Prep. Mustang Mach 1 4.6L V8 after wording in letter #24930*: May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission with a 50 lb weight adder. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission with a 50 lb weight adder.*

2. #25274 (Club Racing Board) Additional Transmission Gear Ratio Sets for FP Cars

The Club Racing Board recommends the below ratio gear sets for all Full Preparation cars. Add 9.1.6.D.3.a.1.f:

f. All FP cars may use any of the below gear ratios (along with sample vendor in parentheses) with a 50 lb weight adder:

2.42, 1.53, 1.23, 1.00, .63 (T5);
2.87, 1.89, 1.28, 1.00, .82 (Tremec)
2.64, 1.60, 1.23, 1.00 (T10 X ratio set)
2.57, 1.61, 1.26, 1.00 (Auto Gear)
2.66, 1.78, 1.3, 1.00, .73 (General)

GCR

1. #25080 (SCCA Staff) Clarify Wording in GCR 3.5.1. Waivers

Change 3.5.1:

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. *If the minor, between the ages of 14-18 years old, requires hazardous area credentials they must* ~~or~~ have an executed annual minor waiver on file at the National Office and present his hard card at registration.

2. #25166 (Glen Thielke) Race Data Technician

Make changes to 5.11.5:

5.11.5. Race Data Technicians

This program is to assist the Club Racing Board in performance balancing. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.

Data Technicians are ~~optional~~ Officials whose duties include:

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.

D. Data Technician's will be required:

1. To keep all information collected and analysis completed confidential and not share the information outside of other licensed Data Technician, Road Racing Board, respective committees and SCCA National Staff.

2. Not use the information for any purpose other than the performance of duties as a Data Technician on behalf of the SCCA.

Change/Add to 9.3.16 DATA COLLECTION DEVICES

Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.

A. Driver Data Collection - Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.

B. Official Data Collection - The Club Racing Board uses SCCA data acquisition devices to assist in performance balancing. Race Data Technicians assist in placing the SCCA data acquisition devices at events. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.

GT General

1. #25472 (Club Racing Board) Rules for GTX Class for 1019

9.1.2.H GTX Category Specifications:
A. Purpose and Philosophy
The intent of the GTX category is to allow competition of production-based vehicles that compete in professional road racing series in the United States.

The GTX class will have annual balance of performance (BOP) changes. Weights may be adjusted or cars may be subject to changes in intake restrictors to meet periodic professional series changes. Cars may be required to carry data acquisition equipment for review of performance.

B. Eligibility
Vehicles meeting one of the following criteria may compete in the GTX category:

FIA GT3:
- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT3 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their FIA GT3 specifications must adhere to those

specifications.
- See 9.1.XXX, table of Approved FIA GT3 Cars.

FIA GT4:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT4 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their FIA GT4 specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved FIA GT4 Cars.

TCR:
- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the TCR sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their TCR specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved TCR Cars.

GTX Tube Frame:

- GTX tube frame cars will consist of currently classified GT1 cars with improved aerodynamics, wheels, brakes and limited fuel injection systems. GTX tube frame cars must weigh 2780 pounds.

GTX Grand Am Tube Frame:

- GTX Grand Am tube frame cars will consist of fuel injected tube frame cars classified in the Grand Am Road Racing series from 2007-2013. GTX Grand Am tube frame cars must provide their Grand Am rule set and specifications.

C. Bodywork
1. FIA or TCR standard bodywork must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

D. Aerodynamic Devices
1. FIA or TCR aerodynamic devices must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Trans Am splitter tunnels and rear wing rules are permitted. Under panning may be installed under the engine bay and rear end housing.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

E. Interiors
1. FIA or TCR interiors must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

F. Chassis
1. FIA or TCR chassis must comply with their associated specifications.
2. FIA or TCR chassis weight must meet the vehicle weight listed on the associated specification line.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

G. Engine

1. FIA or TCR engines must comply with their associated specifications.
2. FIA GT3 cars must compete with the listed restriction in the specification lines.
3. FIA GT4 cars are permitted to compete without restriction.
4. TCR cars are permitted to compete with 100% engine management.
5. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Additionally, the following engines are permitted:

362 cubic inch engines include:
- Chevrolet R07
- Ford FR9
- Dodge R6
- Toyota Phase 11

6. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

H. Cooling System

1. FIA or TCR cooling systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

I. Fueling, Piping and Fuel Tanks

1. FIA or TCR fueling, piping and fuel tanks must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. GTX tube frame cars may install fuel injection system, maximum throttle body size TBD.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

J. Oil System

1. FIA or TCR oil systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

K. Exhaust System

1. FIA or TCR exhaust systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

L. Electrical

1. FIA or TCR electrical systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

M. Drivetrain

1. FIA or TCR drivetrains must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

N. Suspension and Steering

1. FIA or TCR suspension and steering must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

O. Brakes

1. FIA or TCR brakes must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, except brake calipers and rotors do not have a size limit.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

P. Tires and Wheels

1. Tires must conform to 9.3. Tires.
2. FIA or TCR wheels must comply with their associated specifications.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, wheels may be increased to 12.5” front and 13” rear.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

FIA GT3 -

Make		Model	Restrictor mm	Weight (lbs)	Notes
Acura	GT3- 047	NSX	None (2) 35 TIR	3015	
Aston Martin	GT3-O32	Vantage	(2) 41.5	2980	
Audi	GT3-038	R8 LMS	(2) 39	2980	
Bentley	GT3-035	Continental	(2) 38	3070	
BMW	GT3-043	M6	(2) 34 TIR	TBD	
Chevrolet	GT3-045	Corvette C7	52	3070	
Dodge	GT3-036	Viper	(2) 39	3120	
Ferrari	GT3-029	458	(2) 40 TIR	3025	
Ferrari	GT3-044	488	(2) 35 TIR	3025	
Lamborghini	GT3-040	Huracan	(2) 39	3015	
Mclaren	GT3-037	650S	(2) 36 TIR	2915	
Mercedes	GT3-042	AMG GT	(2) 34.5	3090	
Porsche	GT3-041	991	(2) 41.5	2960	
Nissan	GT3-030	GT-R	(2) 40 TIR	3050	

FIA GT4 -

Make		Model	Restrictor mm	Weight (lbs)	Notes
Aston Martin	GT4-	Vantage	NA	TBD	
Audi	GT4-038	R8	NA	3400	
BMW	GT4-	M4	NA	TBD	
Chevrolet	GT4-031	Camaro	NA	3310	
Ford	GT4-027	Mustang	NA	3490	
Ginetta	GT4-019	G55	NA	2600	
Maserati	GT4-MC	Gran Turismo	NA	3290	
MaClaren	GT4-030	570S	NA	3220	
Mercedes	GT4-xxx	AMG	NA	3270	
Panoz	GT4-xxx	Avezzano	NA	3310	
Porsche	GT4-024	Cayman	NA	2990	

TCR -

Make	Model	Trans	Power Level	Weight (lbs)	Notes
Audi	RS3 LMS	SEQ	100%	2790	
Audi	RS3 LMS	DSG	100%	2715	
Honda	Civic Type R	SEQ	100%	2790	
Hyundai	i30 N	SEQ	100%	2790	
Volkswagon	Golf GTI	SEQ	100%	2790	
Volkswagon	Golf GTI	DSG	100%	2715	

T1
1. #25148 (Hugh Stewart) Request for Carbon Fiber Trunk Lid on BMW E46 M3
Thank you for your request. Please add to the Notes for the T1-FP BMW E46 M3*: CSL style carbon fiber rear trunk lid allowed +75lbs.*

Taken Care Of

P2
1. #25240 (Armen Megregian) Concern Over Letter #25098 and Diffusers
Thank you for your letter. Please see the response to letter #25237, Technical Bulletin.

IT General
1. #25272 (James Bell) Opposes IT Rule Change - Tires to Be Minimum 200 Treadwear
Thank you for your letter. Please see the response to letter #24710, October 2018 Fastrack Minutes.

ITC
1. #25289 (Jennifer Ettish) Opposes Tires
Thank you for your letter. Please see the response to letter #24710 October 2018 Fastrack Minutes.

What Do You Think
None.

RESUMES
None.

TECH BULLETIN

DATE: October 20, 2018
NUMBER: TB 18-11
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 11/1/2018 unless otherwise noted.

American Sedan
None

B-Spec
None

Formula/Sports Racing
FA
1. #25109 (Formula/Sports Racing Committee) Admit F3 Americas Car to FA
In FA Table 2, add a new spec line as follows:

Table 2

Car	Engine	Wheel Width (in)	Aero	Transmission	Weight	Notes
F3 Americas	*2.0 Liter Honda K20c1*	*see notes*	*see notes*	*see notes*	*see notes*	*Car must comply with F3 Americas rules. Competitors must have current copies of FIA Formula 3 Technical Regulations, Onroak Automotive Ligier JS F3 Information Manual, and HPD engine-related specifications and instructions in their possession and present them upon request.*

In GCR Section 9.1.1.A.1.e, add the following language:
"Superchargers or turbochargers are not permitted *unless specifically authorized by a spec line in Table 2*."

2. #25262 (Formula/Sports Racing Committee) Move Swift 014 - MZR 2.0 line to FA Table 2
In FA Table 1, delete Line P in its entirety.

In FA Table 2, add a new spec line as follows:

Table 2

Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**			**Notes**
Swift 014 chassis only	*Mazda MZR 2.0*	*(F) 10 (R) 14 Min. & 15 Max.*	*See FA rules*	*5 speed sequential*	*1300*	*Sealed engine sourced by Elite Engines*

FE
1. #25433 (Robey Clark) Request for Anti Roll / Sway Bar Clarification
In GCR section 9.1.1.I.8.f, add the wording as follows:
"Anti-roll bars (sway bars) may be *run* disconnected, but not removed. *One anti-roll bar link may be removed from the chassis for safety reasons, but no modification of the link or attachments is permitted.*"

FV
1. #24977 (Formula/Sports Racing Committee) Request Spec Tire for FV
In GCR section 9.1.1.C.3.D, make changes as follows:

"~~Any tire size may be fitted, except that ungrooved radial race tires (radial slicks) are not allowed.~~ *The following tires are required:"*

"Fronts
Hoosier #43337 FVS
21.0 x 5.0 x 15"

"Rears
Hoosier #43353 FVS
22.5 x 5.5 x 15"

"Rain tires are open for 2019.
Effective 1/1/2020, the following rain tire is required:
Hoosier #44266
22.5 x 5.0 x 15 Hoosier WET (rain)"

2. #25222 (Richard Pare) Replacement front Spindles Clarification
In GCR section 9.1.1.C.3.A.11 add the wording as follows:
"*Alternate spindle from ICP, part number ICPVWS001,* ~~A a~~lternate spindle from cip1.com, part number C26-412-020 and alternate spindle carrier C26-412- 025 are allowed."

P2
1. #25237 (Armen Megregian) Concern over letter #25908 about CN bodywork
In P2 Table 1, FIA Group CN non-composite chassis spec line, change the notes as follows:
"FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. ~~FIA Group CN compliant~~ *V de V Endurance Series permitted* bodywork, *rear diffuser,* wing, wheels, and assisted shifting ~~permitted~~ *allowed*. Must comply with all other P2 requirements. *Competitors must have copies of FIA Group CN Technical Regulations and V de V Endurance Series Sporting and Technical Regulations in their possession and present them upon request.*"

2. #25318 (Formula/Sports Racing Committee) Correct P2 Table 1 (Spec Line Cars) AMAC-AM5 E&O
In P2 Table 1, AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2 spec line, add to notes as follows:
"Decker 1/2: minimum width 52 inches. *AMAC-AM5: minimum width 54 inches.*"

GCR
None

Grand Touring
GT2
1. #25214 (Grand Touring Committee) GT2/ST wording relocation for better viewing
In GCR Appendix K.P.1. add the wording as follows:
"*Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.*"

GTL
1. #25431 (Joe Harlan) Request to fix E and O in 240sx classification
In GTL, NISSAN 240SX (S13/S14) add to notes as follows:

GTL Cars - Nissan					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
240-SX (S13/ S14)	NA	2dr	RWD	97.5 or 99.4	*Hood Bulge allowed, no openings.*

See Race Memo 18-07

Production
1. #24579 (David Mead) Request to add allowances for 2016+ Miata in EP
In EP, classify the Mazda MX-5 (16-18) as follows:

EP	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.)
Mazda MX-5 (16-18)	*2*	*2350 *2409 **2468*	*4 cyl. DOHC*	*83.6 x 91.2 (3.29x3.59)*	*2000*	*Alum*	*Alum*	*(I) (1.25) (E) (1.04)*	*Fuel Injection*	*(90.9)*	*(63.2/63.5)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
17 x 8	*6*	*(F) 280 x 22 vented (R) 280 x 9.5 solid*		*Stock Throttle Body I.D.*	*Comp. Ratio limited to 13.0:1. Valve lift limited to .500". OEM hardtop allowed.*

In EP, Mazda MX-5, make changes as follows:
Mazda MX-5 *Global Cup* (16-18)".

FP

1. #25173 (Robert Zatz) Request to classify Ford Escort ZX2

In FP, classify the Ford Escort ZX2 (98-03) as follows: see attached

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.)
Ford Escort ZX-2 (98-03)	*2*	*2275 *2332 **2389*	*4 cyl. DOHC*	*84.0 x 88.0*	*1989*	*Alum*	*Alum*	*(I) 32.0 (E) 28.0*	*Fuel Injection*	*(98.4)*	*(60.7/60.7)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15 x 7	*5*	*(F) 257 x 22 vented (R) 251 x 9 solid*		*Stock Throttle Body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450".*

2. #25281 (Brett Whisenant) Request 2002-2004 Ford Focus SVT classification

In FP, classify the Ford Focus SVT (02-04) as follows: see attached

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.)
Ford Focus SVT (02-04)	*2*	*2375 *2434 **2494*	*4 cyl. DOHC*	*84.0 x 88.0*	*1989*	*Alum*	*Alum*	*(I) 33.5 (E) 28.0*	*Fuel Injection*	*(103.0)*	*(63.1/62.8)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
17 x 8	*6*	*(F) 300 x 24 vented (R) 280 x 10 solid*		*Stock Throttle Body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450".*

Spec Miata

1. #25451 (Club Racing Board) Spec Miata Axles

Given recent events, the SCCA CRB makes the following change to the GCR effective immediately for the remainder of the 2018 Spec Miata season. The CRB acknowledges that Spec Miata OEM, re-manufactured or rebuilt axles do not have a published specification nor are the axles a serviceable item. As a follow-up the CRB has asked the SMAC to provide a recommendation for 2019 for Spec Miata axles.

Add to section 9.1.7.C.2

"*i. The half-shaft CV Joints shall be an OEM or OEM equivalent part. The internal cage and bearing dimensions are unrestricted. This rule is effective until 12/31/18.*"

See Race Memo 18-08

Strategic

None

Super Touring
ST General
1. #25319 (Darren Murdock) Rules Clarifications
In GCR section 9.1.4.M.16.a, add the wording as follows:
"disconnected*, pump, belt, pulley, and hoses may be removed. Hoses may also be looped. Steering rack or box may be modified internally to work without pump.*"

Touring
T1
1. #25290 (Christopher Childs) Request for FP350S
In T1, Ford Mustang / Thunderbird, delete the spec line as follows:
Max Displacement: ~~5200 Shelby FP350S sealed engine, M-6007-M52R~~
Min weight: ~~3525~~
Required restrictor: ~~65mm flat plate~~

2. #25410 (Club Racing Board) Request to classify 2015 Porsche Cayman S and GTS 3.4L
Effective 9-26-2018, in T1, add the Porsche Cayman S and GTS 3.4L (14-15) as follows: see attached

T1	**Maximum Displ.**	**Min. Weight**	**Required Restrictor**	**Engine Notes**	**Chassis Notes**
Porsche Cayman*/S/GTS* (05-~~13~~ *15*)	*3400*	*2750*			
	3600	2800			
	3800	2850		Must meet OEM Specification	

See RM 18-06

JUDGEMENT OF THE COURT OF APPEALS
Bob Demers vs. SOM COA Ref. No. 18-09-NE
October 4, 2018

FACTS IN BRIEF
On June 24, 2018, following the final race of the of the day at Watkins Glen International, Bob Demers (T2 #5) filed a Protest charging John Heinricy (T4 #38) with violation of GCR 6.11.1.A., B., C., and D. Mr. Demers specifically charged Mr. Heinricy with making an unsafe pass that resulted in contact putting Mr. Demers' car into a track barrier.

The Stewards of the Meeting (SOM), Terry Hanushek, Phil Kelly, Meridith Croucher, Tim Meddaugh, Donna McDonough, Richard Muise, and John Walsh (Chairman), met, interviewed witnesses, reviewed witness statements, and determined that there was likely shared responsibility for the incident, but no evidence of a violation of GCR 6.11.1. Mr. Demers appealed the ruling issued by the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Anne Christian, Pat McCammon, and Spencer Gorham (Chairman) met on August 9, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Bob Demers, received July 3, 2018.
2. Official Observers Report and related documents, received July 11, 2018.
3. Email statement from Steve Pence, Super Tour Race Director, received July 11, 2018.
4. Additional witness statements and video provided by Mr. Demers in support of his appeal, received July 12, 2018.
5. Protest rehearing documents, received September 5, 2018.

FINDINGS
Mr. Demers provided a detailed account and additional video of the incident. Race Director Steve Pence provided an explanatory statement detailing the incident and his support of the appeal. In-car videos were available from Mr. Demers' car and a following car driven by Felix Borodaty (T4 #56).

The incident occurred at the apex of turn 11. Mr. Heinricy attempted an outside pass of Mr. Demers after trailing him on the prior lap. Mr. Demers was on the right side of the track approaching the corner apex. Mr. Heinricy was on the left side of the track taking a normal racing line. As both cars reached the apex, Mr. Heinricy's path intersected the path of Mr. Demers. The front of Mr. Demers' car contacted the right side of Mr. Heinricy's car. The contact caused Mr. Demers' car to spin and contact the left side track barrier head on. Mr. Demers' car was unable to continue, and Mr. Heinricy continued to complete the race. Mr. Demers suffered significant physical injuries as a result of the contact. The SOM decision found that both drivers had shared responsibility for the incident.

The COA found that Mr. Demers, due to injuries suffered in the crash, was not in a physical condition to gather and present evidence or give reasonable testimony to the SOM at the time of the hearing.

Under GCR 8.4.5.A. and GCR 8.4.5.A.2., the COA may request the original SOM reconvene and rehear a protest. In this case the COA requested a new SOM be convened by Fred Brinkel, NE Division Executive Steward, to provide Mr. Demers and Mr. Heinricy with full due process. The COA returned the decision and all evidence to the SOM on August 6, 2018, requesting they convene and hear the protest.

The new SOM members were Ken Blackburn, John Nesbitt, and Kathy McLeod (Chairman). On September 5, 2018, the SOM found that Mr. Heinricy had violated GCR 6.11.1.A./B./C./D. by failing to leave racing room and making avoidable contact. Mr. Heinricy was penalized with being moved to last overall race position and a ten (10) event weekend probation. The SOM decision was not appealed.

DECISION

The COA upholds the revised SOM decision in its entirety. All parties were provided adequate time for subsequent appeals and the matter is now closed. Mr. Demers' appeal was well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Lev Uretsky vs. SOM COA Ref. No. 18-13-NE
September 13, 2018

FACTS IN BRIEF

On July 22, 2018, following the Group 5 U.S. Majors Race at New Jersey Motorsports Park, multiple protests were filed charging Lev Uretsky (STL #14) with violating General Competition Rules (GCR) 2.1.4 (Driving recklessly or dangerously) and 6.1. (Flags).

The Stewards of the Meeting (SOM), David Gomberg, Grant McStay, and Kathy McLeod, Chairman, opted to hear all protests simultaneously. The SOM met, reviewed the evidence, and determined that Mr. Uretsky violated GCR 6.1.1.B. The SOM penalized Mr. Uretsky with loss of three (3) positions in class plus no Majors points for Sunday's race. The SOM additionally issued a penalty of probation for a period of three (3) event weekends for Unsportsmanlike Conduct (GCR 2.1.7.). Mr. Uretsky is appealing only the probation penalty.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Spencer Gorham, and Anne Christian (Chairman) met August 30 and September 6 and 13, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Lev Uretsky, received by the COA August 23, 2018.
2. Official Observers Report and related documents, received August 23, 2018.
3. Video evidence considered by the SOM, received August 23, 2018.
4. Event Summary from Kathy McCleod, Chairman SOM, received August 23, 2018.

FINDINGS

The multiple protests considered by the SOM listed two infractions: GCR 2.1.4. (Driving recklessly or dangerously) and GCR 6.1. (Flags). The COA notes that one Protest form does say Mr. Uretsky exhibited unsportsmanlike behavior when approached in impound but does not specifically charge violation of GCR 2.1.7. None of the witness statements from the protestors mention the alleged unsportsmanlike behavior and no additional witness statements are found that support the statement on the protest form. A narrative written by the Chairman of the Stewards of the Meeting mentioned Mr. Uretsky's attitude during his private interview.

The COA finds the lack of documentation or paper trail describing investigation of the allegation of unsportsmanlike conduct is not supportive of the assessment of a penalty. The COA directs that the three (3) event weekend probation for violation of GCR 2.1.7. (Unsportsmanlike Conduct) is rescinded.

Mr. Uretsky provided a narrative account of the multiple on track passes under full course yellow and acknowledged fault with an apology in his appeal letter to the COA. Since Mr. Uretsky did not appeal the penalty assessed for passing under a full course yellow flag condition, the COA declares that issue closed and the penalty of loss of three (3) positions in class and associated Majors points is not subject to this appeal ruling.

The three (3) penalty points applied to Mr. Uretsky's license for the penalty of "Probation of SCCA competition privileges" are removed. In the absence of other penalties, the COA directs that two (2) penalty points be applied to Mr. Uretsky's license for the penalty of "Loss of time, lap, or finishing position" for violation of 6.1.1.B. (Yellow Flag).

SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment, free of harassment, discrimination, and any behavior that interferes with a safe, fun and exciting experience. Competitors are reminded to treat each other with the highest respect when interacting after a race.

DECISION
The COA overturns the SOM decision to impose probation for Unsportsmanlike Conduct and the penalty is rescinded. Mr. Uretsky's appeal is well founded and the appeal fee, less the administrative portion retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Sam Schechter vs. SOM COA Ref. No. 18-14-NE
September 13, 2018

FACTS IN BRIEF

On July 29, 2018, at the MARRS #6 regional race at Summit Point Motorsports Park, Sam Schechter, driver of Spec Miata (SM) #87 protested Michael Collins, driver of SM #75, charging that Mr. Collins violated GCR 6.11.1.A. and D. Mr. Schechter claimed that Mr. Collins left the track surface and when returning contacted the rear of Mr. Schechter's car. A Request for Action (RFA) was also initiated by Assistant Chief Steward Fred Brinkel, citing the same incident.

The Stewards of the Meeting (SOM) Jim Harrison, Larry Oliver, George Bloeser, Terry Hanushek, and John Deonarine Jr., Chairman, met, reviewed the evidence, and upheld the protest. The SOM considered the protest and the RFA together as a single action. The SOM found that both drivers shared responsibility for the incident and each was penalized with a reprimand. The penalty of reprimand caused one (1) penalty point to be assessed to each driver. Mr. Schechter appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Pat McCammon, Michael West, and Spencer Gorham, (Chairman) met on August 30 and September 6 and 13, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Sam Schechter, received by the COA August 24, 2018.
2. Official Observers Report and related documents, received August 24, 2018.
3. Video evidence from Car #46, Car #75, and Car #87 considered by the SOM, received August 24, 2018.
4. New video evidence from Mr. Schechter, received August 24, 2018.
5. Email from Michael Collins, received August 24, 2018.
6. Email from John Deonarine Jr, Chairman SOM, received August 31, 2018.

FINDINGS

The COA reviewed the written and video evidence referenced in the SOM decision and the appeal. The videos were viewed from the two cars involved and from Car #46, traveling immediately behind the incident. The videos showed that on the first racing lap Car #87 was leading Car #75 between turns 2 and 3. Car #87 was initially at the center of the track with Car #75 on his right with some overlap. Car #87 moved to the right to take the racing line behind a leading car. His move forced Car #75 to move driver's right with two wheels off the racing surface to avoid contact. As Car #75 attempted to move back to the racing surface he contacted the rear of Car #87. Car #87 spun 90 degrees to the racing line and left the track contacting a fixed barrier. Car #75 continued to finish the race.

The SOM found that both drivers violated GCR 6.11.1. (Rules of the Road/On Course Driver Conduct.) The COA reviewed the additional video and written evidence submitted by Mr. Schechter but found that it did not add to understanding of the incident in question.

The COA finds that Mr. Schechter violated GCR 6.11.1.B. (Racing Room) and Mr. Collins violated GCR 6.11.1.A (Contact). The COA does not find sufficient evidence to overturn the SOM's decision. The penalties assessed by the SOM are within their purview as defined in

GCR 7.2. (Range of Penalties).

DECISION
The COA upholds the SOM's decision in its entirety. Mr. Schechter's appeal is well founded and the appeal fee, less the administrative portion retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Jon Brandstad vs. SOM COA Ref. No. 18-15-NP
September 13, 2018

FACTS IN BRIEF

On July 28, 2018, at the conclusion of the San Francisco Region Double Regional 11-12, Group 4 race at WeatherTech Raceway Laguna Seca, Assistant Chief Steward Gary Pitts filed a Request for Action (RFA) for the SOM to investigate contact between Formula Continental (FC) #81 driven by Ken Rozeboom and Formula F (FF) #95 driven by Jon Brandstad for potential violation of General Competition Rules (GCR) 6.11.1.A., B., C., and D. (On Course Driver Conduct).

The Stewards of the Meeting (SOM), Ed Gains, Mary Lou Robson, and Gary Meeker (Chairman), met, reviewed the evidence, and determined that Mr. Brandstad violated GCR 6.11.1.B. and 6.11.1.C. The SOM placed Mr. Brandstad on probation for one (1) race weekend. Mr. Brandstad appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Laurie Sheppard, Michael West, and Pat McCammon (Chairman), met on August 30 and September 6 and 13, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Jon Brandstad and Appeal Letter envelope postmarked August 1, 2018, received by COA on August 25, 2018.
2. Video evidence from Mr. Brandstad, received August 25, 2018.
3. Official Observers Report and related documents, received August 25, 2018.
4. Video evidence considered by the SOM, received September 3, 2018.
5. Additional post-incident photographs and witness statements provided with the appeal, received August 25, 2018.

FINDINGS

The COA viewed race videos provided to the SOM which showed Mr. Rozeboom (Car #81) was following Mr. Brandstad (Car #95). Car #81 initiated a pass prior to Turn 1 but slowed and dropped back from Mr. Brandstad in response to a local yellow flag at Turn 1. Car #81 caught back up with Car #95 at Turn 3 and continued to trail Car #95 through Turn 4. Upon exiting Turn 4, Car #95 moved driver's left to the track limit; this allowed Car #81 room to initiate a pass on driver's right during the approach to the Turn 5 apex curbing.

As Car #95 moved driver's right toward Turn 5, Car #81 moved further right to avoid contact, eventually placing two right wheels off the racing surface. Because Car #95 continued to move driver's right, its right front tire touched the left front tire of Car #81. As a result of the contact, Car #81 launched into the air, slid along the right side of Car #95 and came to rest perpendicular to the track in front of Car #95. Both cars were heavily damaged and neither rejoined the race.

Mr. Brandstad provided witness statements from competitors who frequent WeatherTech Raceway Laguna Seca. These statements indicate Mr. Brandstad is a seasoned competitor at this track, and that these competitors believe a pass on driver's right at Turn 5 would be unexpected.

Mr. Brandstad told the SOM multiple times that he did not look in his mirrors prior to the

contact. He also said he was not aware that Car #81 was beside him as they approached Turn 5, and that he believed a pass on the right between Turn 4 and 5 is not reasonable.

The COA found that per GCR 6.11.1.B. and C. each driver has a right to and must respect others' racing room. Mr. Rozeboom (Car #81) saw an opening and began a pass on driver's right prior to the turn-in point for Turn 5, leaving Mr. Brandstad (Car #95) adequate racing room. Car #81 achieved an overlap of nearly a full car length by the time of contact, as evidenced by the initial contact being front wheel to front wheel. By Mr. Brandstad's own admission, he moved driver's right approaching Turn 5, unaware that Mr. Rozeboom was alongside him.

The video evidence shows that Mr. Rozeboom provided racing room and attempted to avoid contact in compliance with GCR 6.11.1.B. ("Each competitor has a right to racing room…"). There is no evidence that Mr. Brandstad did the same.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Brandstad's appeal is well founded and the appeal fee, less the administrative portion retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Thomas Ferrara vs. SOM COA Ref. No. 18-16-NP
September 13, 2018

FACTS IN BRIEF

On August 11, 2018, following the Group 11 race at Portland International Raceway, Gary Van Horn, Chief Steward (CS), filed a Request For Action (RFA) for a Stewards of the Meeting investigation of a multiple car incident following display of the green flag to start the race. Specifically, the CS cited cars #4, Brad Rampelberg; #43, Dave Dunning; #87, Will Schrader; and #00, Thomas Ferrera as being involved.

The Stewards of the Meeting (SOM), Gail Fetterman, Jeff Niess, Dan Mullins, and George Harper, Chairman, met, reviewed video evidence from all four cars, witness statements from the four drivers, and an incident report from the Turn 1 Corner Crew. The SOM determined Mr. Ferrara caused the incident and his actions were not in compliance with GCR 6.11.1.A. (On Course Driver Conduct – Avoid Physical Contact). They assessed a penalty of loss of two (2) finishing positions. Two (2) penalty points were assigned to Mr. Ferrara's competition license. Mr. Ferrara is appealing the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Anne Christian, Pat McCammon, and Michael West, Chairman, met on September 6 and September 13, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Thomas Ferrara, received by the COA August 28, 2018.

2. Appeal Letter Envelope postmarked August 17, 2018, received August 28, 2018.

3. Official Observers Report and related documents/evidence, received September 3, 2018.

4. In-car video from Cars #4, #43, #87, and #00, received September 5, 2018.

FINDINGS

In his appeal, Mr. Ferrara states the SOM advised him they reviewed four video tapes of which three were inconclusive. He further states the SOM advised they based their decision on what they observed in his video evidence. The COA thoroughly reviewed the SOM ruling and notes that Mr. Ferrara's in car video evidence served as the basis for the ruling. The SOM did state the other three videos were reviewed.

Mr. Ferrara states he did not impact Car #4 and, thus, did not start the metal to metal contacts between multiple cars. In his appeal he provided a detailed analysis supported by 31 still shots from his video evidence. The COA reviewed all video evidence submitted to the SOM. Mr. Ferrara's (#00) video provided a view of the other vehicles as he was the trailing car. After receiving the green flag, Mr. Ferrara moved to the extreme right side of the track and partially alongside Mr. Rampelberg (#4). Mr. Rampelberg was forced to the right by Car #43 (Dave Dunning), blocking Mr. Ferrara's lane forward which caused Mr. Ferrara to back away from Mr. Rampelberg. As the field approached the corner, the two cars in front of Mr. Rampelberg applied their brakes. Mr. Ferrara was behind Mr. Rampelberg at this point and Mr. Rampelberg's tail lights were fully in view. Mr. Rampelberg locked his brakes an instant later to avoid hitting Car #43 (Dunning). Mr. Rampelberg's braking action caused him to slide to driver's right alongside Mr. Dunning's car (#43). The COA notes Mr. Dunning was also moving to driver's right. Mr. Rampelbeg and Mr. Dunning then made contact. The contact briefly lifted Mr. Rampelberg into the air.

The COA fully reviewed Mr. Ferrara's still shot evidence in context with all the video evidence

used by the SOM and agrees with Mr. Ferrera. Mr. Ferrara's still photographs clearly reflect that he was not close enough for nose to tail contact with Car #4 (Rampelberg) when Car #43 (Dunning) and Car #4 (Rampelberg) first made contact. He did not make contact with Car #4 until after the side to side contact between Cars #43 and #4. Mr. Ferrara did not cause the multiple car incidents. The COA does acknowledge he had incidental impact with Car #4 after the melee was well in progress. His contact with Car #4 at that point was unavoidable.

Based on the new and material evidence assessed in context with the full body of evidence relied on by the SOM, the COA determines Mr. Ferrara did not cause the incident and did not violate GCR 6.11.1.A. Mr. Ferrera's finishing position will be restored and the penalty points will be removed from his competition license.

DECISION
The COA overturns the SOM's decision in its entirety. Mr. Ferrera's appeal is well founded. Mr. Ferrara's appeal fee, less the administrative portion retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Peter Jankovskis vs. SOM COA Ref. No. 18-17-CN
September 13, 2018

FACTS IN BRIEF

On July 29, 2018, following the Group 5 race at the Cat's Meow Majors Races at Road America, Assistant Chief Steward Bev Heilicher filed a Request For Action (RFA) to investigate contact between Tom Dalrymple (SRF3 #84) and Peter Jankovskis (SRF3 #6). The contact occurred on the front straight as reported by witnesses at Start.

The Stewards of the Meeting (SOM) Fred Cummings, John Hertsgaard, Kathy Maleck, and Paula Spencer (Chairman) met, reviewed the evidence, heard witnesses, and determined Mr. Jankovskis had violated General Competition Rules (GCR) 6.11.1.A., B., C., and D. and imposed a penalty of Reprimand. The penalty imposes one (1) penalty point on Mr. Jankovskis' license. Mr. Jankovskis was notified of the results of the RFA via email on August 7, 2018. He is appealing the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Spencer Gorham, and Laurie Sheppard (Chairman) met on September 6 and 13, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Jankovskis, received by COA August 28, 2018.
2. Email and video from Martin Wiedenhoeft, received September 4, 2018.
3. Official Observers Report and related documents, received September 4, 2018.
4. Video evidence considered by the SOM, received September 4, 2018.
5. Copy of Appeal Request email from Mr. Jankovskis, received at SCCA August 13, 2018.

FINDINGS

Mr. Jankovskis provided a detailed rebuttal to each rule the SOM found he violated. He also submitted a witness statement and an additional video from a trailing car that were not available to the SOM.

The COA reviewed witness statements describing the incident and full race video evidence considered by the SOM as well as the new video showing the actions leading to the contact between Mr. Jankovskis in Car #6 and Mr. Dalrymple in Car #84. For several laps, Mr. Dalrymple led a tight three-car group, with Car #64 immediately behind and Mr. Jankovskis trailing. On Lap 9, Car #64 passed Mr. Dalrymple on the approach to Turn 5. Mr. Jankovskis unsuccessfully attempted to follow Car #64 past Mr. Dalrymple, and the two were briefly side by side before Mr. Jankovskis dropped back.

Mr. Dalrymple continued to shadow Car #64, apparently attempting to maintain a draft. Car #64 made several moves to break the draft and retain the lead through the next several turns.

After executing Turn 14, Car #64 moved to the right of the center line of the track and Mr. Dalrymple followed. When Mr. Dalrymple unexpectedly moved right in response to the move by Car #64, Mr. Jankovskis stayed on the left side of the track which is normally considered the faster line and he moved partially alongside Mr. Dalrymple. The overlap was approximately two-thirds of a car length. Approaching Start/Finish, Car #64 moved back toward the normal line (driver's left) and again, Mr. Dalrymple followed his lead. However, by his own admission, Mr. Dalrymple did not check his mirrors before moving to the left. Mr. Dalrymple contacted Mr.

Jankovskis at least twice, forcing him to drop his two left wheels off track into the grass.

The SOM ruled that each driver shared responsibility for the incident, stating that both drivers were responsible for avoiding contact and respecting the other's right to racing room. The SOM also ruled that Mr. Jankovskis was attempting to pass Mr. Dalrymple and did not accomplish it safely, citing GCR 6.11.1.D.

The COA disagrees that both drivers were equally responsible for the contact. Rather, the COA finds that it was Mr. Dalrymple's selection of an atypical line between Turn 14 and Start/Finish and then attempting to return to the usual line when another car was already alongside that caused the contact. The normal racing line is faster, which allowed Mr. Jankovskis to move alongside Mr. Dalrymple. Mr. Jankovskis was traveling in a straight line on the extreme left side of the track, leaving adequate racing room for Mr. Dalrymple. Mr. Jankovskis did not initiate an unsafe pass attempt that could not be completed. Had Mr. Dalrymple not taken away Mr. Jankovskis' racing room, Mr. Jankovskis may or may not have completed a pass, but both cars could have continued safely to the next turn.

The COA rules that the penalty of Reprimand for violation of GCR 6.11.1.A. (Avoidable contact), B. (Racing room), C. (Blocking), and D. (Passing) is rescinded and the associated one (1) penalty point is to be removed from Mr. Jankovskis' license.

DECISION
The COA overturns the SOM decision against Mr. Jankovskis in its entirety. Mr. Jankovskis' appeal was well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Lev Uretsky vs. SOM COA Ref. No. 18-18-NE
October 4, 2018

FACTS IN BRIEF

On September 2, 2018, at the Washington DC Region Regional at Summit Point Motorsports Park, Assistant Chief Steward, Chris Current, filed a Request for Action (RFA) asking to investigate Lev Uretsky (STL #41) who did not report to impound after the Group 8 race on Sunday. Mr. Uretsky finished first in class.

The Stewards of the Meeting (SOM), James Shoemaker, Larry Oliver and Steve Keadle (Chairman), met, reviewed the evidence, and determined Mr. Uretsky failed to report to post-race impound and therefore violated General Competition Rules (GCR) 5.9.3.C. and Supplemental Regulations (SR) Impound. The SOM assigned a penalty of Loss of Finishing Position by moving Mr. Uretsky to last finishing position in class and awarding no series points for Sunday's race. In accordance with GCR 7.4., two (2) mandatory penalty points were added to his competition license. On Monday morning, September 3, 2018, Mr. Uretsky was called to the SOM and given their ruling. Mr. Uretsky is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Pat McCammon, and Anne Christian (Chairman) met on September 27, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Lev Uretsky, received September 18, 2018.
2. Official Observers Report and related documents, received September 25, 2018.
3. Supplemental Regulations, 2018 MARRS Labor Day Double, obtained September 14, 2018.
4. Addendum to appeal from Lev Uretsky, received October 2, 2018.

FINDINGS

The COA examined Mr. Uretsky's appeal letter and his analysis. In his appeal, Mr. Uretsky admitted not reporting to impound. He provided a written narrative stating why he didn't feel he needed to go to impound, citing GCR 5.9.3. as not mandating post-race impound except at specific types of events. The COA also reviewed the documents included in the Observers Report and obtained a copy of the event Supplemental Regulations for the 2018 MARRS Labor Day Double at Summit Point.

GCR 5.9.3.A. states that post-race impound is mandatory at all U.S. Major Tour races and at the Runoffs. It further states "It is recommended at all other events." Washington, D. C. Region chose to exercise this authority and clearly stated the Impound mandate in the Supplemental Regulations for the event. The GCR states in Appendix B that "Supplemental Regulations establish specific conditions for an event."

The COA notes that when registering for the event online, Mr. Uretsky had multiple opportunities to download the event Supplemental Regulations and Schedule. Before completing his registration, Mr. Uretsky had to click a checkbox accepting the event waiver which reads in part: "I acknowledge that I *have* Read and Understand the event Supplemental Regulations, "Supps", for this event, and agree to abide by them."

The COA finds that Mr. Uretsky violated GCR 5.9.3.C. and Supplemental Regulations "Impound" by failing to report to post-race impound. The penalty assessed is consistent with the SCCA Penalty Guidelines for violation of GCR 5.9.3.C. and is within the authority of the SOM. The two (2) penalty points imposed on Mr. Uretsky's competition license are mandated

per GCR 7.4.6. for a penalty of Loss of Position assessed by the SOM.

DECISION
The COA upholds the SOM's decision in its entirety. Mr. Uretsky's appeal is well founded and the appeal fee, less the administrative portion retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
LisaKay Foyle vs. SOM COA Ref. No. 18-19-CN
October 4, 2018

FACTS IN BRIEF

On September 8, 2018, at the Fall Sprints held at Blackhawk Farms, following Group 5 qualifying, LisaKay Foyle, Chief Steward, filed Chief Steward's Actions voiding the qualifying times of Chris Pedersen, GT2/TA2 #67 and Scott Sanda, GT2/TA2 #75, citing non-compliant roll cage braces extending from the Main Hoop to the rear. The tubing did not meet the minimum requirements as specified in General Competition Rules (GCR) 9.4.B.2.c., 9.4.F.2., 9.4.F.3., 9.4.F.4., 9.4.F.5., and 9.4.F.6. TA2 cars may enter in GT2 under GCR Appendix L or current TransAm rules.

Messrs. Pedersen and Sanda protested Ms. Foyle's action stating that both cars had been approved for TransAm competition and therefore, were eligible to compete in SCCA road races. The Stewards of the Meeting, Bev Heileicher, Hank Jaffe, John Maurus, Fred Cummings, and Corky Swanson, Chairman, met, reviewed witness statements, heard witnesses, and upheld the Chief Steward's Actions. Ms. Foyle appealed the SOM ruling citing variances in roll bar specifications between the GCR and the TransAm (TA2) rules and requested the rules sets be brought into agreement via an Errors and Omissions ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Pat McCammon, Laurie Sheppard, and Michael West (Chairman) met on September 27 and October 4, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from LisaKay Foyle, received Sept. 18, 2018.
2. 2018 TransAm Rule Book, received Sept. 18, 2018.
3. Official Observer's Report and related documents, received Sept. 26, 2018.
4. Additional information email from Corky Swanson, Chair SOM, received Sept. 27, 2018.
5. GT2/TA informational memo from Dave Kettler, Divisional Administrator of Scrutineering, SCCA Central Division, received Sept. 27, 2018.
6. SCCA Technical Services Member Advisory Memo 18-08, received September 28, 2018.
7. Memo from Kevin Coulter, Central Division Executive Steward, received September 30, 2018.
8. Memo and opinion from Chris Pedersen, received October 3, 2018.

FINDINGS

LisaKay Foyle, Chief Steward, requested the COA review the pertinent sections of the GCR and the TransAm rules set for TA2 cars and bring the rules sets into agreement with an Errors and Omissions ruling.

Simultaneously this issue was submitted to the Club Racing Board requesting they provide clarification and corrective action as appropriate. On September 28, 2018, SCCA Technical Services issued Member Advisory Memo 18-08 from the Club Racing Board which states:

"It has come to the attention of the SCCA that roll cage structures in certain TA2 cars do not meet the roll cage specifications as outlined in GCR section 9.4. Regardless if the car has a current logbook, any car not meeting the outer diameter and tubing wall thicknesses will not be allowed to compete in SCCA sanctioned events. Contact a nationally licensed SCCA scrutineer if you need verification of compliance."

Member Advisory 18-08 definitively addressed and resolved the issues cited in Ms. Foyle's appeal. The COA will take no further action on this appeal.

The COA notes that neither Messrs. Pedersen nor Sanda appealed the SOM ruling upholding the Chief Steward's Actions (loss of qualifying times). Those issues are closed and were not reviewed as part of this appeal.

DECISION
The COA returns Ms. Foyle's appeal unheard. Ms. Foyle's appeal fee will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Brandon Fetch vs. SOM COA Ref. No. 18-20-NE
October 19, 2018

FACTS IN BRIEF

On September 15, 2018, following the Group 6 race of The Fun One Double Regional at Watkins Glen International, Brandon Fetch, driver of Spec Miata (SM) #48 filed a Protest against Nick Rosengrant (SM #107). Mr. Fetch alleged Mr. Rosengrant violated General Competition Rules (GCR) 6.11.1.A-C. when their cars made contact at Turn 6.

The Stewards of the Meeting (SOM) Paula Hawthorne, Tyrone Noles, and Gene Kern (Chairman) met, reviewed the evidence, heard witnesses, and determined both drivers shared responsibility for the contact. The SOM reprimanded both drivers for violating GCR 6.11.1.A. and C. (Rules of the Road). The Reprimand penalties each carry one (1) automatic penalty point. Mr. Fetch appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Anne Christian, and Pat McCammon (Chairman) met on October 16, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Fetch, received October 8, 2018.
2. Official Observers Report and related documents, received October 8, 2018.
3. Video evidence considered by the SOM, received October 8, 2018.

FINDINGS

At the exit of Turn 5, Mr. Fetch (SM #48) was following Mr. Rosengrant (SM #107). As they approached Turn 6, Car #48 took the inside line left of Car #107 and they maintained their side-by-side positions through the turn. As they exited the left hand turn Car #48 drifted to driver's right past the mid-point of the track. Car #107 was at the track limit on drivers right and moved left to stay on the racing surface. The right front of Car #48 contacted the left side of Car #107 causing it to spin and continue. Car #48 also spun, contacting the guard rail on both the left and right side of the track. Car #48 retired from the competition.

In his appeal, Mr. Fetch indicated he would supply new evidence by October 5, 2018. SCCA issued the Notification Letter on October 8, 2018, stating that all new information "must be received no later than ten (10) days following the date of this Notification Letter." As of close of business on October 18, 2018, no additional evidence was received.

The COA finds the SOM made a fair and reasoned decision based on the evidence available to them. Given the lack of additional evidence, the COA has no basis on which to disagree with the first court.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Fetch's appeal was not well founded and his appeal fee will be retained by SCCA.

RALLYCROSS BOARD

RallyCross Board Minutes | September 11, 2018

The RallyCross Board (RXB) met via conference call on September 11, 2018. Attending were Steve Hyatt, Charles Wright, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Howard Duncan with National Office.

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

Steve Hyatt called the meeting to order at 7:04pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's Report: (Hyatt):** A post will be added on Rallycross Facebook to request applications for the RXB. Continued staffing changes are occurring at the national office. Responses on customer service have been positive. A mission statement webinar was hosted by the SCCA. Webinar gave great information on the direction of the SCCA from the national office. Hyatt recommended all watch the webinar.

3. **Committee reports:**
   - **RallyCross Safety Committee (Regan)**
     - Update: No incidents.
   - **Rules Committee (Lightfoot)**
     - Updates: The committee is reviewing updates. The committee is also responding to a couple inquiries to be posted soon. The rules proposal will be issued prior to the National Championship so that it may be discussed at the DirtFish SCCA National Championship town hall meeting.
   - **RallySprint Committee (Hyatt)**
     - Updates: The committee is actively looking to add one additional committee member.
   - **National Championship Committee (Wright)**
     - Updates: No Report. Next meeting is Sept 12.
   - **Divisional Steward Liaison (Macoubrie)**
     - Updates: Meetings held by email. The Divisional Steward made comments on the DirtFish SCCA Finger Lakes National Challenge and DirtFish SCCA Northwest National Challenge. Both events went well. FLR event was hampered by lots for rain on Saturday.
   - **Growth and Development Committee (Hamilton)**
     - Updates: No update.

4. **Old business:**
   - Constructor Class Self Inspection Form is available on scca.com (Macoubrie)

5. **New business:**
   - No new business.

6. **Motion to adjourn: Meeting Adjourned 8:44PM CST**

1. **Next RXB Meeting Oct 2, 2018.**

RallyCross Board Minutes | October 2, 2018

The RallyCross Board (RXB) met via conference call on October 2nd, 2018. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Brian Harmer with National Office.

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

Steve Hyatt called the meeting to order at 7:07pm CST.

1. Additions or corrections to the agenda: None

2. Chairman's Report: (Hyatt) No Report.

3. Committee reports:

- **RallyCross Safety Committee (Regan)**
  - Update: No incidents. No activity from the committee.

- **Rules Committee (Lightfoot)**
  - Updates: The committee is working on rule updates section to post on the website. The 2019 rules change review will be done by survey monkey. Links will be posted on scca.com, sccarallycross.com, and send to the Divisional Stewards to be distributed to all regional chair and the RallyCross community. The RXB had discussed changing the way people review and respond to the proposed rules and determined a survey monkey will be used to elicit more response from the community.

- **RallySprint Committee (Hyatt)**
  - Updates: A sprint was run in New England Region in September. No additional sprints are scheduled until 2019.

- **National Championship Committee (Wright)**
  - Updates: The last RXNC-PC meeting was held Sept 12. The next meeting will be Oct. 3rd. Committee is finalizing the last details of the event. A letter was sent to the chiefs confirming their roles. Safety will be provided with a UTV for the event. The committed discussed allowing the UTE conversion and rule proposals. The committee was still looking for a couple writers not in modified. Brian sent email to all competitors about National Championship update. The committee discussed possibility of door prizes. Confirmed sanctions were in place for the event. Confirmed the check list was completed. David coordinated the color guard for the national anthem. Leon provided map for practice course location. Committee verified availability of a tractor. Approval was granted by the city to close Jewel street.

- **Divisional Steward Liaison (Macoubrie)**
  - Updates: Divisional Steward had a meeting on Sept. 27th. The Divisional Stewards discussed the National Challenge format and the need for additional support from the National Office and what would be needed from regionals to hold Challenge events. Division Stewards also discussed some ideas to help grow the program. One region has a rental car provided by a local member people can use as an arrive and drive. Another region was able to combine events with a Cars and Coffee event to gain exposure. The Steward also discussed the National Championship and ideas to improve the event. Mark will send an email to Divisional Stewards to confirm which plan to stay next year and which Divisional Stewards are looking for a replacement.

- **Growth and Development Committee (Hamilton)**

- Updates: No update.

4. Old business:

- Constructor Class Self Inspection Form Letter to Divisional Stewards (Macoubrie)

5. New business:

- .Are we going to meet at Nationals?

6. Motion to adjourn: Meeting Adjourned 7:49PM CST

1. **Next RXB Meeting Nov 6, 2018.**

SCCA Road Rally Board Minutes
Thursday, October 11, 2018

Those present: Jim Crittenden, Mike Bennett, Peter Schneider, Wendy Harrison, Clyde Heckler, Mike Thompson (NEC Chairman), and Jamie Mullin (SCCA National Office). Mike Bennett filled in as secretary for Jeanne English at this meeting.

The meeting was called to order by Chairman Jim Crittenden at 7:30 PM CDT.

The September Minutes stand as published.

Road Rally Media

A. Planning calendar was last published August 25, 2018. A new calendar will be released soon by Jeanne English.
B. RReNewsletter was published last week.

SCCA Staff Report

A. Jamie reported that she had spoken with Howard Duncan about providing $250 to help pay for the USRRC special edition of the RReNewletter. A check has been sent.
B. Jamie noted that Toolkit links have not been updated yet. She is waiting for changes to some forms, which will standardize them across programs and improve efficiency.
C. She reminded the RRB that the SCCA Welcoming Environment Statement will need to be included in the 2019 RRRs.
D. Jamie is working through outstanding audits from all programs. She noted that Road Rally is in good shape overall, but that she doesn't always get participation numbers from event organizers.
E. Peter noted that he needed an Expense Report form in order to submit costs associated with Regional Development. Jamie will send that to him ASAP.
F. Jim noted that Sanction applications coming in now for events in 2019 need to be watched carefully, since fees and mileage limits will change next year. Peter asked if this information shouldn't be sent to the RRSSs. Jim doesn't favor a "shotgun" approach, but wants to be more selective in who we notify. Jamie stated that she is trying to improve from the National Office in general, since many changes are happening. Peter suggested an article in the RReNewsletter. Wendy recommended sending the information to all Region Boards, or at least to Region Executives. Clyde asked about notifying all Rally Directors; Jim noted that this position doesn't exist in all Regions. Jim said he would take this as an action item, will compose an email and work with Jamie on a list of recipients. Jamie asked if the SCCA BOD has to approve the new fee structure in their December meeting. She subsequently contacted Howard Duncan, who responded that they do not. So, the RRB can alert people to the planned changes.

NEC Report

A. Mike Thompson stated that this is the "quiet" time of year for the NEC. They have reviewed Oktoberally and discussed the (then upcoming) USRRC.
B. Looking ahead to next year, the schedule is expected to be similar to 2018, although there may be fewer Tour events.
C. Mike noted that the NEC has given its input on all proposed 2019 rule changes.
D. He asked about the Sanction for Highway Robbery, which has not arrived at the NEC as yet. Jamie said she had not seen it, then checked and reported that she does not have it.

Old Business

A. Finalize Safety Manual and Checklist
Peter led a discussion of two aspects of the updated Safety Manual:

i. The requirement for 200’ between timing line and control car has raised pushback from some who provided comments. In the latest version of the Manual, Peter has changed the wording to a recommendation of 150-200’. Jim asked what has changed, and Peter responded that the word “should” has been replaced by “recommended”. Jim noted that 200’ is generally considered to be a safe distance. Wendy stated that she prefers a recommendation to a requirement. Following the discussion, the RRB gave voice confirmation to the latest Manual update as written.

ii. The second item discussed was the use of “should” (which does not imply enforcement) versus “shall” (which does imply enforcement) in the Safety Manual. Mike Bennett noted that these words give the Manual different purposes. Mike Thompson stated that he prefers “should” because it doesn’t require enforcement, which in any case would be impossible. Wendy noted that she agreed with the use of “should”. Following the discussion, the RRB gave voice confirmation to the use of “should” rather than “shall” in the Safety Manual.

B. Training videos

Wendy led a discussion about how to acquire new videos for RRSS training. She proposed taping actual safety checks for this use. Peter suggested deciding on the “chapters” of the training before requesting videos. Wendy responded that we should not limit the training to a few major segments. Jim thought that an outline should be created first, and that only one video should be made for each point in the outline. Mike Bennett suggested using the Checklist as the outline, but Peter noted that we can’t do 30 videos. Wendy stated that she will look at the opportunity to consolidate points into fewer videos.

C. Improvements to safety steward program

Peter noted that this is about automating RRSS training and testing. Jamie stated that the task belongs to Chris Robbins, and it is her understanding that it is high on Chris’ priority list. Peter asked that the task be kept “visible”.

D. Rally starter materials

Clyde reported that he is still waiting for links to be updated and noted that we will need to let people know the outlines have been updated. Jamie said that John Krolewicz will have to determine where to put that information on the SCCA website. Clyde stated that he agrees with the decision not to update the handbooks and will work with Jamie on resolving the other points discussed.

E. Status of 7 regions requesting rally assistance

i. Mohawk Hudson –Peter said the event is on track for 11/03/18.
ii. Ohio Valley – Wendy has received no response yet.
iii. Reno – Jeanne was not on the teleconference.
iv. Susquehanna – Peter reported that the event was well-received, with 17 vehicles participating.
v. Blue Mountain – Peter noted that the organizers of this charity event were pleased, and that 15 vehicles participated.
vi. New York region – Peter will work with them early next year.
vii. Florida – Jim has talked with them and gave contact information for people who could help (again).

F. Replacement Western Division Rally Steward

Jeanne has talked to Andy Stocker, and he is considering the position.

G. Funding to RoadRally eNews

Jamie reported earlier in the meeting that the funding has been provided.

New Business

A. USRRC update – Jim reported that Mike Cobb attended the event, spoke at the RR Town Hall, and participated in the tour rally, which he enjoyed. Jeanne has notes from the Town Hall, and will publish them later (she is on vacation).

B. 2019 USRRC host Region is needed. Jim noted that, as illustrated by 2017 and 2018 events, the format is very flexible. He will put out a request by email. Mike Thompson pointed out that the USRRC is typically a money loser, and wondered if the National organization could help. He also said he thinks the Fall timing is bad, due to the number of other things going on in the club during this time. Jim stated that we need to be realistic about monetary support from SCCA, and that he is not comfortable asking them for money Instead, Regions need to budget appropriately and aim to break even on the event. Clyde asked if there wasn't talk about one of the Wisconsin Regions hosting the USRRC in 2019; Jim responded that the possibility of that happening is not good.

C. Discussion and voting on 2019 rule change proposals – Jim led a discussion of the remaining three proposals:

   i. Increase the number of equivalents from 14 to 16. This proposal had 53% support from those who provided comments. Clyde felt that this increase might help events scheduled later in the year and noted that a much earlier approach to counting National and Divisional events would equate to 16 equivalents in today's series. Jim noted that J. Toney and Jeanne English are putting on events late this year, but that neither provided comments on this proposal. He also said that 12 of the 24 people who commented are potentially affected by the proposal, and of those 12 only 5 supported it. Mike Thompson stated that he favors 16 equivalents to incentivize participation. Jim countered that he has two concerns about the proposal if adopted: total cost to compete for the National Championships could be increased, and some participants may not consider it "fair" if someone else can afford to go to more events than they can. That said, it is not clear if many competitors would be impacted. Wendy noted that the current system isn't broken, so why change it? Mike Bennett had no opinion. Peter felt we should leave it the way it is. The RRB voted, and the result was 0 for and 5 against the proposal.

   ii. Increase the number of equivalents from 14 to unlimited. After a brief discussion, the RRB voted, and the result was 0 for and 5 against the proposal.

   iii. Create a separate GPS-based class. Jim noted that Clarence Westerberg feels it is unfair to have placed GPS apps in Class L. Mike Bennett noted that the mixed methodologies appear to be working OK in Great Lakes Division. Wendy's experience is that the GPS mileage error makes apps users uncompetitive. Jim noted that he understands the proposal to mean adding a class, not changing Class L. Clyde pointed out that we just changed Class L rules for 2018, and Mike Bennett agreed that it was too soon to change the rules again. He also noted that this year's change has been good for Class L participation. Jim agreed with Mike's points and has not heard of anyone being discouraged from competing by the new class rules. Peter asked how many people are still using B-Boxes, and Mike Bennett noted that in Great Lakes Division it is about half of Class L. Jim opined that Class L may become an apps class over time. He also noted that GPS apps are a good, low cost entry to RR participation, and that competitors can always buy more expensive equipment if they feel the apps are not good enough to win. Clyde noted that similar arguments about differences in equipment could be made in Class S and Class E as well. The RRB voted, and the result was 0 for and 5 against the proposal.

Jim noted that only one proposal for rule change (free T/As for any reason) had been approved. He will disseminate the results similarly to how it was done last year.

Next Meeting – 11/08/18

The meeting was closed at 9:17 PM CDT.

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

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

Fastrack news
official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED October 2018

BOARD OF DIRECTORS

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The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.
The Board of Directors met at the Hilton Kansas City Airport, August 10-11, 2018.
Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Earl Hurlbut, Chris Albin, Jack Burrows, Arnie Colman, Charlie Davis, Bob Dowie, Marcus Merideth, Tere Pulliam and Jim Weidenbaum. Jason Isley and Bruce Lindstrand were unable to attend. Jason Isley participated via teleconference.
Staff participating were: Michael E. Cobb, President & CEO, Eric Prill, Vice President & COO, Mindi Pfannenstiel, Senior Director of Finance, Chris Robbins, Director of Region Development, Deanna Flanagan, Director of Road Racing, Heyward Wagner, Director of Marketing, Michael Fitzgerald, Information Technology Director, Aimee Thoennes, Member Services Manager and Mary Hill, Executive Assistant.
Jim Wheeler, CRB Chair, Peter Keane, CRB Chair Elect and Brian Conners, SEB Chair also participated.
The meeting was called to order by Vice Chairman Helman at 8:30 a.m.
Chris Robbins gave a presentation on Region Development and improved communication processes, the Welcoming Environment Statement and Vision and adjusting policy changes along with the 2019 National Convention being restructured to include a “Day Long Open House” and training culminating with the Annual meeting. Aimee Thoennes provided a Member Services presentation with a statistics and projects update. Michael Fitzgerald presented on Information Technology for January – July 2018. Heyward Wagner provided a TTN update. Mindi Pfannenstiel provided a report on HR and finance. Eric Prill provided an Operations update. Deanna Flanagan reported on the Road Racing and the Medical Advisory Committee.

Jim Wheeler and Peter Keane provided a CRB update. Brian Conners provided a SEB update.

MOTION: To approve Road Racing Planning Advisory Committee to become an AD Hoc Committee to the CRB.
Jim Weidenbaum, Jack Burrows, Tere Pulliam and Lee Hill abstained.
Dowie/Albin. PASSED.

MOTION: To accept recommended rule changes as presented in Appendix A. Davis/Burrows. PASSED.

MOTION: To approve GT3 24697 (Turbo) in Appendix B. Merideth/Weidenbaum. PASSED.

MOTION: To approve shock proposal to read as follows: Davis/Weidenbaum. PASSED.

> “Mazda, in conjunction with Long Road Racing and with observation by SCCA/SMAC/NASA/Toyota/Hoosier, conducted shock testing at CMP.
> A new shock option will be available as of Jan 1, 2019 to all SM competitors. This shock, a non-adjustable Penske, will be available only thru Mazda, and will solve many

of the supply, performance, and tech issues that have been plaguing SM for the past few years."
The SMAC recommends a transition to the new shock as follows:
1) All 2019 Runoffs competitors must run the new shock and mount.
2) All 2020 Majors/Runoffs competitors must run the new shock and mount.
3) Regional competitors are not required to run the new shock and mount until at least 2021, and may not be required to switch. This will be evaluated each year.
4) Same brand of shock must be run on all four corners.

Mazda part numbers:
Front Penske SM Shock: 0000-04-5275
Rear Penske SM Shock: 0000-04-5276
Top Mount/Bump Stop Kit 00-04-5277
Penske SM Shock Kit w/Top Mount: 0000-04-5270-KT

MOTION: To approve "Spec" Tires for Formula V. Davis/Hurlbut. PASSED.
CRB recommendation of the following "spec" tires for Formula V for the 2019 racing season effective January 1, 2019. The CRB would also like to thank the FV ad hoc committee for their efforts in working with Hoosier and providing all of the testing of these tires through much of 2018. Fronts Hoosier #43337 FVS 21.0 x 5.0 x 15 Rears Hoosier #43353 FVS 22.5 x 5.5 x 15.

MOTION: To adjourn.

APPENDIX A

Recommended Items for 2019

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

AS

1. #24929 (August Fastrack - American Sedan Committee) Changes for RP 93-97 and 98-02 Camaro/Firebird

Add to the specification lines Notes for the Chevrolet/Pontiac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars:

May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.

2. #24930 (August Fastrack - American Sedan Committee) Changes for All RP Ford Mustang 4.6L

Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8:*May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8:*May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

B-Spec

1. #22599 (April Fastrack - Charles Davis) Alternate Radiators and Allow Removal of Front Sway Bar

Thank you for your letter. The Advisory Committee is not aware of any specific need for alternate radiators in any B Spec car.

Add to section 9.1.10.E36 the following:

36. Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or the B14 Bilstein shock and strut kit with no modifications except as required for mounting.

Adaptors for mounting are permitted for the B14 kit, and these mounting adaptors must be submitted

for approval by the CRB. Any spring up to a maximum spring rate of 500 pounds may be used. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit.

Adjustable sway bar end links may be used on all cars. Front sway bars may be

disconnected *and removed*.

F5
1. #23870 (April Fastrack - Will Lahee) Request Wing/Spoiler Rule Clarification
Thank you for your letter. Add to 9.1.1.D.9.h.: h. Wings are prohibited. *A single rear spoiler that may be capable of adjustment is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.*

2. #23881 (April Fastrack - Eric McRee) Request Change to F500 to Allow Aluminum Rear Axles
Thank you for your request. Add to 9.1.1.D.3.B.: B. Rear driving axle shall be of solid or tubular steel *or 7075-T6 aluminum.*

3. #24841 (August Fastrack - John McFarland) Request for Overbore Piston Sizes
Add the following to GCR Section 9.1.1.D.14:

I. Forged pistons
Only the following forged replacement pistons are permitted:
1. Kawasaki: Wiseco # 2084M06800

Rotax 494: Wiseco # 2381M06950; *Wiseco # 2381M07000 (0.50mm overbore)*

Rotax 493: Wiseco # 2436M06950; *Wiseco # 2436M07000 (0.50mm overbore)*

Rotax 593: Wiseco # 2411M07600
2. Rotax 593 (standard bore): Wiseco # 2411M07600
3. Rotax 593 (0.010" overbore): Rotax P/N 420889171

J. Overbore pistons
"OEM Type" cast replacement pistons as allowed in 9.1.1.D.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.

1. Rotax 493 engine only: Rotax OEM 0.010" overbore piston (P/N 420888446)*; ProX # 01.5400.050 (0.50mm overbore).*

2. Rotax 494 engine only: Rotax OEM 0.010" overbore piston (P/N 420887556)*; ProX # 01.5598.050 (0.50mm overbore).*

3. Rotax 593 engine only: Rotax OEM 0.010" overbore piston (P/N 420889171).

FC
1. #22958 (March Fastrack - Robert Wright) Sequential Gearbox in FC/FF
In GCR section 9.1.1.B.17, make changes as follows:

Transmission
Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. The change gear ratios are unrestricted.
a. The use of an automatic ~~and/or sequentially shifted~~ gearbox is prohibited.

b. Electronic and/or electro-mechanical assisted gear change mechanisms are prohibited.

c. Flat-shift, throttle blip/cut out or any other type of "shift assist" whether electronic or mechanical is prohibited.

d. Paddle shift is prohibited.

e. Shifting shall be through a mechanical linkage only and shall have no electronic sensors attached or configured for any purpose.

~~e.~~ *f.* Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The
sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).

~~d.~~ g. All change gears must be located in the case aft of the final drive.

In GCR section 9.1.1.B.20.A. and B., make changes as follows:

Weight

A. Formula F

1. Ford Cortina Engine: 1060 lbs.

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

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

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

B. Formula Continental

1. Pinto Engine: 1200 lbs.

2. Pinto with aluminum cylinder head: 1200 lbs.

3. Zetec Engine: 1200 lbs.

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

FV
1. #24663 (July Fastrack - Formula/Sports Racing Committee) Disc Brake Minimum Weight
The CRB recommends a minimum weight of 16.5 lbs for the disc brake assembly in FV for 2019.

In letter #22546 (Recommended Rule Changes 2018) add to the 9.1.1.4.D paragraph:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. *The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly - rotor hat, disc, any hat-to-disc mounting hardware (the disc may be*

in two pieces) - calipers - bearings (for the front) - pads - caliper bracket - assembly hardware (not including the brake assembly to spindle hardware (front) or brake assembly to axle housing (rear) - lugs or studs with nuts.

P1

1. #23702 (March Fastrack - Formula/Sports Racing Committee) Remove Unused Line From P1 Engine Table

The supercharged engine option has existed in the sports racing classes since the CSR and DSR days, and the CRB and FSRAC know of no competitor seriously attempting to develop a supercharged engine in P1 or any competitor having previously run one in CSR or DSR. The P1 engine table has sufficient engine options for a development class at this time. If a competitor wishes to run a supercharged engine in the future, the P1 rules include a provision for requesting an engine option not currently approved. Any proposed engine option submitted on this path can be properly classed in the engine table using the SCCA Power Factor.

2. #23963 (April Fastrack - Formula/Sports Racing Committee) Revise P1 Bodywork Rules To Allow Modern Sports Prototype Designs

The P1 bodywork rules should be updated to permit the aerodynamic designs found on modern sports prototypes such as Group CN cars, while continuing to preserve the appearance of sports prototypes by prohibiting the use of cycle fenders on converted open wheel cars.
In GCR Section 9.1.8.C.C., make the following changes:

2. The bodywork as viewed from the side and above shall cover all mechanical components *including suspension* except that the intake, exhaust, tow hooks, jack points, and radiators may be exposed. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. Ventilation slots are permitted. The tires shall not be seen as viewed from above except through ventilation slots (louvers) provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above, rear tires may be exposed as viewed from the rear. Cycle-type fenders (which ~~only~~ cover *only* the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork ~~with no gap between body and fender~~.

4. Width: The maximum width shall not exceed 221cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels *as viewed from above* ~~shall not~~ *may* extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires *for a distance of up to 20% of the length of the wheelbase*.

P2

1. #23919 (July Fastrack - Jeff Shafer) Opposes P2 Assisted Shifting
In GCR section 9.1.8.D.J.4, clarify as follows:

Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed except as ~~allowed~~ *permitted* by Table 1 Spec Line Cars. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car except as allowed by Table 1 Spec Line Cars. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes *and closed-loop systems that use feedback from sensors to vary the timing of the gear selection process* are also prohibited.

Devices that interact with the throttle, ignition, or fuel system during a shift operation (for

example: ignitions cuts, flat shifters, blippers) are permitted~~;~~ *,* ~~and~~ *but* no such devices shall remove the driver's control of the gear change initiation, gear selection or completion. *The burden of proving that a device is in compliance with this rule shall be upon the competitor.*

GT General
1. #24539 (July Fastrack - Grand Touring Committee) Brake Cooling Fans
Add to 9.1.2.F.7.j.3.: 3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules. *One brake duct fan per corner may be added.*

GTL
1. #24642 (August Fastrack - Kyle Disque) Request to Remove
Thank you for your letter. Remove 9.1.2.F.7.i.7.

ITA
1. #20142 (August Fastrack - Robert McManus) Floor Pan Modification
Thank you for your request. Add to the Notes on spec lines for the ITA and ITS (1990-2005): *Spec Miata floor pan modifications allowed.*

ITS
1. #20167 (July Fastrack - Charles Baader) Allowance to Modify Interior for Driver Comfort and Safety.
Thank you for your request.

Add 9.1.3.D.9.o.:

o. Floor pans and transmission tunnels may be modified to aid in positioning the driver's seat for improved driver comfort and access to controls. The seat mounts may extend no lower than the lowest part of the stock floor pan in the modified area, and no other components of the car may be modified to accommodate this allowance. Modifications may extend no further than 6 inches from the perimeter of the installed seat in any direction. Any resulting holes shall be closed with sheet metal no thinner than stock. This rule is intended to improve driver comfort while sitting no lower than the stock floor, such as notching the tunnel to floor radius to allow the seat to be centered to the steering wheel, and NOT as an allowance for dropped, smoothed, or replaced floor boards other than as needed to accommodate the seat mounting as described.

SM
1. #22904 (March Fastrack - John Adamczyk) Request for Revision of GCR Rule: 9.1.7. Spec Miata Bump Stops
Effective 1/1/19, in GCR section 9.1.7.C.3.b, make the following changes:

"All cars ~~may~~ *shall* use the Fat Cat Motorsports *Spec Miata shock mount/*bump stop kit (p/n FCM-MT-KIT-SM) *unmodified and in its entirety* ~~or the unmodified Mazdaspeed bump stop (p/n 0000-04-5993AW~~) in conjunction with the 1999 - ~~up~~2005 stock upper *shock* mount *hats* ~~assembly consisting of the upper mount~~ (p/n: NC10-28-340C)~~, the upper mount bushing(p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW)~~. All other OEM upper mounting hardware shall be discarded. ~~Non-OEM equivalents may be used in place of the upper mount, upper mount bushing,and upper mount washer only.~~ No other modifications are allowed."

STU
1. #24500 (July Fastrack - Eric Heinrich) Request Wheel Clarification
In STU, GCR section 9.1.4.1.F.1, make changes to the wheel sizes as follows:

Wheels may not exceed ~~17~~ *18* inches in diameter and 8.0 inches in width *for vehicles under 2950 lbs base weight. Vehicles over 2950 base weight may use a 9 inch wide wheel.*

T2
1. #23739 (April Fastrack - Touring Committee) Touring 2 Allow Solid Bushings for Rear Suspension Cradle
Add 9.1.9.2.D.5.c.2.: *2.All T2 cars are allowed to replace OEM rear suspension cradle bushings with an alternate material. The bushing can serve no purpose other than its original intent.*

2. #23804 (April Fastrack - David Hale) Request Specification Line Adjustments
Thank you for your letter. In T2, change the Notes for the 2006-08 BMW Z4M

Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb max. May locate rear spring on shock. AFE 54-115821,Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R permitted.~~BMW cold air intake part #8299520 and #8299525 with ducting are permitted.~~ *Evolve cold air kit #E46M3CSL permitted. M3 front lower control arm #31122229453 left, M3 front lower control arm #31122229454 right, May ream upright for installation of larger joint, Alternative rear lower control arm #TSU9940B77.*

3. #23831 (June Fastrack - Stephen Tise) Request Removal of Mustang Heater Core
Change 9.1.9.2.D.3.b.1.
From:

~~b. Air Conditioners:~~

~~1. The factory and/or aftermarket air conditioning system may be removed. The compressor maybe retained and disabled or may be replaced with an idler pulley that serves no other purpose.~~

To:

b. ~~Air Conditioners~~ *HVAC*:

1. The factory and/or aftermarket air conditioning *and heating* system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser. All duct work, *vents,* wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.

T2-T4
1. #24106 (May Fastrack - Touring Committee) OE Piston
Make the changes below to 9.1.9.2.D.e Block

1. *Any o*~~O~~verbore up to .020" permitted T2-T4~~, .010" maximum overbore~~ with +2*3*0 lb. penalty. Oversize OEM *equivalent* pistons are required. This allowance does not apply to any car adhering to spec rules.

T3
1. #23941 (May Fastrack - Scotty B White) Request ECO-Boost Brakes
Thank you for your request. Change/Add to the Notes for the Ford Mustang ECO-Boost (2015+)

36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. ~~Track package~~ ~~*EcoBoost Performance Package*~~ allowed *in part or complete*.

Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. *Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs).*

APPENDIX B

GT3

1. #24697 (July Fastrack - Grand Touring Committee) GT3 Turbo introduction into class
The CRB is proposing the addition of turbochargers to the GT3 class for 2019. The GT3 turbo engines have specification lines in two different configurations. They are as follows:

Insert 9.1.2.F.7.h. (below g. Engine, Rotary Piston, then re-number h. Cooling Systems to i. Cooling Systems and similarly below Cooling Systems):

h. Engines, GT3 Turbocharged Built:
1. Engines up to 4 cylinders and 1800 cubic centimeters factory displacement are permitted with a single turbocharger. Engines may be prepared in accordance with 9.1.2.f.
2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged Built Engines Table.. Swapping of turbochargers between engine makes and models is prohibited.
3. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise.
4. Compression ratio on spark-ignition engines is limited to 15.0:1.
5. Dry sump systems are permitted. The oil tank shall be located within the bodywork.
6. Factory turbocharged engines must run the stock turbo or any turbo from the following list:
- KKK/Borg-Warner K04
- IHI VF30, VF39, or VF48
-Garrett GT2554R, p/n 471171-3

i. Engines, GT3 Turbocharged OEM:
1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted. Engines must remain in their OEM configuration.
2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged OEM Engine table.
3. Dry sump systems are permitted. The oil tank shall be located within the bodywork.

GT3 Turbocharged Built Engines:

Engine Displacement	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
<1400 cc	4	33 mm	2100	
1401-1800 cc	4	34 mm	2250	

GT3 Turbocharged OEM Engines:

SOLO EVENTS BOARD | August 22nd

The Solo Events Board met by conference call August 22nd. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

Recommended Items

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

#24097 reclass 997 porsche turbo

Per the SAC, make the following change to Appendix A:

Move from exclusion list to SS

Porsche

911 Turbo (997 chassis)(exc S, GT2)(2006-12)

911 Turbo (993 chassis)(1995-99)

Member Advisories

Street

#24947 Clarification on ND miata subframe repair

"Common sense repairs" as called out in 13.1, such as welds, should be done conservatively and in a manner that could not be construed as a reinforcement or providing a performance advantage.

Street Touring

#25005 Requesting Rule Clarification/Legality Question for ND Miata STR

The STAC does not believe that ECU relocation in order to install an aftermarket strut bar would be compliant under the current rule set.

Street Modified

#24970 Cowl clearancing for engine installation

Per the SMAC, modifications to the cowl fall under 16.1.O (1 lbs. rule) and are not restricted by the engine setback rule.

Kart

#24856 Legal to run without starter ring gear on World Formula?

Per the KAC, it is not compliant to remove the starter ring gear from the flywheel on the World Formula motor. See section 19.2.A.1.3.b.C.

#25175 Committee Personnel

The KAC has a vacancy, and interested members are invited to submit their

qualifications in writing to the SEB via www.soloeventsboard.com

Change Proposals

Street

#24743 Consider Reevaluation of non-turbo 996 & 997 Porsche 911

The SAC would like member feedback on the following proposal (effective date 1/1/2020):

Move from SS to AS:

Porsche

911 Carrera (inc 4, S, 4S) (997 chassis)(2005-12)

Street Prepared

#24599 Street Prepared Sunroof Removal proposal

The SPAC would like member feedback on the following change proposal (effective date 1/1/2020):

15.2.P ~~A non-OE sunroof replacement panel may not be used in place of the OE sunroof.~~ *Moveable sunroof panels may be removed; the openings resulting from this removal must be covered with a panel made of the same material as the surrounding roof structure, and follow the stock contour. This replacement panel must be welded in place, and any seams fully sealed. Holes in the headliner originally intended for the now closed opening must also be closed. Headliner material used for closing the opening must be similar construction to the rest of the headliner.*

Not Recommended

General

#24972 Using Paid Workers at Solo Nationals

Thank you for your input.

Street

#24955 Allow replacing of mufflers with integrated cats

Thank you for your input. Altering emissions control devices is not in the spirit of the Street category.

#24990 Underbody panels and rear diffusers.

The SMAC does not believe adding an allowance for underbody panels or rear diffusers are in the best interests of the category.

#24994 Reclassing the WRX (non-STI) (09-14)

Thank you for your input. The SAC believes this car is appropriately classed.

#25018 Stainless brake lines

Thank you for your input. The SAC believes modifying brake lines is not in the spirit of the Street category.

#25029 Allow the installation of baffled and larger oil pans

Thank you for your input. The SAC believes changing oil pans is not in the spirit of the Street category.

#25032 Elise to CS

Thank you for your input. The SAC would like to evaluate its performance in AS before considering another reclassing.

Street Touring

#24911 All non torsen NA and NB Miata to STS

Thank you for your input. The STAC feels that the NB Miata is appropriately classed in STR. The non-Torsen equipped NA Miata is already legal for competition in STS.

#24937 STH Name to exclude the word

Thank you for your input.

#24939 Move the Supercharged Cobalt SS to STH

Thank you for your input. The STAC believes the supercharged Cobalt SS is appropriately classed in STX.

#24949 Please add 1994-1995 Cobra and 1996-1998 Cobra to STP class

Thank you for your input. The STAC will continue to monitor the health of STP and introduce additional cars when appropriate.

#25009 Consider Moving 06-15 Civic Si to STH

Thank you for your input. The STAC believes that the 8th and 9th Gen Civics are appropriately classed in STX with the other naturally aspirated cars.

Street Prepared

#22595 Follow up on Elise reclassification from SS to AS

Thank you for your input. The SPAC believes that the Elise is correctly classed in SSP.

#24673 Please consider moving 128i to Dsp.

Thank you for your input. The SPAC does not believe that the 128i would fit the competitive balance of DSP at this time.

Prepared

#24998 Feedback for #14898 XP Boosted displacement equivalent

The PAC thanks the member for their input, and will continue to monitor the recently implemented XP weight calculation.

#25015 Please class E92 M3 in C Prepared

The PAC does not feel that the E92 M3 is appropriate for C Prepared.

Kart

#24956 JC engine choices

The KAC does not plan to expand the motor options for JC at this time.

Other Items Reviewed

General

#24984 Separate indexes for L classes

Thank you for your input. The SEB has no control over Pro Solo indexes.

#24997 Ban VR headsets in Solo

Thank you for your input.

#25023 Limit number of tropeys at Solo Nationals

Thank you for your input.

#25044 2018 Driver of Eminence Nomination

Thank you for your nomination.

Street

#24774, 24844, 24849, 24850, 24851, 24861, 24865, 24866, 24881, 24884 Feedback on #20102, 22772 Electronic Shock Allowances (various)

Thank you for your input.

#24826 ND2 Classification

Errors and Omissions: due to clerical error this item was inadvertently omitted from the minutes of the July call.

The SAC is continuing to gather information on the ND2 and will make a classing recommendation for the 2019 season.

#24904 Clean up Mercedes benz street classing

Thank you for your input. A review of the NOC listings is being performed by the SAC and SEB.

#24960 Proposed DS classing changes

Thank you for your input.

#24979 Moving RWD/AWD Cars to GS- in response to member letter #22696

Thank you for your input. The SAC will continue to monitor the performance of the Genesis Coupe in GS.

#24986 Feedback re: #22275

Thank you for your input.

#25017 #22696 DS to GS

Thank you for your input.

#25022 Cayman S 981 chassis from SS to AS

Thank you for your input. This move is presently out for member comment. See item #23593 in the February 2018 Fastrack.

#25028 #22772/#20102 Replacing Electronic Shocks

Thank you for your input.

#25052 Agree with allowing reprogramming of electronic-magnetic shocks

Thank you for your input.

Street Touring

#24714, 24968, 24969, 24996, 25001, 25020 Feedback on #23879, tire size proposal for STU (various)

Thank you for your input.

#25010 Don’t let ST become like Street

Thank you for your input.

Street Prepared

#24586 SP Re-organization

Thank you for your input. The SPAC will continue to monitor category balance.

#24668 Comments on June Fastrack items

Thank you for your input.

#24718 reference letter # 23431 comment

Thank you for your input.

Kart

#24534 proposal 24432 preambles

Thank you for your input.

Handled Elsewhere

Street Touring

#24636 Modify 14.2.B and 14.2.D as follows:

Thank you for your input. The ST Airbag proposal was withdrawn in the July Fastrack.

#24638 #21325 - Changing seats with integral airbags

Thank you for your input. The ST Airbag proposal was withdrawn in the July Fastrack.

#24781 April Fastrack, Proposed Modification to Rule 14.2.B

Thank you for your input. The ST airbag proposal was withdrawn in the July Fastrack.

Street Prepared

#24598 Conflict with sunroof delete in Street Prepared rules

Thank you for your input. Please the the response to letter 24599 elsewhere in this FastTrack.

Tech Bulletins

Street

#24405 Conflicting Porsche 911 Turbo listings in the rule book

Per the SAC, remove the following conflicting listing from Appendix A:

SS

Porsche

~~911 Turbo~~

#24962 VW e-Golf classing

Per the SAC, add the following listing to Appendix A:

HS

Volkswagen

e-Golf (2015-18)

#25040 Car Class Request/Clarification Mercedes-Benz C450 AMG

Per the SAC, add the following listing to Appendix A:

FS

Mercedes Benz

C450/C43 AMG (2015-18)

#25049 C7 Corvette Grand Sport listing in SSR Appendix A

Thank you for your input. Per the SAC, update Appendix A as follows:

SSR

Chevrolet

Corvette Grand Sport (2017-*19*)

Street Prepared

#24742 SP classification for 2017+ ZL1

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

ASP

Chevrolet

Camaro ZL1 (2017-2019)

#24922 Cadillacs in ESP

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

ESP

Cadillac

CTS/CTS-V (2004-2007)

Prepared

#24936 Cadillacs in CP

Per the PAC, effective immediately upon publication, add the following vehicle to class C Prepared.

Appendix A, C-Prepared

General Motors

CTS/CTS-V (2003-2007)

Kart

#24178 JB Clone engines

The KAC recommends the following change to the FJ clone motors section, effective immediately upon publication.

19.2.A.2.b.4 Clone Motors (up to 212 cc displacement)

A. The intent of the clone motor allowance is for inexpensive 6.5 hp 4-stroke motors such as the Predator and Powerhorse. This does not allow Box Stock Project (BSP) motors which are available with multiple upgrades.

B. Fuel - Gasoline only

C. Weight (lbs) 250

D. Motor must remain stock with the exceptions that the governor may be removed or defeated and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, ~~exhaust~~, carburetor, or intake are allowed.

E. Exhaust - Only the "Weiner" or "Weenie" pipe and the RLV Mini 91 screw-in muffler are allowed.

#24843 Clarify spec tires for Junior classes

The following updates are effective immediately:

19.2.A.3.d Tires – Maximum size for front tires is 4.60/10.0-5. Maximum size for rear tires is 5.00/11.0-5. Tire brand and compound is restricted to the MG® HZ *or HZi* "Red." Also, Cadet-designated tires from any manufacturer are allowed.

and

19.2.C Wheels and Tires

For JA and JB classes – Maximum tire size for front tires is 4.60/10-5;maximum size

for rear tires is 6.00/11.0-5. Tire brand and compound is restricted to the MG® HZ *or HZi* “Red.”

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 4, 2018

The Club Racing Board met by teleconference on September 4, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie and Bruce Lindstrand, BoD liaisons; Rick Harris, Road Racing Technical Manager and Scott Schmidt, Road Racing Technical Assistant. The following decisions were made:

Member Advisory
None.

No Action Required
FC
1. #24910 (Dave Weitzenhof) Revisit FF/FC Maximum Width Measurement
Thank you for your letter. The rule is adequate as written.

P2
1. #25130 (Bruce Gurney) Request to Run FC in P2
Thank you for your letter. In the GCR, please see P2 Engine Table, Line E, and Line E Note 2 regarding the specifications for cars using the Pinto engine. The car would also need to meet all other requirements of the P2 rules.

T2-T4
1. #25030 (Harley Kaplan) Rule Changes Associated With Data
Thank you for your letter. Rules are not changed without data to support the action.

Not Recommended
GT2
1. #24331 (Scotty B White) Re-Classify 993 911
Thank you for your letter. The author has not provided additional information requested.

GTL
1. #24988 (Isaac Preston) Request Paddle Shift Transmission Alternatives
Thank you for your letter. This modification is beyond the rule set of GT2/3/Lite.

IT General
1. #24710 (Club Racing Board) 200 Treadwear Tires
The CRB collected 47 letters in response to the request for feedback on the use of 200TW tires in Improved Touring, an impressive amount. The majority of the letters were against the proposal, and the CRB believes a switch to 200TW tires at this time is not warranted.

However, the volume and the substance of the letters has prompted further evaluation of possible “street tire” classes in SCCA Road Racing.

T2
1. #24833 (David Sanders) Request to Bring BMW M3 Back Inside
Thank you for your letter. The CRB has made recent change to this car and will continue to monitor the class.

2. #25035 (Andrew Wickline) Request Restrictor Change to 2015 Mustang in T2
Thank you for your request. The CRB will continue to monitor the class.

T4
1. #25095 (Marcus Meredith) Question About 200 Treadwear Tires
Thank you for your question. This is not recommended at this time.

Recommended Items

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. #25249 (Club Racing Board) Update for Letters #24929 and #24930
Add to the Notes for the 93-97 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

Add to the Notes for the 98-02 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

Add to the Notes for the 03-04 Restricted Prep. Mustang Mach 1 4.6L V8 after wording in letter #24930: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

NOTE: The ASAC and RRB will look at possible changes to the FP transmissions following these changes to the RP rules.

FV
1. #24664 (Formula/Sports Racing Committee) FV Intake Manifold Clarification
In GCR section 9.1.1.C.20, make the following changes:

20. US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded. See Figures 1 and 2 at the end of this subsection for application of certain measurements specified herein.

a. Down ~~T~~*t*ube: The O.D. of the down tube shall be measured at two different locations within an area between 0.500" and 2.00*0*" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the two measurement locations do not have to be started at exactly the same rotational position)*, and averaged.

The averaged O.D. of the down tube shall not exceed 1.140*"* ~~inches~~. Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.

b. Horizontal tube: The O.D. of the horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between ~~the bend and a point that is~~ 1.500" *and 8.000"* from the center of the down tube connection *on the short side, and between 1.500" and 8.500" from the center of the down tube connection on the long side*. Each measurement will be taken four (4)

times~~, rotating around the circumference of the tube~~ *at each location, starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the four measurement locations do not have to be started at exactly the same rotational position)*, and averaged. The averaged horizontal tube dimensions shall not exceed 0.994*"* ~~inches~~. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

The tubes making up the manifold must also meet the following requirements:

1. The minimum bend-to-bend distance is 17.75*"*. ~~inches~~ (Bend-to-bend distance is the distance between points along the horizontal tube where the *0*.994*"* ~~inch~~ O.D., as described above, is first exceeded.)

2. At no point in the bends of the horizontal tube may the average O.D. exceed 1.070*"* ~~inches~~. Measurements will be taken four (4) times *at each location* rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position,* and averaged.

3. The maximum carburetor flange height is 9.25" ~~inches~~ (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange*)*.

4. The maximum deviation from straight along the 17.75*"* ~~inch~~ bend-to-bend section of the horizontal tube is 0.25*"* ~~inches~~.

P1 and P2
1. #24959 (Jonothan Benefield) Request New Engine Supplier for P1 and P2
Thank you for your letter. This letter is to be effective 1/1/2020.
In P1 Engine Table, Restricted 2.0L Group CN-spec Honda K20A - FD2 spec line, add the following language to the Notes:

"No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts with no machining allowed. *Effective 1-1-2020, must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Aurora Motorsports.*"

In P2 Engine Table, Line E, add the following language to the Notes:

"Approved engines list: MZR/Duratec, Honda K20A - FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A - FD2 must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019). *Effective 1-1-2020, Honda K20A - FD2 must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Aurora Motorsports.*"

GT2
1. #25038 (Andrew Aquilante) Request for Carbon Fiber Replacement Panels on GT2/ST Mustangs
Thank you for your letter. Add to the Notes for all GT2/ST Ford Mustangs: *Allow lightweight Carbon Fiber fenders, fascias, doors, and roof panels so as to help this car to meet minimum weight. Parts must meet original profile of OEM components. Part numbers to be provided.*

SM
1. #23967 (SCCA Staff) Request to Review Current Shock Testing
This letter was approved as a REC for 2019 in the August 2018 BOD meeting. The CRB submits slight changes to the original letter below.

Also, **NOTE: The ride height is TBD, and is in works by the CRB.**

Mazda, in conjunction with Long Road Racing, and with observation by SCCA/SMAC/NASA/ Toyo/Hoosier, conducted shock testing at Carolina Motorsport Park.

A new shock option will be available as of Jan 1, 2019 to all SM competitors. This shock, a non-adjustable Penske, will be available only thru Mazda, and will solve many of the supply, performance, and tech issues with the current shock. A SM driver contingency plan is also being developed.

The SMAC recommends a transition to the new shock as follows:
1) All 2019 Runoffs competitors must run the new shock and mount.
2) All 2020 Majors/Runoffs competitors must run the new shock and mount.
3) Regional competitors are not required to run the new shock and mount until AT LEAST 2021, and may not be required to switch. This will be evaluated each year.
~~4) Same brand of shock must be run on all four corners.~~
4) Both the current and the new shocks will be optional during the 2019 Majors season.
5) Competitors that run the Penske shocks must run them with the top mounts/bump stops on all 4 corners.
Mazda part numbers:

Front Penske SM Shock: **0000-04-5275**

Rear Penske SM Shock: **0000-04-5276**

Top Mount/Bump Stop Kit: **0000-04-5277**

Penske SM Shock Kit w/Top Mount: **0000-04-5720-KT**

STL
1. #24818 (Eric Kutil) Request for Side Skirts Rule Clarification
In ST, GCR Section 9.1.4.D.6, add the wording as follows:

Aftermarket Side Skirts may not be wider than 5" in the plan view.

STU
1. #24832 (Super Touring Committee) Letter #23921
Change 9.1.4.1

B. Engines
2.Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see table 9.1.4.h.2. Swapping of turbochargers between engine makes and models is prohibited. 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. 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). *Aftermarket Turbo Charger and Super Charger kits will be allowed on a Case-by-case basis.*

T2
1. #24629 (Richard Kulach) Request Hood Vents for 370Z
Recommended for 2019:

9.1.9.2.8.a.

7. Touring 2 and 3 only: Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile. Vents may not protrude above the OEM hood profile more than 25mm (1 inch).

Taken Care Of
FC
1. #24942 (Dave Weitzenhof) Revisit FF/FC Maximum Width Measurement; See Letter #24910
Thank you for your letter. Please see the response to letter #24910.

GT2
1. #24795 (Joe Aquilante) Request for Light Weight Body Work for Mustang
Thank you for your letter. Please see the response to letter #25038..

IT General
1. #24722 (Justin Barbry) Supports 200 TW Tires in Improved Touring
Thank you for your letter. Please see the response to letter #24710.

2. #24724 (Robert Roth) Opposes 200 Treadwear a For IT
Thank you for your letter. Please see the response to letter #24710.

3. #24727 (Matthew Downing) Opposes Requiring 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

4. #24729 (Chris Childs) Opposes 200 TW Tires
Thank you for your letter. Please see the response to letter #24710.

5. #24730 (Willie Phee) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

6. #24731 (Tom Donnelly) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

7. #24733 (Tristan Smith) Opposes 200 TW IT Proposition
Thank you for your letter. Please see the response to letter #24710.

8. #24737 (Dan Hardison) Opposes 200 Treadwear Tires #24710 (Club Racing Board)
Thank you for your letter. Please see the response to letter #24710.

9. #24745 (Robert Lawrence) Opposes 200 TW Tire Requirement in IT Classes (Re: Letter #24710)
Thank you for your letter. Please see the response to letter #24710.

10. #24747 (Richard Patullo) Supports 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

11. #24748 (Eric Heinrich) Supports 200TW Tires in IT Re: #24710
Thank you for your letter. Please see the response to letter #24710.

12. #24750 (Steven Ulbrik) Supports 200tw Tires in IT
Thank you for your letter. Please see the response to letter #24710.

13. #24752 (Cameron Conover) Supports Minimum Treadwear Rating of 200 For All IT Cars
Thank you for your letter. Please see the response to letter #24710.

14. #24753 (Robert Myles) 200TW Tires In Improved Touring Comments
Thank you for your letter. Please see the response to letter #24710.

15. #24754 (Justin Deffenbaugh) Supports Street Tires in Improved Touring
Thank you for your letter. Please see the response to letter #24710.

16. #24759 (David Gran) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

17. #24760 (Steve Rose) Supports 200 TW Tires
Thank you for your letter. Please see the response to letter #24710.

18. #24764 (John Fine) Opposes 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

19. #24765 (Roger Maeda) Supports Re: #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

20. #24767 (Chris Braunlich) Supports 200 TW tires
Thank you for your letter. Please see the response to letter #24710.

21. #24768 (Richard Pannell) Supports #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

22. #24780 (Bill Perry) Supports IT Tire TW rule
Thank you for your letter. Please see the response to letter #24710.

23. #24786 (Michael Goulde) Opposes IT TW for #24710
Thank you for your letter. Please see the response to letter #24710.

24. #24798 (Steve Elicati) Opposes 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

25. #24809 (Kolin Aspegren) Opposes 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

26. #24810 (Joe Leonard) Opposes Spec Tire for IT
Thank you for your letter. Please see the response to letter #24710.

27. #24812 (Gregg Ginsberg) Opposes 200TW Tires in IT (letter 24710)
Thank you for your letter. Please see the response to letter #24710.

28. #24815 (Jeff Wasilko) Opposes Requiring Street Tires in IT
Thank you for your letter. Please see the response to letter #24710.

29. #24822 (Jonathan Kinberg) Opposes 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

30. #24827 (Curt Faigle) Opposes 200TW IT Tires
Thank you for your letter. Please see the response to letter #24710.

31. #24834 (Jeffry Janoska) Opposes 200 TW Proposal
Thank you for your letter. Please see the response to letter #24710.

32. #24863 (Kyle Colbey) Response to 24710 (200TW Tires)
Thank you for your letter. Please see the response to letter #24710.

33. #24879 (Greg Amy) Supports 200TW Tires
Thank you for your letter. Please see the response to letter #24710.

34. #24914 (Mike Ogren) Proposed 200 TW Tires Rules
Thank you for your letter. Please see the response to letter #24710.

35. #24940 (Brian Duddy) Supports Letter #24710 (200 TW Tires)
Thank you for your letter. Please see the response to letter #24710.

36. #24954 (David Colbey) Thoughts Regarding #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

37. #25008 (Raymond Blethen) Supports 200TW Rule For IT
Thank you for your letter. Please see the response to letter #24710.

38. #25112 (Keith Shugarts) Opposes Proposal to Require 200 Treadwear Rating for IT Classes
Thank you for your letter. Please see the response to letter #24710.

39. #25128 (Lee Graser) Opposed to 200 Wear Rated Tire for IT Classes
Thank you for your letter. Please see the response to letter #24710.

40. #25129 (Lee Graser) Opposes a Class Faster Than ITR and Opposes 200 Wear Tires
Thank you for your letter. Please see the response to letter #24710.

41. #25180 (Austin Hilliard) Supports 200 Tread Wear Rating
Thank you for your letter. Please see the response to letter #24710.

42. #25204 (Lee Graser) Opposes IT2 Proposal
Thank you for your letter. Please see the response to letter #24710.

ITB
1. #24723 (Hayes Lewis) Opposed to 200TW Tires - For Now
Thank you for your letter. Please see the response to letter #24710.

2. #24744 (Thomas Lamb) Opposes Street Tires for Improved Touring w/Attachment
Thank you for your letter. Please see the response to letter #24710.

3. #24813 (Chuck Allard) Opposes 200TW
Thank you for your letter. Please see the response to letter #24710.

4. #24823 (Kevin Fryer) Supports 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

ITS
1. #24755 (Blair Deffenbaugh) Supports 200TW Tires
Thank you for your letter. Please see the response to letter #24710.

2. #24777 (Zsolt Ferenczy) Opposes Re: #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

3. #25125 (Ray Boniface) Opposed to 200 TW tires
Thank you for your letter. Please see the response to letter #24710.

4. #25183 (Thomas Burt) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

5. #25184 (John Lettieri) Opposes 200 TW Tire Changes to ITS
Thank you for your letter. Please see the response to letter #24710.

STU
1. #24555 (Kevin Koelemeyer) Opposes Letter #23921
Thank you for your response. Please see the response to letter #24832.

2. #24613 (Mark Liller) Opposed to 2.5 Liter Turbo Consideration in STU
Thank you for your letter. Please see the response to letter #24832.

T2
1. #24893 (Carl Fung) Supports Letter #24629 About Hood Vents
Thank you for your letter. Please see the response to letter #24629.

2. #24973 (Marty Grand) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

3. #25003 (Darius Trinka) Supports Hood Vents for 350Z
Thank you for your letter. Please see the response to letter #24629.

T2-T4
1. #24735 (Harley Kaplan) Request to Allow Alternate Joods in T2-3
Thank you for your letter. Please see the response to letter #24629.

2. #24738 (Lansing Stout) Supports Aftermarket Hoods in T2/T3, Response to WDYT Letter #24629
Thank you for your letter. Please see the response to letter #24629.

3. #24749 (Eric Heinrich) Supports Hood Vents in Stock Hoods Only T2-T3 RE: #24269
Thank you for your letter. Please see the response to letter #24629.

4. #24761 (Derek Kulach) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

5. #24816 (Richard Kulach) Supports Hood Vent Allowance for T2-T3 Vehicles
Thank you for your letter. Please see the response to letter #24629.

6. #24837 (Andrew Aquilante) Opposes T2/T3 Hood Vent Option
Thank you for your letter. Please see the response to letter #24629.

7. #24838 (Richard Kulach) Supports WDYT Letter #24629 About Hood Vents
Thank you for your letter. Please see the response to letter #24629.

8. #24974 (Scotty B. White) Supports Hood Vents WDYT
Thank you for your letter. Please see the response to letter #24629.

9. #24976 (Rick Kulach) Support of Hood Vents for Touring 3 and Touring 2 Cars
Thank you for your letter. Please see the response to letter #24629.

T3
1. #24819 (David Muramoto) Supports Hood Vents in Nissan 350Z/370Z
Thank you for your letter. Please see the response to letter #24629.

2. #24859 (Patrick Price) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

3. #24981 (Paul McNamara) Supports WDYT Letter #24629
Thank you for your letter. Please see the response to letter #24629.

What Do You Think
AS
1. #25256 (Club Racing Board) The Future of AS
The CRB has been researching ideas to increase participation in AS and would like your feedback on the below questions regarding American Sedan. No decisions have been made, as the CRB is truly interested in your perspective. The below items would never be implemented all at once, but are truly intended to gain the pulse of the community in terms of potential change for the future. Please provide your feedback through the letter log system, crbscca.com. Note that all BOP would be based on data and the responsibility of the CRB.

1. Are you interested in AS moving to an FI option for every AS car?

2. Should AS Full Prep go to a larger wheel? If so, what size?

3. Should AS Full Prep go to larger diameter brake rotors? If so, what size?

4. Should AS have a spec tire to lower costs? If so, R-type compound? 100 Treadwear? 200 Treadwear?

5. Should AS allow more aerodynamics devices? If so, what would you recommend?

6. Should AS allow the participation of T2 pony cars (same years as AS) into the class? If so, should they come in “as is” or have changes such as ABS disabled, restrictor size changes, or weight changes?

7. Former AS drivers: Why do you not race anymore? What kinds of things would entice you to return?

8. Potential new AS drivers: What kinds of priorities are important for you to come into the class?

STU
1. #24504 (Eric Heinrich) Request Advanced Aero With Restrictions
In an effort to update the look, appeal, and crossover potential of STU, the committee is considering the following rule updates:

1) Wheel flares allowed, a maximum of 2” beyond the stock body line of fender.

2) Update STU Aero:
- Increase splitter extension as viewed from above to 3 inches (currently 2 inches).
- Wings shall be a single element with a maximum chord length of 12 (currently 8.5) inches, including any wicker.
- The entire wing assembly may be no wider than the widest part of the factory bodywork excluding mirror
assemblies. (currently 48.25 inches)
- Wing end plates must not exceed 72 (currently 64) square inches each.
- Canards or dive planes are permitted.

Please provide your feedback through crbscca.com.

T2-T4
1. #24685 (Jared Lendrum) Request to Increase Camber for 2019
The CRB is seeking feedback on this subject. Please submit your feedback to crbscca.com.
For 2019:
Change the Touring rules regarding camber:

T2-T4: A maximum of ~~3.0~~ *3.5* degrees of negative chamber is allowed on front and rear suspensions.

*Please note 3.5 is a maximum value. Any amount over 3.5 degrees is non-compliant.

RESUMES
1. #25177 (Carl Wassersleben) Resume for F/SR Advisory Committee
Thank you for your résumé. It will be kept on file for future consideration.

TECH BULLETIN

DATE: September 20, 2018
NUMBER: TB 18-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 10/1/2018 unless otherwise noted.

American Sedan
None

B-Spec
1. #25106 (Derrick Ambrose) Mazda 2 Spec Line intake part numbers
In B-SPEC, Mazda 2 (10-14), correct the notes as follows:
"Cold air intake Corksport Mz2-6-117-31100 ~~or~~ *and* Mz2-6-117-33100 ~~is~~ *are* allowed."

Formula/Sports Racing
F
1. #25198 (Formula/Sports Racing Committee) Clarify venting requirement for F/SR fuel cell breather
In GCR section 9.3.26.3, clarify as follows:
"Fuel cell breathers*, unless otherwise noted,* shall vent outside the car. *In Formula and Sports Racing cars, fuel cell breathers shall vent outside the cockpit and away from the exhaust but need not vent outside the car.*"

FB
1. #25168 (Glen Thielke) Data box mounting plate requirements
In GCR section 9.1.1.G, make changes as follows:
"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 may be required. Refer to 9.2.2. for details. All FB Cars competing in Majors Races and the Runoffs must have the AIM part ~~#X47KPFSOLO2R0~~ *#DNKTKPFSOL5* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box. *Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 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 body-work. In addition, the mount must not be on wings, and or wing end plates and where possible should be in the cockpit. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. 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. Contact AIM and their distributors for direct purchase. ~~Effective date January 1, 2019.~~"

FM
1. #25172 (Melvin Kemper Jr) Clarification about radiator screen
In GCR section 9.1.1.E.6.D, add the wording as follows:
"*Screens may be used to protect the radiators from damage; screen material is unrestricted.*"

P1
1. #25123 (Formula/Sports Racing Committee) Correct Group CN Honda engine E&O
In P1 Engine Table Line H, Restricted 2.0L Group CN-spec Honda K20A, make changes to the spec line as follows:
"Restricted 2.0L Group CN-spec Honda K20A-*FD2*"
"Stock Honda *intake manifold with* 64mm single throttle body"
"No engine modifications except for dry sump oil system, ECU mapping and exhaust system. ~~Internal dimensions and materials must be stock~~ *Must use stock Honda OEM parts* with no machining allowed."

2. #25167 (Glen Thielke) Data box mounting plate requirements
In GCR section 9.1.8.C.I, make changes as follows:
"All P1 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part ~~X47KPFSOLO2R0~~*#DNKTKPFSOL5* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. *Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 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. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. 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 January 1, 2019.~~ Contact AIM and their distributors for direct purchase."

3. #25205 (Formula/Sports Racing Committee) Clarify restrictor requirement
In P1 Engine Table Line I, clarify the notes as follows:
"Up to 2000cc may run *with inlet restrictor* at 1400 lbs. min. weight. Up to 2300cc may run *with inlet restrictor* at 1445 lbs. min. weight."

4. #25207 (Formula/Sports Racing Committee) Clean up P1 Engine Table
In P1 Engine Table, delete line D as follows:
Delete Line D (1355cc motorcycle based) in its entirety and re-letter as appropriate.

In P1 Engine Table, 4 cycle Motorcycle Based 1455, modify the new line D to the notes as follows:
"May run without inlet restrictor at 1150 lbs. min. weight. *Up to 1355cc may run without inlet restrictor at 1075 lbs. min. weight.*"

P2
1. #25098 (Formula/Sports Racing Committee) Correct P2 Table 1 FIA Group CN spec line E&O
In P2 Table 1, FIA Group CN non-composite chassis spec line, change the notes as follows:
"FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. FIA Group CN compliant *bodywork,* wing, wheels, and assisted shifting permitted. Must comply with all other P2 requirements."

2. #25124 (Formula/Sports Racing Committee) Correct Group CN Honda engine E&O
In P2 Engine Table Line E, make changes to the notes as follows:
"Approved engines list: MZR/Duratec, Honda K20A-*FD2*, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-*FD2* ~~may~~ *must* use stock *Honda intake manifold with* 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019)."

3. #25167 (Glen Thielke) Data box mounting plate requirements
In GCR section 9.1.8.D.K, make changes as follows:
"All P2 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part ~~#X47KPFSOLO2R0~~*DNKTKPFSOL5* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. *Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 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. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. 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 January 1, 2019.~~ Contact AIM and their distributors for direct purchase."

GCR
None

Grand Touring
GT2
1. #24792 (Scott Sanda) Request clarification for the TA2 rules set for 2018
In GCR Appendix L, 4.8.1.1, make changes as follows:
"This class will consist of all cars meeting ~~the prescribed Trans Am Series rules for the American Muscle class.~~ *appendix L or the 2017 Trans AM TA2 rules as published by Trans Am. Competitors running under the 2017 rules are required to have a copy of the rules on hand and available to present to tech on request.*"

2. #25108 (Grand Touring Committee) GT2/ST E&O
In GCR Appendix L, addendum A.2.2, make changes as follows:
"A 2.250 inch diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. ~~The restrictor must be mounted in the inlet side of the throttle body. The restrictor will be supplied by Trans Am Technical Manager at the start of each event, and must be returned at the conclusion of that event. Teams using the LS3 engine must notify the Trans Am Technical Manager, at least 3 weeks before their first race, to ensure an adequate supply of restrictors.~~ Teams or engine builders wishing to test using the restrictor should contact the Technical Manager *of Trans Am and they will provide restrictors for sale.* ~~for a dimensional drawing of the plate, or to obtain a "loaner" plate.~~"

GT3
1. #25004 (Randall Smart) Request Classification of 1982-1992 Camaro/Firebird in GT3
Effective October 22, 2018, In GT3, classify the Pontiac Firebird (82-92) as follows:

GT3 Cars - Pontiac

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Pontiac Firebird	*82-92*	*2dr*	*RWD*	*101.0*	*May run any GT3 legal GM engine*

2. #25105 (David Miller) Disenfranchised Small Bore GT-2 Classification
Effective October 22, 2018, In GT3, 240Z/L28, add to the spec line notes as follows:
"*Datsun 240 Z with an L28 engine with an individual intake runner carb setup will be allowed as a "disenfranchised GT2 car" in GT3 with 150 pound weight addition and the motor must comply to current GT3 specification with applicable SIR.*"

Improved Touring
IT General
1. #25178 (Improved Touring Committee) Add Kia and Hyundai models to Improved Touring
In Improved Touring, classify Hyundai and Kia models as follows:

Class	**Make**	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
ITA	*Hyundai Elantra (4 door) 96-00*	*4 Cyl DOHC*	*82.0 x 85.0 1796*	*2310*	
ITA	*Hyundai Elantra (4 door) 01-06*	*4 Cyl DOHC*	*82.0 x 93.5 1975*	*2450*	
ITA	*Hyundai Elantra (5 door) 01-06*	*4 Cyl DOHC*	*82.0 x 93.5 1975*	*2450*	
ITA	*Hyundai Elantra (4 door) 07-10*	*4 Cyl DOHC*	*82.0 x 93.5 1975*	*2520*	
ITA	*Hyundai Elantra (4 door) 11-14*	*4 Cyl DOHC*	*81.0 x 87.1 1796*	*2630*	
ITA	*Hyundai Elantra (Coupe) 11-14*	*4 Cyl DOHC*	*81.0 x 87.1 1796*	*2630*	
ITA	*Hyundai Accent (4 door) 11-14*	*4 Cyl DOHC*	*77.0 x 85.4 1591*	*2450*	
ITA	*Hyundai Accent (5 door) 11-14*	*4 Cyl DOHC*	*77.0 x 85.4 1591*	*2450*	
ITA	*Hyundai Veloster 11-14*	*4 Cyl DOHC*	*77.0 x 85.4 1591*	*2450*	
ITA	*Kia Forte Koup ex. SX 10-13*	*4 Cyl DOHC*	*86.0 x 86.0 1998*	*2770*	
ITA	*Kia Forte 4 door ex. SX 10-13*	*4 Cyl DOHC*	*86.0 x 86.0 1998*	*2735*	
ITA	*Kia Forte 5 door ex. SX 11-13*	*4 Cyl DOHC*	*86.0 x 86.0 1998*	*2735*	
ITA	*Kia Rio (4 door) 12-14*	*4 Cyl DOHC*	*77.0 x 85.4 1591*	*2450*	
ITA	*Kia Rio (5 door) 12-14*	*4 Cyl DOHC*	*77.0 x 85.4 1591*	*2450*	
ITB	*Hyundai Accent (4 door) 05-10*	*4 Cyl DOHC*	*76.5 x 87.0 1600*	*2290*	
ITB	*Hyundai Accent (3 door) 07-10*	*4 Cyl DOHC*	*76.5 x 87.0 1600*	*2290*	
ITB	*Kia Rio (4 door) 06-11*	*4 Cyl DOHC*	*76.5 x 87.0 1600*	*2290*	
ITB	*Kia Rio (3 door) 06-11*	*4 Cyl DOHC*	*76.5 x 87.0 1600*	*2290*	
ITS	*Kia Forte Koup SX 10-13*	*4 Cyl DOHC*	*88.0 x 97.0 2360*	*2605*	
ITS	*Kia Forte 4 door SX 10-13*	*4 Cyl DOHC*	*88.0 x 97.0 2360*	*2605*	
ITS	*Kia Forte 5 door SX 11-13*	*4 Cyl DOHC*	*88.0 x 97.0 2360*	*2605*	

ITS
1. #24842 (Chris Braunlich) ENO Recently Classed Mazda 3
In ITS, classify the Mazda 3 2.3L (03-09) as follows:
See attached
In ITS, Mazda3 s (08-13), omit as follows:

Class	Make	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
ITS	*Mazda Mazda3 (03-09)*	*4 Cyl DOHC*	*87.5 x 94.0 2261*	*2440*	
ITS	~~Mazda3 s (08-13)~~ *Mazda Mazda3 (10-13)*	4 Cyl DOHC	89.0 x 100.0 2488	2545	

Production
None

Spec Miata
None

Super Touring
STL
1. #24995 (Steve Rose) Request throttle body for Renesis
In STL table B, Mazda Renesis, add to the notes as follows:
"*Alternate 70mm choke throttle body from the following list allowed: OE from 1996-2004 Mustang 4.6 liter V8; BBK #1700 (e.g., Summit #BBK-1700); Summit #227204; Trickflow #24070 1" thickness max manifold adapter allowed.*"

Touring
None

JUDGEMENT OF THE COURT OF APPEALS
Les Chaney vs. SOM COA Ref. No. 18-10-SE
August 20, 2018

FACTS IN BRIEF
On July 1, 2018, following the Group 3 race at the Bud Merrill Memorial Races at Roebling Road Raceway, Les Chaney (FP #33) filed a Protest against Andrew Wright (FP #7). The Protest alleged that Mr. Wright violated General Competition Rules (GCR) 6.1.1.B. by passing Mr. Chaney at Turn 6 when Turn 6 was waving a yellow flag.

The Stewards of the Meeting (SOM) Bob Horansky, Paul Gauzens, and Rick Mitchell (Chairman) met, reviewed the evidence, heard witnesses, and determined Mr. Wright began the pass after Turn 5. He completed the pass prior to the no passing zone at the Turn 6 flag station, where a waving yellow flag was displayed. The SOM disallowed the protest. Mr. Chaney appealed the ruling of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Pat McCammon (Chairman) met on July 19, 2018 and August 16, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Mr. Chaney, received July 13, 2018.
2. Official Observers Report and related documents, received July 13, 2018.
3. Race Control Communication Log obtained by SOM on July 1, 2018.
4. Video evidence considered by the SOM, received July 13, 2018.
5. New video evidence from Mr. Chaney's race, received July 13, 2018.
6. Timing & Scoring (T&S) passing file, received July 13, 2018.
7. Revised judgement of the SOM court received on August 9, 2018.

FINDINGS
There is no dispute that Mr. Wright (#7) passed Mr. Chaney (#33) between Turns 5 and 6. The dispute is regarding the course flag condition. The COA reviewed the evidence available to the first court, as well as the additional evidence provided by Mr. Chaney with his appeal.

Based on assessment of the full body of evidence available to the COA, a chronology of events was established from the time Race Control ordered a full course yellow through the point of the alleged pass under yellow. The video evidence was inspected turn-by-turn and correlated to the T&S passing file. The COA determined this chronology, which the SOM could not have constructed without Mr. Chaney's additional video, should be considered and evaluated by the original SOM.

Under GCR 8.4.5.A.2. the COA may request the original SOM reconvene and rehear a protest. Therefore, to provide Mr. Chaney and Mr. Wright with full due process, the COA returned the decision and all evidence to the SOM on July 23, 2018 requesting they reconvene and rehear the protest.

The original SOM reconvened on July 29, 2018 to review the entirety of the evidence. On August 9, 2018, the COA was notified by the SOM that they determined the pass in question was under a double yellow flag condition at Turn 5. The SOM found Mr. Wright in violation of GCR 6.1.1.B. The SOM penalized Mr. Wright by placing him last in class and removing series points for the event's Sunday race. He also incurred an automatic 2-point penalty against his competition license, per GCR 7.4.A.6. New Group 3 results were released and competitors were notified on August 2, 2018.

Neither party filed an appeal objecting to the revised ruling.

DECISION
The COA upholds the revised SOM decision in its entirety. All parties were provided adequate time for subsequent appeals and the matter is now closed. Mr. Chaney's appeal was well founded, and his appeal fee, less the administrative amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Bill Agha vs. SOM COA Ref. No. 18-11-NP
August 20, 2018

FACTS IN BRIEF

On June 30, 2018, following the Group 7 U.S. Majors Race at Sonoma Raceway, a Request For Action (RFA) was submitted to the Stewards of the Meeting (SOM) by Assistant Chief Steward (ACS) Dave Deborde, asking them to investigate the contact between Car #7 (SM) Bill Agha and a Tow Truck at Turn 7. The RFA cited General Competition Rules (GCR) 6.11.1.A. (avoidable contact).

The SOM, Jerry Wannarka, Mary Lou Robson, and Skip Yocom, Chairman, met, reviewed the evidence, and heard testimony from witnesses. The SOM determined that both parties shared responsibility for the contact. Mr. Agha is appealing the decision of the SOM based on video evidence not available to the first court.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Anne Christian (Chairman) met on August 9 and August 16, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Bill Agha, received July 26, 2018.
2. In-Car Video from Lee Thomas, Car #0 (SM), received July 27, 2018.
3. Official Observers Report with related documents and witness statements, received July 27, 2018.
4. Email Testimony from Bev Heilicher, Chief Steward, with the following attachments: Written Drivers Meeting; Group 7 Race Lap Chart; Email to Chairman SOM; Chief Steward's Letter; images of posts from Facebook; Electronic copy of interview with Agha published by Jalopnik; received August 3, 2018.

FINDINGS

In his appeal, Mr. Agha stated that the incident involving his car (SM #7) and a tow truck was ruled a "racing incident". Mr. Agha alleges that the incident occurred due to negligence and that appropriate flags were not displayed. Mr. Agha is seeking damages for injury to his race vehicle from this incident.

The COA reviewed all evidence presented, including Mr. Agha's appeal letter, several witness statements provided to the SOM, and a full race video from Car #0 provided by Mr. Agha. Car #0 was two cars behind Mr. Agha at the time of the incident. Per GCR 6.1.1.E. a white flag is displayed when an emergency vehicle is on the racing surface. The COA determined from the video that the tow truck entered the racing surface after the trio of cars had passed the Turn 7 corner station where a single standing yellow flag was displayed.

Based on the full body of evidence available to the COA, it is determined neither the tow truck driver nor Mr. Agha was sufficiently aware of other vehicles on track and thus failed to allow room for both to proceed safely. The COA finds both drivers share responsibility for this accident.

The COA notes that awarding compensation to competitors for damages (regardless of fault) is not within the powers of the SOM or the COA. Reimbursement for personal medical expenses incurred by Mr. Agha may be available under SCCA's participant coverage.

DECISION

The COA upholds the SOM's decision in its entirety. The appeal is well founded and the appeal fee, less the amount retained by the SCCA, will be returned.

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
September 13, 2018

The Road Rally Board met via conference call on September 13, 2018. The meeting was called to order at 7:36 pm CDT by Chairman Jim Crittenden. In attendance: Wendy Harrison, Mike Bennett, Peter Schneider, Clyde Heckler, Mike Thompson, NEC chairman, Earl Hurlbut, BOD liaison, Jamie Mullin, National office, and Jeanne English, secretary.

- Approval of prior month's minutes. Stand as published
- Road Rally Media
    a. Planning calendar - last published 8/25/18. Thank you Jeanne. New one soon
    b. RReNewsletter – Text "roadrally" to 22828 to subscribe. Thank you Cheryl.
- SCCA Staff Report (Jamie Mullin) – Jamie will start sending divisional sanctions to the NEC (national sanctions are already being sent); she has updated the claim form with minor revisions; working with Clyde to update the toolkit and its links; Clyde has draft outlines (not on website) for updating the toolkit. Jamie has a new assistant Stephanie Perry, sperry@scca.com, who is working with her to update all sanctions and audits, hopefully increasing efficiency.
- NEC Report (Mike Thompson) - everything *was* moving along smoothly for Oktoberally and the USRRC until Mother Nature paid a visit; Oktoberally had to reroute twice and the USRRC had flooded roads on the tour course
- Old Business
    a. Training videos – Wendy, Mike B, Peter. – Wendy said they are waiting for safety steward items to be finalized
    b. Improvements to safety steward program – Mike B. is working with Peter, they will send out latest version of the safety steward manual and precheck form to the road rally safety steward instructors for final review; next, talk to Sasha for GTA updates; Jamie will publish on the website with changes effective January 1
    c. Rally starter materials – Clyde - see SCCA staff report above
    d. Status of 6 regions requesting rally assistance.
        i. Mohawk Hudson –Peter – proceeding along nicely
        ii. Ohio Valley – Wendy – nothing new
        iii. Reno – Jeanne – lost phone number, but is pretty sure she can find it
        iv. Susquehanna – Peter – going along nicely
        v. Blue Mountain – Peter - nothing
        vi. New York region – Jeff Becker – Peter – nothing until the spring; Peter talked to another guy about putting on a charity rally but feels as though he was being used for 'free consulting'
        vii. Florida – Jim was contacted by Ray Kreigbaum, who lives in Lakeland, and has been putting on rallies on his own, interesting in maybe doing them as SCCA events, Jim gave him a couple of names to talk to for help and info
    e. Replacement Northern Pacific Division Rally Steward – Jeanne. – left him a phone message
    f. At the convention, Howard Duncan mentioned advertising for the USRRC on Cheryl's RReNews; can she be sent a check for her time and effort (she put out a special USRRC edition); Howard needs to OK it. Motion: Jamie take a request to Howard that

a nominal fee of $100 to $250 be paid to Cheryl for USRRC advertising. Pass, BOD liaison Earl agrees it is a good idea

- New Business
  a. NEC requested that we hold a Town hall meeting at the USRRC – RRB agreed this is a good idea. Tentatively Friday or Saturday evening, open agenda, all invited. Jim to report back to Jim Heine and they will arrange.
  b. Chicago region is interested in partnership with local rally clubs – Jim talked to them and a representative from a local club, and he will work to get the two groups together to hold a jointly hosted rally.
  c. Cheryl Babbe sent a letter to the RRB – Jim called her to get more information about what was going on, he told her that the RRB has no standing with the region to tell them to take any type of action; he encouraged her to try to work it out; Earl said her director was contacted, and Earl will talk to him.
  d. Discussion and voting on 2019 rule change proposals – 24 people have responded to the request for comments on the proposals. Jim had prepared a chart for us showing the percentage of rally community support each proposal had; items were listed from highest to lowest. Tonight we are going to start at the bottom and work our way up (all votes were unanimous). Only two proposals had community support above 50%.

Proposal 8. Create protocols for timing to the thousandth of a minute;

5% community support; RRB voted to decline proposal.

Proposal 7. prohibit organizers from displaying a clock for contestants;

9% community support ; RRB voted to decline proposal.

Proposal 1B. allow unlimited championship series equivalents

13% community support; RRB voted to decline proposal.

Proposal 5. adjust leg times to be in the middle of the hundredth;

25% community support; RRB thought this should be mentioned as being desirable, but not mandatory. Hence:

Motion: Add to Article 18 in the RRRs: For tour rallies it is considered desirable to set the leg times close to the middle of the second or hundredth whenever possible. Pass

Proposals 3A and 3B, both define when submitted claims would be dismissed and not considered by the claims committee;

24% community support for 3A, 25% community support for 3B

RRB voted to decline both proposals.

Proposal 2. Create a 4th Class exclusively for GPS based calculating apps;

38% community support; vote postponed to October RRB meeting.

Proposal 4. increase claim fee to at least $50;

42% community support; RRB voted to decline proposal.

Proposal 1A. increase equivalents from 14 to 16;

53% community support; vote postponed to October RRB meeting.

Proposal 6. Require penalty-free Time allowances for any and all reasons;

68% community support; RRB voted to accept proposal.

Jim – said that two years ago the RRB reviewed proposals early (July), and rejected those that would not pass, and those were not even put out for community review; this year, everything was put out for community review. Think about this for next year.

Meeting adjourned at 9:26 pm CDT
Next meeting by teleconference October 11, 2018, 7:30 pm CDT
Respectfully submitted,
Jeanne English, secretary

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED September 2018

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 25th

The Solo Events Board met by conference call July 25th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

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Recommended Items

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

#23431 Eagle Talon reclass

The SPAC and SEB recommend the following change to Appendix A:

Move from ASP to DSP:

Mitsubishi

Eclipse Turbo and Talon Turbo (1989-99)

Plymouth

Laser (AWD)

#19867 Blow-off/ pop-off valves

The SPAC and SEB recommend the following rule change:

In 15.10.4:

~~d. No changes are permitted to blow-off/pop-off valves.~~

e. Compressor bypass valves (CBVs), *blow-off valves, and pop-off valves* are considered part of the air intake system and may be added, replaced, or updated/ backdated independently of other components of a forced induction system.

Member Advisories

Street

#24912 Removal of plastic badges in street class

Thank you for your input. The SAC believes the rule is adequate as written. The SAC also believes that badges are appearance modifications that don't materially affect weight.

Street Touring

#25041 STAC Personnel

The STAC currently has a vacancy, and members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Street Prepared

#24758 15.2.A Violation and Clarification

The SPAC would like to clarify that the way in which the splash shield is modified is not restricted to the original material of the shield. This would allow the use of metal in the modification of a splash shield for tire clearance so long as the modification is specifically for tire clearance, or for installation of fender flares, and is not complete replacement of the original part.

#24589 Street Prepared rule clarification

The SPAC agrees that rule 15.1.C allows standard components to exchanged between cars on the same line in Appendix A. This would allow any of the factory positions for the windshield washer reservoir bottle to be used independent of other equipment on the car.

Change Proposals

Safety

#23152 Senior Solo Safety Steward license

The Solo Safety Committee is requesting member comment regarding the following proposed addition to Appendix H as a new subsection:

"***Senior Solo Safety Steward License***

Intent: A Senior Solo Safety Steward license should be a tool for keeping long standing experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal.

The Solo Safety Committee considers this license to be an emeritus status. As such, the Senior Solo Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Committee. Renewal requests shall be made to national Solo Safety Committee Chairperson.

The Senior SSS license shall be subject to the following restrictions:

1) A senior grade license applicant shall be a currently licensed SSS holding a regular or Instructor license.

2) The Applicant must have had a regular SSS license for at least 20 continuous years in order to apply for this license grade (SCCA can verify first license issuance date and continuous service).

3) After appointment, the license is valid for a 3 year term unless rescinded by the SSC. The requirement to serve as a SSS or SSI at events during the license period is waived.

4) The Sr.SSS licensee shall serve in SSS roles for emergency purposes only, i.e. in case a region needs a SSS during an event heat or an event heat when a regular license holder is not available. A senior license holder cannot be named in the capacity of "Solo Safety Steward of Record" on a sanction application. A senior license holder cannot be used on a regular basis to address a region's inability to assign a regular SSS license holder.

5) Relative to an event Solo Safety Steward of Record, a Sr.SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.

6) Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo Safety Steward Summary" as a refresher course on the SCCA website and submit the results with their renewal application to the SSC Chairperson."

Street

#22772 #20102 Replacing Electronic Shocks

The SEB and SAC are requesting member feedback on the following revised version of the 13.5.A rule change proposal.

Change 13.5.A to read as follows:

"13.5.A On vehicles originally equipped with *an adaptive ride control system (MSRC, MRC PASM, AMS, etc) the calibration may be altered or the entire controller may be replaced provided the original damper/shock remains unaltered. Additional sensors are not allowed. The calibration or updated controller must use the same methods of control as the OE controller and connect without altering the wiring harness. Changes in signal/current to the damper is the only allowance and must remain within the OE operating design limits. Traction management settings cannot be altered.* ~~*electronic-magnetic shocks/struts - OE shock controllers may be re-programmed or replaced with an aftermarket unit. The re-programming or replacement may serve no other purpose than internal shock/ strut "valving" adjustment. Aftermarket electronic shocks may be substituted, but with the exception of connectors, all factory wiring must be retained.*~~"

Comment:

The SEB and SAC are continuing to explore if altering adaptive ride control systems should be part of the shock allowance. We have identified 28+ vehicles classed in the Street category that offer the technology. Based on member feedback we agree the rule should be more restrictive than first proposed. Ignoring this technology does not seem prudent.

This revision should allow members to use OE controllers from within the brand. (Example - Update the controller from a newer model or track-focused model). Should the rule allow members to change shocks and controller from a higher performance model in the same family (for example, shocks and controller from one Mustang model to another)?

The revision should allow members to use a calibration flash like Chevrolet is offering for the Corvette.

The revision should allow aftermarket controllers. We are also trying to restrict the operational range of aftermarket controllers (i.e., limit signals/current to OE design limits).

Under discussion and consideration:

Should the SEB experiment with controllers in just one class? SS has the largest share of adaptive ride control systems and would be a good candidate.

Should the SEB consider aftermarket controllers on a brand basis? This would eliminate “home made” systems and controllers not widely available or cost prohibitive.

Should the SEB take a tiered approach? Allow OE controllers and calibrations for 2019 and continue to evaluate “aftermarket controllers” for 2020 or beyond?

The SEB may continue to collect information and make no changes for 2019.

Other Items Reviewed

General

#24905 Clarify

Thank you for your input regarding NOC and catch-all listings.

#24918 Solo Cup Nomination

Thank you for your nomination.

#24919 Driver of Eminence Award

Thank you for your nomination.

#24931 Supplemental Classes vs Waitlist

Thank you for your input.

#25019 Driver of Eminence Nomination

Thank you for your nomination.

Street

#24672 In Support of RX-8 to DS

Thank you for your input.

#24902 Evora to BS response to #22613

Thank you for your input.

#24928 Feedback on DS Classing Changes

Thank you for your input.

Street Touring

#24154, 24173, 24468, 24469, 24541 Octane Feedback (various)

Thank you for your input. Please see the 2018 Octane Rules Clarification published on the SCCA website.

#24296 Software Engineer 3

Thank you for your input. Please see the response to letter #24831.

#24497 22139 braces

Thank you for your input. Please see response to letter #22139

#24498 Rear engine tire limit

Please see the response to letter #23879 in the August Fastrack.

Street Prepared

#24650 Re: Change Proposal #19867

Thank you for your input.

#24654 Feedback for #19867 (BOV/POV rules in 15.10.4)

Thank you for your input.

#24655 Relief Valve proposal

Thank you for your input.

#24666 19867 Blow-off/ pop-off valves, Comment in Support of Change

Thank you for your input.

#24667 19867 Blow-off/ pop-off valves, Comment in Support of Change

Thank you for your input.

#24690 Blowoff/popoff valves

Thank you for your input.

#24756 Change Proposal #19867 Blow off/ pop-off valves

Thank you for your input.

#24757 Change Proposal #23604 Allow any Tie Rod or Toe Link in SP

Thank you for your input.

#24766 SP Allowances Clarification

Thank you for your input. Please see the response to letter 24758.

#24847 Support of letter #23431

Thank you for your input.

#24908 Feedback for #23979 Equal Rights for Superchargers and Turbos

Thank you for your input.

#24957 RE: 23431 DSM cars

Thank you for your input.

Prepared

#24952 24314 ABS feedback

Thank you for your input.

<u>Not Recommended</u>

Street

#24452 RE#22696 ; non-M, non-turbo E46, E9x ,and E82 should be together

Thank you for your input. The SAC feels the E9x and E82 BMWs are appropriately classed at this time.

#24824 Move the 2000-05 Toyota Celica GT to HS

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

#24840 Stainless Steel Brake Lines in Street

Thank you for your input. The SAC does not believe this modification is in the spirit of the Street Category.

#24854 Vehicles after 1989 should be excluded

Thank you for your input.

#24862 Consider tightening the aftermarket shock allowance in Street

Thank you for your input.

#24864 Move the Nissan 370Z to CS?

Thank you for your input. The SAC will continue to monitor the competitive balance in CS.

#24896 Please Classify the Ford CMax

Per 3.1.A this vehicle doesn't meet the height to track width standard and therefore is not eligible for competition.

#24897 Move Mercedes SLK32 AMG from BS to FS alongside its SRT-6 twin

Thank you for your input. The SAC believes the SLK32 is appropriately classed.

Street Touring

#24583 Allow the addition of MAP sensors for ST cars pre-'96

Thank you for your input. The STAC does not feel that an allowance for additional sensors is appropriate for ST.

#24675 Move the 99-05 NB Miata to STX

Thank you for your input. The STAC believes the NB Miata is appropriately classed.

#24711 NA/NB torsens from STR to STS

Thank you for your input. STS continues to be well-subscribed, and the STAC does not believe that the addition of newer and faster cars would be beneficial to the class.

#24783 Please fix the massive imbalance with the former STF cars in STS,

Thank you for your input. The STAC is monitoring the competitive balance of cars in STS and is evaluating options for making some of the cars more competitive.

#24811 981 Cayman S in STU

Thank you for your input. The STAC is waiting to see how the recommended allowance for 265s on the MR cars affects STU before introducing newer and likely slightly faster MR cars to the class.

#24814 Aftermarket Fuel Pump

Thank you for your input. The STAC does not believe that aftermarket fuel pumps are appropriate for ST.

#24831 17+ Camaro SS 1LE

Thank you for your input. The STAC will continue to monitor the health of STP and introduce additional cars when appropriate.

#24853 R53 MINI to STH with pulley allowace

Thank you for your input. The STAC believes the supercharged Mini is appropriately classed in STX. The committee does not support an allowance for cars in the ST category to replace supercharger pulleys.

#24855 R53 Mini to STH

Thank you for your input. The STAC believes the supercharged Mini is appropriately classed in STX. The committee does not support an allowance for cars in the ST category to replace supercharger pulleys.

Street Prepared

#24649 BMW E30 m42 from D/SP to F/SP

Thank you for your input. The SPAC does not believe that this car would fit the competitive balance of FSP.

Prepared

#24948 Prepared engine swaps - Keep It Simple

Thank you for your input. The PAC is concerned that your proposal would add a layer of complexity that would be difficult to monitor.

Handled Elsewhere

Street

#24868 2019 MX-5 Classing

See response to letter 24826

#24876 MazdaLotus ND2 to AS

See response to letter 24826

#24878 Mazda Miata ND2 - CS Thoughts/SPEC ND2

See response to letter 24826

#24933 2019+ (ND2) Mazda MX5

See the response to letter 24826.

Street Touring

#24825 Seats and steering wheel with airbag

Thank you for your input. The ST airbag proposal was withdrawn, as published in the July Fastrack.

Tech Bulletins

Street

#24177 2018 BRZ tS Classing

Per the SAC, please add the following listing to Appendix A, effective immediately upon publication:

CS

Subaru

BRZ tS (2018)

#24921 Please class 2014 Mercedes E550

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

FS

Mercedes-Benz

E-class (W212 chassis)(non AMG)(2009-16)

Street Touring

#24473 STU and STH NOC Classing

Errors and Omissions: With the creation of STH, the STAC recommends the following previously-overlooked updates to the “Catch-All” class listings for STU and STX.

Modify Appendix A as follows:

STU

“Catch-All:” Sedans and Coupes NOC (non-sports-car-based; 4-seat minimum; over 5.1L normally aspirated or ~~2.0L~~ 2.5L to 3.1L forced induction)

STX

“Catch-All:”

Sedans and Coupes NOC (non-sports-car-based, 4-seat minimum; 3.1L to 5.1L normally aspirated ~~or up to 2.0L forced induction~~)

#24606 Dealer-Installed JCW Packge on Gen 1 Minis

Errors and Omissions: The STAC would like to correct the years in the listing for the first generation JCW Cooper S listed in STX.

Modify Appendix A as follows:

STX

Mini

Cooper S & Cooper S JCW (incl. ~~2004-05~~ 2005-06 dealer-installed)

Modified

#24017 Tracking Number 24016 - Sylva J15 kit car

Per the MAC, add to the list of DM/EM eligible kit cars in 18.1.A.1 under “The list of currently approved models is as follows:”

Sylvia Sports Cars J15

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 7, 2018

The Club Racing Board met by teleconference on August 7, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Rick Harris, Club Racing Technical Manager. The following decisions were made:

Member Advisory

F

1. #25048 (Club Racing Board) Changes in the FSRAC
The CRB would like to thank the following members of the Formula Sports Racing Advisory Committee for their service to the SCCA racing community as they end their terms on 10/1/2018:
Jim Downing
Mike Eakin
Jacek Mucha
Jay Novak
Steve Oseth

SCCA members who wish to be considered for service on the FSRAC may submit their résumés through the CRB letter log system.

P2 and FB

1. #25047 (Club Racing Board) Stock Engines
Competitors in P2 and FB are reminded that a stock engine consists of parts that were originally delivered as an OEM unit. A stock engine is NOT an engine made up of stock parts from various engines and different platforms to create an engine that never existed as an OEM unit.

All the engine part numbers must have been included in, or superseded in the original OEM engine. For example, an engine with a short block from one engine platform, cylinder head from a different platform and cams from a third is not a stock engine.

STL

1. #24746 (Eric Kutil) Request to equalize FPR Reduction on all B-Series Vtec Engines
In STL, GCR section 9.1.4.2 Table A, make changes as follows: see attachment
Effective Post Runoffs. Further adjustments may be made considering Runoffs Data.

STL	**Maximum Displacement (cc's)**	**Minimum Weight**	**Notes**
Acura/Honda B17		*Chart*	*54mm Flat Plate required*
Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)		*Chart*	*54mm Flat Plate Required*

STU
1. #24890 (Kevin Koelemeyer) Request to Equalize Direct Injected Turbo Cars
In STU, GCR section 9.1.4.1 Table A, make changes as follows:
Effective Post Runoffs. Further adjustments may be made considering Runoffs Data.

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda K20C1 Turbo I4	*1996 CC*	*3075*	*36mm TIR Required.*

No Action Required
GCR
1. #23902 (Tobin Schuster) Request What is Required to Be Included in a Final Grid Report
Thank you for your request to standardize results to handle driver participation credits. It will be handled in the, soon to be updated, Timing and Scoring Manual.

GT3
1. #24796 (Rob Elson) Turbocharger Proposal
Thank you for your knowledge.

ITC
1. #24987 (James Bell) Request Clarification on Driveline Changes for Improved Touring
Thank you for your request. 9.1.3.D states that "Modifications shall not be made unless authorized herein" which specifically allows only items listed to be changed or modified. Those components not listed are to remain OEM as a default to this rule. Authorized driveline modifications would be listed under 9.1.3.D.4; Transmission/Final Drive.

Prod General
1. #24964 (Ron Bartell) Request for Compression Check for LP Motors at the Runoffs
Thank you for your request. It has been provided to the SCCA Technical Staff.

T1
1. #24924 (Darrell Anderson) Request for Fender Flare Material Clarification
Thank you for your request. Fender flare material is open.

T2
1. #24950 (James Leithauser) Opposes BMW Weight Increase Recommendation
Thank you for your letter. This change was based on data from three 2018 events. The recommendation was not based on trap speeds alone. It was based on multiple factors. The data analysis included comparisons against multiple current competitors.

Not Recommended
F5
1. #24580 (Jay Novak) Allow Twin Pipes on 500cc 2 Stroke Engines in F500
Thank you for your letter. The CRB does not recommend this change.

2. #24898 (Clint McMahan) Request Performance Adjustment for F5
Thank you for your letter. The CRB does not recommend this change.

FV
1. #24461 (Gregory Bruns) Request Alternate Front Spindle Rule
Thank you for your letter, the CRB does not recommend this change.

2. #24935 (Alan Varacins/SpeedSportEngineering) Discussion Points About Minimum Weight for Disc Brakes
Thank you for your letter, the CRB does not recommend this change.

P1
1. #25012 (Jim Devenport) Request Fender Gap Clarification
Thank you for your letter. The CRB does not recommend this change. The no fender gap rule is adequate as written, and all cars must be in compliance with the current provision. Please see the responses to letter #13713, May 2014 Fastrack Minutes, and letter #22959, December 2017 Fastrack Minutes.

2. #25016 (Jim Devenport) Fender Pod Defined as Part of Body
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #25012.

GCR
1. #24836 (David Dewhurst) SCCA Club Racing Cars Four Wheels Off Track and Re-Entering
Thank you for your letter. 6.11.1.A states it is the driver's responsibility to avoid body contact on the race track. Additionally, your suggestion for stopping to wait for a signal from a corner worker is a very good one and highly recommended but making it a requirement will not work at all tracks as there are corners where turn stations are far from where the car exited the racing surface.

GT2
1. #24806 (Richard Ruckh) Request Adjustment to Restrictor
Thank you for your request. The current restrictor is correct.

GT3
1. #24889 (Bud Reichard) Request to Equalize Winged and Non-Winged Cars in GT3
Thank you for your request. Wings are allowed in the maximum preparation level. A competitor may choose a lower preparation level.

GTL
1. #24913 (Mike Ogren) Request to Allow HP Cars in GTL at Minus 5% Weight
Thank you for your letter. The CRB is only making adjustments in GTL based on safety issues or error/omissions. The CRB believes GTL has gained stability with the current rules.

HP
1. #24932 (Mike Ogren) Request to Move the 4AG Powered Toyotas to FP
Thank you for your request. Straight line speed is one factor that is considered in determining whether a car is properly classed but overall competitiveness is the most critical factor. Based on the competition record for this car, as it is currently classed, it is not performing at a level outside the performance envelope applicable to HP.

T1
1. #24925 (Darrell Anderson) Request to Add Ford Mustang FP350S Motor
Thank you for your request. The requested engine has too much potential for T1.

2. #24926 (Darrell Anderson) Request for 2015-2017 Ford Mustang GT to Run 2018 Intake
Thank you for your request. This is not recommended at this time. The mustang has shown potential in T1.

Recommended Items

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. #24951 (SCCA Staff) Request to Look at Wording in 9.1.C.1
In GCR section 9.1.C.1, change the wording as follows:

Organizers may develop classes of cars to accommodate local demand and interest.~~, provided the~~ p*P*reparation rules *must* meet the General Technical Specifications. *When changes are made in the local classes,* and are ~~reviewed annually and~~ approved by the Road Racing Department, ~~before the first event of the calendar year in which the local class(es) will compete. It~~ *it* is the organizer's option to Include these classes in events defined in 3.1.2.

Taken Care Of

FF
1. #25011 (Eric Little) Follow Up on Letter #24993
Thank you for your letter. Please see the response to letter #25000, Technical Bulletin.

P2
1. #25013 (Bryan Yates) Supports Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, July 2018 Fastrack Minutes.

GT General
1. #23183 (Scotty B White) T1 Viper Performance
Thank you for your letter. This car is classified in GT/STO.

2. #23945 (Scotty B White) Request to Classify 2013+ Viper in LP
Thank you for your letter. This car is classified in GT2/STO.

HP
1. #24934 (Jason Stine) Support For Letter #24932, Toyota to FP from HP
Thank you for your support. Please see the response to letter #24932.

2. #24961 (John Trenery) Support For Letter #24932 About Toyotas in HP
Thank you for your support. Please see the response to letter #24932.

STU
1. #24980 (Allan Ferragonio) Request to Review Car Classification
Thank you for your request. Please see the response to letter #24890.

What Do You Think

None.

RESUMES
None.

TECH BULLETIN

DATE: August 20, 2018
NUMBER: TB 18-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/31/2018 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FE
1. #24963 (Robey Clark) Request FE2 2.0L MZR Spark Plug Specification
In GCR section 9.1.1.I.16, add the spark plug part number as follows:
"*j. 2.0L MZR required Spark Plug Part# ND ITV 24*"

FF
1. #25000 (SCCA Staff) Request to change effective date and wording to letter 24797 E&O
In GCR section 9.1.1.B.12.e.2, make changes as follows:
"Standard size AE pistons P/N 18649, casting P/N 18634, standard size CP piston, part # 81-2 FF1600, or CP oversize piston, part # 81-2- FF1600+5 ~~as supplied by Ivey~~ may be used. *Effective 01/01/2019,* CP pistons bearing part # 81-2-ff1600 or 81-2-FF1600+5 must bear the Ivey logo."

Note from CRB: Other OEM spec replacement parts may be submitted to SCCA for evaluation and approval at any time by any member, non-member, or vendor.

P1
1. #24906 (Formula/Sports Racing Committee) Remove redundant references to spec line cars
In GCR 9.1.8.A.C, make changes to the opening paragraph as follows:
"Cars homologated prior to 1/1/14 ~~may be spec line cars or~~ *are* required to be fully compliant with all P1 rules."
In GCR 9.1.8.A.C.J, delete the first sentence as follows:
"~~For cars listed in spec lines, specifications that are more restrictive in those sections take precedence over the general specifications in section C.J.~~"

SR General
1. #24958 (SCCA Staff) Add wording in GCR section 9.1.8.A.1 E&O
In GCR section 9.1.8.A.1, add the wording as follows:
"Sports Racers Cars except SRF *& SRF3* homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required."

GCR
1. #24943 (SCCA Staff) Appendix B and C Revisions
In GCR Appendix B and C, make changes as follows:
Remove all references to Club Racing and replace with Road Racing.
Note: The goal is to change all Club Racing references to Road Racing for the 2019 GCR version.
Grand Touring

GT2
1. #24113 (David Tuaty) Request side windows to remain intact
In GT2, 991.1 GT3 Cup (14-16), delete and change the wording as follows:
~~Side door windows must be removed and~~ *W*~~w~~indshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps.
In GT2, 996/997.1 GT3 Cup 996: 98-05 997: 06-09, delete and change the wording as follows:
~~Side door windows must be removed and~~ *W*~~w~~indshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps.
In GT2, 997.2 GT3 Cup (10-14), delete and change the wording as follows:
~~Side door windows must be removed and~~ *W*~~w~~indshield clips must be installed per GCR 9.3 Windshield Clips/ Rear Window Straps.

2. #24793 (Joe Aquilante) Request to amend Corvette spec line
In GT2/ST, Chevrolet Corvette, change the years as follows:
(~~-2016~~) (*-2019*)

3. #24835 (Brian Kleeman) Request to Classify the Ford Mustang FP350S in GT2
In GT2-ST, classify the Ford Mustang FP350S as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Ford Mustang FP350S (2018-)	*5200*	*3500*		*Spec Car, max prep must be as delivered*

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Touring
None.

Touring
T2-T4
1. #24989 (SCCA Staff) Adding omissions to Appendix M SMG
In Appendix M, 2.q.1, add new wording as follows:
"*a. OEM Ford hood with louvers not to exceed the dimensions of those found in the optional "Tiger Racing" hood is allowed.*"
In Appendix M, 2.g.2, add new wording as follows:
"*a. Petty Bar is allowed so long as it is removable and not permanently attached to the roll cage.*"
In Appendix M, 2.i, add new wording as follows:
"*9. The OEM GT500 Brembo brake calipers from a 2007-2009 Shelby GT500 are allowed. Ford OEM part (7R3Z2B120A.RT/ 7R3Z2B121A.LT).*"
In Appendix M, 2.o.1, add new wording as follows:
"*a. Apex Wheels, Part PN: EC71810ET43-45 – 18" x 10" front and rear. Black, Anthracite and Hyper-silver are permitted colors.*"

T3

1. #24907 (Scotty B White) Request to review letter #23941
In T3, Ford Mustang ECO-Boost (2015+), change the notes as follows:
"36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. ~~Track package~~ *EcoBoost Performance Package* allowed *in part or complete*. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. *Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs).*"

JUDGEMENT OF THE COURT OF APPEALS
Gregory McDermott vs. SOM COA Ref. No. 18-07-NE
July 22, 2018

FACTS IN BRIEF
On June 3, 2018, at the Lightning Challenge Regional Races at New Jersey Motorsports Park, extreme weather and flooding forced the cancellation of the competition for Groups 6, 7, and 8. Chief Steward Butch O'Connor filed a Request For Action (RFA) asking that a recommendation be made for a method of apportioning points to the affected drivers. The regional races were eligible for points in several regional series, including the Mid-Atlantic Road Racing Series (MARRS).

The Stewards of the Meeting (SOM), Don Yeske, Sue King, and Herbert Sweeney III, Chairman, met, considered the request, and issued a ruling stating how points would be awarded. Greg McDermott, Director of Club Racing for Washington, DC Region appealed the ruling on behalf of the MARRS Series.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Michael West, Anne Christian, and Laurie Sheppard (Chairman) met on July 5, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Letter of Appeal from Greg McDermott, received June 13, 2018.
2. Official Observers Report and related documents, received June 26, 2018.
3. Emails from Butch O'Connor and Herbert Sweeney, received June 26 through July 6, 2018.
4. Revised SOM Hearing and Decision, received July 19, 2018.

FINDINGS
In his appeal Mr. McDermott expressed his opinion that "decisions of how the individual series award points in the event of cancelled races are the domain of the individual series and are outside the responsibility of the event stewards."

The COA noted that the General Competition Rules (GCR) does not provide authority for the SOM to require awarding of points for a cancelled competition. Upon notification of the appeal, the SOM reviewed the wording of the original ruling and determined it did not reflect the intent of the event organizers to suggest a resolution rather than require all series to follow the same procedure. The RFA was returned to the SOM for reconsideration. A new ruling was issued that removed emphatic language binding the individual series to any method of awarding points.

Based on the new ruling, Mr. McDermott withdrew his appeal.

DECISION
The Court of Appeals accepts Mr. McDermott's withdrawal request. The appeal is returned unheard. Mr. McDermott's entire appeal fee will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Robert Gross vs. SCCA COA Ref. No. 18-12-GL
July 27, 2018

FACTS IN BRIEF

On June 2, 2018, at the Hoosier SCCA Super Tour at Mid-Ohio Sports Car Course, Dr. Robert Gross was involved in an on-track incident severely damaging his Formula F car and requiring a wrecker to return to his paddock space. After arriving in the paddock, Dr. Gross attended to his car and downloaded his in-car video.

Approximately two hours after the completion of the race, Dr. Gross sought out Race Director Steve Pence to request action be taken against other drivers in his race whom Dr. Gross believed were responsible for the incident. According to Dr. Gross, Mr. Pence declined to initiate an investigation due to the time delay. Dr. Gross did not file a Protest at that time although that was his right per General Competition Rules (GCR) 8.1.5. and 8.3.1.A-F.

Upon returning home from Mid-Ohio, Dr. Gross contacted the Club Racing Board (CRB) via online letter and Mike Cobb, CEO, SCCA, Inc. to demand that they remove F500 from any race grouping with Formula F and ensure that all race organizations follow and enforce the GCR and Supplemental Regulations in effect at the time of the event. Mr. Cobb requested that Eric Prill and Deanna Flanagan investigate the administrative processes employed at the event and respond to Dr. Gross' letter. Dr. Gross is dissatisfied with their response and has appealed, alleging that multiple rules were administered inappropriately, unfairly, and inequitably.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Spencer Gorham, and Laurie Sheppard (Chairman) met on July 26, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Gross, received July 26, 2018, containing Dr. Gross' original letter and subsequent emails from Mike Cobb and Scott Schmidt, SCCA Technical Assistant, Road Racing.

FINDINGS

Dr. Gross is appealing "decisions made by SCCA" and cites GCR 8.4.1. (Right to Appeal) which states "Any participant or organization named as a party to a protest, a Race Director or Chief Steward's RFA; or any member named as a party in a Review Committee, has the right to appeal a decision or penalty imposed upon him or it by the SOM or Review Committee." The COA notes the absence of a decision or penalty imposed on Dr. Gross by the Stewards of the Meeting (SOM) or a Review Committee (see GCR 2.5.) In addition, he is not a named party to any ruling issued by the SOM at the event in question. As such, the COA finds that Dr. Gross' petition is outside the limitations of GCR 8.4.1. Therefore, Dr. Gross' appeal will not be heard.

The COA finds that the June 2, 2018 Hoosier SCCA Super Tour race is complete, final, and closed to further review.

DECISION

The COA respectfully declines to hear Dr. Gross' petition for review. The appeal is returned unheard. Dr. Gross' entire appeal fee will be returned.

RALLYCROSS BOARD

RallyCross Board Minutes | August 7, 2018

The RallyCross Board (RXB) met via conference call on August 7th, 2018. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Howard Duncan with National Office.

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

Mark Macoubrie called the meeting to order at 7:04pm CST.

1. Additions or corrections to the agenda: None

2. Chairman's Report: (Hyatt): No Report.

3. Committee reports:

- **RallyCross Safety Committee (Regan)**
  - No incidents.
  - The national office requested the safety committee present safety steward training at the 2019 National Convention.

- **Rules Committee (Lightfoot)**
  - Updates: A question was asked via email about fender liners. Is a car still legal in stock class if a fender liner is lost during competition? The current interpretation is the competitor would be allowed to stay in class if the fender liner was lost during competition, but the fender liner needs to be in place at the beginning of competition. A clarification will be considered for the 2019 ruleset.
  - Is methanol an approved fuel? Methanol is not currently an approved fuel.
  - Are steering system modifications allowed in the modified class? The steering system is part of the suspension and is allowed to be modified.

- **RallySprint Committee (Hyatt)**
  - Updates: No rules changes are currently being consider for the 2019 ruleset.

- **National Championship Committee (Wright)**
  - Updates: The 2018 DirtFish SCCA National Championship is sold out. Competitors can still signup and be on a waiting list. There will be three run groups similar to past events. The committee is looking at creating an area near the starting line for swapping two driver cars. Class inspection will be in the grid area. The committee is looking at options for providing a backup timing system. The committee is also looking at ways to actively limit downtime due to timing equipment failures and course changes. Weather sheltering is being working on by the RXNC-PC. The committee is also discussing how to further promote the sponsors with contingency and looking for additional event sponsors.
  - The RXB discussed the details of the event including course design, operations of the event and the supplemental rules.

- **Divisional Steward Liaison (Macoubrie)**
  - Updates: RXDS had a meeting on July 26th, 2018 via teleconference. There were seven people in attendance. The Divisional Stewards reviewed the Dixie Challenge and discussed the event including the great hospitality of the Central Florida Region and the challenge the event had with weather and site degradation. The Dixie challenge was an overall positive event.
  - The stewards also discussed the upcoming DirtFish SCCA National Challenges and

National Championship.. The Divisional Stewards will be asking the regional chairs to promote the national level events at their regional events to help build support for the national program.
  - RallyCross Media and Exposure: The RXDS discussed seeking out local photographers, videographers, and video bloggers as potential sources of educational and promotional material for the program as whole.
  - The RXDS discussed competitors pre-driving National-level courses as part of course setup or RXSS duties. The Stewards agreed that it's reasonable for competitors to fill important roles at upper-level events. and because the RallyCross participant pool doesn't afford many non-driving volunteers willing to fill course setup roles, there will be competitors needed to be the safety steward and test the course prior to competition. Safety should preview the course at modest speeds to discover bumps not readily apparent on foot or driving at idle.
  - Regional Program update
    - Central: Milwaukee Region has new RX program. Promising new RX-friendly venue north of Minneapolis.
    - Midwest: Wichita Region restarting RX program.
    - Northwest: Northwest Rally Association moving to independent non-SCCA local rallycross activity.
  - Divisional Steward received the current RXSS endorsement list.

- **Growth and Development Committee (Hamilton)**
  - Updates: No update.

4. Old business:
  - Constructor class self-inspection form (Macoubrie): The form was completed and approved by the RXB. The form has been sent to the SCCA BOD for review.

5. New business:
- Dixie Challenge (Macoubrie): The Dixie Challenge was an overall success. There were 50 competitors from 10 states including regions as far away as Kansas City Region and Texas Region. The Central Florida Region was a great host for the event. The event did have challenges with weather and course degradation.

- East Coast Challenge (Macoubrie): The event will be Aug 10-12. There are currently 50 entered The Finger Lakes Region has been actively promoting the event.

- West Coast Challenge (Macoubrie): The event will be Aug 17-19. There are currently 55 entered. The event will be run by the Northwest Rally Association. The event is being promoted via Northwest Rally Association and SCCA. The event will be at title Sponsor DirtFish complex in Washington and it looking to be a great event.

- Protest Process (Macoubrie): A questions was asked of the RXB during the Dixie Challenge about the RallyCross protest process. The RallyCross protest process was reviewed by the RXB, The RXB discussed the implementation of the process at the Dixie Challenge and how to verify the implementation of the protest process occurs properly during an event.

- Rules Clarifications/Interpretations (Wright): The RXB discussed the best way to communicate rules clarification/interpretations including a tech bulleting process, adding information to Fasttracks, adding information to sccarallycross.com forum and capturing information in the rules book and rules page at scca.com. Keith Lightfoot will put together a draft strategy for the September meeting.

- Convention topics (Wright) – Did the National Office receive enough ideas from the RXB to develop the topics for the 2019 National Convention? The national office indicated it

had enough ideas and will be reaching out to presenters in the near future.

6. Motion to adjourn: Meeting Adjourned 8:46PM CST

1. **Next RXB Meeting September 11, 2018.**

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
August 9, 2018

The Road Rally Board met via conference call on August 9, 2018. The meeting was called to order at 7:33 pm CDT by Chairman Jim Crittenden. In attendance: Wendy Harrison, Mike Bennett, Peter Schneider, Clyde Heckler, Mike Thompson, NEC chairman, Earl Hurlbut, BOD liaison, Jamie Mullin, National office, and Jeanne English, secretary.

- Approval of prior month's minutes. Stand as published.
- Road Rally Planning Calendar (Jeanne English)
    a. Last published July 23, 2018. Thank you Jeanne. Next one soon
    b. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe. Back on track for monthly publication.
- SCCA Staff Report (Jamie Mullin) – Jamie is working on the toolkit outline, she and Clyde are working on updating links so that they will not have to be updated every time there is a change; IT says they can be updated this way, but Jamie needs to give them all the forms to be done this way and they will give her the links to use.
- NEC Report (Mike Thompson) – the NEC has a recommendation to clarify RRR Article 8 (worker points); their change is to say that worker points should be part of the 14 equivalents; Jim asked Mike T to clarify with Bruce Gezon (Pointskeeper) how the points are being done; Jim also said that the procedure should not change in the middle of the year, any change would take effect in 2019. Mike T asked Jamie about archiving rally things, that in the past organizers were good about archiving rally stuff, but we aren't doing it now; should we be? Jamie was unaware of anything other than sanction apps, audits, results, etc that she gets.
- Old Business
    a. Training videos – Wendy, Mike B, Peter. – Wendy said they are first going to focus on a safety steward video; add GTA
    b. Improvements to safety steward program – Mike B. – Peter sent out a document to Divisional Road Rally Stewards asking for suggestions for changes to the training manual and checklist; Jim suggested that at controls the timing car should be 200 feet from the in line and that the location for the control car should be marked.
    c. Rally starter materials – Clyde – see above Staff Report about fixing links
    d. Status of 5 regions requesting rally assistance.
        i. Mohawk Hudson –Peter – going along well
        ii. Ohio Valley – Wendy – still no response
        iii. Reno – Jeanne -- needs to call him back
        iv. Susquehanna – Peter – going well
        v. Blue Mountain – Peter -- 'blue' hole, no feedback
        vi. New York region – Jeff Becker – Peter -- on hold, maybe next spring
        vii. Kentucky, Sandy – Peter talked to her, but he feels that it probably will not happen because the rally will likely not raise enough money that her organization
    e. Social rally definition and fees – see next page for proposal – do we need to limit the number of charity events to one? Howard Duncan is concerned about some people (all programs) using them to avoid paying proper fees; the charity rally fee is $80 across all programs. The RRB feels that a definition of 'charity

rally' is not required. Jamie said that the national office is working on a policy as to what constitutes a charity. Peter is still concerned about multiple day events and their sanction fees; no further discussion this month.

f. Add SCCA Mission statement to RRRs. Jim will take care of this.

g. New Northern Pacific Division Road Rally Steward – Jeanne – working on it

- New Business
  a. We received an inquiry from Greg Stewart, of Orbiter (an RFID supply company) in Tacoma, WA, to put on a rally from Dawson Creek, BC, to Delta Junction, AK, a distance of 1300 miles; he provides transponders for timing, no checkpoint workers required, it can be done any time (even a year later), it can be a promotion for both towns. Peter asked if he is going to pay SCCA? Jim asked why up there? Why not in the lower 48? Clyde asked what his ultimate goal is? Jim will continue the conversation. Rich Bireta is working on an app for GPS-enabled phones that will score you automatically when you cross the timing line.

  b Protocol for SCCA regions to partner with local rally clubs. Jim posed a question to the
  RRB – across the US there are local clubs who do rallies in conjunction with SCCA regions, there are other clubs that have no connection with SCCA. If we were to approach a region and talk to the RE about going to a local club to have their event(s) sanctioned by SCCA; money to be decided on a case by case basis; Howard is in favor of having SCCA regions partner with local clubs. What do others think? About approaching a club with an active, non-SCCA rally program? Peter, Clyde, Mike B, Wendy all OK; Mike T said to make sure the local club is willing.

  c. Clyde mentioned an item in the April minutes; Greg Lester was questioning how worker point are scored. The RRB said that things will stay the same as they are now. (see NEC report above)

Meeting adjourned at 9:17 pm CDT
Next meeting by teleconference August 9, 2018, 7:30 pm CDT
Respectfully submitted,
Jeanne English, secretary

Proposal for fee structure for SCCA Road Rallies starting in 2019. Items in red are changes from current rules.

The distance requirement refers to the total mileage from the start of the rally to the end of the competitive portion of the rally. This includes any tire-warm up and odometer calibration portions.

USRRC pays the fees in the table above up to a maximum of $500 for the entire USRRC event.

For RoadRallies that run for more than three consecutive days, add $3/car/day for each day past the third day.

Rally type	Sanction fee	Insurance fee	Total fees	Notes
National	$10/car	$4/car	$14/car	180 mile minimum distance
Divisional	$4/car	$4/car	$8/car	90 mile minimum distance
Regional	$2/car	$4/car	$6/car	No distance requirement
Charity			$80 flat fee	No distance requirement
Social	**None**	**$4/car**	**$4/car - up to a maximum of $40 per event**	**75 mile maximum distance.** May not be part of any championship award series.

TIME TRIALS BOARD

The Time Trials Board has put out a proposed 2019 Rules document. This document is for member comment on rules that will take effect 1/1/2019. You can find the Proposed rules and provide feedback at the following link:

https://www.scca.com/pages/tt2019

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED August 2018

SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 27th

The Solo Events Board met by conference call June 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

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Recommended Items

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

#23346 Fuel allowance proposal re: methanol

The following rule change proposal is recommended by the SEB:

Effective 1/1/19, change 3.6.B as follows:

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or any gasoline-ethanol blend*. ~~Federally-approved E85~~. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. *Methanol is prohibited;* other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

Street

#24090 Solstice to CS

The SAC and SEB recommend the following change to Appendix A:

Move from BS to CS

Pontiac

Solstice (non turbo) (exc z0k)(2007-10)

Saturn

Sky (non turbo) (exc z0k) (2007-10)

#22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS

The SAC and SEB recommend the following change to Appendix A:

Move from BS to CS

Honda

S2000 (exc CR)

#23650 BMW Z4 Class Change Proposal

The SAC and SEB recommend the following change to Appendix A:

Move from BS to CS

BMW

Z4 roadster (2.8i, 3.0i)(2009-16)

Street Touring

#22088 Brake Allowance Parking Brake Rules

After reviewing member feedback the STAC is recommending the following changes related to the drum to disk conversion allowance and the requirement for individual rotor plates to be at least as thick as the OEM rotor. The drum to disk change is intended to clear up the allowance and make it easier for competitors to utilize off the shelf components when performing the conversion. Similarly, the removal of the disk plate restriction is intended to facilitate use of common off the shelf rotors in aftermarket brake kits.

Modify 14.6 as follows:

"14.6 Brakes

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and *overall* thickness) and made of ferrous material(e.g., iron). ~~Thickness includes the individual plates of a vented rotor,as well as the overall dimension.~~ The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. ~~Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.~~

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

E. Disc brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present.

F. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g. pedal vs handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/ brake lines/emergency brake cables to accommodate these changes are permitted but may serve no other purpose."

#22139 Master cylinder brace allowance in ST

The STAC and SEB recommend the following allowance for a bolt-on brake/clutch master cylinder brace mirroring the allowance present in the SP category. This is as a new line in section 14.6, as follows:

"*G. A single brake master cylinder brace may be added provided it is bolt-on and serves no other purpose*."

Also add a new line in section 14.10 as follows:

"*N. A single clutch master cylinder brace may be added provided it is bolt-on and serves no other purpose.*"

#23879 Please allow 265mm tires for MR in STU

The STAC and SEB recommend an allowance for 265 wide tires on STU 2WD mid and rear-engine cars.

Change Section 14.3 as follows:

"Tires shall have a section width up to and including the following (mm):

STS, STR (AWD).....225

STH (AWD), STX (AWD).....245

STR (2WD), ~~STU (2WD, mid-engine, rear-engine)~~.....255

STH (2WD), STX (2WD), STU (AWD), *STU (2WD, mid-engine, rear-engine)*.....265

STU (2WD, front-engine).....285

STP.....315"

Street Modified

#23104 16.1K Canards

The following change proposal is recommended by the SMAC and SEB:

Revise the following paragraph from 16.1.K as shown:

"Canards are allowed and may extend a maximum of 6.0" (152.4 mm) ~~forward of~~ *from* the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. *Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm^2) for each side.*"

Prepared

#23095 Ducting air from bumper to intercooler

Change 17.10.C.3 as follows:

"Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited. *Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork. "Standard openings in the front of the car" includes ventilation system intake grilles.*"

#14898 XP boosted displacement equivalence and min weight

The PAC and SEB recommend the following change to the XP weight calculation.

Appendix A.9.a.2: "Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ *1.6* times the actual displacement."

Appendix A.9.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 51% of the weight on the rear axle is ~~1200~~*1300* + [(1.796 x ~~1.4~~ *1.6*) x (200+ 20)] + ABS = ~~1753~~*1982* lbs.

FI Engine displacement

FWD..... 1300 lbs. + 150 lbs. per liter

RWD..... 1300 lbs. + 200 lbs. per liter

AWD..... 1300 lbs. + 250 lbs. per liter

NA 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	*1625*
RWD	1550	*1900*
AWD	1675	*1925*"

Member Advisories

General

#22884 Heating tires in a pit vehicle

Per the SEB, pre-heating tires in a support vehicle is considered to be "similar means" as prohibited by 6.11.

Note: the previously-published change proposal pertaining to this subject (see item #23348) is being withdrawn. The SEB cautions members against attempting to actively pre-heat tires, such as via illegal offsite activity which can reflect negatively upon the Solo program. Attempting to raise tire temperatures (e.g. via the heating system) inside a vehicle is not permitted under the current 6.11. Further attempts to use creative methods to pre-heat tires could result in more restrictive language being added to the Solo Rules.

#24857 Request for Awards Nominations

The SEB is seeking nominations from the membership for the Driver of Eminence and Solo Cup awards. Nominations are due by July 24th and should be submitted via www.soloeventsboard.com. Descriptions of these awards are as follows:

Driver of Eminence: To the Solo driver who has consistently demonstrated excellence behind thewheel, and an exemplary degree of sportsmanship, dedication and unselfishness. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Previous winners may not be nominated again

Solo Cup: To the SCCA member who has made an outstanding contribution to the Solo Events Program. The winner is selected by the Solo Events Board from nominations submitted by the membership at large.

Lists of past winners may be found in Appendix K.V of the Solo Rules.

Street

#24651 Interest in serving on the SAC

The SEB has approved the addition of Bryan Hertweck to the SAC.

#24695 Clarification of Karcepts ND Sway Bar Mount legality

The SAC believes this mount is compliant with the rules.

#24716 Legality of HFP Parts for 2017+ Civic Si

The SAC believes this kit does not meet the Standard Part definition and does not intend to allow it utilizing Appendix A.

Street Prepared

#24845 Correction to DSP Listings

Errors and Omissions: The DSP listing for the BMW 128 which appears in class DSP is erroneous; moving that car there was a proposal last year, but it was withdrawn.

#24140 Clarification on Sunroof (15.2.O & 15.2.P)

Converting a sunroof car to a non-sunroof car via installing a non-OE sunroof block-off panel is not an allowed modification per 15.2.P. For the conversion to be compliant, 15.2.P requires removing the roof body panel and installing a non-sunroof panel.

Prepared

#24647 Change to Cooling System allowance

The PAC believes that the vehicle-specific cooling allowance in section 17.10.O.2 addresses your concern.

Other Items Reviewed

Street

#23520 Application to serve on the SAC

Thank you for your application.

#24153 Fuel Octane Rules

Thank you for your input.

#24156 Octane Limit Rule Needs Revised

Thank you for your input.

#24352 Various Street Classing Changes

Thank you for your input.

#24454 In favor of #22582

Thank you for your input.

#24517 Why the non-Cr S2000 should be in B Street

Thank you for your input.

#24624 Class change - 1998 Mustang V6

Thank you for your input. The 1998 V6 Mustang is listed in HS in the 2018 rulebook and cannot be classed any lower.

#24644 RX-8 to DS

Thank you for your input

#24662 Support Evora reclass

Thank you for your input.

#24696 Define Street and Keep it Affordable

Thank you for your input.

#24717 Mazda Rx-8 to E street, not D.Solstice/Sky to C street from B (no

Thank you for your input.

Solo Spec Coupe

#24787 ECU Tune in SSC

Thank you for your input. The SEB is continuing to monitor this situation and to evaluate alternatives.

SSR

#23534 SAC Resume

Thank you for your application.

Street Touring

#24442 camaro turbo to STU

Thank you for your input. Please see the response to letter #24419.

#24450 265 Tire Allowance

Please see the response to letter #23879.

#24499 24432 differentials

Thank you for your input. The preambles are designed to be general overviews of the category and not intended to delve into the details of each of the classes within a category. Controls on limited-slip differential changes are intended to balance performance between different car types in particular classes, and are not a basic characteristic of the category as a whole.

#24501 smaller width wheels/tires than stock

Thank you for your input.

#24526 265 tire for 2WD MR cars - Proposal #23879

Please see the response to letter #23879.

#24558 Feedback on #24432 Category Preambles

Thank you for your input.

#24559 #24432 Category Preambles - STP, the forgotten class

Thank you for your input. STP is currently a Supplemental class (see 4.8) and as such was not included in the ST Preamble.

Street Prepared

#23991 DSC Sport for Corvette C7-Z06, and extension to other SP/SM class

Please see the response to letter #22684 in the July Fastrack.

#24453 RE#22718 ; note on tire limitation on 128i in DSP

Thank you for your input. The SPAC is continuing to work on the Limited Preparation SP proposal.

Street Modified

#24082 RE:#23104 16.1K Canards

Thank you for your input.

Not Recommended

General

#23348 Approved means for preheating tires

The SEB is withdrawing the previously-published proposal to revise 6.11. Please see item #22884 for related information.

Prepared

#24691 Wheel weight rule

Thank you for your input. The PAC will continue to monitor the recently implemented wheel width allowance.

Street

#24682 Changes to wheel offset allowances

Thank you for your input. The SAC believes the +/- 7mm allowance is sufficient.

#24698 driver seat change allowance

Thank you for your input. The SAC believes that adding race seats is not in the spirit of the entry level category.

#24771 Proposed move of Camaro ss 1le to BS

Thank you for your input. The SAC is continuing to evaluate the classing for the track ponies.

Solo Spec Coupe

#24084 Allow Toyota / Subaru Front Lip

Thank you for your input. The SEB does not believe a front lip allowance is appropriate in a class with few clearly defined allowances.

Street Touring

#24412 Elise/Exige in ST?

Thank you for your input.

#24419 Request classing of Camaro 2.0 Turbo

Thank you for your input. The STAC does not feel that the Camaro 2.0T is appropriate for STU at this time.

#24433 In response to the decision to leave NB Miata in STR

Thank you for your input. The STAC feels the NB Miata is appropriately classed.

#24513 New ST class for SS cars

Thank you for your input.

#24561 2012-2013 TTRS to STU?

Thank you for your input. The STAC feels that the 2012 and 2013 TTRS exceed the performance envelope of STU.

#24591 Permit crush sleeve eliminators

Thank you for your input. The STAC does not feel that crush sleeve eliminators are appropriate for ST.

#24679 MBCs & 1 LSD for AWD Boost Buggies

Thank you for your input. The STAC feels that allowing MBCs would disproportionately benefit older cars and would upset the competitive balance in some ST classes. Also, the STAC feels an additional differential allowance for AWD cars is not appropriate at this time. However, the STAC will continue to monitor the competitive balance within the classes.

Street Prepared

#24175 Roll Protection using Fixed Bucket Seats

Thank you for your input. The SPAC does not feel that FIA/SFI safety systems should be required in SP, although competitors are encouraged to use additional safety equipment as they deem appropriate.

Street Modified

#21777 turbo vs N/A weight difference

With the recent changes in engine swap allowances, the SMAC wants to wait for further data before making any adjustments to weight calculations.

#24390 SAWD - drivetrain consideration

The SMAC does not recommend any classing changes at this time.

#24706 Non-Slick SSM Class

Thank you for your input. The SMAC does not see the need for a Street Modified category class that mirrors ST rules with turbos.

Handled Elsewhere

Street

#24197 S2000 to CS

Please see item #22526.

#24420 TRD FR-S/86 and Perf Pack BRZ to DS with RX8s/Boost Buggies

Please see the response to 24600 in the July Fastrack.

#24712 Kia Stinger GT2 AWD not in a category for solo autocross

Please see item #24693.

Street Touring

#24044 Street Touring Feedback

Thank you for your input. Please see item #22139.

#24073 Feedback Re # 22139 Master Cylinder Brace

Thank you for your input. Please see item #22139.

#24485 Master cylinder brace allowance in ST #22139

Thank you for your input. Please see item #22139.

#24511 RE: #22139 Master cylinder brace allowance in ST

Thank you for your input. Please see item #22139.

#24512 #22139 Master cylinder brace allowance in ST

Thank you for your input. Please see item #22139.

#24560 Feedback on #22088 ST Brake Allowance

Please see item #22088.

Tech Bulletins

Street

#24639 Tesla Model 3 street classification request

Per the SAC, please modify the following listing in Appendix A:

DS

Tesla Motors

Model 3 ~~(RWD)~~(2018)

Note: this has the effect of adding the AWD version of the car as a new listing.

#24693 Please class Kia Stinger GT2 RWD

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

FS

Kia

Stinger (V6)(2018)

GS

Kia

Stinger (4 cyl)(2018)

Street Prepared

#24393 BMW M4 in Street Prepared

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

ASP

BMW

M4 (F82/F83 chassis)

Prepared

#24104 Is my Cobra eligible to run in XP?

Per the PAC, effective immediately upon publication, add the following vehicle to X Prepared.

Appendix A, X-Prepared

Backdraft

RT3 (all)

Minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 3, 2018

The Club Racing Board met by teleconference on July 3, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bob Dowie and Bruce Lindstrand, BoD liaisons; Rick Harris, Road Racing Technical Manager, and Scott Schmidt, Technical Assistant, Road Racing. The following decisions were made:

Member Advisory
SR General

1. #24875 (Club Racing Board) Formula Sports Racing Advisory Committee (FSRAC) Membership Change
Formula Sports Racing Advisory Committee (FSRAC) membership changes.

On October 1, 2018, Bill Johnson will step down as the chairperson for the FSRAC and David Locke will take over the position. In addition other members of the committee will end their service this year; those vacancies will be announced at a later date.

In anticipation of these changes, to facilitate a smooth transition before the end of the year and to allow a new team time to review post-Runoffs information, résumés are requested from SCCA members who are interested in volunteering their service. Please submit your résumé for service on the FSRAC through the CRB letter log system at: https://www.crbscca.com/.

Steve Lathrop will be joining the Committee effective October 1, 2018.

The CRB would like to thank Bill Johnson for his service and leadership of the FSRAC.

No Action Required
GT General
1. #23472 (Steven Pounds) Classify the Maserati Granturismo GT4
Thank you for your letter. This car is already classified in GT2/STO. Additionally, the CRB is developing the GTX class, for which, this car would qualify.

GT3
1. #24728 (Michael Heintzman) Opposes 2019 GT-3 Turbo Charging Proposal
Thank you for your feedback.

STU
1. #24699 (Andrew Chartrand) Request to Allow RHD Twins of US Imports
Thank you for your letter. The rule is clear as written. If you can identify a vehicle as a model sold in the US then it is permitted in Super Touring.

T2-T4
1. #24734 (Harley Kaplan) Request for Over Bore of .020 With 30lb Weight Penalty
Thank you for providing your feedback.

Not Recommended
P1
1. #24804 (Chris Souliotis) Classify Radical SR8 into P1
Thank you for your letter. The CRB does not recommend this change because V8 engines are outside the P1 class philosophy. Competitors who wish to race the Radical SR8 may compete in the regional only ASR class.

GCR
1. #24689 (Orval Brown) Request Swerving Rule for Cars in Paddock, Pit Lane, Grid
Thank you for your letter. GCR Section 2.1.4. covers the issue you have raised. Many Regions have in their supplemental regulations a statement that scrubbing tires is only allowed while following the pace car.

GT2
1. #24616 (Marc Hoover) Request to Allow Turbos in GT
Thank you for your letter. The CRB does not recommend this for GT1. GT2 is currently allowing turbos on a case by case basis.

GT3
1. #24635 (Joe Kristensen) Request for Larger Restrictor Size for 4 Valve 2400cc Engines
Thank you for your request. This car is competitive as classed. The CRB will continue to monitor performance.

FP
1. #23911 (Inness Eisele) Request 1990-91 BMW 318i/iS Limited Prep Weight Reduction
Thank you for your request. This car is properly classed in FP based on existing specifications and no adjustment appears warranted.

2. #24670 (Curtis Wood) Alternate Bore Stroke Engine MGA and Alfa Giulia Spider Veloce
Thank you for your letter. Absent competition data for either of the involved cars, it is impossible to determine the need for the proposed engine substitutions (which concept is generally contrary to class philosophy).

Prod General
1. #23778 (Ricky Kwok) Request New Vehicle Classification
Thank you for your request. The CRB has requested a complete VTS on the car, which the competitor has not provided. The CRB therefore assumes that the competitor no longer wishes to classify the car in Production.

2. #24669 (Curtis Wood) Request for Production and GT Double Dip and Test Opportunities
Thank you for your request. The CRB does not recommend this.

STL
1. #24740 (Greg Eley) Request to Classify PWC TCA 2014 Honda Civic SI Car in STL
Thank you for your letter. No cars over 2000 CC are classified in STL.

T1
1. #24726 (Amir Haleem) Request Clarification About Adding 3SGTE to Toyota Supra
Thank you for your request. The examples you list are carried over from the old STO class rules. Engine swaps between models are not in line with the T1 philosophy. You could consider running the car in STU where it is already classed.

T2
1. #24700 (William Moore) Request for Camaro SS/1LE 10-14 Restrictor Change
Thank you for your request. The CRB does not recommended at this time. The car in this configuration has a lot of additional potential.

Recommended Items

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. #24929 (American Sedan Committee) Changes for RP 93-97 and 98-02 Camaro/Firebird
Add to the specification lines Notes for the Chevrolet/Ponitac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars:

May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.

2. #24930 (American Sedan Committee) Changes for All RP Ford Mustang 4.6L
Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8:*May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8:*May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

F5

1. #24841 (John McFarland) Request for Overbore Piston Sizes
Add the following to GCR Section 9.1.1.D.14:

I. Forged pistons
Only the following forged replacement pistons are permitted:
1. Kawasaki: Wiseco # 2084M06800

Rotax 494: Wiseco # 2381M06950; *Wiseco # 2381M07000 (0.50mm overbore)*

Rotax 493: Wiseco # 2436M06950; *Wiseco # 2436M07000 (0.50mm overbore)*

Rotax 593: Wiseco # 2411M07600
2. Rotax 593 (standard bore): Wiseco # 2411M07600
3. Rotax 593 (0.010" overbore): Rotax P/N 420889171

J. Overbore pistons
"OEM Type" cast replacement pistons as allowed in 9.1.1.D.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.

1. Rotax 493 engine only: Rotax OEM 0.010" overbore piston (P/N 420888446)*; ProX # 01.5400.050 (0.50mm overbore).*

2. Rotax 494 engine only: Rotax OEM 0.010" overbore piston (P/N 420887556)*; ProX # 01.5598.050 (0.50mm overbore).*

3. Rotax 593 engine only: Rotax OEM 0.010" overbore piston (P/N 420889171).

GTL
1. #24642 (Kyle Disque) Request to Remove
Thank you for your letter. Remove 9.1.2.F.7.i.7.

ITA
1. #20142 (Robert McManus) Floor Pan Modification
Thank you for your request. Add to the Notes on spec lines for the ITA and ITS (1990-2005): *Spec Miata floor pan modifications allowed.*

Taken Care Of
F5
1. #24619 (Brad Smith) Allowance of Oversized Forged Pistons in 500cc Engines
Thank you for your letter. Please see the response to letter #24841.

2. #24627 (Tom Buckman) Request Overbore Pistons
Thank you for your letter. Please see the response to letter #24841.

3. #24637 (Will Lahee) Request to Allow Aftermarket Overbore Pistons in F500
Thank you for your letter. Please see the response to letter #24841.

4. #24640 (Chuck McAbee) Request for More Allowed Pistons in F5
Thank you for your letter. Please see the response to letter #24841.

T2
1. #24799 (William Moore) Request Camaro SS/1LE 10-14 Restrictor change
Thank you for your request. Please see the response to letter #24700.

T3
1. #23654 (Lansing Stout) Request adjustments to Nissans in T3
Thank you for your letter. Please see the response to letter #24687, July 2018 Fastrack Technical Bulletin.

2. #24671 (Derek Kulach) Request to Re-Visit the Restrictor for the 350Z
Thank you for your letter. Please see the response to letter #24687, July 2018 Fastrack Technical Bulletin.

3. #24674 (Jim Leithauser) Request to Re-Visit the Recent Nissan 350 Restrictor Change
Thank you for your letter. Please see the response to letter #24687, July 2018 Fastrack Technical Bulletin.

4. #24677 (Jason Ott) Additional Restrictor Data for the 350DE
Thank you for your letter. Please see the response to letter #24687, July 2018 Fastrack Technical Bulletin.

T4
1. #24721 (John Heinricy) Request to lower 2006 Mustang Ride Height Measurement Problem #2
Thank you for your letter. Please see the response to letter #24720, Technical Bulletin.

What Do You Think
None.

RESUMES
1. #24830 (Steve Lathrop) Resume to Serve on the Formula/Sports Racing Advisory Committee
Mr. Lathrop has been added to the FSRAC effective October 1, 2018.

TECH BULLETIN

DATE: July 20, 2018
NUMBER: TB 18-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/1/2018 unless otherwise noted.

American Sedan
None.

B-Spec
1. #24751 (B-Spec Committee) Clarify B14 Kit
In GCR section 9.1.10.E.36, add the following:
"• Any spring up to a maximum spring rate of 500 pounds may be used~~.~~ with the *OEM suspension, the manufacturer's upgraded suspension kit, or the Bilstein B14 suspension kit.*"

Formula/Sports Racing
F5
1. #24626 (Jason Hobbs) Request part number update due to parts availability problems
In GCR Section 9.1.1.D.14.A, add the following:
"38mm intake boots, BPP 420867860 (last 6 digits 867860 are embossed on the boot)*, BPP 420867862 (last 6 digits 867862 are embossed on the boot),* or Kimpex 07-100-33, shall be used for the 493 and 593 engines."

FF
1. #24678 (John LaRue) Request to change how to measure overall width
In the GCR FF/FC dimensions table 4, add the following:
"H. Maximum width - To be taken *at the widest point* on the wheel at the *horizontal* axle centerline."

2. #24797 (John LaRue) Request FF CP Piston clarification
In 9.1.1.B.12.e.2 add the following:
"Standard size AE pistons P/N 18649, casting P/N 18634, standard size CP piston, part # 81-2 FF1600, or CP oversize piston, part # 81-2- FF1600+5 *as supplied by Ivey* may be used. *CP pistons must bear the Ivey logo.*"

P1
1. #24885 (Formula/Sports Racing Committee) Delete redundant references to P1 Table 1 (Spec Line Cars)
In GCR 9.1.8.A.C.K, delete section K as follows:
"~~K. SPEC LINE CARS The intent of Table 1 (Spec Line Cars) is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the P1 rules. For individual cars included in any of the spec lines in Table 1; any deviation from spec line requirements requires the car to be made compliant to all current P1 requirements with a notation in the front of the logbook noting the requirement to be compliant with all P1 rules.~~"

In GCR 9.1.8.A.C.J.1:
"Applicable minimum weights are specified in the P1 Engine Table~~ and Table 1 (Spec Line Cars)~~."

GCR
None.

Grand Touring
GT2
1. #24020 (Ken Billimack) Request Flossman Body Kit for BMW E92
In GT2/ST, BMW M3 E92 add to the notes as follows:
"*Flossman body kit is permitted. Part #FD-WBE92GT3KIT, rear diffuser is not allowed.*"

GTL
1. #24709 (Joe Harlan) Change 240-SX S13/S14 Wheelbase to match GT3 97.5/99.4 listing.
In GTL, Nissan 240-SX (S13/S14), add wheelbase as follows:
"*99.4*"

2. #24739 (Joe Harlan) Request alternate Civic wheelbase
In GTL, Honda Civic (92-95), add the wheelbase as follows:
"*98.4*"

Improved Touring
None.

Production
EP
1. #24592 (Jeff Young) Request about Hubs/Bearings/Wheel Bolt Pattern
In EP, Triumph TR8 (78-81), add to the notes as follows:
"*Alternate front hubs are allowed provided they are of the same external dimensions as stock and weigh no less than the stock hubs.*"

Spec Miata
None.

Super Touring
STL
1. #24665 (Tyler Quance) Request to allow hardtop on NC MX-5 Cup in STL
In STL, Mazda MX-5 Cup, add to the notes in table B as follows:
"*Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette, including part #0000-07-5901, the discontinued DG Motorsports top (if a hardtop is used, latches shall be replaced with positive fasteners).*"

STU
1. #24661 (Jason Meyers) Request for Ford Escort engine allowance
In STU, Table B, add alternate vehicle and engine allowances as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Ford/Mazda BPT	*1839*	*Chart*	

Touring
T1
1. #24694 (Adrian Wlostowski) Request to review Dailey Drysump allowance for LP Corvettes
In T1-LP, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to the notes as follows:
"*Dailey dry sump kit permitted: 20-02-0666-assy, 04 90 2371.*"

In T1-LP, Chevrolet Corvette C6 Coupe (05-10) Grand Sport (10-13), add to the notes as follows:
"*Dailey dry sump kit permitted: 20-02-0666-assy, 04 90 2371.*"

In T1-LP, Chevrolet Corvette Z06 (06-12), add to the notes as follows:
"*Dailey dry sump kit permitted: 20-02-0666-assy, 04 90 2371.*"

T2
1. #24719 (Bill Collins) Request to equalize BMW M3
In T2, BMW E92 M3 (08-14), make changes to the weight and notes as follows:
"~~3450~~ *3525*"

"*The following aftermarket brakes are allowed with an additional 75lb penalty:* StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX(F) and 355 x 35mm 4-piston caliper Part# 83.160.0047.XX (R). *Brembo Brake kit permitted:* Front brake kit#1N2.8505A and Rear brake kit #2P2.8033A ~~allowed~~. Alcon Brake Kit permitted: (F) part #BKF9751ZG70L 6-piston caliper and (R) 4-piston caliper (R) part # BKR9856B20L. Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. Any front swaybar front 32.2mm and 25.4 rear allowed. RD Sport F & R sway bar kit part # 1968190110. 80 mm 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. DCT transmission allowed. ~~3600 lbs. if aftermarket brake system is used.~~ Rear upright may be reinforced so that the lateral arm is mounted in a double shear mount. ~~Aftermarket brakes allowed at 100 lbs. penalty.~~"

In T2, Porsche 911 / Carrera S 997.2 (09-12), make changes to the restrictor size in the notes as follows:
~~55mm~~ *60mm*

T2-T4
1. #24720 (John Heinricy) Request to lower 2006 Mustang Ride Height/Measurement Problem
In GCR section 9.1.9.2.D.5.b.2.c
"Ride height to be measured without driver at the lowest point of the rocker, but not to include welded seams ~~or~~*,* fasteners *or factory aero cladding*."

2. #24763 (Lansing Stout) Request to clarify classification age for cars
In GCR section 9.1.9.2.C.3.a, delete the wording as follows:
"~~*Cars more than 5 model years old will not be classified.*~~"

T3
1. #24684 (Jared Lendrum) Request to Open Up Years on Global MX-5
In T3, Mazda MX-5 Global Cup Miata (2016), make changes to the year as follows:
(2016-)

JUDGEMENT OF THE COURT OF APPEALS
Charles Davis vs. Review Committee COA Ref. No. 18-06-MW
June 7, 2018

FACTS IN BRIEF
On October 19, 2017, Dan Miklovic, Midwest Division Executive Steward, appointed a committee to review the driving record of Charles Davis. In accordance with General Competition Rules (GCR) 2.5., the Review Committee, composed of Mike Smith, Steve Pence, and Dan Hodge (Chairman), reviewed Mr. Davis' competition license record, interviewed witnesses, deliberated, and published a judgement on April 26, 2018.

Mr. Davis was notified by telephone and received a copy of the Review Committee's decision via email on May 10, 2018. A corrected version of the decision was delivered on June 5, 2018.

The Review Committee judgement imposed the following penalties:

1. The current remaining Probation Letters (2017 Hallett SOM Committee) and (2017 Runoff's SOM Court 1) are combined into one (1) Probation Letter with six (6) race weekends remaining.
2. At the completion of the above noted probation period, Mr. Davis will begin a twelve (12) month Probation period and be required to complete the following items as conditions to satisfying the probation:
    a. 1 day shadowing a Chief Steward
    b. 8 hours of working with F & C on corners (may be spread out over several weekends).
    c. 4 hours of working with Emergency Services (may be spread out over several weekends).
3. Mr. Davis is restricted from racing in any 2018 Super Tour, Majors or the Runoffs. (This became effective on the date the Committee delivered its decision to Mr. Davis.)

Mr. Davis is appealing the decision as being "outrageously excessive."

DATES OF THE COURT
The SCCA Court of Appeals (COA) Spencer Gorham, Anne Christian, and Pat McCammon (Chairman) met on June 7, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Charles Davis, received May 16, 2018.
2. Official driver record and related documents considered by the Review Committee, received May 22, 2018.
3. Corrected judgement and probation letters from the Review Committee, received June

5, 2018.

FINDINGS
In his appeal, Mr. Davis cited specific incidents that resulted in points being assessed against his competition license and offered causes, explanations, and extenuating circumstances for each.

- Majors Event at Texas World Speedway, May 23, 2015: The Stewards of the Meeting (SOM) at the event received two protests against Mr. Davis for passing under a full course yellow. The SOM reviewed video evidence, verified the passes under double yellow, and issued a reprimand to Mr. Davis' driver file. Mr. Davis offered a statement citing extenuating circumstances.

- Majors Event at MSR Houston, April 29, 2016: The Race Director received a witness statement indicating Mr. Davis had metal-to-metal contact under yellow and the contact caused the other car to spin off the track. In addition, the witness statement stated light contact with a different car occurred on the next lap. The Race Director placed Mr. Davis on a three (3) race weekend probation. Mr. Davis acknowledged a single car-to-car contact occurred under a local yellow flag and offered an unsubstantiated explanation for his actions.

- Super Tour at Hallett Motor Racing Circuit, April 9, 2017: A competitor protested Mr. Davis for multiple car-to-car contacts. The SOM at the event investigated these contacts, determined Mr. Davis violated GCR 6.11.1.A. and 6.11.1.D., and placed Mr. Davis on a four (4) race weekend probation. The SOM ruling was upheld in its entirety by the COA on May 11, 2017 (Ref. No.17-12-MW). Mr. Davis does not believe he was at fault and so states in his appeal of the Review Committee ruling, but provides no new information.

- 2017 SCCA National Championship Runoffs at Indianapolis Motor Speedway, September 29, 2017: The Runoffs Chief Steward accepted two protests against Mr. Davis for passing under a full course yellow during qualifying. The SOM reviewed videos, interviewed witnesses, and placed Mr. Davis on a four (4) race weekend probation, to be served after completing his existing probation (2017 Super Tour Hallett Motor Racing Circuit). Mr. Davis acknowledged passing under a full course yellow and states he allowed the cars he passed to go by at the earliest opportunity.

The COA finds the additional explanations provided by Mr. Davis are not sufficient to alter the judgements of the Review Committee. The Review Committee conducted a thorough review and reached a fair and reasoned decision based on the evidence available to them.

Further, the COA finds that the penalties assigned by the Review Committee are within its authority per GCR section 2.5., which states "The Review Committee may invoke penalties as specified in [GCR] Section 7...", and its review was conducted according to GCR section 2.6., which states, "Reviews will be conducted in accordance with Stewards Manual guidelines."

DECISION
The COA upholds the Review Committee's decision in its entirety and instructs Mr. Davis to follow the conditions of the probationary license as corrected on June 5, 2018.

Mr. Davis' appeal is not well founded, and the appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Martin Burk vs. SOM COA Ref. No. 18-08-NE
July 12, 2018

FACTS IN BRIEF

On June 17, 2018, following the conclusion of the on-track events at Summit Point Motorsports Park, Martin Burk, Tech Inspector, filed a Protest charging Lin Toland, Steward, with violating General Competition Rules (GCR) 2.1.7. (Acting in an unsportsmanlike manner.) and 2.1.8. (Threatening or committing physical violence upon any other participant or spectator.).

The Stewards of the Meeting (SOM), Jim Harrison and Peter Roberts (Chairman), met, interviewed witnesses, reviewed witness statements, and determined that Mr. Toland violated GCR 2.1.7. and 2.1.8. The SOM issued a formal ruling upholding Mr. Burk's protest, did not impose a specific penalty against Mr. Toland, and referred the matter to the Northeast Division (NEDIV) Executive Steward, Fred Brinkel. Mr. Burk appealed the ruling issued by the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Pat McCammon, and Michael West (Chairman) met on July 5 and July 12, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Martin Burk, received June 27, 2018.
2. Official Observers Report and related documents, received June 27, 2018.
3. SOM Chairman Peter Roberts' summary report addressed to Fred Brinkel, Executive Steward, dated June 19, 2018, received June 27, 2018.
4. SOM Member Jim Harrison's summary report addressed to Fred Brinkel, Executive Steward, dated June 19, 2018, received June 27, 2018.
5. SOM Chairman's written follow up summary addressed to the COA, received June 28, 2018.
6. Email statement from Fred Brinkel, NEDIV Executive Steward, received June 28, 2018.
7. Email statement dated June 19, 2018, to SOM from Chris Current, Chief Steward, received July 1, 2018.
8. Additional witness statements and photos provided by Mr. Burk in support of his appeal, received July 5 and 9, 2018.

FINDINGS

Following the last race of the day at the MARRS #5 event held at Summit Point Motorsports Park on June 17, 2018, Martin Burk asked Lin Toland why a car and driver did not report to Impound for inspection. Mr. Burk and Mr. Toland entered into a contentious conversation in the Tech area that ended with Mr. Toland striking Mr. Burk with his fist (according to Mr. Burk and numerous witness statements) or a brush on the shoulder with an open palm (according to Mr. Toland). Kathy McLeod, Tech Steward, intervened and suggested that all parties calm down. Following the physical contact, Mr. Burk called local law enforcement and also filed a protest against Mr. Toland.

At the time the protest was filed, the SOM were hearing another protest and were not able to convene to hear Mr. Burk's protest until after 7:30 PM. According to the SOM, both Mr. Burk and Mr. Toland were interviewed and all witness statements were reviewed. The SOM notes some witnesses that submitted statements had left the track due to the lateness of the hour.

The SOM determined Mr. Toland did violate both 2.1.7. and 2.1.8. and so stated in a formal ruling upholding Mr. Burk's protest. However, the SOM were unable to determine an

appropriate penalty based on their reading of the GCR. The SOM concluded the penalties set forth in GCR Section 7. focused on driver conduct and did not provide the authority for them to impose a penalty on Mr. Toland. In consultation with the Chief Steward and guidance from the NEDIV Executive Steward, the SOM determined the most appropriate action was to refer the matter to the Executive Steward for review and action.

The COA notes the conclusion regarding the lack of authority to impose a penalty in accordance with GCR Section 7. is an incorrect reading. GCR 7.1. (Who May be Penalized) lists “official” as being an individual that may be penalized. In addition, GCR 7.2.I. (Suspension of License Privileges) states that the SOM may suspend an official’s license for up to 12 months.

Mr. Burk asserts the SOM did not hold a hearing in accordance with GCR 8.2. The SOM Chairman’s and SOM member’s statements to the NEDIV Executive Steward indicate a hearing was held and all parties were apprised of the ruling. The COA is unable to conclusively state a hearing was not held, but does acknowledge the information provided to Mr. Burk and handling of this case should have been more transparent.

The COA strongly considered returning the matter to the SOM with a directive to reopen the hearing, but the only appropriate penalty offered by GCR Section 7. is suspension of Mr. Toland’s steward license. Fred Brinkel, NEDIV Executive Steward, suspended Mr. Toland’s license indefinitely on June 18, 2018, and requested the National Chairman of Stewards, Jim Rogaski, convene a Review Committee as set forth in GCR 2.5. (Executive Steward Driver and Official Review) to investigate and issue a ruling on the matter. Mr. Brinkel requested Mr. Rogaski appoint individuals with no connection to NEDIV. Mr. Rogaski convened the Review Committee on June 19, 2018, and the review is in progress. Mr. Toland in effect has been penalized with a suspension (the strongest penalty the SOM could have imposed) and returning the issue to the SOM for further deliberation would only delay the Review Committee process.

The COA acknowledges the SOM ruling is unique, but not in technical violation of the various GCR sections that address penalties.

DECISION
The COA upholds the SOM’s ruling that Mr. Toland violated GCR 2.1.7. and 2.1.8. and their referral to the NEDIV Executive Steward for further action. Mr. Burk’s appeal is well founded and his entire appeal fee will be returned.

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
July 12, 2018

The Road Rally Board met via conference call on July 12, 2018. The meeting was called to order at 7:30 pm CDT by Chairman Jim Crittenden. In attendance: Wendy Harrison, Mike Bennett, Clyde Heckler, Mike Thompson, NEC chairman, Earl Hurlbut, BOD liaison, Jamie Mullin, National office, and Jeanne English, secretary.

- Approval of prior month's minutes - stand as published
- Road Rally Planning Calendar (Jeanne English)
    a. Last published June 11, 2018. Thank you Jeanne. New one coming soon
    b. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe. New one coming soon?
- SCCA Staff Report (Jamie Mullin) –
  Jamie now processing all sanctions, insurance, and audits, for all programs; send sanctions and audits to sanction@scca.com (sanction singular). Jim asked if there were any delinquencies, Jamie said no, except for an Arctic Alaska event that she thinks was canceled. An updated SCCA Welcoming Environment Statement went out July 3, to better express the core values of SCCA, how national office does things, it will go in rulebooks for all programs, and also on region websites; Jim will make sure it gets into RRRs. SCCA office is restructuring, bringing everything back to Operations; Deena Rowland is no longer with SCCA.
- NEC Report (Mike Thompson) – nothing controversial going on; the NEC feels that Time Allowances should be required on all rallies; no recommendation about claims yet; overlap is covered in the RRRs, no attention needed; can entries be limited, RRRs allow rejecting entries; now just waiting on feedback from rally community and RRB before any action on RRRs. Wendy reported that Hoosier Crossroads went well; they had 4 new cars on Sunday, who were interacting with veteran cars.
- Old Business
    a. Training videos – Wendy, Mike B, Peter. – Wendy has been busy, will start working on this now
    b. Improvements to safety steward program. – Mike B said he and Peter are still doing some updating to the RRSS Manual and the Safety Checklist
    c. Rally starter materials – Clyde – links need updating (because a year is in link, it doesn't update when year is changed) can this be fixed to avoid that problem
    d. Status of 5 regions requesting rally assistance.
        i. Mohawk Hudson –Peter
        ii. Ohio Valley – Wendy
        iii. Reno – Jeanne – more next month, region meeting last night
        iv. Susquehanna – Peter
        v. Blue Mountain – Peter
        vi. New York region – Jeff Becker – Peter
        vii. Jim reported about a woman, non-SCCA, who wants to do a charity rally
    e. Social rally definition and fees – see next page for proposal – do we need to limit the number of charity events to one? Next month
    f. Replace NorPac DRRS - Jeanne now working on it
- New Business –

a. Rule change proposals – deadline for proposals was June 30th. Proposals have been published and emailed for community input. Deadline for input is August 30th.
b. Jim has started a spreadsheet with responses, trying to distill them to yes or no; it will not show other comments about proposals; Jim reminds RRB members to read the full submitted comments. Mike T suggested requesting comments again (not new proposals), maybe two weeks before the August 30th deadline.
c. Jim submitted the RoadRally list of seminars requested for the 2019 Convention to Jeff Luckritz; Mike T suggested a seminar (or adding to another seminar) explaining the various classifications of rallies

Meeting adjourned at 8:27 pm CDT
Next meeting by teleconference August 9, 2018, 7:30 pm CDT
Respectfully submitted,
Jeanne English, secretary

Proposal for fee structure for SCCA Road Rallies starting in 2019. Items in red are changes from current rules.

Rally type	Sanction fee	Insurance fee	Total fees	Notes
National	$10/car	$4/car	$14/car	180 mile minimum distance
Divisional	$4/car	$4/car	$8/car	90 mile minimum distance
Regional	$2/car	$4/car	$6/car	No distance requirement
Charity			$80 flat fee	No distance requirement
Social	**None**	**$4/car**	**$4/car - up to a maximum of $40 per event**	**75 mile maximum distance.** May not be part of any championship award series.

The distance requirement refers to the total mileage from the start of the rally to the end of the competitive portion of the rally. This includes any tire-warm up and odometer calibration portions.

USRRC pays the fees in the table above up to a maximum of $500 for the entire USRRC event.

For RoadRallies that run for more than three consecutive days, add $3/car/day for each day past the third day.

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED July 2018

BOARD OF DIRECTORS

The Board of Director's voted electronically on the following motions.

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

Motion: Michael P. Ross Suspension
To immediately suspend the membership of Michael P. Ross (405680) for a period of six months so that a formal review committee can convene to review his conduct and make a recommendation to the BoD as to the status of his continued membership. Mr. Ross displayed violent behavior at a non-SCCA event (from which he was expelled and had his membership permanently revoked), damaging the vehicles of two SCCA members.
Coleman/Isley. PASSED
Effective Date: 5/17/2018

Motion: SCCA Welcoming Environment Statement
In order to incorporate this statement into the SCCA Operations Manual, a Board vote is needed. This was reviewed with the Board at the April 2018 meeting.

SCCA Welcoming Environment Statement

The Mission of the SCCA is *to fuel a safe, fun and exciting motorsports experience for auto enthusiasts*. Our Vision is *to be the preferred motorsports community in the U.S., built on fun, shared passion and access to an exhilarating motorsports experience*. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA:

Excellence – *The Spirit of a Competitor*

Service – *The Heart of a Volunteer*

Passion – *The Attitude of an Enthusiast*

Team – *The Art of Working Together*

Experience – *The Act of Wowing our Community*

Stewardship – *The Mindset of an Owner*

To that end, the SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participant's and will make every effort to maintain an environment that is free of harassment,

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discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.

PASSED
Effective Date: 5/18/2018

Motion: 2017 Audit Report
The Compensation, Audit and Investment Committee recommends acceptance of the Audit Report as presented by Mize Houser & Co. and to approve the Audit Report as presented.
Helman/Pulliam. PASSED
Effective Date: 5/30/18

SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call May 23rd. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Isley, and Chris Albin of the BOD; Scott Dobler; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

Recommended Items

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.

Prepared

#23872 No minimum weight for NA 4 cylinder cars listed

To accommodate non-turbo 4 cylinder vehicles, the PAC is recommending the following previously-published change to Appendix A, in the minimum weights table for the CP class.

"Minimum weight (lbs.):

V8 engines greater than 5100 cc 3000

V8 engines equal to or less than 5100 cc 2700

6-cyl engines, maximum 4500 cc 2450

Turbocharged 6-cyl engines, maximum 4500 cc 2550

~~Turbocharged~~ 4-cyl engines .....2450"

Member Advisories

General

#24538 Request clarification of rule for reruns due to workers on course

Thank you for your inquiry. The SEB believes your answer is covered by Solo Rules section 7.8.2.

Street

#24546 Question Regarding 2018 Camaro SS

The "1LE suspension package" is a dealer installed accessory when not ordering the full 1LE package from the factory, which is not specifically listed as a permitted option, and is therefore not compliant for use in the Street category.

Solo Spec Coupe

#24446 Swaybar option legality

Per the SEB, the service manual does not have an option to disconnect an end link, so that configuration would not be compliant. You may adjust the links into a combination that you find acceptable.

Street Touring

#24123 Allow S2000 CR Wing for non-CR

The STAC believes that per 14.2.F adding an OE CR wing on a base model S2000 is an allowable modification. The committee does not consider putting a CR wing on an AP2 to be an abuse of the current allowances.

Street Prepared

#22684 Aftermarket Electronic Suspension Controllers in SP

Per the SPAC, aftermarket electronic suspension controllers are already allowed using rule 15.1.D.

#24345 Accomodations for roll bar installation

An OE top can not be removed to facilitate roll bar installation. Roll bars must comply with Section 13.2.G.1.

Prepared

#24418 Alternate heads for MazdaSpeed Miata

Per the PAC, any BP4W cylinder head may be used on the MazdaSpeed Miata.

Change Proposals

Street

#22772 #20102 Replacing Electronic Shocks

The SAC would like member feedback on the following proposed addition to the Street Category rules:

"13.5.A On vehicles originally equipped with electronic-magnetic shocks/struts - OE shock controllers may be re-programmed or replaced with an aftermarket unit. The re-programming or replacement may serve no other purpose than internal shock/ strut "valving" adjustment. Aftermarket electronic shocks may be substituted, but with the exception of connectors, all factory wiring must be retained."

Street Touring

#23581 Please review Intercooler rule for ST

The STAC is soliciting member feedback on the following rules proposal to allow replacement intercoolers in STH.

Modify 14.10.C as follows

"C. *Induction allowances are as follows:*

All - The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor,compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting.Emissions or engine management components in the air intake system,such as a PCV valve or mass airflow sensor, may not be removed, modified,or replaced, and must retain their original function along the flow path.

STH - As utilized only on engines originally equipped with forced induction,induction charge heat exchangers (also known as "intercoolers" or"charge air coolers" [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced."

#24601 Specific model / year classing for the Mini's

The STAC is soliciting member feedback on moving the second generation (2007-2013) mini Cooper S (and JCW) to STU. The first generation (2001-2007) Cooper S and JCW would stay in STX while the turbocharged 2nd and 3rd gen cars move to STU. The STAC feels the gen 2 turbo cars would be too fast for STH and would also be significantly lighter than the other cars in the class.

Modify listings in Appendix A as follows:

STU

Mini

Cooper S & Cooper S JCW (2007-2013)

Cooper (non-S) (2014-2015)

STX

Mini

~~Cooper (non-S) (2014-15)~~

Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed) *(2001-2006)*

Street Prepared

#23979 Equal rights for Superchargers and Turbos

The SPAC is requesting member feedback on the following change proposal.

Change the following sections to allow supercharger pulley ratio changes:

"15.10.C.4.c ~~No changes are allowed to supercharger drive system pulleys.~~ *Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes.* Belt tensioners may be added/ changed to reduce belt slip."

"15.10.X Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended.

~~Supercharged cars may not change the effective diameter of any pulley which drives the supercharger~~."

"15.10.Y Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). ~~Supercharged cars may not alter crankshaft/supercharger drive ratio~~. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose."

Prepared

#24314 Prepared ABS rules.

The PAC is seeking member input on the following proposed change to the ABS allowances. The proposed allowances are intended to clarify what the ABS is comprised of, and what may be modified without altering the functional operation of the system.

17.6.C

"~~Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.~~

Addition or replacement of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be disabled in a manner not accessible while driving. Any component of a disabled system may be removed or modified, unless prohibited elsewhere. ABS sensors (excluding wheel speed sensors), ABS computer, ABS valve block and input signals of a functional system, may not be replaced, relocated or altered. The ABS wheel speed sensors and ABS tone wheels may be relocated, replaced or modified, as long as the functional operation of the system is not altered (e.g. pulses per wheel revolution remains the same). The ABS warning lamp/s and related wiring, of a functional system, may be removed or modified. The length and routing of ABS related wiring, of a functional system, may be modified, as long as the functional operation of the system is not altered."

Other Items Reviewed

General

#24291 Against Tire Warming Restriction Proposal

Thank you for your input.

#24422 Organizational Structure

Thank you for your input.

#24427 Rules transparency

Thank you for your input.

#24597 National Tour Bump Classes

Thank you for your input. The flexibility of the National Tour program allows a Regional-level class to be added to a particular event, and an indexed Prepared class could fit in via this mechanism. Event organizers at the host Region level would be the ones to initiate such a class addition.

Street

#22591 Street Advisory Committee

Thank you for your application.

#23418 Future SAC position

Thank you for your application.

#23500 Anticipated SAC Openings

Thank you for your application.

#24060 Audi R8 V10 to SS

Thank you for your input.

#24134 Input on moving the 981 from SS to AS (letter 23593)

Thank you for your input regarding the proposal. The SAC feels that the Porsche 991.1 and 991.1S are appropriately classed.

#24495 Recommendation to move Nissan 350Z (non-Nismo) to D Street

Thank you for your input.

#24530 Muscle to BS Proposal #22582

Thank you for your input regarding the proposed changes.

#24536 2018 Camaro 1LE and 2018 Mustang PP2 to BS

Thank you for your input.

#24602 RX8 to Remain in CS

Thank you for your input.

Street Prepared

#24125 In favor of #22761

Thank you for your input.

#24356 23431 - DSMs to DSP

Thank you for your input. Please see the response to item #23431 elsewhere herein.

Prepared

#24471 Updating of the rules for modern cars

Thank you for your input.

Modified

#23540 Proposed additions to EM rules, possible DM rules as well

Thank you for your input. The MAC is considering possibilities for additional constraints on high-cost modifications in DM and EM, and will continue to monitor the competitiveness levels within these classes.

Not Recommended

General

#24553 Class Pitch

Thank you for your input. The SEB believes a situation like this one can be addressed at the Regional level, since per Solo Rules section 1.1, a Region may use a classing structure which helps it develop its program.

Street

#24443 Simplify Dodge Viper models

Thank you for your input.

#24503 Porsche 997

Thank you for your input. Please see the response to letter #24097 in the June Fastrack, regarding the 997 Turbo. The SAC believes the naturally aspirated 997 chassis cars are appropriately classed.

#24515 OE tire allowance for Regional Solo Events

Per Solo Rules section 1.1, Regions have the ability to alter their local rule sets as needed to suit the needs of their competitors. The 200TW rule allows for an even playing field at National competition.

#24518 Passive restraints in 13.2.H

Thank you for your input. The SAC believes the rule is adequate as written.

#24600 Reclassify All twins/triplets BRZ/ FRS/86 to D Street

Thank you for your input. The SAC believes the newer FRS, BRZ, and 86 are appropriately classed.

Street Touring

#21325 Minimum seat weight, steering wheels, airbags

The STAC and SEB would like to withdraw the proposal published in the April Fastrack concerning the removal of SRS, and higher minimum seat weights. The STAC and SEB

will continue to monitor the effects current ST allowances have on modern cars, and the SEB may revisit this proposal at a future date.

#24359 Move Nissan 350Z 2003-04 from STU to STR

Thank you for your input. The STAC does not feel that it is appropriate at this time to move the early 350z to STR.

#24388 STP's straight axle cars

Thank you for your input. The STAC will continue to monitor the allowances for STP and the parity between the solid axle and IRS cars.

#24458 e46 M3 and e9x M3 to STP

Thank you for your input. The STAC does not feel that the e46 or e9x M3 is appropriate for STP.

#24483 STP participation -> Time for National Recognition?

Thank you for your input. The STAC is monitoring the participation levels in STP across the country, with regards to whether it has the numbers to support becoming an official class.

Street Prepared

#24262 Reclass Lotus Elige

Thank you for your input. Please see the response to item #23979 elsewhere herein.

Prepared

#22790 ABS/Prepared category

Thank you for your input. This topic has resulted in very diverse opinions at all levels (SEB, PAC, and Membership). Because of the lack of clear direction, and limited evidence that ABS is causing a substantial adverse effect in the class, it has been decided to keep the current allowances and continue to monitor the topic.

#23981 Feedback on Feb 2018 FastTrack XP weights proposal

Thank you for your input. The PAC will continue to monitor the influence of NA motors in the class.

#24269 FP RWD Turbo Restrictor

Thank you for your input. The PAC is aware of the new build. The performance levels of the current RWD turbo cars competing are on par with the FP class, including several examples of the chassis of concern. The PAC will continue to monitor the balance of the class.

Handled Elsewhere

Street

#24528 re: Ltr 24097

Please see the response to letter #24097 in the June Fastrack.

Street Touring

#24184, 24185, 24186, 24187, 24189, 24190, 24192, 24193, 24194, 24195, 24196, 24199, 24202, 24203, 24205, 24206, 24207, 24208, 24209, 24210, 24212, 24214, 24216, 24217, 24218, 24219, 24220, 24223, 24224, 24225, 24226, 24227, 24228, 24229, 24230, 24231, 24233, 24234, 24435, 24236, 24239, 24241, 24244, 24249, 24251, 24267, 24268, 24271, 24272, 24276, 24288, 24289, 24290, 24292, 24293, 24294, 24295, 24298, 24302, 24304, 24305, 24306, 24307, 24308, 24312, 24318, 24321, 24325, 24327, 24329, 24333, 24334, 24339, 24341, 24346, 24349, 24350, 24355, 24361, 24363, 24364, 24366, 24368, 24381,

24398, 24406, 24409, 24410, 24415, 24417, 24423, 24426, 24466, 24470, 24472, 24484, 24489, 24490, 24502, 24525, 24527, 24578, 24625 Feedback on 21325 (proposed changes to 14.2.B and 14.2.D; steering wheels, seats)

Thank you for your input. Please see the updated response to letter #21325.

#24395, 24397, 24404 STH allowances

Please see the proposal written in response to letter #23581.

#24447 Intercooler Modifications in ST

Please see the proposal written in response to letter #23581.

Prepared

#23893, 23905, 23909, 23939, 23947 Responses to Proposal 22790, ABS in CP

Thank you for your input. Please see the updated response to item 22790 contained within this Fastrack.

Tech Bulletins

Street

#24508 Please update Corvette Z06 (C7) listing in Appendix A

Per the SAC, update the following listing in Appendix A as follows:

SS

Chevrolet

Corvette ZO6 *(inc ZO7 package)*(C7)(2015-18)

#24566 Mitsubishi Mirage (2014-18)

Per the SAC, please make the following clarification to Appendix A:

HS

Mitsubishi

Mirage *(1978-2003)*

#24618 2019 C7 Corvette Z06 - SS/SSL Class

Per the SAC, update the following listing in Appendix A as shown:

SS

Chevrolet

Corvette Grand Sport (2017-1*9*)

Corvette Z06 (2015-1*9*)

Street Prepared

#23357 Classing Request 2017 VW GOLF R

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

ASP

Volkswagen

Golf R (2015-2018)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 5, 2018

The Club Racing Board met by teleconference on June 5, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, Tony Ave, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Rick Harris, Club Racing Technical Manager. The following decisions were made:

Member Advisory

GCR

1. #24631 (SCCA Staff) Arm Restraint Recall
Please see Member Advisory 18-05. https://www.scca.com/downloads/40899-ma-18-05/download

2. #24632 (SCCA Staff) FIA Homologated Seat Withdrawn
Please see Member Advisory MA-06. https://www.scca.com/downloads/40900-ma-18-06/download

No Action Required

FV

1. #24520 (Derek Harding) Suggestion for Disc Brakes
Thank you for your letter. The CRB appreciates your comments.

GCR

1. #24529 (Brian Tomasi) Runoffs Alternative Format
Thanks you for your Runoffs schedule suggestion. The CRB is considering several formats similar to your proposal.

GT2

1. #21463 (Scotty B White) Classify Generation 5 Viper
Thank you for your letter. This car was not recommended for T1. The car is already classified in GT2/ST.

2. #24573 (Jim Tway) Request Aerodynamic Requirement Consistency
Thank you for your letter. The new rule that you refer to is for conventional GT2 cars only and does not apply to GT2/STO.

Not Recommended

AS

1. #24475 (Van Hunter) Request Carbon Fiber Drive Shaft
Thank you for your letter. American Sedan allows aluminum or steel driveshafts. The CRB has no plans to change this. The author is encouraged to review T2 rules. A review of T2 rules indicates that T2 does not allow carbon fiber driveshafts.

FV

1. #24434 (Thomas Galuardi) Rescind Disc Brake Rule
Thank you for your letter. The CRB appreciates your comments.

SRF3

1. #24494 (Kevin Coulter) Request to Re-Instate Day Glow Orange Tape on Roll Bars for SRF3
Thank you for your letter. The CRB does not recommend this change.

GT2
1. #24429 (Mike McAleenan) Request to Follow Up Information Letters #24300 and #24301
Thank you for your letter. The CRB greatly appreciates you input. There are no plans to make changes at this time.

2. #24575 (Sean Wheeler) Request to Allow ABS Controller With Weight Penalty
Thank you for your letter. The CRB has recently allowed a more advanced aero rule package for the conventional GT2 cars and will continue to monitor the class before making additional changes to conventional GT2 cars.

GTL
1. #24544 (Bill Meyer) Request Larger 1.8 Miata SIR
Thank you for your letter. The CRB does not recommend this change at this time and will continue to monitor the class.

ITA
1. #24474 (James Henson) Request 1990-1993 1.6L Mazda Miata Differential
Thank you for your letter. The CRB does not recommend this change at this time.

EP
1. #24563 (Kyle Disque) Oppose Global MX5 in EP
The CRB appreciates your concern that only cars with appropriate performance potential be classed in production. With respect to the performance potential of this car, based on available data, the MX-5 is well within the EP to HP envelope. In that all Production classes normally run together in a race group, the inclusion of the MX-5 will not create problems for competitors outside of the challenges faced by this grouping of production cars. Additionally, the data indicates the braking and cornering performance of the MX-5 is at or near the top of Production. Thus, there is no reason to believe placement of the MX-5 in Production will negatively impact on the close competition that is the goal of Production racing. The CRB will continue to monitor the performance of this car in Production and make adjustments if necessary.

STU
1. #24514 (David Pope) Request Wider Than Stock Fenders for 1988-1991 Honda CRX
Thank you for your request. The CRB does not recommend allowing alternate fenders in Super Touring at this time.

T1
1. #24521 (Amir Haleem) Request to Add the 3SGE
Thank you for your request. This classification does not fit the philosophy for Touring.

2. #24607 (David Mead) Allow Aftermarket Heads on Older 2 Valve Engines
Thank you for your letter. Aftermarket heads are not consistent with Touring philosophy.

3. #24656 (Adrian Wlostowski) Request for Parity Between Corvette and Viper in T1
Thank you for your request. The CRB does not have data to support a change at this time. The CRB will continue to monitor the class.

T2
1. #24335 (Ken Billimack) Request PDK Weight Penalty Reduction
Thank you for your letter. The car is competitive as classified.

2. #24464 (Joe Aquilante) Request to Correct the BOP For The BMW E92
Thank you for your request. Data from multiple makes and models were reviewed from VIR and were in a close performance envelope.

3. #24550 (Andrew Wickline) Request Restrictor Plate Return to 53mm in 2015 Mustang GT
Thank you for your request. Data was reviewed from VIR and the car was deemed competitive as classed. The CRB will continue to monitor the class.

4. #24596 (Ryan Upham) Request Increased Camber Limits
Thank you for your request. This has not been recommended for 2018. The CRB is researching this for consideration in 2019.

5. #24614 (Ron Randolph) Allow Electro-Hydraulic Power Steering Pump
Thank you for your request. This is against Touring philosophy. Power steering coolers are allowed in T2.

T2-T4
1. #24459 (Ali Naimi) Requesting Aftermarket Clutch and Pressure Plate
Thank you for your letter. The CRB does not recommend this change for 2018.

Recommended Items

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. #24663 (Formula/Sports Racing Committee) Disc Brake Minimum Weight
The CRB recommends a minimum weight of 16.5 lbs for the disc brake assembly in FV for 2019.

In letter #22546 (Recommended Rule Changes 2018) add to the 9.1.1.4.D paragraph:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. *The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly - rotor hat, disc, any hat-to-disc mounting hardware (the disc may be in two pieces) - calipers - bearings (for the front) - pads - caliper bracket - assembly hardware (not including the brake assembly to spindle hardware (front) or brake assembly to axle housing (rear) - lugs or studs with nuts.*

P2
1. #23919 (Jeff Shafer) Opposes P2 Assisted Shifting
In GCR section 9.1.8.D.J.4, clarify as follows:

Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed except as ~~allowed~~ *permitted* by Table 1 Spec Line Cars. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car except as allowed by Table 1 Spec Line Cars. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not

mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes *and closed-loop systems that use feedback from sensors to vary the timing of the gear selection process* are also prohibited.

Devices that interact with the throttle, ignition, or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted~~;~~*,* ~~and~~ *but* no such devices shall remove the driver's control of the gear change initiation, gear selection or completion. *The burden of proving that a device is in compliance with this rule shall be upon the competitor.*

GT General
1. #24539 (Grand Touring Committee) Brake Cooling Fans
Add to 9.1.2.F.7.j.3.: 3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules. *One brake duct fan per corner may be added.*

GT3
1. #24697 (Grand Touring Committee) GT3 Turbo introduction into class
The CRB is proposing the addition of turbochargers to the GT3 class for 2019. The GT3 turbo engines have specification lines in two different configurations. They are as follows:

Insert 9.1.2.F.7.h. (below g. Engine, Rotary Piston, then re-number h. Cooling Systems to i. Cooling Systems and similarly below Cooling Systems):

h. Engines, GT3 Turbocharged Built:
1. Engines up to 4 cylinders and 1800 cubic centimeters factory displacement are permitted with a single turbocharger. Engines may be prepared in accordance with 9.1.2.f.
2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged Built Engines Table.. Swapping of turbochargers between engine makes and models is prohibited.
3. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise.
4. Compression ratio on spark-ignition engines is limited to 15.0:1.
5. Dry sump systems are permitted. The oil tank shall be located within the bodywork.
6. Factory turbocharged engines must run the stock turbo or any turbo from the following list:
- KKK/Borg-Warner K04
- IHI VF30, VF39, or VF48
-Garrett GT2554R, p/n 471171-3

i. Engines, GT3 Turbocharged OEM:
1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted. Engines must remain in their OEM configuration.
2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged OEM Engine table.
3. Dry sump systems are permitted. The oil tank shall be located within the bodywork.

GT3 Turbocharged Built Engines:

Engine Displacement	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
<1400 cc	4	33 mm	2100	
1401-1800 cc	4	34 mm	2250	

GT3 Turbocharged OEM Engines:

Engine Family	*Engine Type*	*Bore (mm)*	*Stroke (mm)*	*Disp. (cc)*	*Head Type*	*Valves / Cyl.*	*Restrictor*	*Weight (lbs)*	*Notes*
TBD									

ITS
1. #20167 (Charles Baader) Allowance to Modify Interior for Driver Comfort and Safety.
Thank you for your request.

Add 9.1.3.D.9.o.:

o. Floor pans and transmission tunnels may be modified to aid in positioning the driver's seat for improved driver comfort and access to controls. The seat mounts may extend no lower than the lowest part of the stock floor pan in the modified area, and no other components of the car may be modified to accommodate this allowance. Modifications may extend no further than 6 inches from the perimeter of the installed seat in any direction. Any resulting holes shall be closed with sheet metal no thinner than stock. This rule is intended to improve driver comfort while sitting no lower than the stock floor, such as notching the tunnel to floor radius to allow the seat to be centered to the steering wheel, and NOT as an allowance for dropped, smoothed, or replaced floor boards other than as needed to accommodate the seat mounting as described.

STU
1. #24500 (Eric Heinrich) Request Wheel Clarification
In STU, GCR section 9.1.4.1.F.1, make changes to the wheel sizes as follows:

Wheels may not exceed ~~17~~ *18* inches in diameter and 8.0 inches in width *for vehicles under 2950 lbs base weight. Vehicles over 2950 base weight may use a 9 inch wide wheel.*

Taken Care Of
P2
1. #23933 (Kevin Mitz) Request to Eliminate Use of Automated No Lift and Auto Blip
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

2. #24399 (Vaughan Scott) P2 Assisted Shifting Rule Feedback
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

3. #24401 (David Gomberg) Response to What Do You Think P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

4. #24408 (Eric O'Brien) #23919 (Jeff Shafer) P2 Assisted Shifting - WDYT?
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

5. #24411 (Craig Farr) 23919 P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

6. #24439 (Tim Day Jr.) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

7. #24451 (Mike Bachman) P2 Assisted Shifting WDYT letter 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

8. #24460 (Chuck Bona) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

9. #24467 (David Arken) P2 Assisted Shifting WDYT Letter 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

10. #24478 (Keith Carter) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

11. #24479 (Jim Hallman) Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

12. #24488 (Claude Solanas) Ignition Cutout for Upshifts
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

13. #24491 (Aaron Hill) Flatshifter Expert
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

14. #24505 (AJ Snyder) Assisted Shifting 23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

15. #24510 (Robert Conrad) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

16. #24523 (Paul Decker) #23919 (Jeff Shafer) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

17. #24524 (Jake Latham) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

18. #24531 (Chuck McConica) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

19. #24542 (Greg Gyann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

20. #24545 (Vic Culbertson) Assisted Shifting P2
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

21. #24556 (Jay Messenger) Letter Concerning #23919
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

22. #24577 (Jake Thielmann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

23. #24588 (Jason Hohmann) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

24. #24590 (Sherman Chao) P2 Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

GT2
1. #24587 (Tony Colicchio) Allowance of ABS for GT2 Cars With Weight Penalty
Thank you for your letter. Please see the response to letter #24575.

IT General
1. #24643 (Richard Pannell) Request to Make 200 Treadwear Tires the New Standard
Thank you for your letter. Please see the response to letter #24710.

ITS
1. #24648 (Justin Deffenbaugh) Request to Allow Street Tires in IT
Thank you for your letter. Please see the response to letter #24710.

EP
1. #24564 (Chris Dryden) Disallow MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.

2. #24569 (Chris Howard) Opposes Addition of the MX5 Into EP
Thank you for your letter. Please see the response to letter #24563.

3. #24576 (Gerald Lustig) Opposes Proposed Inclusion of MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.

4. #24582 (James Gregorius) Opposes the MX5 Cup Car in Production Classes
Thank you for your letter. Please see the response to letter #24563.

5. #24604 (Bill Keeney) Global MX5 Cup Car in EP
Thank you for your letter. Please see the response to letter #24563.

Prod General
1. #24574 (Tim Linerud) Request to Not Classify Global MX5 Cup Cars in EP
Thank you for your letter. Please see the response to letter #24563.

T2
1. #24681 (Peter Lewis) Request Solid Sub-Frame Bushing
Thank you for your request. Solid cradle bushings have been recommended for 2019. Please see letter #23739 in April 2018 Fastrack Minutes.

What Do You Think
IT General
1. #24710 (Club Racing Board) 200 Treadwear Tires
The CRB is considering requiring Tires with a minimum treadwear rating of 200 for all IT cars. Please provide your feedback through crbscca.com.

T2
1. #24629 (Richard Kulach) Request Hood Vents for 370Z
The CRB requests your feedback on hood vents for Touring 2 and Touring 3.

A) Should aftermarket hood vents (OEM hoods) be allowed in Touring 2 and 3?

B) Should aftermarket hoods with vents be allowed in Touring 2 and 3?

C) Should hoods in Touring 2 and 3 remain OEM?

Please provide your feedback through crbssca.com.

RESUMES
None.

TECH BULLETIN

DATE: June 20, 2018
NUMBER: TB 18-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/30/2018 unless otherwise noted.

American Sedan
AS
1. #24476 (Van Hunter) Request Restrictor Spacer for LS3 Camaro
In AS, Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder, add to the notes as follows:
"*Belt tensioner part number GM 12569301 allowed.*"

B-Spec
1. #24594 (Derrick Ambrose) Request for alternate Ford Fiesta hubs
In B Spec, Ford Fiesta 5dr Hatchback (11-16), add to the notes as follows:
"*Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed. 4x100 bolt pattern wheel allowed*."

2. #24603 (Derrick Ambrose) Mazda 2 Spec Line
In B-Spec, Mazda2, delete the following as ECU programs are open in B Spec:
"~~Mazda reflash part #0000-10-2001 allowed.~~"

Formula/Sports Racing
FA
1. #24519 (David Vande Berg) Request to increase venturi size for Mazda 12A engines
In FA Table 1, Line G, change the restrictor size as follows:
~~36~~ *41*mm

FB
1. #24373 (Glen Thielke) New data box mounting plate requirement
In GCR section 9.1.1.G, make changes as follows:
"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 may be required. Refer to 9.2.2. for details. All FB ~~Sport Racing~~ Cars competing in Majors Races and the Runoffs must have the AIM part ~~#DNKT-KPFSOL5~~ *X47KPFSOLO2R0* 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 body-work. In addition, the mount must not be on wings, and or wing end plates and where possible should be in the cockpit. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate*. 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. *Effective date January 1, 2019*."
FE
1. #24634 (Robey Clark) Request to change sealing date of SADEV Transmission
In FE and FE2, GCR section 9.1.1.I.7.b.1.b, at Enterprises request to allow more time for testing, the CRB recommends changes to the sealed dates as follows:
"SADEV Only" ~~7-2018~~ *1-2019* SADEV gear box will be run as a sealed unit, can be serviced and inspected by CSR or approved SADEV service center. At event damage can be inspected

/ repaired / resealed if necessary by CSR or approved personnel."

P1
1. #24373 (Glen Thielke) New data box mounting plate requirement
In GCR section 9.1.8.C.I, make changes as follows:
"All P1 Sport*s* Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKTKPFSOL5~~ *X47KPFSOLO2R0* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo *or Solo 2* 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. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.* 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~~ *January 1, 2019*. Contact AIM and their distributors for direct purchase."

P2
1. #24373 (Glen Thielke) New data box mounting plate requirement
In GCR section 9.1.8.D.K, make changes as follows:
"All P2 Sport*s* Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKTKPFSOL5~~ *X47KPFSOLO2R0* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo *or Solo 2* 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. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.* 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 January 1, 2019.* Contact AIM and their distributors for direct purchase."

GCR
1. #24516 (SCCA Staff) Add section: Process of awarding points at Conference Majors
In GCR section 3.7.2, add a new section for points at conference Majors as follows:
"*D. Points are awarded to the top 20 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.*"

2. #24562 (SCCA Staff) App C 2.1.A Medical Requirements
In GCR Appendix C.2.1.A., strike the last sentence as follows:
"~~The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.~~"
Note from CRB: If a driver has a short lapse in membership/license but their medical on file is still valid per the stated age ranges, the driver may renew their license without having to get a new physical, if there have been no changes in health.

Grand Touring
GT1
1. #24522 (Steven Lisa) Request to Re-list 1972-73 Pantera as an authorized GT1 vehicle
In GT1, re-list and classify the DeTomaso Pantera (72-73) as follows:
"Wheelbase *99.0 in*"
Notes: "Must comply with all current SCCA GT1 specifications."

GT2
1. #23808 (Colin COHEN) Request new classification GT2
In GT2-ST, classify the Audi TTRS (10-14) as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Audi TTRs 10-14		*3000lbs.*	*39mm TIR*	

2. #24300 (Mike McAleenan) Request Comp. Adjust. - 6 cyl. s54 engine vehicle weight reduction
In GT2/ST, BMW E46 M3 &E36 / BMW Z3 /BMW 5000cc V8, change the weight in the notes as follows:
"The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at ~~2650~~ *2575* lbs."

3. #24581 (Roger Buswell) Request to classify Porsche 924 in GT2/ST
In GT2/ST, Porsche 944, add 924 to the spec line as follows:
Porsche 944*/924*
Note from CRB: The Jayco Turbo is out of date as the spec line was done a long time ago.

Improved Touring
ITS
1. #20308 (Juan Vento) Classification Request
In ITS, classify the Mitsubishi Eclipse GT/GTS (00-05) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Mitsubishi Eclipse GT/GTS (00-05)	*6 Cyl SOHC*	*91.1 x 76.0 2972*	*3150*	

2. #22427 (Cameron Conover) Classify the 2008-2013 Mazda 3S
In ITS, classify the Mazda 3S (08-13) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Mazda 3S (08-13)	*4 Cly. DOHC*	*89.0 x 100.0mm 2488*	*2545*	

Production
None.

Spec Miata
None.

Super Touring
STU
1. #24487 (Brian Costleigh) Drop floor pan request

In STU, add the Mazda Miata to Table B. Add to the notes as follows:

	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda Miata	*N/A*	*N/A*	*Drivers side dropped floor plan allowed to not fall below the frame rails.*

STL
1. #24487 (Brian Costleigh) Drop floor pan request
In STL, add the Mazda Miata to Table B. Add to the notes as follows:

	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda Miata	*N/A*	*N/A*	*Drivers side dropped floor plan allowed to not fall below the frame rails.*

Touring
T2
1. #24552 (Peter Lewis) Request to address restrictor plate requirements conflict
In T2, Chevrolet Camaro SS/1LE (10-14), add to the notes as follows:
"*Belt tensioner part number GM 12569301 allowed.*"

T3
1. #24621 (Michael Jones) 06-15 Mazda Mx5 hardtop options
In T3, Mazda MX-5 NC (06-15), add the hardtop to the notes as follows:
"*Any hard top following the OEM silhouette allowed.*"

2. #23676 (Tim Wise) Incomplete updates for letters 23180 & 23276
In T3, Mazda MX-5 NC (06-15), make changes to the hubs in the notes as follows:
"Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners). Max spring rate: 700lbs. Max sway bar diameter 35mm. Cold air intake permitted. ~~2009-2012 Mazda RX8 front hubs allowed.~~ Mazdaspeed MX-5 Roof permitted#0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports). MS-Roption permitted. Suspension package permitted that includes the following parts:front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs#0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498. *Mazda Motorsport RX8 Hub Conversion kit part number 0000-04-5811-KT allowed.*"

3. #24126 (Tim Hunter) Request for Car Classing
In T3, classify the Volvo C30 (09-13) as follows:

	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:
Volvo C30 (09-13)	*83.02x93.20 / 2500*	*2640*	*18 x 9*	*255*	*4.657, 3.032, 1.982, 1.341, 1.018*	*2.27*	*300 (front) 280 (rear)*	*3100*	*800lb springs (front and rear), 35mm max front sway bar, 40mm max rear sway*

4. #24533 (Bradley Almony) Request alternate Global MX-5 Cup Hardtop Allowance
In T3, Mazda MX-5 Global Cup Miata (2016-), add the hardtop to the notes as follows:
"Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring rules. *Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including* Mazda hardtop~~,~~ part #0000-07-5902-ND ~~permitted~~."

5. #24687 (Scotty White) Request for T3 parity with the E46
In T3, Ford Mustang V6 (11-14), change the weight as follows:
~~3525~~ *3475*

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08), change the weight to the DE motor only as follows:
DE Motor: ~~3350~~ *3300*

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08) Spec Z, change the weight to the DE motor only as follows:
DE Motor: 3~~400~~ *3350*

T4
1. #24565 (Kendall Baten) Request to add a Subaru Outback to a category and class
In T4, classify the Subaru Legacy Outback (00-04) as follows:

Welcome to the SCCA, Indiana State University.

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Subaru Legacy	*89 x 80 / 3000*	*2650*	*17 x 8*	*245*	*2.79, 1.55, 1.00, .69*	*4.11*	*290 (front), 287 (rear)*	*3400*	*SPC rear camber arm PN 67665 allowed. Front and rear sway bar up to 32mm allowed. Any non-*

2. #24621 (Michael Jones) 06-15 Mazda Mx5 hardtop options
In T4, Mazda MX-5 / Club Model (06-15), add the hardtop to the notes as follows:
"*Any hard top following the OEM silhouette allowed.*"

3. #23676 (Tim Wise) Incomplete updates for letters 23180 & 23276
In T4, Mazda MX-5 / Club Model (06-15), make changes to the hubs in the notes as follows:
"Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. *Mazda Motorsport RX8 Hub Conversion kit part number 0000-04-5811-KT allowed.* ~~2009-2012 Mazda RX8 front and rear hubs~~ Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight."

JUDGEMENT OF THE COURT OF APPEALS
James Candelaria vs. SOM COA Ref. No. 18-05-NE
May 17, 2018

FACTS IN BRIEF
On April 29, 2018, following the conclusion of the Northeast Conference Majors Group 3 Race #2 at Summit Point Motorsports Park, James Candelaria (Car #36 T1) filed a Protest charging Robert Korzen (Car #88 T1) with violating General Competition Rules (GCR) 6.11.1.A. and 6.11.1.D. (On Course Driver Conduct).

The Stewards of the Meeting (SOM), George Bloeser, Douglas Nickel, Dick Patullo, and Sara Snider (Chairman), met, reviewed the evidence, and determined that Mr. Korzen did not violate GCR 6.11.1.A. or 6.11.1.D. Mr. Candelaria appealed the ruling of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Anne Christian, Pat McCammon, and Laurie Sheppard (Chairman) met on May 17, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from James Candelaria, received April 30, 2018.
2. Official Observers Report and related documents, received May 9, 2018.
3. Video evidence considered by the SOM, received May 9, 2018.
4. Edited version of Car #36 video seen by the SOM, providing previously unseen 360° features, received via YouTube link April 30, 2018.
5. YouTube link to an additional video identified by Mr. Candelaria, received May 8, 2018.

FINDINGS
Mr. Candelaria provided a narrative account of the incident and submitted a link to his edited in-car camera output and an additional YouTube link to video from a trailing car (Car #123 T1) driven by Jonathan Vasquez. Mr. Candelaria's video was edited using 360° features and showed Mr. Korzen (Car #88) catching Mr. Candelaria (Car #36), moving alongside, and the cars making contact.

The COA also viewed full race videos provided to the SOM by Mr. Candelaria (Car #36), Mr. Korzen (Car #88), and Mr. Vasquez (Car #123).

The videos showed that on lap 5 of the race at Turn 2, Car #36 was leading Car #27 (T1) and Car #88. At the exit of Turn 2, Car #27 executed a clean pass and continued on. Car #88 attempted to follow Car #27 and moved partially alongside Car #36. As the cars approached the turn-in point for Turn 3, Car #36 drifted to the right and Car #88's left front contacted Car #36's right rear. Car #36 spun to driver's right. Car #88 continued. At the time of contact there was open track to the left of Car #36 and to the right of Car #88. In Mr. Korzen's video, his hands were clearly visible on the steering wheel and he was holding a steady line prior to the contact. The video from the trailing car, Car #123, also shows and confirms Car #36 drifted slightly to the right prior to the contact while Car #88 maintained a straight trajectory.

The COA finds that per GCR 6.11.1.D. "the overtaking driver is responsible for the decision to pass another car…" Mr. Korzen began to pass prior to the turn-in point for the next corner. He left Mr. Candelaria adequate racing room to his left. GCR 6.11.1.D. continues with "the overtaken driver is responsible to be aware that he is being passed…" Mr. Candelaria moved

to his right, but Mr. Korzen had already set his track position and contact occurred. Mr. Korzen did not violate GCR rule 6.11.1.D. and when he moved partially alongside Mr. Candelaria, the balance of responsibility for avoiding contact and completing the pass shifted to both drivers (GCR 6.11.1.A., GCR 6.11.1.D.)

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them.

DECISION
The COA upholds the SOM's decision in its entirety. Mr. Candelaria's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

RALLYCROSS BOARD

RallyCross Board Minutes | May 1st, 2018
The RallyCross Board (RXB) met via conference call on May 1st, 2018. Attending were Steve Hyatt (Chair), Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Brian Harmer with National Office.

The Secretary acknowledges that these minutes may not be in chronological order.
Steve Hyatt called the meeting to order at 7:02pm CST.

1. Additions/Mods: Self Filled Form for Constructor Class (Macoubrie)

2. Chairman's Report: In a survey completed by all 116 regions, 20% of the regions are interested in having a RX program and indicated it was what they wanted to do more than anything else. The RXB is working on a way to find tools, sites and people to run the programs in regions interested in starting or revitalizing a program.

3. Committee reports:

- **Safety Committee (Regan):**
  - There were two incidents. One was a 2015 heart attack that never got reported. Second was a rollover. A Ford ranger went over with no major injury. The safety steward reviewed the course and found ruts after the incident. The safety committee decided there was no action to be taken but recommended reminding safety stewards to stay aware of developing ruts.
  - There has not been much feedback on the new online safety training refresher course. A couple division are using the online training.

- **Rules Committee (Lightfoot):**
  - Constructor Class Form (Macoubrie): Rules committee is working on a roll cage assentation form for the Constructor's Class. The form should be developed within the next couple months to allow competitors to tech their own cars and provide a form indicting the car meets the roll cage requirements.
  - The rules committee is reviewing the steering rack and rebuilt engine rules per request from competitors.
  - Rules Timeline (Hyatt): A question was asked of Steve Hyatt about why the rules end in the middle of the season. Would it be possible to push the deadline to September? The Rules committee would review the submissions and return in October. Rules changes could be brought up at the National Championship town hall for discussion and comment. The RXB would vote in November to get approval from the SCCA BOD in December. The plan will be to implement the extension in 2018 for the 2019 season. A note will be posted on the sccarallycross.com forum.
  - Young Drivers Rules (Wright): Are younger drivers allowed to compete with a competition license in RallyCross? Yes, the rule was changed in the 2018. If the competitor has a valid competition license in SCCA they are able to participate

- **RallySprint Committee (Kito):**
  - New England has a RallySprint scheduled in July. Waste Management is scheduled for Feb 2019. NW Region will have events in July and November.

- **National Championship Committee (Wright**):
  - Supplemental Rules have been approved and published. Request from Brian to approve the Dixie Challenge rules were reviewed by RXB and were approved.
  - Committee is working on selecting chiefs for the 2018 event. Once selected the list will be forward to RXB or approval. The schedule for 2018 will be similar to the 2017 schedule. Selection of chiefs talked about recommendation from safety committee for the chief of safety.
  - Committee worked on possible options for an event T-shirt.

- **Growth and Development(Hamilton):** No Update

- **Divisional Steward Liaison**(Macoubrie):
  - Divisional Stewards had meeting on April 25th. 5 people were in attendance.
  - Future of the RXDS monthly call. The RXDS discussed the value of live collaboration on a revolving basis. Some months are full of activity (schedule and rule building, major events, etc.), while some are relatively quiet.
  - The RXDS will trial the May RXDS meeting by email. This will be a good chance for each division to share a few bullet points with the group on how local programs are doing and thoughts on current RX affairs. If this proves a good idea, the RXDS may conduct a few meetings each year by e-mail.
  - RXSS training deck: The RXDS is working on finalizing the details of a standardized training deck Progress is slow. Most training regimens seem to be very similar. .
  - RXDS also discuss the upcoming Dirtfish National Challenge in Sebring. FL, recent SCCA articles on Rallycross, videos as a promotional tool and how to effectively blade/groom sites.

4. Old business:

5. New Business:

- Wheel to Wheel competition (Hyatt): Since Redbull GRC is done is the any talk about wheel to wheel RX program? There is no current plan to develop wheel to wheel RallyCross in the SCCA.
- Side by Side Program (Hyatt): Steve Hyatt reached out to the Razer programs to check interested in being involved in ruleset development for a new program. Three to four people have indicated they would be interested in working on developing a ruleset for review.

6. Next Meeting June 5th. 2018

7. Motion to adjourn 7:40pm CST.

RALLYCROSS BOARD

RallyCross Board Minutes | June 5, 2018

The RallyCross Board (RXB) met via conference call on June 5th, 2018. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Brian Harmer and Howard Duncan with National Office.

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

Steve Hyatt called the meeting to order at 7:07pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's Report: (Hyatt):** The forums have been quiet the last few weeks. We are now in the height of competition seasons and most people are focused on the current season.

3. **Committee reports:**
   - **RallyCross Safety Committee (Regan)**
     - No incident. The constructor class roll cage attestation form has been reviewed by safety committee and approved by the safety committee. The long term goal is to have a process for approval by a third party. The form will be sent to the RXB for review.
     - No additional feedback on the online training program has been received.

   - **Rules Committee (Lightfoot)**
     - Updates: The committee is still working on review of the modification of steering columns within the ruleset. The committee is also working on a response to a question about sway bar sizing.

   - **RallySprint Committee (Hyatt)**
     - Updates: Formal request made to allow side by sides at the waste management RallySprint using ARA rules. This will be reviewed by SCCA risk management.
     - Steve Hyatt will become the third person on the Rallysprints committee.

   - **National Championship Committee (Wright)**
     - Updates: The committee has selected most of the chiefs. The committee sent the chief of safety names to Chris Regan and the safety committee. The safety committee replied and the RXNC-PC will review the response at the next meeting. The committee is completing action items in preparation for the event. Scott Beliveau will be chief steward for 2018 and is attending the meetings. Everything on plan? T-shirts 101 plans to attend the event and is working with the SCCA on a T-shirt design. Everything is in place for The SE Divisional National Challenge. Final details are being worked out on the schedule and town hall location.

   - **Divisional Steward Liaison (Macoubrie)**
     - Updates: RXDS shared information via emails instead of having a live meeting. Information shared included updates from divisions on RallySprints being planned for SE Division, RallySprints in the Southwest and Midwest divisions, Local RX events, new RX programs, and recent events.

   - **Growth and Development Committee (Hamilton)**
     - Updates: No update.

4. Old business:

5. New business:

- Resignation of Kito Brielmaier: After three years, Kito Brielmaier has resigned his positions as an RXB member and liaison for RallySprint. In that short time, he helped get the RallySprint program started, helped shape new RX classes as well as being instrumental in obtaining the first title sponsor for RallyCross. The RXB wishes Kito the best in his further Motorsports endeavors.
- There will not be an RXB Meeting in July. The next meeting will be in August.

6. Motion to adjourn: Meeting Adjourned 7:50PM CST

1. **Next RXB Meeting August 7, 2018.**

Sports Car Club of America
RoadRally Board Minutes
June 14, 2018

The Road Rally Board met via conference call on June 14, 2018. The meeting was called to order at 7:32 pm CDT by Chairman Jim Crittenden. In attendance: Peter Schneider, Wendy Harrison, Mike Bennett, Clyde Heckler, guest Rich Bireta, Mike Thompson, NEC chairman, Earl Hurlbut, BOD liaison, and Jeanne English, secretary.

- Approval of prior month's minutes. SCCA's 75th Anniversary is next year, 2019; the minutes were not clear. With that correction, they stand as published
- Road Rally Planning Calendar (Jeanne English)
  a. Last published June 11, 2018. Thank you Jeanne.
  b. RReNewsletter –Cheryl- – Reminder: Text "roadrally" to 22828 to subscribe.
- SCCA Staff Report (Jamie Mullin) – no Jamie this meeting
- NEC Report (Mike Thompson) – St Louis divisionals at the end of July are part of a Targa-type event. The USRRC, first weekend in October, is coming along fine. The northern California events are definitely happening the weekend after the Cal Club events; Nov 10-11 and Nov 17-18. The NEC had a discussion about whether a claim should even be considered if it doesn't affect the claimant's score; Mike T pointed out that this is just a discussion at this point; the NEC is not making any recommendation.
- Old Business
  a. Training videos/conference call with Chris Robbins. – Peter suggested setting up a committee to review our existing material, and decide what is needed to set up for new segments/ seminars; Chris suggested 5 minute segments. Wendy will chair the committee, with Mike B, and Peter also being members.
  b. Improvements to safety steward program and TAs – Peter and Mike B came up with some changes to the Safety Steward manual and checklist; they will have them at our next meeting. Bruce said that TAs are not required on all rallies, this started a discussion about them Jim explained that no-penalty TAs are required (and automatically allowed) for proven force majeure situations; Mike B said he doesn't think there should be penalties for use in Regional and Divisional events, given the relative inexperience of some competitors, but was OK with penalties being used in National events; someone then pointed out that National events sometimes draw novice competitors, so Mike B concluded that a better requirement would be no penalties in any events; most committees say there is no penalty for TAs (RRR.Article 21). Peter talked to a person in Colorado about getting new safety Steward Instructors, and a person in Finger Lakes who didn't know he was already an instructor.
  c. Rally starter materials – Clyde – next month
  d. Status of 5 regions requesting rally assistance.
    i. Mohawk Hudson –Peter – in the fall, under control
    ii. Ohio Valley – Wendy – nothing new
    iii. Reno – Jeanne – still nothing
    iv. Susquehanna – Peter – in the fall, under control
    v. Blue Mountain – Peter – in the fall, under control
    vi. New York region – Jeff Becker – Peter – Jeff needs a club
  e. Social rally definition and fees – (see chart below for proposal) Jim asked if all were OK with changes made last month to the Social Rally

program. Peter said he would prefer a $40 maximum insurance fee rather than $50 ($50 is more than double the current $20 fee); others agreed. **Motion: Make the Social Rally insurance cap $40. M/S/ Pass.** Peter wants to clarify definition of charity rally, more on this next month. Jim asked if we need to change charity structure, or if it is OK to leave it alone at fixed fee of $80? Consensus, leave as is. Peter also the RRB to think about the fee structure of rallies of three or more consecutive days; more on this next month

- New Business
    - Stu Helfer – Northern Pacific Divisional RoadRally Steward has resigned; Jeanne will contact some people.
    - Jim received an email from Sasha Lanz about doing a rally with another club; should be OK as long as all SCCA bases are covered.

Meeting adjourned at 8:45 pm CDT
Next meeting by teleconference July 12, 2018, 7:30 pm CDT
Respectfully submitted,
Jeanne English, secretary

Rally type	Sanction fee	Insurance fee	Total fees	Notes
National	$10/car	$4/car	$14/car	180 mile minimum distance
Divisional	$4/car	$4/car	$8/car	90 mile minimum distance
Regional	$2/car	$4/car	$6/car	No distance requirement
Charity	**None**	**None**	**$80**	No distance requirement
Social	**None**	**$4/car**	**$4/car - up to a maximum of $40 per event**	**75 mile maximum distance.** May not be part of any championship award series.

Proposal for fee structure for SCCA Road Rallies starting in 2019. Items in red and blue are changes from current rules.

The distance requirement refers to the total mileage from the start of the rally to the end of the competitive portion of the rally. This includes any tire-warm up and odometer calibration portions.

USRRC pays the fees in the table above up to a maximum of $500 for the entire USRRC event.

For RoadRallies that run for more than three consecutive days, add $3/car/day for each day past the third day.

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

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

official SCCA member notification

Fastrack news

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED June 2018

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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, April 6-7, 2018.
Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Jason Isley, Bruce Lindstrand, Marcus Merideth, Tere Pulliam, Secretary, Jim Weidenbaum and KJ Christopher, Treasurer. Earl Hurlbut was unable to attend.
Staff participating were Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Chris Robbins, Director of Region Development, Aimee Thoennes, Member Services Manager and Mary Hill, Executive Assistant. Eric Prill, Vice President of Operations was able to participate via teleconference.
Peter Keane, CRB Member also participated.
The meeting was called to order by Vice Chairman Helman.
President Cobb presented a summary of 1Q18 activities across the organization. Mindi Pfannenstiel provided a financial update. Chris Robbins presented a 90-day report on Region Development and Member Services with Aimee Thoennes.
The 2019 SCCA National Convention will be in Las Vegas January 17-19. This early date impacts the availability of financial reporting. A review of financial highlights of the previous year will be presented at the National Convention. The audited financial statements for 2018 will be provided to the membership 2Q19.
MOTION: To add Mark Scroggs to the SEB in place of Eric Hymans. Davis/Albin. PASSED.
MOTION: To accept the 2019 Runoffs class proposal as submitted and change 3.7.4.c to read as follows:

> "All classes with a combined two-year event average of at least 4.0 participants in Majors and Runoffs competition will automatically be invited to the following year's Runoffs. Classes not meeting that criteria may be invited as the event format and venue permits. The Road Racing department, in consultation with the Club Racing Board, will determine and announce by January 1 the Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue. For example: If the two-year period includes 68 Majors weekends and two Runoffs, for a total of 70 events, a class would need at least 280 participants over that period to average 4.0 per event."
> Dowie/Isley. PASSED 11-1.

MOTION: To add a new item to the GCR section 9.1.13 to allow the transfer of U.S. Majors Tour participation credit for participants whose car has been re-classified or dual-classified into a new class during the course of the U.S. Majors Tour season for the purpose of Runoffs qualification. Lindstrand/Merideth. PASSED.

> 9.1.13. Runoffs-Eligible Class Participation Requirements
> E. Participants competing in a Runoffs-eligible class whose car is re-classified or dual-classified into a new class during the course of the current U.S. Majors Tour season may request a transfer of U.S. Majors Tour participation credit (weekend and start credits) for the purpose of Runoffs qualification. The participant may request that the participation credits from the first class be transferred to the second class. Points will

not be transferred, and they will be removed from their respective point standings upon race participation transfer. Transfer will only be done upon written request to the Road Racing department (roadracing@scca.com), no later than the first Wednesday following the final U.S. Majors Tour event of the current season.

MOTION: To adjourn.

The following motion was completed prior to the April board meeting.

MOTION: To approve RM 18-04 which stated as follows: Effective 04/03/2018, in GT2/ST, Chevrolet Corvette 7011 OEM LS7, change the weight as follows: ~~3400~~ 3325. PASSED.

SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call April 25th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Eisley, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

Recommended Items

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

#22761 Fiesta ST???

The SEB and SPAC are recommending the following classing change effective 1/1/2019:

Move from CSP to DSP:

Ford

Fiesta ST (2014-18)

Member Advisories

Street

#24584 Committee Personnel

The SEB thanks Mark Scroggs for his service as SAC Chair.

#24611 Committee Personnel Needed

The SAC is anticipating one or more openings, and the SEB invites interested members to submit their qualifications in writing via www.soloeventsboard.com

SSC

#23776 2015 Scion FR-S RS 1.0 & Subaru BRZ Series.Blue

If the car did not come from the factory with the specified parts, those parts may not be added.

Street Touring

#24130 Reprogramming ECU

Thank you for your clarification request. Under the current ECU rules it would be permitted to remove, re-program, and re-install a chip into the ECU provided that you are re-installing the original chip. It is not permitted to remove a chip from the board and replace it with an alternate chip of different origin. Installing alternate chips into the standard ECU would be a hardware modification which is only allowed for Model Year 1995 and older cars.

Prepared

#24232 ABS Proposal

The PAC does not feel your proposed modifications are currently compliant in C Prepared. Please watch future Fastracks for updates regarding the consideration of ABS in CP.

Change Proposals

Street Prepared

#19867 Blow-off/ pop-off valves

The SPAC is requesting member feedback on the following change, removing 15.10.4.d and modifying 15.10.4.e as below:

15.10.4

d. No changes are permitted to blow-off/pop-off valves.

e. Compressor bypass valves (CBVs), *blow-off valves, and pop-off valves* are considered part of the air intake system and may be added, replaced, or updated/ backdated independently of other components of a forced induction system.

#23604 Allow any tie-rod or Toe link in Street Prepared

The SPAC is requesting member feedback on the following proposed rule addition:

15.8.M Outer tie rod ends and toe links may be modified or replaced but must attach to the original factory location(s) with no additional modification.

Street Modified

#23829 Please add 4 seat Porsches to SSM

Update Appendix A as follows:

"Super Street Modified class (SSM) Eligible Vehicles:

• All ~~2-seat~~ cars not excluded below

• All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.

• All SM eligible vehicles

~~• McLaren MP4-12C~~

~~• Porsche GT3 (991) and Carrera GT~~

Excluded Vehicles:

~~• Lotus (all except Elise, Exige, & Esprit)~~

~~• All 2-seat cars not eligible for Street Prepared Category~~

• All vehicles not meeting specifications (*see 13.0 first sentence*) to have been delivered in the US."

This change accomplishes the following items.

1) eliminates confusing list of included cars like the Mclaren and Porches

2) eliminates wording about the list of cars not allowed in SP

3) allows all US sold Lotus cars

4) eliminates 2 seat requirement which allows all Porsches

Prepared

#24266 88-91 Civic/CRX to same line in EP

The PAC would like member feedback on combining the 1988-91 Honda Civic and CRX onto the same line. This would allow members to use functionally similar engine components on either vehicle. The listing change would appear as follows:

Prepared (EP) - Appendix A

Honda

Civic *& CRX* (1988-91)

~~CRX (1988-91)~~

#23892 Line classing for Porsche 924S & 944 4-cyl 8-valve

In order to improve the possible progression between SP and P, the PAC is requesting feedback on the following change to Appendix A, of the FP class:

Porsche

~~924S (1986-88)~~

~~Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex. valves~~

924 Turbo

~~944 (non-turbo, all) (1982-91)~~

944 Turbo (1985-91)

924S (1986-88) & 944 (non-turbo, all) (1982-91)

2.5L alternate cylinder head: P/N 933.104.302.50 w/36 mm ex. valves

#20239 Manufacturer Engine Swaps within Prepared

The PAC has gone over all the member comments and would like feedback from the membership on the following updated proposal. This proposal would be added as 17.10.S. The purpose of this proposal is to allow older Prepared cars to update to more modern engines as various parts are getting harder to source. A few notes:

1) The weight penalty is added for the PAC to be able to react to any imbalances or competitive changes caused by this new allowance. An initial weight penalty of 10% of displacement shall be applied. The penalty for each class will be reviewed separately. This will be subject to review to maintain a competitive balance of each class.

2) The PAC recommends increasing the maximum weight allowed for E Prepared from 2200lbs to 2400lbs.

3) The PAC recommends increasing the minimum weight allowed for F Prepared using the alternate engine allowance from 1900lbs to 2100lbs. This is done to make sure certain engine swaps would not be at a weight reduction or no increase penalty.

The proposal is as follows:

"*17.10.S Alternate Engine allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.*

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.

2. Vehicle manufacturers that no longer exist may use any motor available in the use

from corporate brands or via the following listings:

British makes may use Ford motors including Mazda

Italian makes may use Fiat Chrysler motors

3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.

4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.

5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.

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

7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.

The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine)."

Appendix A changes/additions:

Class D Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Class E Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2200~~ *2400* lbs. prior to addition of weight adjustments defined herein and in Section 17.

Class F Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs., except for cars using 17.10.S (engine swap allowance) cars must not weigh less than 2100 lbs, or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

#22617 GCR to XP

The PAC is interested if the membership feels there is an issue with cars using GCR Club Racing GT and Production allowances competing in D, E, and F Prepared. The proposed changes would not effect CP vehicles, and would continue to allow GCR vehicles to compete in XP without mixing/matching the SOLO and GCR allowances.

"17.11

A. *Vehicles competing in C Prepared class, should refer to section 17.11.B.* Vehicles prepared in excess of Solo® allowances and prepared to either the

current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared class*. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (*e.g.*, a tube-frame *RX-7*) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be *GCR Minimum* plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may *only use* the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scatter shield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications.

B. C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.

Appendix A - (XP) Prepared

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class,

specifically listed in CP, DP, EP, ~~or~~ FP ~~that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. "In-excess" cars per Section 17.11.A are not eligible for XP.~~

~~8. Other~~

~~Vehicles exceeding these rules and prepared to the Club Racing General Competition Rules (GCR) are not eligible for this class.~~

Other Items Reviewed

Street

#24114 Muscle Cars to B Street

Thank you for your input on this proposal. The SAC is continuing to collect data on the performance of these cars relative to BS.

#24116 Comments on #23593: Moving Porsche Cayman S & GTS

Thank you for your input on this proposal. The SAC will continue to evaluate the competitive balance in AS throughout this season.

#24139 #22882 Move RX8 from CS to DS

Thank you for your input on the current proposals involving DS.

#24242 Reclassifying AP1 S2000

Thank you for your input. Per letter #22526 in the December Fastrack, the SAC has proposed moving the Honda S2000 (non CR) from BS to CS. The SAC is continuing to review member feedback on this proposal and event results and will make a decision later in the year in time for 2019 classing.

#24280 #22696 - 3 series from DS to GS

Thank you for your input on this proposal.

#24332 Reclassification of Lotus Evora

Thank you for your input.

#24369 Audi R8 V10 classification in SS/SSR

Thank you for your input. Please see letter #23333 in the March Fastrack where the R8 V10 is proposed as an addition to SS. The SAC would like to evaluate the recent additions to SSR before adding any additional cars.

#24377 Additional Input to Letter #24116

Thank you for your additional input. Please see the response to #24116.

#24391 Comment on #23811 Audi TTS (2016-2018) Move to BS

Thank you for your input.

Street Prepared

#23894 Eclipse / talon / laser - to dsp

Thank you for your input.

#23964 Limited Preparation Street Prepared Format

Thank you for your input. The SPAC is continuing to work on a more detailed limited preparation Street Prepared proposal.

#24098 Regarding Proposal 22718 - FRS/BRZ to DSP

Thank you for your input. The SPAC is continuing to work on a more detailed limited preparation street prepared proposal.

Not Recommended

Street

#24136 Wheel Offset

Thank you for your input. The SAC believes that the current wheel allowances are appropriate for the Street Category at this time.

#24182 Moving the 2017+ Camaro ZL1 to B Street

Thank you for your input. The SAC believes this car is appropriately classed.

#24378 Consider clarifying wheel dimension rules

Thank you for your input. The SAC believes the rule is adequate as written.

SSR

#24112 Request to add C7-Z06 to SSR

Thank you for your input. The SAC would like to evaluate the recent additions to SSR before adding any other new cars.

#24338 Gen5 Viper TA 1.0 allow into SSR, pretty please

Thank you for your input. The SAC would like to evaluate the recent additions to SSR before adding any other new cars.

Street Touring

#24127 STP IRS Tires

Thank you for your input. The STAC will continue to monitor the parity between the IRS and solid axle cars in STP.

#24248 Moving the IS-F to STP

Thank you for your input. The STAC does not feel that the Lexus IS-F would be appropriately classed in STP.

#24252 Nismo Z Cars in STU?

Thank you for your input. The 370z Nismo is currently classed in STU. Please see the response to letter #22263 in the April Fastrack. However, the STAC does not feel that classing the 350z Nismo in STU is appropriate.

#24324 Please Class the 2016+ Chevy Camaro 2.0T

Thank you for your input. The STAC does not feel that the Camaro 2.0T is appropriate for STU at this time.

#24348 Move Lexus ISF to STP

Please see the response to letter #24248.

#24354 Focus RS Intercooler Blocking Plate

Thank you for your input. The STAC does not believe that an allowance to modify intercoolers is appropriate for STU.

Street Prepared

#22783 FWD cars in FSP

Thank you for your input. The SPAC is investigating the competitive balance of this class and potential additions in the future.

Street Modified

#21589 Separate ‘Boosted’ from ‘Non-boosted’ Vehicles

The SMAC is currently reviewing NA/FI weights, but at this time does not feel it is necessary to create a new class for NA vehicles only.

#23830 Please add porsche 924/944/968 front engine porsche to SM

At this time the SMAC does not see a reason to class specific two-seat cars into SM.

Prepared

#24071 #21414 Turbo jets and other anti-lag

Thank you for your input. As with the prohibition of porting oil into the exhaust (section 3.3.3.b.10), the PAC is concerned with injecting fuel. Also, the combustion of fuel in a specifically designed chamber (outside of the cylinder) offers the competitor a means of introducing energy into the turbocharger that is not accounted for in the current displacement-to-weight calculations.

Handled Elsewhere

Street

#24105, 24111, 24119, 24148, 24152, 24158, 24170, 24204, 24384 Responses to proposal #22582 (various)

Please see the response to #24114.

#24135 Wheel Offset

Please see the response to #24136.

#24181 Re-class Camaro SS 1LE, 987.2 Cayman S, AP2 S2000, GT350 to BS

Please see the response to #24114.

#24387 #22882 Move RX-8 from CS to DS

Please see the response to #24139.

Street Touring

#21610, 21825 Comments on #14648, ECU Clarification

Please see letter #14648 for the final change proposal published in the November Fastrack.

#21845 Exhaust modifications to allow Boost gains

Please see letter #14648 for the final change proposal published in the November Fastrack.

Street Prepared

#21476 BOV on a Mazdaspeed.

Please see the Fastrack response to letter 19867.

#24069 Fender Cutting

Please see the response to item #23964.

#24046 Limited Prep SP & The 128i

Please see the response to item #23964.

#22880 POV and compressor bypass valves

Please see the Fastrack response to letter #19867.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 1, 2018

The Club Racing Board met by teleconference on May 1, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, and Marcus Meredith, BoD liaisons; Rick Harris, Club Racing Technical Manager. The following decisions were made:

Member Advisory

GT2

1. #24509 (Grand Touring Committee) GT2/TA2
The CRB provides this reminder to all TA2 competitors that they are currently required to run the below listed air restrictors when competing as a GT/TA2.

Per the 2018 Trans Am rules, Article 14 TA2 rules Addenums A, B and C.

GM LS3	2.250" Flat Plate Restrictor
Ford (Ilmore)	1.207" Flat Plate Restrictor
Dodge	2.350" Flat Plate Restrictor

No Action Required

GCR

1. #24021 (Perry Richardson) Request Separate Days for P1 and P2 at Runoffs
Thank you for your request. The SCCA is making every effort to ensure any driver entering multiple classes will have separate sessions for each race.

2. #24436 (Chuck McAbee) Request Starter Stand Change for the 2019 Runoffs at VIR
Thank you for your request, which is an event specific issue and, therefore, requires no changes to the GCR. The CRB is forwarding your letter to the SCCA Staff and the 2019 Runoffs Chief Steward for review.

Prod General

1. #24481 (Steve Sargis) Preparation Level 2 Suspension Clarification
Thank you for your letter. The level 2 suspension and steering rules allow the use of rod ends in place of the outer tie rod end. Suspension bushings, bearings and ball joints are unrestricted.

STU

1. #24213 (David Mead) Request to Allow Any 13B Engine in STU
Thank you for your request. There is no designation of which 13B engine is allowed. Competitor is welcome to use any 13B from 1985 forward.

T1

1. #24340 (Eric Thompson) Classify T1 - Trans Am TA3/TA4 Crossover Allowance
Thank you for your letter. The CRB encourages you to contact Trans Am as this is not a Club level decision.

2. #24362 (Brian LaCroix) Request Dry Sump Rule Clarification
Thank you for your request. If the spec line says "dry sump permitted" you may use any dry sump system.

T2

1. #24163 (David Mead) Request to Re-Think Allowance of Dry Sump on Camaro/Corvette
Thank you for your feedback.

Not Recommended

AS

1. #24124 (Mark Muddiman) Disagree With Letter #23658
Thank you for your input. The CRB will continue to monitor all cars in the class.

2. #24128 (Matthew Long) Opposition to AS Weight Change
Thank you for your input. The CRB will continue to monitor all cars in the class.

3. #24260 (Tim W) Weight Proposal
Thank you for your input. The CRB will continue to monitor all cars in the class.

4. #24263 (Matthew Long) Supports Proposed Weight Adjustments
Thank you for your input. The CRB will continue to monitor all cars in the class.

5. #24286 (Matt Regan) Suggestion on Weight Adjustments
Thank you for your input. The CRB will continue to monitor all cars in the class.

P1

1. #24358 (John Stowe) Engine Request
Thank you for your request. The CRB does not recommend this change because the 1355 CC specification line is based on the output and lighter car weight associated with chain-drive motorcycle engines. Also, the engine table includes a suitable specification line for the auto-based Cosworth BD engine series.

GCR

1. #24281 (Jeffry Janoska) Request to Clarify 6.11.1.A
Thank you for your request. The GCR cannot provide absolute guidance for all body contact incidents as each circumstance is different. The current GCR language is appropriate as written.

2. #24407 (Kenneth Gassin) Request to Allow DOT Physical Examination
Thank you for your request. The current SCCA medical form is under review. If the form is revised, please review the revised form and determine if your request is still valid, and re-submit.

3. #24440 (Fred Brinkel) Suggested Change to GCR 7.2.I.
Thank you for your suggestion. The current GCR language allows the Stewards of the Meet to not only suspend a driver's competition license, but also, put in place probation as they see necessary.

GT2

1. #21666 (Mark Wilson) Move Ford 'Cologne' V6 Engines and Related Cars From GT2 to GT3
Thank you for your request. The CRB has requested additional information from the author, which it has not received. This request is therefore not recommended.

2. #23334 (Joe Aquilante) Nowicki C7 GT2 Bodywork Kit
Thank you for your letter. This Kit exceeds current GT2/STO class rules.

3. #24264 (John Schertzer) Reconsider GT2/TA2 Rule Change
Thank you for your letter. The CRB has withdrawn this recommendation.

GTL

1. #24394 (Roy Lopshire) Request to Attempt Performance Balancing
Thank you for your request. This is beyond the current scope of classifying engines in GT classes.

EP
1. #24400 (David Mead) Proposed Rule Limiting Full Preparation Spark Plugs
Thank you for your proposal. One of the underlying basics of the Production rules is that if a modification is not specifically allowed it may not be made. The spark plug rule, mentioned by the author, allowed substitution of spark plugs but not the modification of cylinder heads to create a configuration that was not stock or the use of spark plugs beyond the stock number. The reason the alternate cylinder heads mentioned by the author were not allowed is that the port configuration was not stock and would have given anyone using those heads advantages that could not be obtained based on the modifications allowed by the rules.

T1
1. #24430 (Joe Aquilante) Request Corrections Needed for Limited Prep Camaro 2016-
Thank you for your request. Please bring the car out for data collection before the CRB considers BOP changes. Tire size was corrected in the May 2018 Fastrack Technical Bulletin, letter #21464.

T2
1. #24315 (Bill Collins) Opposes BMW 235iR Classification
Thank you for your letter. The CRB will continue to closely watch the performance of this car in T2 in light of the recent changes made.

2. #24389 (Van Hunter) Spoilers in T2
Thank you for your letter. Non OEM aerodynamic devices are against class philosophy for T2.

T4
1. #24245 (Roger Knuteson) Request BMW Z4 (2.5L) Restrictor Change
Thank you for your request. This change is not recommended at this time. Please run the car so the CRB can gather data and results.

2. #24336 (James Coughlin) Request 2012 Civic Balance of Performance
Thank you for your letter. The CRB will continue to monitor the class. Please come race the car for more data collection.

3. #24455 (Jason Huepenbecker) Request FRS-BRZ 2013-2016 Competition Adjustments
Thank you for your letter. This car is competitive as classed.

Recommended Items

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.

T2
1. #23831 (Stephen Tise) Request Removal of Mustang Heater Core
Change 9.1.9.2.D.3.b.1.
From:

~~b. Air Conditioners:~~

~~1. The factory and/or aftermarket air conditioning system may be removed. The compressor maybe retained and disabled or may be replaced with an idler pulley that serves no other purpose.~~

To:

b. ~~Air Conditioners~~ *HVAC*:

1. The factory and/or aftermarket air conditioning *and heating* system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser. All duct work, *vents,* wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.

Taken Care Of
GT2
1. #24535 (Chris Qualls) Request Rule Change TA2
Thank you for your request. Please see the response to letter #24264.

GTL
1. #24374 (James Gregorius) Honda Restrictor
Thank you for your letter. Please see the response to letter #24221, May 2018 Fastrack Technical Bulletin.

2. #24375 (James Gregorius) Request Mazda 12a Restrictor
Thank you for your letter. Please see the response to letter #24221, May 2018 Technical Bulletin.

What Do You Think
None.

RESUMES
None.

TECH BULLETIN

DATE: May 20, 2018
NUMBER: TB 18-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/1/2018 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
None.

GCR
1. #24360 (SCCA Staff) Correct (reinstate) License Upgrade Provision Appendix C
In GCR Appendix C 2.7.F, add the novice permit wording as follows:
"If the Chief or Chairman will not sign the Permit, a Novice Permit holder may appeal that decision to his Divisional Licensing ~~Chairman~~ *Administrator* for a final decision. *Note: 1 SCCA Track Event or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit.*"

In GCR Appendix C Table 1, add the novice to full competition wording as follows:
"Complete School Requirements + 3 Regional Race weekends. All in prior 24 months. *Note: 1 SCCA Track Event or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit.*"

2. #24385 (David Gomberg) Request to add new fuel test meter to 9.3.25.A and Appendix G
In GCR section 9.3.25.A, add new fuel tester as follows:
"The D.C. of gasoline will be measured by an SCCA Fuel Check Meter (Precision Fuel Testing G-01 Fuel Analyzer, Kavlico FT-K01 Fuel Tester*,* ~~or~~ Digatron DT-47FT fuel tester *or Digitron DT-64 fuel tester*)."
"Diesel fuels must have a dielectric constant between 2.2 and 4.9 (G-01 or FTK-01) or between 24 and 55 (DT-47FT *or DT-64*)."

In GCR section 9.3.25.A , fuel standards table, add new fuel tester as follows:
DT-47FT *or DT-64*: 166
In GCR Appendix G.2.13, add new fuel tester as follows:
DT-47FT ~~or~~ *and DT-64* meter*s*

3. #24605 (SCCA Staff) Request to update T2 Roll Cage wording
In GCR section 9.4.E.1, change the wording for roll cage attachment points as follows:
Improved Touring, Spec Miata, B-Spec ~~AND Touring (excluding T1 and T2)~~*, T2, T3 and T4 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*, maximum of 12 points for T2,* as specified in these rules. Roll cage may not pass through any structural member, *including the*

firewall, except Miata rear main hoop braces may pass through the package tray. 9.4.3.A.

In GCR Appendix I, 9.4.3.A.2, change the Touring roll cage wording as follows:

It shall attach to the car at no more than twelve (12)~~,~~ *points for* (T2); eight (8) points~~,~~ *for* (T3-T4); with the forward section of the cage attaching to the front bulkhead or front fender wells *inside the cockpit* (see figure 16).

Grand Touring
GT1
1. #24403 Request for new classification Mercedes-AMG GT4
In GT1, classify the Mercedes AMG GT4 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Mercedes AMG GT4 (2018)	*3982*			*Must conform to the IMSA GT4 rule set. Must have IMSA Continental Sports Car Challenge or Pirelli World Challenge rule book in possession while at track.*

GT2
1. #24147 (Kevin Vogel) Request Corvette LS3 camshaft lift: exhaust lift clarification
In GT2, Corvette OEM LS3, make changes to the cam exhaust lift as follows:
"~~7.77mm~~ *7.85mm the LS376/430 (STK Cam) is the only legal cam.*"

GTL
1. #24316 (Gregory Hotz) Correct error in GCR-Wheelbase specification 1991-1995 Toyota MR2
In GTL, Toyota MR2, add wheelbase as follows:
85-89: (*94.5*)
91-95: (*94.5*)

Improved Touring
None.

Production
EP
1. #24480 (Randall Smart) Clarify MX-5 2016+ specs
In EP, MX-5 2016-2018, change the block material in the spec line as follows:
~~Iron~~ *Aluminum*

Note from the CRB: The weight specified in the Global Cup Rules is the weight the car must run. If the weight stated in those Rules changes, there will be no need to revise the specification line for this car.

2. #24554 (SCCA Staff) Rotary Correction
In EP, Mazda RX-7 (79-85), make changes to the bore x stroke and notes in the spec line as follows:
12A 13B (~~84-85~~ 6-port only)
"Any 13B rotor housing and any ~~84-92~~ non-turbo 6-port side and/ or intermediate housing permitted."

In EP, Mazda RX-7 (86-91), make changes to the bore x stroke and notes in the spec line as follows:
13B *(6-port only)*
"Any 13B rotor housing and any ~~84-92~~ non-turbo 6-port side and/or intermediate housing permitted."

3. #23196 (Raymond Blethen) Classify Mazda RX8
In EP, Mazda RX-8 (04-11), add alternate classification as follows:

	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/ (in.)	Displ. cc/ (ci) (nominal)	Block Mat'l			Carb. No. & Type	Wheel-base mm/ (in.)	Track (F/R) mm/(in.)
Mazda Rx-8 (04-11)	*2*	*Renesis: 2300, *2358, **2415* *13B: 2375, *2434, **2494*	*Rotary*	*Renesis 13B (6-port only)*	*2616*				Renesis: Fuel Injection. 13B: d(1) Auto-type 2 bbl w/ 42mm choke(s) on a "dual-y" manifold or fuel injection.	*106.4*	*63.2 / 63.6*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/ (in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
18 x 8	*6*	*(F) 323 Vented Disc (R) 303 Vented Disc*		*stock throttle body I.D.*	*Renesis: Pro Formula Mazda throttle body measuring 70 mm inside dimension allowed. 13B: Any 13B rotor housing and any non-turbo 6-port side and/or intermediate housing permitted.*

Spec Miata
1. #24414 (Sean Hedrick) Request Oil Filter Clarification
In Spec Miata, GCR section 9.1.7.C.1.m.2, add the wording as follows:
"*Allow any OEM equivalent Mazda Miata oil filter.*"

Super Touring
STL
1. #24444 (Darrel Stein) Request to change pistons/rotors 9.1.4. G 17
In GCR section 9.1.4.G.25, in ST rotors and pistons are considered under the same rule set and clarify as follows:
"*Rotors may be machined or lightened.*"

Touring

T1

1. #24507 (Touring Committee) Classify Porsche Cayman GTS Spec (2011)
In T1, classify the Porsche Cayman GTS Spec (2011) as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Porsche Cayman GTS (2011)	*3800*	*2900*			*Must conform to 7/15/2015 version 15 VTS. TC aftermarket ABS controller allowed. PDK Permitted +100lbs.*

T2

1. #24413 (Michael Sullivan) Request move approval date
In T2, BMW Z4M (06-08), add to the notes as follows:
"*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. Evolve Automotive alternate intake EVXE46M3CFAB permitted.*"

2. #24441 (Ken Billimack) Revisit - 997.2 Aftermarket Manifold
In T2, Porsche 911 /Carrera S 997.2 (09-12), add exhaust manifold to the notes as follows:
"Alternate exhaust manifold Cargraphicts CARP97DFIFKR allowed."

3. #24506 (Touring Committee) Correct Spec Cayman Tire/Wheels
In T2, Porsche Spec Cayman, make changes to the spec line as follows:
Wheels: 18 x ~~9~~ *10* (R)
Tires: ~~225(F)~~ ~~255(R)~~ *245(F) 295(R)*
Add to notes: *Must use DOT tires.*

T2-T4

1. #24176 (Harley Kaplan) Request removal of air pump
In GCR section 9.1.9.2.D.1.h.1, add wording to the exhaust system as follows:
" *Removal of secondary air injection (air/smog pump) components is allowed.*"

T4

1. #24457 (Josh Holsworth) Request to allow different shocks for NB Miata in Touring
In T4, Mazda MX-5/Miata (01-05), add wording for the shocks as follows:
"The following items must remain stock unless permitted below: shock/struts (including mounts), original wheels, and transmission*, and* differential. Factory "Sports" pkg. allowed. Optional Torsen limited slip differential allowed. Power steering delete option allowed. Spec Miata front and rear sway bar permitted. Allow Spec Miata suspension kit. Cold Air Intake allowed. 32mm OEM style and configuration rear sway bar allowed. De-powered steering rack permitted. Wheels meeting the Spec Miata requirements are allowed. *Any non-adjustable shock permitted with the Spec Miata suspension kit.*"

Sports Car Club of America
RoadRally Board Minutes
April 10, 2018

The Road Rally Board met via conference call on May 10, 2018. The meeting was called to order at 7:32 pm CDT by Chairman Jim Crittenden. In attendance: Wendy Harrison, Mike Bennett, Peter Schneider, Clyde Heckler, guest Rich Bireta, Mike Thompson, NEC chairman, Earl Hurlbut, BOD liaison, Jamie Mullin from SCCA Staff, and Jeanne English, secretary.

- Approval of April minutes. Stand as published
- Road Rally Planning Calendar (Jeanne English)
  a. Last published April 11, 2018. Thank you, Jeanne. New one in a day or two
  b. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
- SCCA Staff Report (Jamie Mullin) – Peter asked that road rally incident reports be sent to the RRB. Jamie will send Observer Reports and submitted claim forms to Mike T/NEC. 2018 is SCCA's 75th Anniversary, be thinking about Hall of Fame nominees. Weekend Membership electronic filings are 'a work in progress'. Jim asked if audits are up to date, Jamie will report next month.
- NEC Report (Mike Thompson) – The NEC had an unofficial discussion about requiring timing to .001; NEC believes that for various reasons it can't be done accurately and consistently, so they recommend that no action be taken. They discussed a letter from Bruce Gezon about Claims Committee actions, including rescore legs rather than discarding them. The NEC will continue to monitor the function and performance of claims committees, but at this time it sees no overriding need to revise or further outline their duties. The RRB (NEC) believes the RRRs and the RFOs continue to define the duties of claims committees sufficiently. Jim said he was against rescoring as priority over discard because it does not allow other contestants to protest the rescore. RRB response tonight: accept the NEC recommendation that there be no change at this time, but they will further investigate rescoring.
- Old Business
  a. Training videos/conference call with Chris Robbins. – Peter - Chris suggested that we make our own training videos in 7 minute, easy to digest segments, possibly using a Smartphone, for Safety Steward and other training. Jim said there are people in Topeka who can put it together for us if we provide videos and write scripts; the plan is to proceed, collect info, write script, then see where we are
  b. Improvements to safety steward program – new software (to be purchased soon through corporate) will be able to track who watches a video, how well they do, etc; have classes that link these pieces together. Peter – more to come; he sent the RRB the results of the survey he sent asking for comments about updating the SS checklist. Jim asked Peter (who asked Mike B) to come back with a proposal.
  c. Rally starter materials – Clyde – sent Jamie some links but she hasn't checked them yet, will get to it soon; Clyde asked Peter for his 2-page generals
  d. Status of 6 regions requesting rally assistance.
    i. Mohawk Hudson –Peter – Mike Mazoway from the Finger Lake Region volunteered to be liaison with Trish Bucci from the Mohawk Region, and to help them, moving along, but not fully ready yet, they are looking for a fall event. Peter has forward them a simple two page TSD Generals and other material.

ii. Ohio Valley – Wendy – reached out, but has not heard back from them
iii. Reno – Jeanne – still needs to contact Dave Deborde
iv. Susquehanna – Peter – Eric Salminen (WDC Region) volunteered to help them, the Region RE (Kristen Poole) and RM (Lisa Leathery) are working with Lisa Johnston from a local Tourism organization (Frontier Barn Quilt Trail located in Fulton County, PA) on a possible event in the fall, progressing.
v. Blue Mountain – Peter – RE wants to do charity event in Reading, rallymaster Bill Morton and RE Merlin Miller have a date 10/7, start and ending locations, a route; Clyde has a contact person who might also be able to help
vi. New York region – Peter - RM Jeff Becker wants to do rally, does not have date yet; Peter will work with Jeff.

e. Social rally definition and fees – see next page for proposal

- New Business

1. Jim received a request from a rallyist who, because of possible insurance concerns, requested that his name not be shown in results. Jim will call him and tell him that we can't edit the official results, but the Pointskeeper will list him as whatever he wants in the points standings (which goes away at the end of the year); furthermore, there is nothing that prevents him from registering however he wants, perhaps using his initials only.
2. Mike Bennett presented a spreadsheet he did asking Class L and S contestants about what equipment they use. He cautioned about giving weight to the survey results due to the small sample sizes (five each in Limited and Stock), but based on the input received it does not appear that newer methods or equipment are dominating older methods or equipment in either Class. Based on this apparent equality, he did not recommend making any changes to Class rules at this time.

Proposal for fee structure for SCCA Road Rallies starting in 2019. Items in red are changes from current rules.

Rally type	Sanction fee	Insurance fee	Total fees	Notes
National	$10/car	$4/car	$14/car	180 mile minimum distance
Divisional	$4/car	$4/car	$8/car	90 mile minimum distance
Regional	$2/car	$4/car	$6/car	No distance requirement
Charity	**None**	**$4/car**	**$4/car**	No distance requirement
Social	**None**	**$4/car**	**$4/car - up to a maximum of $50 per event**	**75 mile maximum distance.** May not be part of any championship award series.

The distance requirement refers to the total mileage from the start of the rally to the end of the competitive portion of the rally. This includes any tire-warm up and odometer calibration portions.

For RoadRallies that run for more than three consecutive days, add $3/car/day for each day past the third day.

USRRC pays the fees in the table above up to a maximum of $500 for the entire USRRC event.

Discussion:
Peter suggested that social rallies be 65 miles max. Jeanne suggested 75 miles, since it often

takes 20 or more miles just to ‘get out of town’. What about change of name from social rally to local rally? No, leave it alone.
Peter wants to define a charity rally as a rally that collects funds for or in support of a valid charitable organization; there was discussion about the exact wording; more on this next month
Multiple day rallies:
1. USRRC – Rich provided history: fee was $500 when there were 3 nationals and there were bigger fields, it made sense then. The new proposal is to pay fees as in table per day up to $500 maximum. Mike B asked if this would cover costs; it probably does.
2. Peter wants to change rallies that run for three or more days to two or more days, so that it is a per day fee with no cap, he acknowledges that this is a price increase. Jim would prefer to leave this the way it is. More on this next month.

Motion: Accept chart as is, with the change to 75 miles for Social Rallies. M/S/Pass (4-1)

Meeting adjourned at 9;33 pm CDT
Next meeting by teleconference June 14, 2018, 7:30 pm CDT
Respectfully submitted,
Jeanne English, secretary

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED May 2018

SOLO EVENTS BOARD

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SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call March 28th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Charlie Davis and Chris Albin of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

Recommended Items

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.

Prepared

#23614 Please remove RWD Escort and Chevette from EP Appendix A

Remove the following listings from class EP in Appendix A as shown.

E Prepared (EP)

Ford & Mercury

~~Escort & Lynx (1968-81)~~

Chevrolet, ...

~~Chevette (1975-87)~~

Member Advisories

General

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

Street

#24094 M Performance Suspension Package Allowance for BMW M2 - BS

Thank you for your input. The M performance suspension packages referenced are

not available as factory ordered options, except on the ZL9 equipped M2 Performance Edition which is currently classed in A-Street. On any other model these parts would be considered dealer installed accessories and are not legal in the Street category.

#24095 DCC electric shock replacement

Please see the updated 13.5.A.7 in the 2018 Solo rule book. Per that rule, replacing just the shocks themselves without altering the controller is compliant.

Modified

#22698 FMod Front Splitter

The CRB has addressed questions regarding F5 bodywork in their response to Club Racing item #23904. The MAC believes that their clarification addresses the member's question, and that lateral protrusions in front of sidepods and in the wheel well area are compliant with FM rules.

Kart

#24085 Applying for KAC

The SEB has approved the addition of Daniel Wendel to the KAC..

#24183 KAC -- Application to Join

The SEB has approved the addition of Tom Harrington to the KAC.

#24380 Committee Personnel

The SEB thanks Scott Boito for his service as a KAC member.

Change Proposals

General

#24432 Category Preambles

The SEB and its Advisory Committees have been working on a project to standardize the Solo rule book Preamble section for each Solo Category. After reviewing them extensively, the SEB realized that they are fragmented in structure, are not easy to understand and do not effectively communicate to new and existing members "Purpose", "Philosophy" and "Objectives". Over the last 18 months, the SEB and the advisory committees have collaborated on this project. This exercise has specific goals:

- Clean up and give common structure to all of the Preambles.
- Communicate the current state of the categories to the membership and potential members.
- Preambles are to be our general philosophy guidelines for each category. If the Advisory Committees or the SEB propose a rule change that is outside of the current Preamble for that category, then there should be a proposed directional change with the Preamble sent out to the membership for review.
- Give a guiding principle and set expectations for the membership, the advisory committees and the SEB.

The SEB believes this aligns with the Solo rule book's "Core Values" in Section I.2.3,

and the SEB is publishing the proposed changes, each of which is to be added at the beginning of the applicable Category section, for membership feedback, as follows:

Street

Category Objective

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

Category Values

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

Core Modifications

•Primary allowances permit changes to shocks, anti-roll bars, tires

Classes

Sports cars and other high performance vehicles classed by performance potential in decreasing order

SSR

Super Street

A Street

B Street

C Street

E Street – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

Sedans and Coupes

D Street – Coupes and sedans in all drivetrain types.

F Street – Heavy high horsepower RWD vehicles in the spirit of “V8 Pony Cars”.

Front Wheel Drive Coupes and Sedans classed by performance potential

G Street

H Street – Typically FWD and other cars of like performance

Street Touring

Category Objective

Competitors in this class are looking to add performance through bolt-on components compatible with public highway use.

Category Values

Incorporate popular enthusiast modifications for public highway and autocross use with a set of classes which targets specific vehicle performance levels.

Core Modifications

•Performance through bolt-on changes

•Modifications should not require cutting, drilling or permanent alterations to body panels.

•Modifications that enhance the performance for Solo and street driving.

•Suspension

- Differentials
- "Bolt on" Engine parts
- Brake Kits
- Wheels/Tires
- Engine Tuning
- Emissions modifications
- High Performance catalytic converters

Classes

Street Touring Sport (STS): Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars.

Street Touring Roadster (STR): Rear-Wheel Drive roadsters and coupes.

Street Touring Xtreme (STX): Coupes and sedans, primarily RWD and similar performing AWD vehicles.

Street Touring Ultra (STU): Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

Street Touring Hatchback (STH): FWD and AWD Turbo hatchbacks and sedans

Street Prepared

Category Objective

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

Category Values

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

Core Modifications

- DOT R-compound tires
- Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance
- Drilling trunks/hatches for spoiler mounting
- Front splitters and rear spoilers
- Update/Backdate allowances to interchange of parts among selected models
- Engine tuning with stock internals
- Aftermarket ECU's
- Unrestricted Induction
- Emissions system removal
- Unrestricted exhaust systems
- Weight reduction (A/C removal, steering wheel airbag removal, etc)
- Suspension Updates

Classes

Super Street Prepared (SSP): High Performance sports cars.

A Street Prepared (ASP): AWD turbo sedans and medium performance

coupes and sports cars

B Street Prepared (BSP): Medium performance 2 seater and 2+2 sports cars?

C Street Prepared (CSP): Lower powered 2 seat sports cars and FWD cars

D Street Prepared (DSP): Heavier RWD sports sedans/coupes and FWD cars

E Street Prepared (ESP): Muscle cars and foreign grand touring cars.

F Street Prepared (FSP): FWD cars with some lower power RWD and AWD cars

Street Modified

Category Objective

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

Category Values

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

Core Modifications

- Powertrain swaps
- Open Engine Tuning
- Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc)
- Minimum weights based on displacement
- Limited Interior removal
- SRS system removal
- Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting
- DOT R-compound tires
- Front splitters and rear wings
- Custom suspension components
- Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc)

Classes

Super Street Modified (SSM): 2 seat vehicles, FWD, RWD, and AWD

Street Modified (SM): 4 seat vehicles, FWD, RWD and AWD

Street Modified FWD (SMF): FWD vehicles only

Prepared

Category Objective

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

Category Values

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

Core Modifications

•Non-DOT racing tires

•Displacement-based minimum weight formulas

•Purpose built competition vehicles based production chassis or other racing chassis

•Performance through extensive modification and custom fabrication

•Extensive chassis modification including:

•Interior removal and replacement of body panels, doors, and windows

•Body panel modification for large tire fitment and suspension travel

•Custom suspension fabrication

•Relocation of components for optimizing weight distribution

•Engine and drivetrain allowances including:

•Extensive internal engine modifications

•Open transmission and differential allowances

Classes

X Prepared: Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.

C Prepared: American muscle cars.

D Prepared: Lightweight 4 cylinder RWD sports cars and coupes.

E Prepared: Naturally aspirated FWD cars.

F Prepared: High performance sports cars and sedans.

Modified

Category Objectives

Provide a competitive outlet for the highest level of allowed modifications.

Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

Category Values

Maximum speed and handling for given car parameters

Rules stability to protect member investment and encourage commitment

Highest levels of drivetrain and suspension development (varies among the individual classes)

Custom design and fabrication

Maximum tire adhesion with minimum constraint (varies among the individual classes)

Core Modifications

•Chassis and suspension customization

•Variety of powertrain options including automotive, motorcycle, electric and hybrid featuring a wide range of allowable modifications (varies among the

individual classes)

•Minimum weights generally based on displacement

Classes

AM – Least restricted class with significant aero allowances and unlimited drivetrain.

BM – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

CM – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

DM – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

EM – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.

FM – Small, very agile, GCR-based formula cars.

Kart Modified

Category Objective

This category is an outlet for members interested in running karts at Autocross events.

Category Values

Preparation allowances in line with national karting organizations, to allow easy migration between Solo and other karting events.

Street

#24097 reclass 997 porsche turbo

The SAC would like member feedback on the following proposal:

Move from exclusion list to SS

Porsche

911 Turbo (997 chassis)(exc S, GT2)(2006-12)

911 Turbo (993 chassis)(1995-99)

#24090 Solstice and MX5 MSR to CS

Thank you for your input. The SAC feels the Solstice/Sky z0k package and NC Miata MSR are appropriately classed.

The SAC would like member feedback on the following proposal:

Move from BS to CS

Pontiac

Solstice (non turbo)(exc z0k)(2007-10)

Saturn

Sky (non turbo)(exc z0k)(2007-10)

Street Touring

#22088 Brake Allowance Parking Brake Rules

The STAC is seeking member feedback on the following changes related to the drum to disk conversion allowance and the requirement for individual rotor plates to be at least as thick as the OEM rotor. The drum to disk change is intended to clear up the allowance and make it easier for competitors to utilize off the shelf components when performing the conversion. Similarly, the removal of the disk plate restriction is intended to facilitate use of common off the shelf rotors in aftermarket brake kits.

Modify 14.6 as follows:

"14.6 Brakes

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and *overall* thickness) and made of ferrous material(e.g., iron). ~~Thickness includes the individual plates of a vented rotor, as well as the overall dimension.~~ The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. ~~Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.~~

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

E. Disc brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present.

F. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g. pedal vs handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/ brake lines/emergency brake cables to accommodate these changes are permitted

but may serve no other purpose."

#22139 Master cylinder brace allowance in ST

The STAC would like to solicit member feedback on an allowance for a bolt-on brake master cylinder brace mirroring the allowance present in the SP category. This would be added as a new line in section 14.6, as follows:

"*G. A single brake master cylinder brace may be added provided it is bolt-on and serves no other purpose*."

The STAC would also like to solicit member feedback on a bolt-on clutch master cylinder brace. This would be added as a new line in section 14.10 as follows:

"*N. A single clutch master cylinder brace may be added provided it is bolt-on and serves no other purpose*"

#23879 Please allow 265mm tires for MR in STU

The STAC is seeking member feedback on an allowance for 265 wide tires on STU 2WD mid and rear-engine cars. Change Section 14.3 as follows:

Tires shall have a section width up to and including the following (mm):

STS, STR (AWD).....225

STH (AWD), STX (AWD).....245

STR (2WD), ~~STU (2WD, mid-engine, rear-engine)~~.....255

STH (2WD), STX (2WD), STU (AWD), *STU (2WD, mid-engine, rear-engine)*.....265

STU (2WD, front-engine).....285

STP.....315

Modified

#21881 Rocket style anti-lag

The MAC is seeking member input on the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections.

"*6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.*"

Not Recommended

General

#24198 Requirement for publication of tally of letters for and against

The SEB does not believe this change is necessary.

Street

#23973 #23593 Moving Porsche Cayman S & GTS

Thank you for your input on the proposed moves. The SAC believes the Cayman R and Boxster Spyder are appropriately classed at this time.

#24019 Honda Civic Type R

Thank you for your input. The SAC believes that the Civic Type R is appropriately classed. The SAC would like to note that power to weight ratios are just one of many factors that are taken into account when classing a car.

#24028 member feedback DS changes

Thank you for your input. The SAC believes the current class change proposals are adequate as written at this time, but will continue to evaluate member feedback regarding additional cars.

#24038 Feedback regarding #23333 2011 Audi R8 V10 Spyder from SSP -> SS

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

SSC

#24157 Simulate turning off traction control

The SEB does not believe this item is compliant with the SSC rules.

#24188 Aftermarket Seats Allowance

The SEB does not believe this change is necessary.

Street Touring

#22794 Allow Toe Arms to be Legal due to SSC allowing them

Thank you for your input. The STAC does not recommend a toe arm allowance for the Street Touring category.

#23344 STP Camaro 2.0 Turbo

Thank you for your input. The STAC believes that the 2.0T Camaro exceeds the performance envelope of the current ST classes.

#23934 14648 feedback - ST ECU modifications question

Thank you for your input. The STAC believes the current rule is appropriate for Street Touring but will continue to monitor the situation.

#24022 Non Torsen NB Miata to STS

Thank you for your input. The STAC believes that the NB Miata exceeds the performance parameters of the current STS class but will continue to monitor the health of STS.

Prepared

#24043 #21414 Turbo jets and other anti-lag

Thank you for your input. The PAC will continue to monitor the balance between naturally aspirated and forced induction motors.

Other Items Reviewed

General

#23865 Fuel testing concern

Thank you for your input.

#24132 6.11 feedback

Thank you for your input regarding item #23348 in the March Fastrack.

Street

#23982 Arbitrary 93.9 limit set on Octane Limit

Thank you for your research on the measured octane samples from pump gas.

#24018 Proposed BS to DS classing changes

Thank you for your input regarding the proposed moves to DS.

#24034 Feedback regarding #22582 Muscle cars to B Street

Thank you for your input on the proposed moves of the track pony cars to BS.

#24035 Feedback regarding #23650 BMW Z4 Class Change Proposal

Thank you for your input.

#24037 Feedback on #22696

Thank you for your input.

#24063 370Z to DS

Thank you for your input. The SAC believes the 370Z is appropriately classed.

SSC

#24201 Yep - another endlink letter

Thank you for your input.

Prepared

#23877, 23884, 23886 XP Weights Proposal (#14898) Feedback (various)

Thank you for your input. Please note, there was an update to this proposal in the April Fastrack.

#23888 XP weight propsal #14898 -- max weight

Thank you for your input. The PAC will continue to monitor XP maximum weights.

Modified

#23279 Problem with rule for fuels

Thank you for your input regarding the proposal to prohibit methanol, per item #23346 in the February Fastrack.

Handled Elsewhere

Street

#24036 Feedback regarding #22882 Move RX-8 from CS to DS

Please see the response to item #24018.

#24039, 24047, 24050, 24051, 24053, 24054, 24057, 24058, 24077, 24087 Feedback Regarding #22582 Moves of Muscle cars to BS (various)

Please see the response to item #24034.

#24040, 24059, 24083, 24096 Feedback Regarding #22882 Moves from CS to DS (various)

Please see the response to item #24018.

#24072, 24078, 24086 Feedback Regarding #22696 Move E46 from DS to GS (various)

Please see the response to item #24037.

#24100 2009 saturn sky class change

Please see the response to item #24090.

Street Touring

#23940 Toe Arms Legal (align with T2-T4 rules)

Please see the response to letter #22794

#23946 Clarify Letter # 23940 Allow adj toe arm with spherical bb in STX

Please see the response to letter #22794

Prepared

#24115 #14898 XP boosted displacement equivalence and min weight

Thank you for your input. There was an error in the published XP weight proposal (#14898) as it appeared in the February Fastrack. The corrected proposal will be found in the April Fastrack.

Tech Bulletins

Street

#23980 Post Manufacturing Installed Parts

Errors and Omissions: Thank you for your input regarding the revised Standard Part definition. Please note the following statement was inadvertently omitted from that section in the 2018 rules draft:

"Manufacturer options which are dealer installed must be specifically listed in Appendix A in order to be eligible."

The official 2018 rules will be updated to include this statement.

#24030 Volkswagen Jetta 1.4t classification

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

HS

Volkswagen

Jetta (1.4T)(2016-18)

Street Touring

#23126 2013-2015 BMW X1 in STH?

Per the STAC, add the following new listing to class STU in Appendix A. Please note that the newly classed X1 must meet the rollover requirements outlined in Section 3.1 to be eligible for competition.

STU

BMW

*X1 (2013-2015)**

#23449 Bolt EV for Street Touring

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

STH

Chevrolet

Bolt

#23828 ST Classification request for 2018 Honda Civic Type-R

Modify Appendix A to include classing of the Honda Civic Type R in STU as follows:

STU

Honda

Civic Type R (2017-18)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 3, 2018

The Club Racing Board met by teleconference on April 3, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Rick Harris, Technical Manager. The following decisions were made:

Member Advisory

FC

1. #24172 (Formula/Sports Racing Committee) Width Rule Clarification
Thank you for your letter. In FF/FC, overall width is measured on the wheel, on a horizontal plane at the axle centerline.

GCR

1. #24371 (SCCA Staff) Driver Restraint System Recall MA 18-03
Please see the above mentioned Member Advisory located at: https://www.scca.com/pages/cars-and-rules

2. #24372 (Club Racing Board) Fuel Cell Information
To eliminate redundant language, some sections in the AS, ST and Prod sections of the GCR, referring to fuel cells, have been eliminated. Language has been added to the front of the book in section 9.3.26 FUEL CELL SPECIFICATIONS, to apply to all classes.

Please see letter #24353, Technical Bulletin, for clarifications.

STU

1. #23921 (Faruk Kugay) Request for WORKS Turbo Kit Homologation
Thank you for your letter. The CRB is considering allowing turbochargers for any non-turbo 2.5 liter or smaller engine in STU for 2019.

No Action Required

GCR

1. #24003 (Terry Hanushek) Clarify SFI Seatbelt Expiration
Thank you for your letter. This is not a rule change. SFI has changed their label to an expiration date. Per GCR in 9.3.18.E.1, these belts expire on December 31st of the expiration year. This change is to avoid mid-year belt expirations and is consistent with the previous SCCA GCR rules pertaining to SFI belts when SFI labeled date of manufacture. Note that GCR Section 9.3.18.E.3. allows belts that have both SFI & FIA labels to be used up to the GCR set FIA expiration date.

T3

1. #24159 (JASON RIKKE) Request to Add Models to SPEC E-46
Thank you for your request. As long as your car conforms to the Spec E46 rules your car is

legal for SCCA competition.

Not Recommended

F5

1. #24142 (Brad Smith) Request for Letter #23870
Thank you for your letter. Please see the response to letter #23870, April 2018 Fastrack Minutes. The CRB appreciates your feedback, but does not recommend the change you requested.

FC

1. #24117 (Cade Wilson) Request Allowance of Carbon Fiber/Composite Wings in FC
Thank you for your letter. The CRB does not recommend this change.

P1

1. #24180 (Jeff Shafer) Disagree With Engine Table Minimum Weights
Thank you for your letter. These changes were made using the available data and the SCCA Power Factor calculation to bring them in line with other engine platforms in the class. The CRB will continue to monitor the class performance.

2. #24283 (Kevin Kloepfer) Request Weight Adjustment
Thank you for your letter. Please see the response to letter #24180.

GT3

1. #23899 (Richard Smith) Request Weight Change
Thank you for your request. The CRB needs to see more activity with the current specifications in order to be able to adequately monitor.

2. #23900 (Richard Smith) Request Removal of Restrictor
Thank you for your request. The car is competitive as classed.

SM

1. #23551 (Jim Drago) Allow the Same Intake and Exhaust Valves 1994-2005
Thank you for your request. The valve profile and stem lengths are different and thus there are performance differences, so the CRB does not recommend this change.

STL

1. #24081 (TO Johnson) Petition To Remove Restrictor: Mazda Renesis Spec Line
Thank you for your request. The CRB would like the opportunity to collect on track data on the Renesis in STL. Without on track data, no further adjustments can be made.

T1

1. #22167 (Fabio Magnani) Classification Request for Lotus Elise Cup PB-R
The CRB has requested information from the author on numerous occasions with no response. Therefore, the requested changes are not recommended.

2. #22909 (Joe Aquilante) Add 2017 and 2018 Grand Sport Corvette To Limited Prep C7
Thank you for your request. This will be considered for 2019.

3. #23125 (David Woodle) New Brake Kit for LP Corvette T1/T2
Thank you for your request. The CRB does not recommend this change at this time.

T2-T4
1. #24109 (Darren Seltzer) Request New Fuel Requirements
Thank you for your request. A change is not recommended at this time. Street fuel is a legal option.

2. #24110 (Darren Seltzer) Request New Tire Requirements
Thank you for your request. The CRB does not recommend this change.

T4
1. #24091 (Darren Seltzer) Observation Feedback for Considerations
Thank you for your letter. The CRB will continue to monitor Touring 4.

Recommended Items

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.

T2-T4
1. #24106 (Touring Committee) OE Piston
Make the changes below to 9.1.9.2.D.e Block

1. *Any o*~~O~~verbore up to .020" permitted T2-T4~~, .010" maximum overbore~~ with +~~2~~*3*0 lb. penalty. Oversize OEM *equivalent* pistons are required. This allowance does not apply to any car adhering to spec rules.

T3
1. #23941 (Scotty B White) Request ECO-Boost Brakes
Thank you for your request. Change/Add to the Notes for the Ford Mustang ECO-Boost (2015+)

36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. ~~Track package~~ *EcoBoost Performance Package* allowed *in part or complete*. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. *Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs).*

Taken Care Of

F5

1. #24141 (Brad Smith) Support for letter #23881
Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #23881, April 2018 Fastrack Minutes.

2. #24143 (Nick Sullivan) F5 Spoiler Allowance
Thank you for your letter. Please see the response to letter #23870, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

3. #24144 (Nick Sullivan) Aluminum Axle in F5
Thank you for your letter. Please see the response to letter #23881, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

4. #24145 (Jason Martin) Allowing Aluminum Axles to F5
Thank you for your letter. Please see the response to letter #23881, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

FF

1. #24191 (John Haydon) Sequential Shift Gearboxes in FF/FC
Thank you for your letter. Please see the response to letter #22958, March 2018 Fastrack Minutes.

FV

1. #24164 (Thomas Galuardi) Disc Brakes
Thank you for your letter. Please see the response to Letter #22456, March 2018 Fastrack Board of Directors Minutes, with the language the Board of Directors approved for GCR Section 9.1.1.C.4.D during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

GCR

1. #24165 (Charles Smith) Request to Clarify Driver Restraints (SFI)
Thank you for your letter. Please see the response to letter #24003.

2. #24235 (Kyle Disque) Disagree With New Tow Hook Rule
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

3. #24237 (Robert Lentz) Disagree With Towing Eye Change
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

4. #24243 (Tim Linerud) Disagree With Letter # 23751
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

5. #24246 (Peter Zekert) AGAINST Request #23751 (Tom Lamb) TOWING EYES
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

6. #24250 (James Goughary) Disagree and Input Regarding Tom Lamb Tow Eye Request
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

7. #24253 (Tom Fowler) Disagree With Tow Hook Rule Change
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

8. #24257 (Kevin Allen) Opposes New Tow Hook Change
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

9. #24258 (Scott Mackela) Opposes Proposed Change to 9.3.47. TOWING EYES
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

10. #24259 (Joe Camilleri) Opposes Change 9.3.47: 9.3.47. TOWING EYES
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

11. #24261 (Tim Myers) Disagree With Tow Eye/Hook Rule Change
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

12. #24270 (Jose De Miguel) Against Proposed Tow Hook Change
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

13. #24274 (David Strittmatter) Towing Eyes Change - Against or Modify - #23751
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

14. #24277 (Roger Welling) Opposes Towing Eyes
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

15. #24279 (Bill Keeney) Opposes Towing Eyes 2018 April Fastrack #23751
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

16. #24284 (Sam Moore) Opposed to GCR 9.3.47 Tow Hooks
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

17. #24342 (James Leithauser) Opposes Tow Hooks
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

18. #24347 (Al Seim) Tow Straps Not Hazardous
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

19. #24367 (Roger MCManus) Opposes the Change to Tow Eyes 9.3.47
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

20. #24370 (Les Chaney) Opposes Tow Hook Letter #23751
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

GTL

1. #24211 (Graham Fuller) Request Rule Clarification and Weight Request for GTL
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

2. #24240 (Kyle Disque) GTL Unrestricted Weight
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

3. #24247 (Bill Ball) Disagree With Recommended Changes to 9.3.47 Towing Eyes
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

4. #24255 (Bill Ball) Request Unrestricted Weight
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

5. #24256 (Bob Clark) Oppose Unrestricted Multi Valve Engines
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

6. #24278 (Bill Keeney) Opposes 2018 April Fastrack #23845
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

7. #24285 (Isaac Preston) Opposed to the Honda EW Unrestricted
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

8. #24297 (David Stephens) Request Unrestricted Weight for Nissan 510 With L16 Engine
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

9. #24319 (Joe Harlan) Opposes Honda EW Classification
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

10. #24320 (Joe Harlan) Opposes Tow Hooks
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

11. #24328 (Peter Zekert) Opposed to #23845 Allowing Honda EW 1342cc to Run Unrestricted
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

STU

1. #23041 (Andrew Rains) Pirelli World Challenge Honda Accord Touring Car
Thank you for your letter. Please see the response to letter #24131, Technical Bulletin.

T1

1. #22911 (Joe Aquilante) Add 2016- Camaro SS 1LE To T1 Limited Prep
Thank you for your request. Please see the response to letter #21464, Technical Bulletin.

2. #23852 (Joe Aquilante) Request Immediate Action for Letters 22909, 22910, 22911
Thank you for your request.

The 2017-18 Grandsport will be considered for 2019. Please see the response to letter

#22909.

The 2016 T1 LP Camaro has been classed. Please see the response to letter #21464, Technical Bulletin.

The 2015- T1 LP Mustang has been classed. Please see the response to letter #22910, Technical Bulletin.

What Do You Think

P2

1. #23919 (Jeff Shafer) P2 Assisted Shifting

The current generation of sophisticated ignition interrupters/flat shifters and blippers is not in keeping with the intended P2 class philosophy. The CRB intends to recommend changes to GCR Section 9.1.8.D.J.4 to control costs and maintain or increase the lap time gap between the P1 and P2 classes. P2 competitors are encouraged to provide feedback on the following possible alternatives through crbscca.com:

No assisted shifting devices allowed except as permitted in Table 1 (Spec Line Cars)

No ignition cut for upshifts, mechanical blip only for downshifts

Fixed time ignition cut in all gears for upshifts, mechanical blip only for downshifts

Fixed time ignition cut in all gears for upshifts, electrically activated vacuum blip for downshifts (example: Flatshifter Expert)

RESUMES

1. #23262 (Matt Jensen) ASAC Resume

Thank you for submitting your resume. Matt Jensen is now a member of the ASAC.

2. #23482 (Mark Wheaton) ASAC

Thank you for submitting your resume. Mark Wheaton is now a member of the ASAC.

TECH BULLETIN

DATE: April 20, 2018
NUMBER: TB 18-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2018 unless otherwise noted.

American Sedan
None.

B-Spec
1. #24309 (B-Spec Committee) Revised Part Number for Mazda2 Header
In B-Spec, Mazda 2, update the header part number as follows:
"Exhaust Header Kit (cat delete) ~~*HP-M2/15*~~ *HB.EM 60-404-S-SS or HP-MZD001* is allowed."

Formula/Sports Racing
FB
1. #24254 (Formula/Sports Racing Committee) Revise FB provision on engines newer than 2014 model year
In FB, GCR Section 9.1.1.G.4.K., make the following change:
"Competitors wishing to use engines newer than 2014 model year ~~must~~ *may be required to* supply dynamometer data to the CRB to be approved for use."

2. #24351 (Formula/Sports Racing Committee) Remove reference to FB restrictor table
In GCR Section 9.1.1.G.4.E, remove reference to FB Restrictor Table as follows:
"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.~~"

FC
1. #24155 (Todd Stark) Request new piston part number
In GCR section 9.1.1.15.f.6, add the wording as follows:
"Wiseco piston P/N WD-06526 *as supplied by Quicksilver* with rings, pin, Crower connecting rod P/N SP93235B-4 (with bolts), but without bearings: Minimum permitted weight: 555 grams."

In GCR section 9.1.1.15.h, add the wording as follows:
"Alternative Crower connecting rod part number *SP93235B-4* is permitted. It's length must be *5.700* inches (+ *or* .005 -.010"). This rod may be used only with Wiseco piston part number *WD-06526 as supplied by Quicksilver* above."

P2
1. #24322 (Formula/Sports Racing Committee) CN restrictor
The date for implementing a restrictor on the P2 CN car's stock Honda K20 engine is being changed to 1/1/2019. Competitors who wish to submit dyno data for this engine package

must include data for the stock 64mm single throttle body without a restrictor, with a 60mm restrictor, and with a 55mm restrictor. The 55mm restrictor size is based on available data and is believed to correctly position this engine package in the P2 performance envelope based on the SCCA Power Factor calculations.

In P2 Table 1 (Spec Line Cars), change the FIA Group CN non-composite chassis spec line as follows:
Restrictor: "Stock 64mm single throttle body with 55mm flat plate restrictor *(restrictor implementation effective 1/1/2019).*
In P2 Engine Table, Line E, change the notes as follows:
"Approved engines list: MZR/Duratec, Honda K20A, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A may use stock 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight *(restrictor implementation effective 1/1/2019)*."

GCR

1. #23978 (SCCA Staff) Update Appendix D: 9.1.12.B Reference
In GCR Appendix D:9.1.12.B, add the wording as follows:
"The RD or CS approves the classification of cars *for non-Runoffs eligible classes*; and will not approve if the proposed classification poses a safety hazard or an impediment to fair competition."

2. #24005 (Christopher Adams) Request to Correct the 6.7.2 Reference in 6.8 Restarting a Race
In GCR section 6.8.A, delete the reference as follows:
Under full course yellow flags, restart in the original starting order. ~~(See 6.7.2.)~~

3. #24013 (SCCA Staff) Remove Appendix A 2. FISA reference
In GCR Appendix A.2, remove the following reference to FISA:
~~2.Federation Internationale du Sport Automobile (FISA) The International Sporting Commission which is appointed by the FIA to deal with competition matters.~~

4. #24014 (SCCA Staff) Update 5.10 Timing and Scoring
In GCR section 5.10, Timing and Scoring, make the following changes:

5.10.1
The Chief of Timing and Scoring (Chief of T&S) is responsible for accurately timing and scoring the event,
specifically:

A. Recruiting, training, assigning, and supervising qualified personnel to time and score the event.
B. Providing the Race Director or the Chief Steward and the SOM any times and results they request.
C. Maintaining records of official times and ~~lap charts~~ *results* for all competing cars.
D. *Results Publishing & Distribution*

1. At-Event: Compiling and publishing the Official Results of all competitions. By the end of the weekend's on-track activities, results must be available for all competitors and officials. These may be Provisional Results, ~~particularly~~ if there are pending protests or actions. (See

also 5.10.4.) ~~Results will be submitted to the Race Chairman, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeeper(s), and the SCCA.~~ Uploading each session to ~~MyLaps~~ *MYLAPS* is strongly encouraged.
2. Post-Event: ~~Complete~~ *For all regional and U.S. Major Tour races, T&S Chiefs will email the final backup Orbits file and Official Results to roadracing@scca.com.* Official Results for a U.S. Majors Tour race must be submitted within 2 days of the end of the event; results for a Regional race must be submitted within 5 days of the event. Every effort should be made to have Official Results ready to distribute by the end of the weekend. *Results will be submitted to the Race Chairman, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeepers and the SCCA.*

E. At spectator events, working closely with the Press Officers, press, and other media, as well as with circuit, radio, and/or television announcers, providing qualifying information, results, and any other data requested, as quickly as possible.

F. Titles are used in this section in a functional sense. The Chief of T&S may delegate any task to any member of the Timing and Scoring staff as appropriate.

G. *Use of the Official SCCA* Live timing *application* is required for all ~~U.S. Majors~~*Super* Tour events. *All other U.S. Majors Tour and Regional events are required to use a live timing application.* ~~Set-up~~ ~~a~~*A*ssistance is available through the ~~U.S. Majors Series Administrator~~*SCCA Road Racing department*. *Additional applications may also be used each weekend.*

5.10.2. Approved Systems
Transponder~~/transmitter~~ systems used in SCCA Road Racing shall be manufactured by *MYLAPS (formerly* AMB*)* or be compatible with *MYLAPS* ~~AMB~~ systems. ~~Those other transponder/transmitter systems which are currently in use may continue to be used, but shall not be the primary systems for any US Majors Tour race.~~

5.10.3. Timing and Scoring Systems
A. The use of *a single MYLAPS system is permitted* ~~two Timing and Scoring systems is required~~ for *all* SCCA ~~U.S. Majors Tour~~ race~~s~~ *events.* ~~and is recommended for Regional races and Drivers' Schools.~~ *A backup system consisting of a minimum of continuity tapes is required. Additional backups consisting of lap charts, and/or photocell-based timing system is desirable and recommended.*

B. Any Timing and Scoring system used for a U.S. Majors Tour or Regional race should enable the T&S staff to produce the following information: a set of grids for each race group, a set of time cards for each car from qualifying and the race, continuity tapes, ~~independently prepared~~ lap charts, provisional results, and ~~final~~ *official* results. For Drivers' Schools, ~~the T&S system should enable~~ the T&S staff *should be able* to produce the time on track for each session and comprehensive time for all sessions for each student, if requested by the Chief Instructor.

C. ~~Should there be insufficient staff to run two separate systems as described, the Chief of T&S should notify the Race Director or Chief Steward. The Race Director or~~

~~Chief Steward may decide to waive the two-system requirement, allowing the~~ *The* Chief of T&S ~~to~~*should* use the staff in the most productive manner possible. *The* primary function during qualifying is to establish grid positions. During a race, the emphasis should be on scoring the race and recording any timing-related race information that is possible with the available staff. Timing of class leaders during races is recommended to provide the information described in Section 5.10.4.B.3. No protests concerning the Timing and Scoring requirements will be accepted.

5.10.4. Results

A. Provisional Results

A lap chart or a printout showing the order of finish and number of laps completed for each car shall be ~~posted and~~ titled as Provisional Results *and posted as soon as possible*. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and a*n* ~~public address~~ announcement will be made. **When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class).**

B. Official Results

1. At the expiration of the protest period (30 minutes or the time stated in the Supplemental Regulations), Provisional Results may be considered ~~final~~ *official* if Tech has cleared impound and the Race Director or Chief Steward and/or SOM have no pending actions. *The Race Director, Chief Steward or Chairman SOM will inform the Chief of T&S of any penalties before the group is declared official.* ~~The Final Results should be titled as Final or Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.~~

2. *The Provisional results with amendments applied, should be titled as Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.* ~~Official Results will be produced and distributed for a group with pending actions when the Race Director or Chief Steward or Chairman SOM notifies the Chief of T&S that all actions and appeals are complete. The Chief Steward or Chairman SOM will inform the T&S Chief of any penalties when the group is declared final. The T&S Chief will distribute Final Results to the Race Chairman, the race organizers, the Chairman SOM, the SCCA, and the appropriate Pointskeeper.~~

3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A starter is defined in Section 6.10.2. 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.

4. The driver information shall include: driver's full name, hometown, state, region of record, membership number, car number, car make and model, and sponsor information.

5. Optional information on the ~~Final~~ *Official* Results ~~might~~ *may* include: the overall time and average speed for each class winner, pit stop information, and accident reports. This information may be available on a separate document, such as an Entry List.

6. When a car is given a lap, time, or finishing position penalty, the reason should be shown on the ~~Final~~ *Official* Results, including the GCR reference.

7. When a car is disqualified, or withdrawn, the results should list the car at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, or withdrawal. The results should show the final overall and class positions, as adjusted, for all finishers. The reason for the disqualification should be shown on the Official Results, including the GCR reference.

8. A driver not competing for event/series awards will be listed on the ~~final~~ *official* results in the correct finishing position with a notation citing 3.6.4. No points will be assigned, if any would have been earned. An earned lap record remains intact.

5. #24074 (SCCA Staff) Appendix C 2.8.C
In GCR Appendix C.2.8.C., add language as follows:
"*The examination date cannot be more than 6 months before the Competition License or Permit application date.*"

6. #24122 (John Nesbitt) Review 5.12.3.A.9 Modify Split Start
In GCR section 5.12.3.A.9, relocate language to 5.12.3.C.12:
~~9. Modify the Split Start procedures.~~
12. Modify the Split Start procedures.

7. #24353 (Jim Wheeler) Request Added Wording for Fuel Cells/stock Tank
In GCR section 9.3.26, Fuel Cell Specifications, add the wording as follows:
"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, Spec Miata, Improved Touring, *American Sedan restricted prep,* production-based Vintage cars, *and cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location,* or as otherwise specified in the GCR."

In GCR section 9.1.6.D.9 (American Sedan), removed sections b1 and b2.
In GCR section 9.1.5.E.11.a (Production), remove the section.
In GCR section 9.1.4.I.1 (Super Touring), remove the section.

Grand Touring

GT2

1. #24088 (Mike McGinley) Request to Reduce Weight on 7011 OEM LS7 Corvette
Effective 04/03/2018, in GT2/ST, Chevrolet Corvette 7011 OEM LS7, change the weight as follows:
~~3400~~ *3325*
See RM 18-04

GTL

1. #24221 (Roy Lopshire) Opposes EW 1342cc Honda motor restrictors
In GTL, Honda EW 1342 engines, delete unrestricted verbiage to the notes as follows:
~~Unrestricted @ 2120 pounds~~

Improved Touring

None.

Production

1. #23937 (Randall Smart) Request to classify the 2016 and later MX-5 in EP
In EP, Global Cup MX-5 (2016-2018), classify as follows:

EP				Bore x Sroke mm.(in.)	Displ. cc./(ci)		Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type		Track (F/R) mm/ (in.)
Mazda MX-5 (16-18)	*2*		*4 Cyl. DOHC*	*(3.29x3.59)*		*iron*	*Alum*		*Fuel injection*	*(90.9)*	*(58.9/59.2)*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Mazda MX-5 (16-18)	*17 x 7.5*	*6*	*(F) 11.0 vented (R) 11.0 solid*		*Car preparation is limited to what is permitted by the MX-5 Global Cup rules and the car must meet all MX-5 Global Cup rules*

2. #24323 (Kip VanSteenburg) Request Twin plug ignition systems
In GCR Sections 9.1.5.E.1.k. and 9.1.5.E.2.k., add a new section 5 as follows and renumber the section appropriately:

"5. The number of spark plugs must remain stock."

3. #24118 (Rick Benazic) Request to classify 1984-1987 corolla to HP
In HP, Toyota Corolla (1984-1987), classify as follows:

HP		Weight (lbs.)		Bore x Sroke mm.(in.)	Displ. cc./ (ci)		Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type		Track (F/R) mm/ (in.)
Toyota Corolla (1984-1987)	*2*	*2300 * 2358 ** 2415*	*4 Cyl. DOHC*	*(3.19x3.03)*	*(96.8)*	*Iron*	*Alum*	*(I) 1.21 (E) 1.02*	*Fuel*	*(94.5)*	*(57.4/57.1)*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Toyota Corolla (1984-1987)	*13 x 7*	*5*	*(F) 9.21x.71 vented (R) 9.09x.34 solid*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .400"*

4. #24137 (Mike Ogren Ogreng) Request - Please correct Toyota rotor size
In HP, Toyota Corolla (71-74), change the alternate brake rotor dimension as follows:

(F) ~~10.0~~ *10.47 x .49* Solid Disc

Spec Miata
None.

Super Touring
STU
1. #24131 (Jack Baruth) Request classing for 2013-2016 World Challenge Accord
In STU, classify the Honda Accord V6 (2013-2016) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda Accord V6 (13-16)	*3471*	*3075*	*Must meet PWC VTS dated 2/5/16. Must conform to STCS tire rules.*

2. #24168 (david mead) Request twin turbo 13b engine classification
In STU, Table A, classify the 13B-REW as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
13B-REW	*NA*	*Chart*	*Must meet all other STU regulations. Must remove twin turbos and run single turbo from approved list of alternate STU turbochargers.*

3. #24179 (Kevin Boehm) Request clarification for 9.1.4.1.A.2 Hood Vents in STU
In GCR section 9.1.4.1.A.2., add the wording as follows:
"Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. *The 200 Square inches includes any area that deviates from the factory hood profile.*"

Touring
T1

1. #21464 (Scotty B White) Add year 2015 Camaro z28, classify 2016 Camaro T1-LP
In T1-LP, classify the Camaro 1LE (2016-) as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)		Notes
Chevrolet Camaro, 1LE (2016-)	*103.25 x 92.0 6162*	*2811*	*20 x 11*	*315*	*2.66, 1.78, 1.30, 1.00, 0.74, 0.50*	*3.73*	*(F) 345 x 32 vented (R) 338 x 28 vented*	*3600*	*Part numbers: 84004136, 23301611, 19352519, 19180514, 23245471 allowed. OEM brake kit #23245471 allowed. ~~60mm~~ 70 flat plate restrictor required. ~~Effective 3/1/18: 53mm flat plate restrictor required.~~ Springs up to 1200#/ in front and rear permitted. Swaybar kit (part number #84242386) permitted. Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry sump permitted. Any front sway bar 35mm front and 30mm rear permitted. Rear spring relocation to shock permitted. ZL1 1LE Spec Solid Cradle Mounts allowed, Chevrolet Performance part number 84341929.*

In T1-LP, Chevrolet Camaro Z28, add the year as follows:
(2014-*2015*)

2. #21465 (Scotty B White) Class 2015+ Mustang GT350
In T1-LP, class the Mustang GT350 (2015-) as follows:

T1-LP	Bore x Stroke/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Ford Mustang GT-350 (2015-)	*94 x 93 / 5163*	*2720 mm, or 107.1 in*	*19 x 11 (F) 19 x 11.5 (R)*	*315*	*3.25, 2.23, 1.61, 1.24, 1.0, .63*	*3.73*	*(F) 345 x 32 vented (R)338 x 28 vented*	*3550*	*Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E, Rear Toe Bearing part #M-5A460-M, Performance Package Brembo front BBK 380mm permitted at +100lbs. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. 60mm flat plate restrictor required.*

3. #22910 (Joe Aquilante) Add 2015- Mustang GT to T1 Limited Prep
In T1-LP, classify the Mustang GT (2015-) as follows:

T1-LP	Bore x Stroke/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Ford Mustang GT (2015-)	*92.220 x 92.7 (4957)*	*2717*	*(F)19 x 11 (R)19 x 12*	*315*	*3.66, 2.43, 1.69, 1.32, 1.00, .65*	*3.31, 3.55, 3.73*	*(F)352 (R)330 std ~~(F) 380 performance package~~*	*3400*	*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. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/ in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. Boss and Laguna intake manifold permitted. 70mm flat plate restrictor required.*

T2

1. #23301 (Julian Macias) 2017 Civic Type-R

In T2, classify the Honda Civic Type-R as follows:

T2	Bore &		Wheel Size (in) / Matl	Tire	Gear				Notes:
	86.0 x 85.9 1996	*2700*	*20x9*	*265*	*3.62, 2.11, 1.53, 1.12, .91, .73*	*4.11*	*(F) 351 x 32*	*2900*	*HPD CAT Delete pipe 18150-F23S-R6 HPD 4th Gear Set 23460-F23S-R6 HPD Differential 41100-F23S-R6 HPD RR Damper Mount 52670-F23S-A6 HPD RR Spring Adjuster 52691-F23S-A6 HPD Spring FR 51401-FC4Y-R6 HPD Spring RR 800LB 52441-FC4Y-R6 HPD Adjustable RR Upper Arm 52390-F23S-A6 HPD ABS Modulator 57100-F23S-R6 38mm TIR required*

2. #23959 (Todd Lamb) Request to classify the Spec Cayman in T2

In T2, classify the Porsche Spec Cayman as follows:

T2	Bore x Stroke(mm)/ Disp. (cc)		Max Wheel Size (inch)	Tire Size (max)	Gear	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Porsche Spec Cayman	96.0 x 78.0 3387	2416	18 x 9 (F) 18 x 9 (R)	225 (F) 255 (R)	3.31, 1.95, 1.41, 1.13, 0.97, 0.82	3.88	(F) 318 Vented and Cross-drilled (R) 299 Vented and Cross-drilled	2925	Must conform to all SPC rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Spec Cayman tires permitted per Spec Cayman rules.

T2-T4

1. #22870 (Greg Case) Alfa Romeo 4C in Touring

In T3, classify the Alfa Romeo 4C 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:
Alfa Romeo 4C (2015-)	*83.0 x 80.5 1742*	*2380*	*(F)17 x 7 (R)18 x 8*	*245*	*4.15, 2.27, 1.44, 0.98, 0.76, 0.62*	*4.12*	*(F) 305mm vented (R)292mm vented*	*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. Rear cage braces may pass through rear window. 31mm turbo inlet restrictor required.*

T3

1. #22814 (Brad Kimes) Classify BMW Z 3 M Coupe

In T3, classify the BMW Z3 M & Coupe as follows:

T3	Bore x	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW Z3 M. & Coupe	*86.4 x 89.6 3152*	*2446*	*17 x 9*	*245*	*4.21, 2.49, 1.66, 1.24, 1.00*	*3.23*	*(F) 315 vented (R) 312*	*3350*	*Whiteline KSB536 Strut Tower Brace allowed. Springs up to 800lb F/R allowed. Front sway max diameter 30mm. Rear sway bar max diameter 20mm.*

JUDGEMENT OF THE COURT OF APPEALS
Spencer Patterson vs. SOM COA Ref. No. 18-02-SW
March 15, 2018

FACTS IN BRIEF
On February 3, 2018, following the Group 4 race at the Circuit of the Americas Polar Prix Super Tour event, Michael Mills, SM #31, filed a protest citing violation of General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and 6.11.1. (On Course Driver Conduct) against Spencer Patterson, SM #79. Specifically, Mr. Patterson hit the rear of Mr. Mills' car while Mr. Mills and the cars ahead of him were slowing for a double yellow flag condition. According to Mr. Mills the double yellow flags were displayed at the previous two corners prior to his car being hit by Mr. Patterson.

The Stewards of the Meeting (SOM), Laurie Sheppard, Art Tapley, Orval Brown, and Cathy Barnard, Chairman, met, reviewed the evidence, and determined Mr. Patterson was in violation of GCR 6.11.1.A. and 6.11.1.B. They assessed a penalty of loss of three positions in class. Two penalty points were assigned to Mr. Patterson's competition license.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Spencer Gorham, Pat McCammon, and Michael West, Chairman, met on March 1, 2018, to review, hear, and render a decision on the appeal. Laurie Sheppard was recused as she was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Spencer Patterson received February 23, 2018.
2. Official Observers Report and related documents, received February 23, 2018.
3. Appeal Letter Envelope received February 23, 2018.

FINDINGS
In his appeal, Mr. Patterson states GCR Sections 6.11.1.A. and 6.11.1.B. were administered inappropriately, unfairly, and inequitably. He further states he is not appealing the penalty (loss of three finishing positions in class), but the assessment of two penalty points against his competition license.

Mr. Patterson's appeal was received more than ten days after the close of the event. The appeal was dated February 14, 2018. The appeal document was delivered by the United States Postal Service without a postmark date on the envelope. The COA accepted the appeal since it was not possible to determine exactly when the appeal was sent. The appeal was deemed timely.

Mr. Patterson stated he accepted the SOM penalty and, with that declaration, confirmed that his on course actions violated GCR 6.11.1.A. and 6.11.1.B. The SOM ruling and position penalty are determined to be closed and not open to further challenge since the appeal period for contesting the penalty has long since closed.

Mr. Patterson's appeal of the penalty points is without merit. GCR 7.4.A. states: "Penalties assessed by the SOM or the Court of Appeals accumulate points according to the following schedule". In accordance with GCR 7.4.A.6. the SOM correctly specified the two penalty points since Mr. Patterson was penalized with a loss of finishing positions. The rule is emphatic and must be followed by the SOM and the COA. The imposition of penalty points was not inappropriate, unfair, or inequitable.

Mr. Patterson provided no new evidence to support his appeal.

DECISION
The COA upholds the SOM's decision in its entirety. Mr. Patterson's appeal is not well founded. The entire appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Gresham Wagner vs. SOM COA Ref. No. 18-03-SW
April 5, 2018

FACTS IN BRIEF

On March 4, 2018, at the Super Tour race at NOLA Motorsports Park, Greg Amy, driver of STU #33 protested Gresham Wagner, driver of STU #105, charging that Mr. Wagner had recklessly and dangerously made avoidable contact with Car #33. The contact caused #33 to leave the track and roll onto its roof. The Stewards of the Meeting (SOM) Sarah Bonnier and Fred Brinkel, Chairman, met, reviewed the evidence, and upheld the protest. Mr. Wagner was penalized with a four (4) event probation and loss of three (3) finishing positions in class. The penalty of probation caused three (3) penalty points to be assessed. Mr. Wagner appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Pat McCammon, Michael West, and Spencer Gorham, (Chairman) met on March 22, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Gresham Wagner, received March 10, 2018.
2. Official Observers Report and related documents, received March 13, 2018.
3. Email from Fred Brinkel, Chairman SOM, received March 13, 2018.
4. Video link from Car #33, recorded on March 3, 2018.
5. Email from Greg Amy, received March 14, 2018.
6. Video link to front and rear facing camera output from Car #33, recorded on March 4, 2018.
7. Video link to full race video from Car #37, recorded on March 4, 2018.

FINDINGS

Mr. Wagner provided a detailed and well thought out appeal with a video link that was not available to the SOM. The link was to the March 3, 2018 race that included both Car #33 and Car #105. Mr. Wagner requested that the COA review the racing lines of Car #33 and his actions in relation to other cars. The SOM had viewed Car #33's rear facing video from March 4, 2018 and a front facing video from Amy Mills (Car #37) who was directly behind the incident. Ms. Mills also submitted a witness statement.

The COA reviewed the written and video evidence referenced in the SOM decision and the appeal. The videos showed that on the 4th racing lap Car #33 passed Car #105 two turns prior to turn #7. Car #105 trailed #33 through the next corner and then attempted an inside pass of #33 at turn #7. Car #105 maintained a higher rate of speed than #33 entering the corner and intersected the racing line of Car #33 as they approached the apex of turn #7. The contact between the two cars caused Car #33 to slide to the left, go off track, and roll onto its roof. Car #105 continued to the race's end with left side damage.

The SOM found Mr. Wagner had violated GCR 6.11.1.A. (failing to avoid contact with another car) and GCR 6.11.1.D. (overtaking car has the responsibility to pass safely and avoid contact). The COA reviewed the additional evidence submitted by Mr. Wagner but finds that the primary responsibility for initiating and completing a safe pass rests with the overtaking driver, regardless of his expectations of the other driver's track position based on previous laps or races.

The COA does not find sufficient evidence to overturn the SOM's decision. The penalties assessed by the SOM are within their purview as defined in GCR 7.2. (Range of Penalties).

DECISION
The COA upholds the SOM's decision in its entirety. Mr. Wagner's appeal is well founded and the appeal fee less the amount retained by SCCA will be returned.

RALLYCROSS BOARD

RallyCross Board Minutes | April 3, 2018
The RallyCross Board (RXB) met via conference call on April 3, 2018. Attending were Steve Hyatt, RallyCross Chair, Mark Macoubrie, Charles Wright, Keith Lightfoot, Chris Regan, Kent Hamilton and Brian Harmer with the National Office.

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

Steve Hyatt called the meeting to order at 7:06 pm CST

1. **Call to Order:**

2. **Additions or corrections to the agenda:** National Championship Volunteers

3. **Chairman's Report (Hyatt):** Posts on the forum and RallyCross Facebook page about starting a new form of racing in SCCA for UTVs are split evenly. Several people are interested, and several people would prefer the new program not be started. Three to four people have offered to work as a committee to create a set of rules. The committee will report back in the future with additional information on path forward for the addition of this racing segment. RXB members to review their own status and plans for 2019.

4. **Committee Reports:**

- RallCross Safety Committee (Regan):
    - No incident reports this month. Chris will be reaching out to Jim Perrin to see how the new online RX Safety Steward training has been working. Chris Regan is also checking on how the RX Safety Steward renew process has been working.

- Rules Committee (Lightfoot):
    - There was one question about rebuilding an engine. Would it be allowed to have a rebuilt engine if the rebuild is performed to manufacturers rebuild specifications and tolerances? Currently a rebuilt motor places the competitor into the modified class. The proposal for 2019 will be to allow a rebuild motor as long as it follows manufacturer specifications and tolerances. The rules in Solo and Road Racing will be reviewed as guidance.
    - Online rulebook formatting will change. Red text will be removed. Full black text will be used for the rulebook itself. Modifications will be listed in the front. Changed text will be italicized. Style will match other SCCA racing program rulebooks.

- Draft for self-signed inspection form is being developed for the Constructors Class. The Safety Committee and RXB will review it prior to release. Once developed it will go to Risk Management and BOD for review and approval.

- RallySprint Committee(Brielmaier):
  - No report. Kito not in attendance.
- National Championship Committee (Wright):
  - Committee had their first meeting in March. Supplemental rules changes have been developed and sent to the RXB for review.
  - 2018 DirtFish SCCA National Championship Volunteers (Wright): Charlies indicated the committee was looking at volunteers for the National Championship leadership positions. RXB members have filled some positions in the past when needed. The committee is reviewing the need to create an Operations Steward position for the event. The concepted was discussed by the RXB in a previous RXB meeting and the committee is investigating the position.

- Growth and Development (Hamilton):
  - Confirmation on three committee members. Jim Rowland, Jim Perrin, Scott Carlson.

- Divisional Steward Liaison (Macoubrie):
  - Divisional Stewards had a meeting on 3/29/2018. Eight were in attendance. The Divisional Steward discussed the development of a common RXSS training document used by all Divisions. Progress is being made as material is being socialized and vetted by the Divisional Stewards. They also talked about interactions with the National Office and responses for sanctions and RXSS license renewals, site acquisitions, promoting the involvement of members on program wide topics, the UTV program, junior participation and vehicle stability guidelines.

5. **Old business:**

- None

6. **New business:**

- Newsletter from the National Office: The National Office will be publishing a quarterly

RX Newsletter called “The Dirt”. The newsletter will be created by the National Office staff. The National Office will be looking for ideas for content from the RallyCross community.

7. **Next Meeting May 1st. 2018**

8. **Motion to adjourn 7:44pm CST.**

Sports Car Club of America
RoadRally Board Minutes
April 12, 2018

The Road Rally Board met via conference call on April 12, 2018. The meeting was called to order at 7:34 pm CDT by Chairman Jim Crittenden. In attendance: Peter Schneider, Wendy Harrison, Clyde Heckler, Mike Bennett, Mike Thompson, NEC chairman, Bob Dowie, BOD liaison, Howard Duncan and Jamie Mullin from SCCA Staff, and Jeanne English, secretary.

- Approval of March minutes. Minutes stand as published
- Road Rally Planning Calendar (Jeanne)
  a. Last published April 11, 2018. Thank you, Jeanne.
- RReNews (Cheryl)
  a. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe; March issue was published late in March
- SCCA Senior Director Report (Howard Duncan)
  a. Safety Steward video - what does RRB envision for the Safety Steward video? The RRB wants it to be an updated version of the current video. Jim said that we have gotten three separate bids; also, Peter talked with Mark E Johnson, a photojournalist, who said he would use his students to help. Jim will set up a conference call with himself, Peter, and Chris Robbins, SCCA staff.
  b. The RoadRally stats at the end of the minutes were from a Regional survey put together by Kristin Poole, Susquehana Region RE, and reflect the responses from all 116 REs.
  c. Definition of social and charity rallies
  1. Charity rallies – each region is allowed one charity event per year, waiving sanction fee; besides philanthropy, they are also good for introducing people to rally.
  2. Social events – in 2017, 43% of all rallies were sanctioned as social rallies. Social rallies came into existence about 20 years ago, with their selling points being that they were 'short and sweet', had a defined distance or time, and were not part of any sort of championship; over time this has changed. Jeanne said that at the San Diego SCCA convention the Social rallies were introduced; they had a time length of 90 minutes, there had to be a defined course (i.e. instructions), and they could not be part of any championship. Peter asked Jamie for list of regions doing social rallies; Wendy said they should be more social than competitive. We need a definition of what social rallies are so that everyone knows, likely effective next year. The RRB will come back in a month or so with a recommendation on a definition.
- SCCA Staff Report (Jamie Mullin)
  a. New sanction and audit process – everything is to go through Jamie, sanctions, audits, questions, and anything else.

Send forms to sanction@scca.com, effective immediately; forms have been updated and are fillable; use new forms!

b. Sanction packets – Jamie will send a confirmation to committees after processing; insurance will come directly from the insurance company. Mike T has compiled a chart/list for what should be sent out in the packets; he will finalize the chart and send it out to the RRB for comments.

i. Regional (electronic)
ii. Divisional (hard copy)
iii. National (hard copy)

c. National claim forms – Jamie wants to clean up form, Jim will work with her.

d. Observer report – now a fillable form, available online.

e. Weekend memberships – reminder that they are required for all events, the goal is to interact with people; there are hard copy forms, and also electronic available through Member Services (they will pre-assign numbers); if you want the electronic version, send Jamie email. Jim wanted to know if it can be done the other way around, where we send a list with the contestant information and then Member Services adds numbers.

f. Toolkit outline – the links are invalid, let Jamie know if you find other things that don't work; Bob Dowie asked if we can we eliminate some of the links. Clyde will work on correcting the links – see below under Old Business

- NEC Report (Mike Thompson) – new St Louis people sent in sanction apps for some rallies in July, Jim Heine has been in contact with them. The RFOs are being updated; Jim Heine is taking this on, and says it should be done by the middle of November if not sooner.
- Old Business

a. Safety Steward training video – see Howard Duncan report above

b. Rally as a social activity training video -- see above

c. Improvements to safety steward program -- Peter – wants feedback on comments received from RRSS Instructors about changes to the SS checklist

d. Clyde will update what he can, such as links in documents, then send to Jamie for further update. Sample flyers, route instructions, etc should still work; things that are updated annually, sanction and audit forms, will not.

e. Status of 5 regions requesting rally assistance.

i. Mohawk Hudson –Peter – working up simple generals
ii. Ohio Valley – Wendy – not heard back
iii. Reno – Jeanne – nothing to report
iv. Susquehanna – Peter – see above
v. Blue Mountain – Peter

vi. New York – Peter – rally chair is finding it to get support from the region

- New Business

a. Greg Lester question on the timing of worker points; worker points are good no matter when in the season they are earned, they take the place of the otherwise lowest finish; should the RRRs be changed to reflect this? Answer, it will be left the way it currently is.

b. Bruce Gezon has suggested adding the following checklist to the instructions to the Claims Committee in the RFOs:
Check list (prior to final vote) A NO response requires further discussion to be held until the answer is YES.

- Did the committee adequately address the claimant's premise and come to a conclusion as to the validity of the premise? YES NO
- Did the committee consider the situation faced by the contestant on the road? YES NO
- Is the committee decision based solely upon the information contained in the RRRs and/or the event's GIs? YES NO
- Did the committee consider re-scoring the leg if the claim is deemed valid and unambiguous as a priority over discard? YES NO

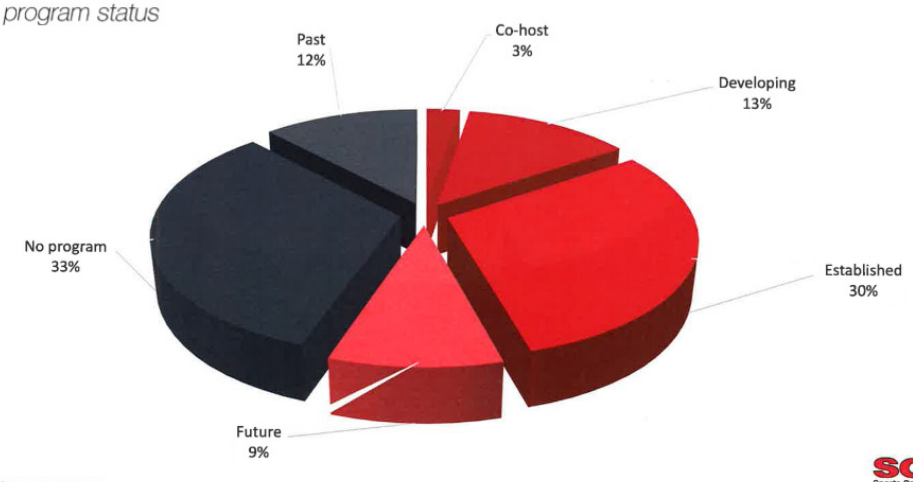
The NEC will discuss these questions.

Meeting adjourned at 9;25 pm CDT
Next meeting by teleconference May 10, 2018, 7:30 pm CDT
Respectfully submitted,
Jeanne English, secretary

Attachment for Senior Director Report, item c.

ROAD RALLY

program status



116 REGIONS RESPONDED

35

SCCA Sports Car Club of America #FUNWITHCARS

ROAD RALLY

developing & future programs

Developing	Future
Blue Mountain	Central Louisiana
Central Florida	Colorado
Central Kentucky	Fort Wayne
Chattanooga	Mississippi
Great River	Nebraska
Houston	Northern Ohio Valley
Indiana Northwest	Oklahoma
New York	San Diego
Old Dominion	Snake River
Pan American	Southern West Virginia
South Bend	Wichita
South Carolina	
Southwest Louisianna	
Susquehanna	
Western Ohio	

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SCCA Sports Car Club of America #FUNWITHCARS

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED April 2018

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 28th

The Solo Events Board met by conference call February 28th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Charlie Davis and Chris Albin of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

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Member Advisories

General

#23685 Solo Nationals Course Designer Position

The SEB has approved Karen Babb as a course designer for the 2018 Solo Nationals.

#23692 Application for 2018 Nationals Course Designer

The SEB has approved Vivek Goel as a course designer for the 2018 Solo Nationals.

Street Touring

#22583 Clarification on S2000 CR lip and Hard Dog roll bar with harness

The STAC believes that per 14.2.F adding a CR front lip on a base model S2000 is an allowable modification. Also, removal of factory S2000 roll hoops and the bulkhead between them when necessary to fit a legal roll bar is a Street category allowable modification (per 13.2.G) provided that the total weight of the roll bar being installed is greater than total weight of the removed components.

#23797 Cosmetic body mod, offers no performance gain, will this DQ me

The STAC does not feel that modifying or relocating an OE spoiler is allowed within the current ST ruleset.

Prepared

#23849 Clarification on 17.2.C and 17.2.M, Appendix A 1.b (XP)

The PAC believes that even though the component in question contains a boxed feature, it is an inner fender panel and not a frame member.

Kart

#24102 Committee Personnel

The KAC has an opening and members who are interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Change Proposals

Street

#23811 input on BS to DS changes for 2019

Thank you for your input regarding the proposed BS-DS class changes.

The SAC would like member feedback on the following change to Appendix A:

Move from AS to BS

Audi

TTS (2016-18)

Street Touring

#21325 Minimum seat weight, steering wheels, airbags

The STAC is soliciting member feedback on increasing the minimum weight of allowed replacement aftermarket seats. This is to better align the allowances with the weights of today's common seats and mounting hardware.

Change 14.2.B as follows:

"B. The driver and front passenger seats may be replaced with the following restrictions. The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least ~~25~~ *35* pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added."

The STAC is also soliciting member feedback on the following changes to require intact SRS/Airbag systems **effective January 1, 2020.**

Modify 14.2.B and 14.2.D as follows:

"B. The driver and front passenger seats may be replaced with the following restrictions. The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added. *Seats with an integral airbag may not be modified or changed.*"

"D. Any steering wheel may be used with the following restrictions. ~~An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag but must weigh at least as much as the standard assembly.~~ *Steering wheels with an integral airbag may not be modified or changed.* An alternate wheel is not required to have a horn button."

Prepared

#14898 XP boosted displacement equivalence and min weight

The PAC made an error in the previously posted XP weight formula. It was not intended to adjust weights for under 4.0L NA motors. The following is the corrected weight formula.

App A.9.a.2: Turbocharged or supercharged versions of all engines will be classified on a basis of 1.4 1.6 times the actual displacement.

App A.9.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 51% of the weight on the rear axle is ~~1200~~*1300* + [(1.796 x 1.~~4~~*6*) x (200+ 20)] + ABS = ~~1753~~*1982* lbs.

FI Engine displacement

FWD..... 1300 lbs. + 150 lbs. per liter

RWD..... 1300 lbs. + 200 lbs. per liter

AWD..... 1300 lbs. + 250 lbs. per liter

NA 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	*1625*
RWD	1550	*1900*
AWD	1675	*1925*

#23095 Ducting air from bumper to intercooler

The PAC is looking for feedback on the following change to the rules regarding ducting and intercoolers for forced induction cars. The intent of this proposal is to give air-to-air intercoolers similar allowances to radiators and oil coolers.

17.10.C.3:

"Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited. *Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork. "Standard openings in the front of the car" includes ventilation system intake grilles.*"

#23872 No minimum weight for NA 4 cylinder cars listed

It has been brought to the attention of the PAC, that there are N/A 4 cylinder cars classed in CP, without having a specific minimum weight listed. The PAC is requesting feedback on the following change to Appendix A, in the minimum weights table for the CP class.

Minimum weight (lbs.):

V8 engines greater than 5100 cc 3000

V8 engines equal to or less than 5100 cc 2700

6-cyl engines, maximum 4500 cc 2450

Turbocharged 6-cyl engines, maximum 4500 cc 2550

~~Turbocharged~~ 4-cyl engines 2450

Other Items Reviewed

General

#24066 Active Tire Warming NO!!

Thank you for your input.

Street

#23788 Support for Change Proposals #22613 (Evora Re-Classing)

Thank you for your input regarding the proposed Lotus Evora class changes.

#23813 SEB Proposal to Move Audi TT Quattro from BS to DS

Thank you for your input.

#23880 Cayman and Boxster moves

Thank you for your input.

#23927 #22526 Move S2000 (non-CR) from BS to CS

Thank you for input regarding the proposed S2000 class changes.

#23949 #23593: Boxster and Cayman S/GTS from SS to AS

Thank you for your input regarding the proposed Boxster/Cayman class changes.

Solo Spec Coupe

#23585 Rear Suspension Sway Bar End Links

Thank you for your input. The SEB is aware of the concerns in this area.

#23645 Adjustable Rear End Links allowance

Thank you for your input. The SEB is aware of the concerns in this area.

#23774 Vehicle Eligibility Clarification

Please see Appendix B.II of the 2018 Solo Rules, available here: https://www.scca.com/downloads/39464-2018-solo-rules-book-1-draft-a/download

#23779 End Link Allowance

Thank you for your input. The SEB is aware of the concerns in this area.

#23912 Revise wording in Authorized Modifications section

Thank you for your input. The SSC rules are standalone and do not build on the allowances of the Street category.

Street Prepared

#22818 128 to DSP

Thank you for your input.

#23874 Move Fiesta ST from CSP to DSP

Thank you for your input. Please see letter #22536 in the February Fastrack. The SPAC is currently collecting feedback on this proposal.

#23834 Please give the Fiesta ST a Street prepared class

Thank you for your input. Please see letter #22536 in the February Fastrack. The SPAC is currently collecting feedback on this proposal.

#23868 Uncut Fenders in SP

Thank you for your input. The SPAC is continuing to discuss this proposal and to refine it for further discussion.

#23897 Limited Prep SP

Thank you for your input. The SPAC is continuing to discuss this proposal and to refine it for further discussion.

Prepared

#23665 Response to SCCA SEB Solo Rule Change #20237

Thank you for your input.

Not Recommended

Street

#23810 2018 Audi TTRS to SSR

Thank you for your input. The SAC does not want to make further changes to SSR at this time--please see the response to #23670 in the March Fastrack.

#23826 Corvette C6 non-Z51 to BS

Thank you for your input. The SAC believes that the Corvette Base C6 is appropriately classed at this time.

#23891 classing of the Porsche 981 & 982

Thank you for your input regarding the proposed Porsche 981 class changes. The SAC believes the 718 Boxster/Cayman GTS models are appropriately classed at this time.

#23925 2018-2019 Mustang Info

Thank you for your input, the SAC will class the 2019 Ford Mustang Bullitt Edition when it becomes available later this year.

#23958 Regarding #23593 Moving Porsche Cayman S & GTS

Thank you for your input regarding the proposed Porsche 981 class changes. The SAC believes the 2012 Cayman R and 2011-12 Boxster Spyder are appropriately classed at this time.

Street Touring

#23647 Throttle Body Allowance

Thank you for your input. The STAC does not feel that an aftermarket throttle body allowance would be beneficial to the Street Touring category.

#23710 TL;DR version: Stop ham-stringing throttle-cable cars.

Thank you for your input.

Handled Elsewhere

Street

#23796 Lotus Evora Re-Class

Thank you for your input; please see the response to letter #23788.

#23848 Comment on Proposed Move of Audi TT to D Street

Thank you for your input regarding the proposed BS-DS class changes. Please see the response to letter #23811.

#23867 2018 Mustang GT Performance Pack Level 2 (PP2)

Thank you for your input; please see the response to letter #23680.

#23869 Supporting change proposals

Thank you for your input; please see the response to #23949.

#23890 Please class Performance Pack 2 Mustang GT

Thank you for your input; please see the response to letter #23680.

#23924 Do not disrupt AS with Porsches

Thank you for your input; please see the response to #23949.

#23950 Support for Porsche 981/981S reclassing

Thank you for your input; please see the response to #23949.

Street Touring

#21407 Please take back replacing steering wheels with integrated airbag

Please see item #21325.

#22213 Changes relative to safety equipment

Thank you for your input. Please see letter #21325 for proposed rule changes.

#22223 Safety systems and street driven cars

Thank you for your input. Please see letter #21325 for proposed rule changes.

Street Prepared

#23869 Supporting change proposals

Thank you for your input regarding proposed DSP listing additions.

Prepared

#23873 Response to #14898 proposal

Please see the revised version of item #14898, elsewhere herein.

Tech Bulletins

Safety

#22566 Change to Appendix E.VIII.D.7

Change App. E.D.7 as follows:

Appendix E, D.7. *Refer to Section 2.2.D and Appendix G.11.A.1 for rules on kart course design and the authority and responsibility of the Solo Safety Steward.* ~~The Solo® Safety Steward has the authority to disapprove a site for karts only when there are upright solid objects (light poles, fence posts, etc.) on the site within 50 feet of the actual course, or low-lying objects adjacent to the course area. This does not include curbs. While safety systems for karts provide acceptable driver protection for most incidents, upright solid objects and low-lying objects present potential hazard for which kart safety systems are not well suited. This rule gives the Solo® Safety Steward the option of excluding karts without having to declare the site unsafe for everyone. It is the judgement of the Solo® Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix. In most cases, the situation can be resolved by a course design change.~~

Note: this is to remove duplication; the updated wording is now found in the referenced sections.

Street

#23680 2018 Mustang Performance Pack 2 Question

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

AS

Ford

Mustang GT Performance Package - Level 2 (2018)

Per the SAC, update the following listing in Appendix A:

FS

Ford

Mustang GT *(excl. Performance Package - Level 2)* (2010-18)

Note: the “PP2” Package for the Mustang GT is very similar in concept to the Camaro SS 1LE, so the SAC has decided to class this car alongside the 1LE in AS. However proposal #22582 to re-class the 1LE to BS is currently out for member comment, so the SAC welcomes member feedback on including the PP2 in that proposal for 2019.

#23906 Tesla Model 3 classification

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

DS

Tesla

Street Touring

#22263 Can a 370Z Nismo please run in Street Touring?

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

Street Touring Ultra (STU)

Nissan

370Z (NISMO) (2009-17)

#23819 VW Rabbit oversight in STS

The STAC would like to correct an omission made during the switch from STF to STH. The 2.5L Rabbit and Golf should be in STS.

Correct the existing line in STS from

"Jetta (2.5L 5-cyl)"

to

"*Golf, Rabbit, &* Jetta (2.5L)"

Street Prepared

#23700 BMW 128 Year Clarification

Per the SPAC, the listing for the BMW 128i in BSP is updated to include the 2012 and 2013 model years and will read as:

BSP

BMW

128i (2008-~~11~~*13*)

#23721 Class '16-'18 Focus ST in DSP

Per the SPAC, the Ford Focus ST listing in DSP is updated to include the '16-'18 model years, to read as follows:

Ford & Mercury

Focus ST (2013-*2018*)

Kart

#23969 Fix to 19.2.B (JC chassis in all junior class)

The following revision to the FJ rules has been recommended by the KAC and approved by the SEB, effective immediately upon publication:

19.2.B Chassis

Formula Junior will follow Sections 19.1.A.1,2,3,5,6. Smaller, kid kart chassis are approved for all Junior Classes *(with JC engine configuration)* providing it meets 19.1.A.6.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 6, 2018

The Club Racing Board met by teleconference on March 6, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; and Rick Harris, Technical Manager. The following decisions were made:

Member Advisory

GT2
1. #24015 (Grand Touring Committee) GT2/TA2 Class Eligibility
Beginning in 2019, only current year TA2 cars will be eligible for GT2/TA2 and must adhere to current Trans Am TA2 rules. This is to include any listed air restrictors per Article 14 TA2 rules Addendums A, B and C. Appendix L will be updated.

GM LS3	2.250" Flat Plate Restrictor
Ford (Ilmore)	1.207" Flat Plate Restrictor
Dodge	2.350" Flat Plate Restrictor

No Action Required

B-Spec
1. #18514 (Chi Ho) Data Acquisition
Thank you for your letter. Please see 9.1.10.E29 allowing ECU access for data acquisition.

2. #18586 (JASON HUEPENBECKER) Allow Open ECU Monitoring for Data Acquisition
Thank you for your letter. Please see 9.1.10.E29 allowing connection of data acquisition system.

3. #20140 (Derrick Ambrose) Rules Revisions for 2017
Thank you for your letter. All the actions requested were incorporated into the rules in March of 2017.

4. #20165 (Benjamin Morse) #20072 (B-Spec Committee) B-SPEC Update
Thank you for your letter. There were 2 major BOP revisions to help level the field in March of 2017 and December 2017.

5. #20193 (Derrick Ambrose) Camber Plates for the Mazda 2
Thank you for your letter. Camber plates have been addressed in 9.1.10.E35.

6. #20589 (Michael Colangelo) Lower Weight of Mazda2
Thank you for your letter. A weight reduction for the Mazda2 was approved in May of 2017.

7. #23148 (Kyle Keenan) New Restrictor/Weight for Kia Rio
Thank you for your letter. BOP changes that included the Kia Rio were made in December 2017 to balance the performance in B-Spec.

8. #23261 (Kent Carter) Congrats on Good B-Spec Balance!
Thank you for your letter.

9. #24000 (Mark McCaughey) Request to Re-Instate Showroom Stock C
Thank you for your request. Regions can establish regional only classes at any time. Please contact your Region's staff with your request.

F5
1. #23898 (Brad Smith) Rule Clarification/Simplification
Thank you for your letter. The CRB appreciates your comments and questions.

P1
1. #24032 (AJ Snyder) Reference Letter #23702
Thank you for your letter. If any competitor successfully develops a supercharged engine, it may be added to the engine table after submitting a dyno sheet that can be used to properly restrict the engine for performance balance.

GCR
1. #23823 (Bob Hudson) Comment on Contact Impound
Thank you for your comments. They are appreciated.

2. #23986 (J.R. Mitchell) Request Research Data for Seat Belt Regulations
Thank you for your request. The SCCA does not conduct primary research or testing of safety equipment. The CRB suggest you contact the respective safety certification organizations in the US and Europe directly for relevant information. 9.3.18.E specifies driver restraint system certification standards and expiration dates. Scrutineers inspect belts for proper installation as well as expiration date and wear items such as cuts, abrasions, fading, and stains.

GT2
1. #23971 (Sonny Watkins) Request TA2 BOP Question
Thank you for your request. TA2 cars must be compliant to the rule set as stated. The CRB will continue to monitor the performance of all cars in GT2.

FP
1. #23871 (Michael Kamalian) Rule Clarification/Change
Thank you for your letter. In the absence of a stock cover for this area, the current rules do not allow the space to be covered.

STL
1. #23527 (Rich Walke) Port Matching for Rotary Engines
Thank you for your letter. Please see the response to Letter #23469, Technical Bulletin.

2. #23918 (Jeremy Tanner) Requesting Clarification and Opposes B16/18 Restrictions
Thank you for your request. Please see MA 18-02.

The CRB does not intend to manage all of the different variations of the Honda B series engines. You are permitted to swap engines in Super Touring. It is the competitor's choice as to which power train they would like to use. Please note that there are also different versions of the K20 engine. They all receive a 50 mm restrictor plate.

STU
1. #23817 (Patrick Lipsinic) Request Engine Block Close Decking
Thank you for your letter. Please review 9.1.4.G.5.: 5. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of 1.2mm (.0472in) over standard bore size. Any surface treatment originally applied from OEM manufacturer on the specific engines bore may be re-applied after sleeving engine block.

T1
1. #23859 (Mitch Marvosh) Request Corvette (XLR) LS7 BOP
Thank you for your request. The CRB will continue to monitor the class.

T2

1. #23883 (Harley Kaplan) Request Camber Clarification Mustang
Thank you for your request. Camber is limited to 3.0 degrees of negative camber regardless of method or parts permitted. While a particular kit, camber plates, shims or eccentric bolts may allow camber adjustment beyond 3.0 degrees of negative camber, 3.0 is 3.0 and that is the limit with no leeway beyond 3.0. Competitors are reminded they can run less than 3.0 degrees of negative camber to make sure they do not exceed 3.0 degrees of negative camber. This applies to Touring 2, 3 and 4.

2. #23889 (Roger Eagleton) Additional Corrections to GCR - Appendix M ref. 23887
Thank you for your request. The text correction can be handled in the next major SMG update. The part number is present, so the rule is adequate as written.

3. #23995 (Van Hunter) Request a Moroso Oil-Air Separator for 2010 Camaro
Thank you for your request. Both American Sedan and Touring class rules allow oil catch cans.

T2-T4

1. #23677 (Tim Wise) Request to Clarify Polyurethane and Delrin Bushing Language
Thank you for your request. The intent of the rule was to allow competitors to replace bushings only to achieve camber. The CRB will re-write and clarify the rule for 2019 to make it more clear.

Not Recommended

B-Spec

1. #19686 (Chi Ho) Drum Brakes - Proportioning Valve Allowance
Thank you for your letter. The Advisory Committee does not recommend the addition of the proportioning valve as it would require re-routing of brake lines.

2. #21186 (B-Spec Committee) Ride Height Revision
Thank you for your letter. Ride height rules were reviewed by the Advisory Committee and no changes are recommended at this time.

3. #21891 (Ted Sahley) Allow Optional Factory Parts for the Mazda2
Thank you for your letter. Altering the final drive for B Spec cars is beyond the scope of the class.

4. #21919 (Anne Hitchcock) Classify the MINI Cooper Hardtop (2-door) F56
Thank you for your letter. Currently, no B-Spec cars are turbocharged. Additional vehicle testing would be required to determine how to balance the performance of this car to existing B Spec cars.

5. #23101 (John Heinricy) BOP Needs Adjustment in B-Spec
Thank you for your letter. BOP changes were made in December of 2017 to help balance the performance in B-Spec.

FA

1. #20544 (Jay Novak) Approve Changes to the Honda K20 Engine
Thank you for your letter. The CRB does not recommend this change.

2. #21720 (Aaron Hale) FA Honda K20 Rules Change Proposal
Thank you for your letter. The CRB does not recommend this change.

3. #23954 (Lee Alexander) Request Additional Engine Builders to Engine Table
Thank you for your letter. The CRB does not recommend this change at this time.

GCR

1. #23667 (Charles Davis) Request To Reduce the Length of Time to Work off Penalty Points
Thank you for your letter. The current rules are adequate as written.

2. #23755 (Chris Paveglio) Request for Catalytic Converters
Thank you for your letter. The implementation of this request would not be practical for a large percentage of our current classes and would have far reaching negative impact on most of our classes.

3. #23844 (Peter Watson) Request to Change Split Start Procedure Letter #23577
Thank you for your letter. The existing language “…one continuous green flag…” addresses your concern.

4. #23860 (Charles Tanck) Request Clarification 9.3.19.9.c Driver Safety Equipment Re-Certification
Thank you for your letter. The current rules are adequate as written.

5. #23951 (Don Drennon) Proposed Changes in 6.1
Thank you for your letter. Many regions around the US do not have green flags on the corners since they do not host FIA Flag Rule type events. This could put a financial burden on the smaller regions.

6. #23952 (Don Drennon) Request Changes to 6.1.
Thank you for your letter. The purpose of the current language is to inform drivers they are to reduce their speed, but not to force the F&C or EV crews to make subjective decisions. If it is blatantly obvious that a driver is not slowing down for the incident, then the car should be reported.

GT1
1. #23693 (Randy Rosenmerkel) Fuel Injection Requests Re-Classification
Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

2. #23772 (Fred Braun) Fuel Injection
Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

GT2
1. #23908 (Don McMillon) Request GT2 2018 Aerodynamics Changes to GT/ST
Thank you for your letter. The CRB will continue to monitor the aerodynamic performance on all cars in GT2.

2. #23932 (Ken Billimack) Request 997.1 GT3 Cup Weight Reduction
Thank you for your letter. This car is classified correctly.

GTL
1. #23076 (Richard Barlow) Competition Adjustment for GTL Honda CRX's
Thank you for your letter. This car is properly classed.

IT General
1. #24055 (James Bell) Request Removal of Headlights
Thank you for your request. The requested change is not consistent with the class philosophy.

EP
1. #24045 (Joe Boruch) Request to Re-Visit the Response to Letter #23544
Thank you for your request. Based on the performance of this car, it is competitive as classed.

FP
1. #23913 (Inness Eisele) Request to Increase Max Wheel Size for 1990-91 BMW 318i/is
Thank you for your request. The 15x7 wheel size specified for this car is based on the size of the wheel that was offered from the factory on this car. This is the same approach that is used in Production for determining the maximum wheel size for a car. Based on the weight and wheel sizes for similar cars in class, this car is not at a competitive disadvantage.

STL
1. #23863 (David Mead) Request to Classify 12A Street Port With Weber
Thank you for your request. The CRB does not recommend this change at this time.

T1
1. #23625 (Eric Ritchie) Request to Combine Corvette C6 and C6 Z06 in T1LP
Thank you for your request. The CRB does not recommend this change at this time.

2. #23833 (Stephen Tise) Request Weight Change for Mustangs
Thank you for your request. Recent changes to T1 will be monitored before considering any additional recommendations.

3. #23853 (Mitch Marvosh) Request Corvette LS7 BOP
Thank you for your request. The CRB will continue to monitor the class.

4. #23957 (Jeremy Rohan) Request RX8 Car Classing
Thank you for your letter. The CRB does not recommend a Mazda chassis with GM drivetrain. Touring does not allow this kind of swap from a Mazda engine to a Chevrolet engine. This configuration may be eligible for regional class racing like ITE or SPO type classes.

T2
1. #23807 (Ron Randolph) Request Engine Oiling System 9.1.9.2.D.f.
Thank you for your request. The CRB does not recommend this change at this time.

2. #23812 (Harley Kaplan) Request to Relocate Rear Sway Bar
Thank you for your request. The CRB does not recommend this change. Relocating suspension components is against class philosophy and rules.

3. #23822 (Michael Lavigne) Request Rule Date Change
Thank you for your request. The CRB will continue to monitor the recent changes and collect and analyze data based on the T2 March changes.

4. #23850 (James Rogerson) Request GCR Compliance in Class Assignment
Thank you for your request. The BMW 235iR has been classed in T1 and T2 configurations and removing the car from either of those classes is not recommended. In the future this car may get moved to another class, but not in 2018.

5. #23878 (Ryan Upham) Request to Use Former E46 M3 GS Class Wing Made by Hamann
Thank you for your request, Non-OEM aerodynamics are not recommended in T2.

6. #23901 (Preston Calvert) Request BOP of Nissan 370Z in T-2
Thank you for your request. Changes effective March 1, 2018 will be monitored and data will be analyzed before any further changes will be considered.

7. #23903 (Nicole Jacque) Request to Help the Mustang
Thank you for your request. Recent changes effective for March 1, 2018 will be monitored and data reviewed before any additional changes will be considered.

8. #23915 (Bob Demers) Request Wheel Change 2017 Camaro
Thank you for your request. The author has been advised that this tire size is available and additional vendors will have availability soon.

9. #23931 (Ken Billimack) Request Aftermarket Manifold- Porsche 997.2 CS2
Thank you for your request. The CRB does not recommend this change at this time. Current rules allow modification of the OEM header within the rules to remove the catalytic converter.

10. #23948 (Joe Aquilante) Request to Review Performances Changes to 75% of the Field
Thank you for your request. Changes effective March 1, 2018 will be monitored and data will be analyzed before any further changes will be considered.

11. #23956 (Stephen Tise) Request Relief for the 2011 Mustang GT Specification Line Information
Thank you for your request. The rules are clear as written. The car is competitive as classed.

12. #23997 (Van Hunter) Request an ACS Z28 Spoiler on 2010 Camaro
Thank you for your request. The CRB does not recommend this change. Non OEM aerodynamics are against class philosophy for T2.

T3
1. #23790 (James Berlin) Request Change to 350Z Model Year Discrepancy

Thank you for your letter. The car is competitive as classed. The non rev-up DE is capable of making competitive power.

2. #23847 (Robert Schader) Request Parity Between the DE and HR Engines
Thank you for your request. Recent changes that are effective March 1, 2018 will be monitored and data collected and analyzed before any additional recommendations are made.

3. #23942 (Scotty B White) Request 2015+ Mustang T3 Specification Line Change
Thank you for your request. The CRB does not recommend this change.

4. #24061 (Touring Committee) 04-07 Subaru STI Plate Location
Thank you for your letter. The CRB does not recommend this change at this time.

T4
1. #24007 (Chi Ho) Request 2016 MX5 and Newer Alternate Suspension
Thank you for your request. The CRB will continue to monitor the class. The CRB needs to see results and data on this car before the CRB can recommend adjustments.

2. #24031 (Sherman Singh) Request Assistance for the ND MX5 2016 and Newer
Thank you for your request. The CRB will continue to monitor the class. The CRB needs to see results and data on this car before the CRB can recommend adjustments.

Recommended Items

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

B-Spec
1. #22599 (Charles Davis) Alternate Radiators and Allow Removal of Front Sway Bar
Thank you for your letter. The Advisory Committee is not aware of any specific need for alternate radiators in any B Spec car.

Add to section 9.1.10.E36 the following:
36. Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or the B14 Bilstein shock and strut kit with no modifications except as required for mounting.
Adaptors for mounting are permitted for the B14 kit, and these mounting adaptors must be submitted
for approval by the CRB. Any spring up to a maximum spring rate of 500 pounds may be used. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit.
Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected *and removed*.

F5
1. #23870 (Will Lahee) Request Wing/Spoiler Rule Clarification
Thank you for your letter. Add to 9.1.1.D.9.h.: h. Wings are prohibited. *A single rear spoiler that may be capable of adjustment is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.*

2. #23881 (Eric McRee) Request Change to F500 to Allow Aluminum Rear Axles
Thank you for your request. Add to 9.1.1.D.3.B.: B. Rear driving axle shall be of solid or tubular steel *or 7075-T6 aluminum.*

P1
1. #23963 (Formula/Sports Racing Committee) Revise P1 Bodywork Rules To Allow Modern Sports Prototype Designs

The P1 bodywork rules should be updated to permit the aerodynamic designs found on modern sports prototypes such as Group CN cars, while continuing to preserve the appearance of sports prototypes by prohibiting the use of cycle fenders on converted open wheel cars.
In GCR Section 9.1.8.C.C., make the following changes:

2. The bodywork as viewed from the side and above shall cover all mechanical components *including suspension* except that the intake, exhaust, tow hooks, jack points, and radiators may be exposed. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. Ventilation slots are permitted. The tires shall not be seen as viewed from above except through ventilation slots (louvers) provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above, rear tires may be exposed as viewed from the rear. Cycle-type fenders (which ~~only~~ cover *only* the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork ~~with no gap between body and fender~~.

4. Width: The maximum width shall not exceed 221cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels *as viewed from above* ~~shall not~~ *may* extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires *for a distance of up to 20% of the length of the wheelbase*.

GCR
1. #23751 (Tom Lamb) Request Changes to 9.3.47. TOWING EYES

Change 9.3.47: 9.3.47. TOWING EYES

All cars without an exposed roll bar shall have a towing eye or strap, front and rear that does not ~~dangerously~~ protrude *beyond the bodywork outline when viewed from above* ~~when the car is racing~~, to be used for flat towing or hauling the vehicle. A removable towing eye carried inside the car is not acceptable, except in formula cars and Sports Racing cars. These towing eyes or straps shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eye minimum ID 2 inches.

T2
1. #23739 (Touring Committee) Touring 2 Allow Solid Bushings for Rear Suspension Cradle
Add 9.1.9.2.D.5.c.2.: *2.All T2 cars are allowed to replace OEM rear suspension cradle bushings with an alternate material. The bushing can serve no purpose other than its original intent.*

2. #23804 (David Hale) Request Specification Line Adjustments
Thank you for your letter. In T2, change the Notes for the 2006-08 BMW Z4M

Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb max. May locate rear spring on shock. AFE 54-115821,Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R permitted.~~BMW cold air intake part #8299520 and #8299525 with ducting are permitted.~~ *Evolve cold air kit #E46M3CSL permitted. M3 front lower control arm #31122229453 left, M3 front lower control arm #31122229454 right, May ream upright for installation of larger joint, Alternative rear lower control arm #TSU9940B77.*

Taken Care Of

ASR
1. #23977 (Formula/Sports Racing Committee) Correct ASR Errors and Omissions
Thank you for your letter. The CRB appreciates your feedback. Please check the current GCR, as these corrections have been made.

F5
1. #23533 (Will Lahee) Alternate Rear Axle Material, 3.B
Thank you for your letter. Please see the response to letter #23881.

FB
1. #23858 (Jerry Hodges) Request a Rule Clarification
Thank you for your letter. Please see the response to letter #24023, Technical Bulletin.

FC
1. #23984 (Robert Wright) Check Sequential Gear Box in FF/FC
Thank you for your letter. The CRB appreciates your feedback.

FV
1. #23983 (Derek Harding) Disc Brakes Letter #22456
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which the Board of Directors approved as recommended in January 2018 (to be effective January 1, 2019).

2. #24048 (Thomas Galuardi) FV Disc Brakes
Thank you for your letter. Please see the response to Letter #22456, March 2018 Fastrack Board of Directors Minutes, with the language the Board of Directors approved for GCR Section 9.1.1.C.4.D during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

GT1
1. #23453 (Tony Stefanon) Proposed Rule Changes for Fuel Injection
Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

2. #23473 (Scott Quaile) GT-1 Fuel Injection
Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

3. #23529 (Michael Bromirski) Fuel Injection
Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

4. #23576 (Tim Lyons) Fuel Injection
Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

5. #23754 (Chris Paveglio) Fuel Injection
Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

GT2
1. #23209 (Tom Patton) GT2 Rules Compliance
Thank you for your letter. Please see the response to letter #23178, Technical Bulletin.

EP
1. #23914 (Donald Tucker) Request Clarification/Rule Change of Cowl/Wiper Area Re: Letter #23871
Thank you for your letter. Please see the response to letter #23871.

STL
1. #23864 (David Mead) Request to Reduce Weight of Mazda 13B
Thank you for your letter. Recent changes have been made to 13B. Please see response to letter #23469, Technical Bulletin.

2. #23966 (Darrel Stein) Request RX7 Power Upgrade
Thank you for your request. Please see the response to letter #23469, Technical Bulletin.

STU
1. #22860 (Eric Thompson) Toyota 3SG Engine Specification Line
Thank you for your letter. Please see the response to letter #23674, March 2018 Fastrack Technical Bulletin.

T3
1. #23505 (Bryan Horowitz) Classify the FRS/BRZ/86 Platform
Thank you for your letter. Please see the response to letter #23768, March 2018 Fastrack Technical Bulletin. This car has been classified.

What Do You Think

1. #23831 (Stephen Tise) Request Removal of Mustang heater Core?
The Club Racing Board seeks your feedback on the below request to change 9.1.9.2.D.3.b.1. Please provide your feedback through crbscca.com.

From:

~~b. Air Conditioners:~~

~~1. The factory and/or aftermarket air conditioning system may be removed. The compressor maybe retained and disabled or may be replaced with an idler pulley that serves no other purpose.~~

To:

b. ~~Air Conditioners~~ *HVAC*:

1. The factory and/or aftermarket air conditioning *and heating system* may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser. All duct work, *vents,* wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.

RESUMES
1. #21331 (Travis Washay) Request to be a Member of the B Spec Advisory Committee
Thank you for submitting your resume. It will be held for future openings.

2. #21338 (Travis Washay) Resume and Bio
Thank you for submitting your resume. It will be held for future openings.

3. #23756 (Ali Salih) Resume for Touring Advisory Committee
Thank you for your resume. It will be kept on file for future openings.

4. #23789 (Matthew Long) Resume ASAC Member Application
Thank you for submitting your resume. The CRB will keep it on file for future openings.

5. #23803 (Eric Heinrich) Request Addition to TAC
Thank you for your letter. Your resume will be kept on file for future openings.

TECH BULLETIN

DATE: March 20, 2018
NUMBER: TB 18-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/31/2018 unless otherwise noted.

American Sedan
AS
1. #23658 (American Sedan Committee) 2018 BOP Adjustments
In AS, Ford Mustang Incl. Cobra and Cobra R (79-93), change the weight as follows:
~~3150~~ *3250*
Over 313 CID ~~3450~~ *3550*

In AS, Ford Mustang GT (05-14), change the weight as follows:
~~3250~~ *3350*
Over 313 CID ~~3550~~ *3650*

B-Spec
None.

Formula/Sports Racing

F5
1. #23904 (H. Cory McLeod) Request to clarify
In F5, GCR section 9.1.1.D.9.d, add a sentence to the end of the bodywork section:
"*This rule is not intended to limit the size of lateral protrusions in front of the sidepod or in the front wheel well area between the tire and chassis.*"

FA
1. #24070 (Aaron Hill) Request Formula Renault Engine rule change
In FA, Table 2, Ex-Fran-Am 2000 spec line, change the notes as follows:
"Must have roll bar meeting the requirements of GCR 9.4. ~~Must use Formula Renault or Fran-Am engine seals on the cam cover, oil pan and crankshaft pulley bolt as applied by an approved engine builder.~~ *ECU must remain sealed and mapping unchanged.* ~~An SIR will be required at a time to be determined by the CRB.~~ *The CRB may require the use of an SIR at any time.*"

FB
1. #24023 (Formula/Sports Racing Committee) Clarify engine and restrictor rules
In FB, GCR Section 9.1.1.G.4, add a new section as follows:
"K. Competitors wishing to use engines newer than 2014 model year must supply dynamometer data to the CRB to be approved for use."

In GCR Section 9.1.1.G.5., make changes as follows:
"~~Flat plate Individual Inlet Restrictors (IIRs) (FPIR) shall be used on all engines as indicated in Formula BRestrictor Table below.~~ *The CRB may require the use of Flat Plate Intake Restrictors at any time. If required,* ~~T~~*t*he restrictors shall conform to the definition within Appendix F of the GCR~~.~~ *and* ~~All restrictors~~ shall be installed within 4 inches of the primary throttle shaft on the upper inlet side of the throttle body."

In FB, remove the Formula B Restrictor Table in its entirety and delete the following sentences:
"~~-Proposed changes to the specified restrictor sizes must be accompanied by engine dyna-~~

~~mometer data.~~"
"~~-Competitor wishing to use any engines newer than 2014 model year must supply dynamom-eter data to the CRB to be approved for use.~~"

P1
1. #21855 (SCCA Staff) P1/P2 Spec Line Restrictor Size Clarification
In P1, GCR Section 9.1.8.C.J.9, clarify as follows:
"On ~~motorcycle~~ *4-cycle* engines *equipped with individual throttle bodies, individual* ~~F~~*f*lat ~~P~~*p*late ~~I~~*i*ntake ~~R~~*r*estrictors must be installed ~~before the throttle body,~~within 4 inches of the *primary butterfly* throttle shaft~~;~~ *or centerline on the intake side of the individual throttle body's primary butterfly.* ~~r~~*R*estrictors may be mounted in any manner that does not reduce the intended effectiveness."

2. #23975 (Formula/Sports Racing Committee) Correct P1 Errors and Omissions
In GCR Section 9.1.8.C.J., make the following changes:
"For cars listed in spec lines, specifications that are more restrictive in those sections take precedence over the general specifications in section ~~A.2.a~~ *C.J*."

3. #23996 (Formula/Sports Racing Committee) Adjust minimum weights in Engine Table Line E
In P1, the minimum weights for motorcycle-based engines up to 1455cc are being adjusted based on existing car weights and current dynamometer data to bring the specifications in line with the SCCA Power Factor.
In P1, Engine Table, Line E, change the weight as follows:
~~1075~~ *1100*
In P1, change the notes as follows:
"May run without inlet restrictor at ~~1175~~ *1150* lbs. min. weight."

4. #23998 (Formula/Sports Racing Committee) Adjust minimum weights in Engine Table Line I
In P1, the minimum weights for engines up to 2500cc are being adjusted based on existing car weights and current dynamometer data to bring the specifications in line with the SCCA Power Factor.
In P1 Engine Table, Line I, make changes as follows:
Weight: ~~1450~~ *1475*
Notes: "Up to 2300cc may run at ~~1425~~ *1445* lbs. min. weight»

5. #24004 (Formula/Sports Racing Committee) Add DP02 sealed MZR 2.0L to restricted 2.0L Engine Table Line H
In P1 Engine Table, Line H, add/change as follows:

H	*Restricted 2.0L Group CN-spec* Honda K20A	2000	4	Stock *Honda* 64mm single throttle body	1400	*Honda K20A:* No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Internal dimensions and materials must be stock with no machining allowed.
	Restricted 2.0L Elan DP02-spec Mazda MZR			*Elan Power Products DP02-60-013 manifold assembly with 47.6mm tracts. No modifications.*		*Mazda MZR 2.0L: Must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Elan Power Products or Elite Engines. No engine modifications permitted.*

In P1 Table 1 (Spec Line Cars), delete Spec Line A and remove Table 1 in its entirety.

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

P2
1. #23976 (Formula/Sports Racing Committee) Correct P2 Errors and Omissions
In P2 Engine Table, Line F, make changes to the notes as follows:
"Engine must conform to ~~the~~ specifications *in* 9.1.8.~~E~~*G*"

2. #24024 (Formula/Sports Racing Committee) Correct March 2018 TB error and clarify rub block requirements
In P2, GCR Section 9.1.8.D.E., make changes as follows:
"A maximum of ~~four~~ *eight* (8) rub blocks of maximum dimension 75mm *width* by 125mm *length* are allowed anywhere on the lower surface of the chassis and may extend below the reference plane."

3. In P2, GCR Section 9.1.8.D.L.h.3, clarify as follows:
"~~All 4 and 2 cycle restrictors are individual flat plate intake restrictors.~~ On ~~automotive~~ *4-cycle* engines *equipped with individual throttle bodies, individual flat plate intake restrictors* ~~it~~ must be *installed* within ~~7~~ *4* inches of the *primary butterfly* throttle shaft *or centerline* ~~and may be~~ on *the intake* ~~either~~ side of the ~~throttle shaft~~ *individual throttle body's primary butterfly.* On ~~motorcycle~~ *4-cycle* engines *equipped with a single throttle body,* ~~in~~ *a single flat plate intake restrictor* must be installed ~~within 4 inches of the throttle shaft on the intake side~~ *between the single throttle body and the intake manifold.* Restrictors may be mounted in any manner that does not reduce the intended effectiveness.»

GCR
None.

Grand Touring
GT2
1. #23178 (Robert Lentz) Transparency and Specificity of Non-Traditional GT2 Car Rules
In GT2, GCR section 9.3.28.D, Identification Markings, add the following:
"*GT2 cars must show displacement, weight, restrictor size and rule set.*"

GT3
1. #24008 (Grand Touring Committee) Corrections to letter 23291
In GT3, correct the spec line weight for engines as follows:
1.8l motors (1750cc - 1849cc) to ~~1960~~ *1860* lbs.
13B Street Port to ~~2090~~ *2080* lbs.

GTL
1. #23845 (Ryan Kristoff) Request correction of response and weight suggestion Re: #23542;
In GTL, Honda EW 1342 engines, add restrictor options to the notes as follows:
25mm SIR @ 1920 pounds
Unrestricted @ 2120 pounds

2. #23910 (Inness Eisele) Request to Classify 1990-91 BMW 318i & 318iS in GTL
In GTL, classify 1990-1991 BMW 318i/318iS as follows:

GTL Cars - BMW

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
318i/318iS	*1990-1991*	*2dr*	*RWD*	*101.1*	

Engines - BMW

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
M42B18	*DOHC*	*84.0 x 81.0*	*1796*	*Alum, Crossflow*	*4*	*22.5mm SIR*	*2050*	

Improved Touring
IT
1. #23916 (Darren Murdock) Request for rule cleanup and clarification
In IT, GCR section 9.1.3.D.6.d, omit the sentences as follows:
~~"Cars with antilock braking systemsmust completely disable or remove the operational components of the system. It is permissibleto disable ABS system function by removing or disconnecting a minimum of three wheel speedsensors. Components that perform no other function than to assist in the activation of the ABSportion of the brake system may be removed~~."

In GCR section 9.1.3.D.9.f, add the language as follows:
"Front door windows *and their operating mechanisms* may be removed."

Production
FP
1. #23922 (Inness Eisele) Request correction to track width for90-91 BMW 318i/is spec
In FP, BMW 318i/is (1991), modify track measurements as follows:
~~1499/1506mm~~ *59.5/59.9in.*

2. #24010 (Blake Meredith) Request to correct track of the 88-91 Civic/CRX 1.5
In FP, Honda CRX 1.5 (88-91) correct the track as follows:
~~61.4 / 61.7~~ *61.3/61.5*

HP
1. #24042 (Jason Isley) Request to update Yaris year listing
In HP, Toyota Yaris (12-15) expand the model year as follows:
(12-~~15~~ *18*)

Spec Miata
None.

Super Touring
ST
1. #23920 (Eric Heinrich) Request removal of turn signals
In ST, GCR section 9.1.4.K.2, add the language as follows:
Standard headlights, headlight operating ancillaries, *Turn Signals,* and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.

STL
1. #23469 (darrel stein) Help the RX7 13B
In STL, GCR section 9.1.4.2.B.2, make the following change:
Manifold and cylinder head port matching on ~~piston~~ engines is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting faces. Carburetor mounting surfaces shall not be modified. External dimensions of the cylinder head or intake manifold may not be reduced to facilitate internal porting. Two-piece manifolds must not be port matched at their intermediate point. Valve guide material is unrestricted.

Touring
T1
1. #24167 ((Colin COHEN) Classify Audi TT-RS
In T1, Audi TTRS (GTS 2011 Spec), classify as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Audi TTRS (GTS 2011 Spec)	*2500*	*3150*			*Must conform to December 14th, 2011 revision 3 GTS rules*

2. #23184 (Scotty B White) T1 (09-10) Viper
In T1-LP, Viper SRT 03-06, change the notes as follows:
“Throttle restrictor between each throttle body and plenum is mandatory: .060” flat steel plate with one ~~52mm~~ *60mm* hole (one for each throttle body).»

3. #23216 (Sean Reilly) Update S2000 Supercharger Guidelines
In T1, Honda S2000, add to the engine notes as follows:
“*Novi 1200 Supercharger permitted with a 5.45” crank pulley and 3.8” blower pulley.*”

4. #23876 (Brad McCall) Request Porsche Cayman 3.8 Liter weight reduction
In T1, Porsche Cayman (05-13), change the weight as follows:
~~2900~~ *2850*

5. #23926 (Chris Edens) Request Additional Brake Ducting
In T1, GCR section 9.1.9.1.O, add the following to the brake section:
"17. Any brake ducts are permitted, but they must serve no other purpose. Fender liners maybe modified solely for routing and attachment of brake ducts. Duct intake openings may be created by the opening of 2 sections up to 14.5 square inches each in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia."

6. #24012 (Touring Committee) Add to letter 23595
In T1, BMW M3 E92 (08-13), classify as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
BMW M3 E92 (08-13)	*3999*	*3150*		*Must use unmodified: OEM intake, OEM airbox and OEM plenum manifold*	*Factory DCT transmission permitted*

T2
1. #23584 (Kurt Rezzetano) Request six piston caliper 2015-current mustang gt
In T2, Ford Mustang GT 5.0L (2015-), change the notes as follows:
"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 Sub frame Bushings part# M- 5872-M, Dampers in Handling Pack part #M-18000-F, *Ford OEM* Performance Package Brembo front BBK *and* 380mm *rotors* permitted *(Ford PN M-2300-V)* at + ~~100lbs~~ *50lbs*.. 53mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted."

2. #23655 (Ken Billimack) Request to adjust T2 997 tire size
In T2, Porsche 911 /Carrera S 997.2 (09-12), correct the tire size as follows:
~~215~~ *255* (F)
~~255~~ *315* (R)

3. #23842 (Ryan Upham) Request to run BMW replica intake
In T2, BMW M3 01-06, add the intake to the notes as follows:
"*Evolve Tuning intake EVXE46M3CFAB permitted.*"

4. #23943 (Scotty B White) Auto trans for Ecoboost Mustang in T2
In T2, Ford Mustang Ecoboost 2.3 (2015-), add the gear ratio as follows:
4.17, 2.34,1.52, 1.14,0.87, 0.69

In T2, Ford Mustang Ecoboost 2.3 (2015-), add to the final drive as follows:
3.55 w/auto

In T2, Ford Mustang Ecoboost 2.3 (2015-), add to the notes as follows:
"*Optional: 6 speed automatic transmission (with paddle shifters).*"

5. #23989 (Hans Peter) Request BoP for the BMW M235ir
In T2, BMW M235iR (-2016), omit the restrictor follows:
~~39mm TIR required~~

In T2, BMW M235iR (-2016), change the weight as follows:
~~3475~~ *3400*

6. #23994 (Van Hunter) Request an Aviad Dry Sump for 2010 Camaro
Effective 01/01/2019, In T1, Chevrolet Camaro SS/1LE (10-14), add to the notes as follows:
"Aviad Dry Sump #001-13110 allowed."

T2-T4
1. #23887 (Roger Eagleton) Request to review and correct GCR - Appendix M
In SMG, Appendix M, 2.h., make changes as follows:

The Cortex Racing Spec Mustang Xtreme-Grip Suspension Kit PN ~~CCS-40-1000SPEC~~ *CSS-40-1000-SMG (for KONI) or CSS-40-1000-JRI-SMG (for JRI)* is required. Suspension modifications are limited to this kit as specified below. Any replacement of items in this kit must be the current component part number from this kit.
Either: Koni Struts and Rear Coilover Shock with Springs Kit comprised of single adjustable, Koni struts and Koni rear coilover dampers with matching springs. Strut system part number: ~~CFS-40-1000SPEC*CSS-40-1000-JRI-SMG*~~ *CFS-40-1000-SMG (for KONI) or CFS-40-1000-JRI-SMG (for JRI),* rear shock system PN: ~~SHK-40-1000SPEC~~ *SHK-40-1000-JRI-SMG*.
9. Cortex Watts Link package, PN ~~CWL-40-1000SPEC*SMG*~~ *CWL-40-2000-SMG*
~~12.~~ *11* Cortex Racing Adjustable length anti-roll bar end links for corner balance ~~adjustment~~, PN ARB-40-1002. (Included with ~~CSS-40-1000SPEC*JRI-SMG*~~ *both CSS-40-1000-SMG and CSS-40-1000-JRI-SMG*)
~~13.~~ *12* Cortex Racing bump steer ~~adjustment~~ kit, PN CBS-40-1000 (Included with ~~CSS-40-1000SPEC*JRI-SMG*~~
~~13.~~ *12.a* Cortex Racing bump steer adjustment kit, PN CBS-40-1000 (Included with ~~CSS-40-1000SPEC*JRI-SMG*~~ *both CSS-40-1000-SMG and CSS-40-1000-JRI-SMG)*

2. #24009 (Philip Royle) Clarify T2-T4 ballast rule
In T2-T4, GCR section 9.1.9.2.E.2.a, make ballast changes as follows:
"Automobiles may carry ballast to achieve their specification's minimum weight. Refer to GCR section 9.3 Ballast.
1. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts andpositive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large-diameter, loaddistributingwashers.
~~2. Holes may be drilled in the passenger footwell floorpan for purposes of mounting the ballast(only), and said floorpan may be reinforced as required for the same purpose~~."

3. #24064 (Lansing Stout) VIN requirement for touring
In GCR section 9.1.9.2, Touring (T2-T4), omit the following:
~~A model is defined as a unique car configuration which can be identified by means of decoding the Vehicle Identification Number.~~

T3
1. #24052 (Lansing Stout) Request T3 Nissan 350Z sway bar allowances
In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08), change the notes as follows:
"The following are allowed: Track option Aero package, Rear diff cover Nismopart #99996-35TDK or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-

0C00A, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z3OUS, ~~Nismo sway bar kit #99996-RSZ3OUS~~ *Front sway bar max 37mm. Rear sway bar max 25mm.* SPC Control Arms 72125 allowed. Springs up to 700 lbs./in. allowed front and rear."

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08) Spec Z, change the notes as follows:
"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~~, *Front sway bar max 37mm. Rear sway bar max 25mm.* Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153,55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms72125 allowed."

2. #24056 (Ryan Kowalewski) Request the removal Ballast Box for the Global MX-5
In T3, Mazda MX-5 Global Cup Miata (2016), add to the notes as follows:
"*Ballast box may be removed.*"

T4
1. #23465 (Julian Macias) 2014-2015 Honda Civic Si Touring 4 Spec Line Corrections and Perf
In T4, Honda Civic Si (14-15), add to the notes as follows:
"*Camber plates permitted. Original wheels up to 18" maximum permitted*."

2. #23563 (Dan Wiegandt) Request for Suspension Camber Adjustments
Effective 01/01/2019, In T4, to obtain 3 degrees of negative camber, add to the notes as follows:
"Acura (02-06) – SPC Rear Upper Arm - P/N 67230 permitted."
"Honda Civic (06-11) - SPC Adjustable Control Arm - P/N 67466 permitted."
"Honda Civic (12-13) - SPC Adjustable Control Arm - P/N 67466 permitted."
"Honda Civic (14-15) - SPC Rear Adjustable Control Arm – P/N 67467 permitted."

3. #23841 (david mead) Request to classify the Abarth model to Fiat 124 spec line
In T4, Fiat 124, add model as follows:
Fiat 124 */Abarth Edition*

4. #24002 (Richard Grunenwald) Request Clarification/Possible Error 2005 - 2010 Ford Mustang V6
In T4, Ford Mustang V6 (05-10), correct the wheel size as follows:
~~F: 16 x 7~~ *17 x 8*
~~R: 17 x 8~~ *17 x 8*

In T4, Ford Mustang V6 (05-10), change the notes as follows:
"ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. *Kit does not need to be run in its entirety.* The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M- 5490-C, Strut Tower Brace M-20201-F.

DRIVER REVIEW JUDGEMENT
Robert K. Schader
December 28, 2017

FACTS IN BRIEF

Following the 2017 Interdivisional Championship Races at the Indianapolis Motor Speedway (2017 Runoffs), Phil Shuey, Executive Steward, Rocky Mountain Division, requested a Driver Review of Robert K. Schader to investigate his driving history with consideration of 2, 2.1 and 6.11.1 of the GCR. The scope of documented incidents provided to the Committee covered the period of 2005 to 2017.

THE COMMITTEE

The Driver Review Committee was composed of Ken Blackburn, Bill Blake and Paul Gauzens, Chairman.

DATES OF THE COURT

1. On October 24, 2017, this matter was initiated by correspondence to Mr. Schader, advising him of the review.
2. The review committee conducted various telephonic conferences, commencing on December 1, 2017 with Mr. Schader.
3. The review committee conducted telephonic conferences between December 1, 2017 and December 17, 2017, with various officials and drivers, who had material information relevant to this driver review.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. The Committee reviewed the complete files of prior actions, including SOM and COA rulings covering incidents in a 2005 Regional Race, the 2014 Runoffs, the 2016 Runoffs, and the 2017 Runoffs.
2. The Committee reviewed the SCCA Driver files of parties involved in all incidents and all witnesses for such incidents.
3. The Committee reviewed the video evidence, where available, the various incidents, as well as the videos from the Indianapolis Motor Speedway cameras at the 2017 Runoffs.
4. The Committee reviewed the broadcast videos of the Runoffs races involved in this review.
5. The Committee reviewed multiple video files from the SCCA Action System.
6. The Committee reviewed all submitted witness statements, including any and all attachments thereto.
7. The Committee conducted ten telephone conferences with various witnesses, during December 2017.
8. The Committee reviewed documents from Mr. Schader's SCCA driver file and racing records.

FINDINGS

Despite his enthusiasm for racing, and illustrious 40 year racing career, the Committee determined these recent tendencies are a sign of poor sportsmanship and on track behavior that endangers others - both drivers and volunteers alike.

The Committee does not find Mr. Schader's intentions to be premeditated but
Mr. Schader's actions are highly ill-advised, unacceptable and injurious to sports car racing.

Mr. Schader's conduct violates GCR 2.1.7. – Acting in an unsportsmanlike manner, and 6.11.1 On Course Driver Conduct.

DECISION

The Committee assigns the following penalty:

Mr. Schader's Competition License is suspended for a period of 12 months effective January 1, 2018. Upon expiration of this suspension, Mr. Schader may commence racing but only under the terms of his Membership and Probation License ordered by SOM Court 3 on September 28, 2017 in Action #39 at the 2017 Runoffs.

JUDGEMENT OF THE COURT OF APPEALS
Michele Abbate vs. SOM COA Ref. No. 18-01-SP
February 27, 2018

FACTS IN BRIEF
On January 14, 2018, at the Porterfield Majors race at Autoclub Speedway, Michele Abbate, driver of STU #30 protested Kevin LaChance, driver of STU #188 charging that Mr. LaChance had twice made avoidable contact with Car #30. Ms. Abbate states that the second contact disabled her car. The Stewards of the Meeting (SOM) Margaret Jardine, Keith Duntze, and Ed Paul, Chairman, met, reviewed the evidence, and disallowed the protest. Ms. Abbate appealed the SOM ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Laurie Sheppard (Chairman) met on February 8 and 15, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Michele Abbate, received January 23, 2018.
2. Official Observers Report and related documents, received January 31, 2018.
3. Email from Ed Paul, Chairman SOM, dated February 1, 2018.
4. Photos of Cars #30 and #188 taken seconds after the contact, received January 31, 2018.
5. Photos of damage to both vehicles, received February 1, 2018.
6. Witness statement from Clarence Barnes, received January 31, 2018.
7. Segment of in-car video from Car #30, received January 31, 2018.
8. Spliced cell phone video showing Cars #30 and #188 in Turns 12-13, received January 31, 2018.

FINDINGS
Ms. Abbate provided a complete, logical, and well thought out appeal with evidence related to the second contact that was not available to the SOM. The appeal does not mention the first contact included in the protest. Regarding the second contact which occurred in Turn 12, it is clear from in-car video that Car #30 was violently impacted in the right rear. Mr. LaChance acknowledged making the contact. The SOM ruled that the contact was the result of close racing and deemed it a “racing incident”.

The COA reviewed both Ms. Abbate’s submitted video clip of the approach to Turn 12, the contact, and its aftermath as well as the spliced cell phone video clip received from the SOM. The cell phone video was taken from a vantage point outside the course and downstream of Turns 12 and 13. Ms. Abbate noted in her appeal an apparent discrepancy in the track position of the cars in the two videos. The camera in Car #30 is placed such that a car alongside or ahead of the midpoint of the car would be visible in the side window. Car #188 does not appear in the side window, but it cannot be determined if Car #188 is alongside the rear of Car #30. The relative positions of the cars using the cell phone video is difficult to ascertain due to the viewing angle of the approaching cars.

Pictures of damage to both cars indicate both side-to-side and nose-to-tail contact. Each car had damage to a side mirror, with Car #30’s pointed into the passenger compartment and Car #188’s mirror mount no longer supporting the mirror. The in-car video from Car #30 shows that the mirror was misaligned prior to the contact in Turn 12, but no documentation or evidence was received explaining how or when mirror damage to either car occurred.

The SOM viewed in-car video from Car #30 covering multiple laps but only captured a 24-second video clip for the Observers Report. The decision to disallow the protest was influenced by the full race video. The COA is unable to validate the SOM's thought process due to the absence of that evidence.

Based on the in-car video, Car #30 was leading entering the turn. However, none of the evidence available to the SOM nor any new evidence received from Ms. Abbate shows the relationship of Car #188 to Car #30 at the moment of impact and the instant before. Therefore, the COA cannot conclusively determine fault. Likewise, because the COA did not receive the full set of evidence reviewed by the SOM, the adjudication process cannot be adequately evaluated. The lack of complete investigation and documentation by the SOM resulted in neither driver receiving full due process. At this point in time, any evidence that might be available will not be considered because it is and has been outside the custody of the event officials.

The COA does not find sufficient evidence to overturn the SOM's decision.

DECISION
The COA upholds the SOM's decision in its entirety. Ms. Abbate's appeal is well founded and the entire appeal fee will be returned.

RALLYCROSS BOARD

RallyCross Board Minutes | March 6, 2018

The RallyCross Board (RXB) met via conference call on March 6th, 2018. Attending were Steve Hyatt, Charles W right, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pulliam BOD Liaison, and Brian Harmer with National Office.

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

Call to order: Steve Hyatt called the meeting to order at 7:04 pm CST.

Additions or corrections to the agenda: None

Chairman's Report: (Hyatt). Information on a potential new UTV program was posted on the rallycross.com forum. The proposed program would create a separate UTV program with an advisory committee under the RXB. Eventually, this may become a separate program/ board. The guidelines of this new program would still have to follow the safety and common sense course design of the RallyCross Rules. This program would not run with or at current RallyCross events but hold completely separate courses and events. They would not be new classes under the RXR. To further this new initiative, the RXB is looking for 4 to 6 persons to form a committee. This committee will be charged with creating the rules both for safety and classing. One item to be included will be a limited junior class for children under 12.

Committee reports:

- RallyCross Safety Committee (Regan)
  - Updates: No incidents reported.
  - Online RallyCross Safety Steward Renewal Process (Macoubrie): The program was discussed with the Divisional Stewards during the last Divisional Steward meeting. The program was reviewed by the Safety Committee and RXB and is ready for use to renew RXSS licenses. The program will be administered through the Divisional Stewards.
  - Standardized training for RXSS (Macoubrie): The Divisional Stewards discussed the possibility of standardizing the process to acquire a RallyCross Safety Steward license. The RXB approved the development of a standardized process. The Safety Committee and RXB will review and approve the final process.
  - Certification of Divisional Stewards RXSS Licenses (Regan): The RXB discussed the approval process for Divisional Stewards to acquire or renew a RallyCross Safety Steward license. The Safety Committee RXB Liaison will be the approver for Divisional Steward RXSS licenses. The Divisional Stewards will follow the same training requirements as all other Safety Stewards.
  - Rule about Course designer and Safety Steward. (Regan): The RXB reviewed the current requirements for separation of Chief Steward, Chief Safety Steward and other roles at a RallyCross Event. The following clarification will be made to the rules effective immediately.
  - **4.4 EVENT OFFICIALS – DUTIES**
    A. The Event Steward and the Event Safety Steward shall be SCCA members and will be appointed by the Divisional RallyCross Steward with jurisdiction in the area the event is being conducted. It is recommended members filling these two positions may not serve in any other official capacity.

- Rules Committee (Lightfoot)
  - Updates: Comments are still open for suggestions at sccarallycross.com. Several suggestions have been made. Rules clarifications have been received, reviewed and returned to the requester. Rules interpretations will be posted for all inquiries requiring an interpretation of the rules.

- RallySprint Committee (Brielmaier)
  - Updates: Waste Management and New England RallySprints were held in February. Both events went well.

- National Championship Committee (Wright)
  - Updates: The RXNC-PC will meet on Wednesday 3-7-2018. The committee will review the supplemental rules for 2018 DirtFish SCCA National Challenges and 2019 DirtFish SCCA National Championship. The supplemental will be developed and submit to the RXB for approval by Friday 3-8-2018.

- Divisional Steward Liaison (Macoubrie)
  - DRXS meeting: The DRXS met via teleconference on Tuesday 2/22/2018. There were eight Divisional Stewards and one RXB liaison on the call.
  - The Divisional Stewards discussed the change in the 2018 DirtFish SCCA National Challenge program and how that would be implemented.
  - The RXSS renewal process was discussed and the online renewal process was reviewed by the Divisional Stewards. The Divisional Stewards discussed standardizing the RallyCross Safety Steward licensing process across all divisions.

- Growth and Development Committee (Hamilton)
  - Updates: The committee is working on developing documentation to help regions start and operate RallyCross events.

Old business:
- Review volunteer requests and committee positions available (Macoubrie): Several individuals have responded to the request for volunteers at the national and divisional levels. The RXB discussed possible placement of individual who have volunteered.
- Review name of list for Class X: The RXB reviewed the list of all suggested class names. “Constructors” was selected. The Vote was 5-1-1 Against - Keith Lightfoot, Abstain – Mark Macoubrie

New business:
- Regional Requirements for National Challenges (Macoubrie): The RXB discussed the regional requirements for the 2018 DirtFish SCCA National Challenges. The National Office will coordinate all contracts with the regions.
- National Marketing for RallyCross in 2018 (Macoubrie): A content writer has been retained for the 2018 season to support the RallyCross Program. The RXB also discussed other opportunities for marketing at the national level including the use of SCCA.com, Sportscar magazine and other media outlets to promote the sport.

Motion to adjourn: Meeting Adjourned 9:01PM CST

Next RXB Meeting April 3, 2018.

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
March 8, 2018

The Road Rally Board met via conference call on March 8, 2018. The meeting was called to order at 7:31 pm CST by Chairman Jim Crittenden. In attendance: Clyde Heckler, Mike Bennett, Peter Schneider, Wendy Harrison, Mike Thompson, NEC chairman, Earl Hurlbut BOD liaison, Jamie Mullin from SCCA Staff, and Jeanne English, secretary.

1. Approval of February minutes. Minutes stand as published

2. Road Rally Planning Calendar (Jeanne)
   a. Last published March 5, 2018. Thank you, Jeanne.

3. RReNews (Cheryl)
   a. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe; expecting March issue soon.

4. SCCA Staff Report (Jamie)
   a. 2018 RRRs in print and online. The online version has been fixed to remove the editing marks

   b. Awards for National Championship – certificates for 2nd – 10th -- Done

   c. Expense reimbursements from convention - Done

   d. Mike Cobb letters to Championship winners - Done

   e. MS Edge can now be used with flyers on the website.

   f. There have been some delays with sanction apps and insurance being received in a timely manner; the process is being reviewed to fix the problems.

5. NEC Report (Mike T)
   a. Past Nationals – no report on Arizona yet

   b. Upcoming Nationals. (New Jersey, Pennsylvania, Wisconsin) – all have liaisons.

   c. USRRC status report – things are going well, Jim Heine is writing an article for SportsCar before the event. For 2019 – think about who might do a good job, make a pitch; much broader approach now

   d. John Sears has been making posts on the Road Rally Yahoo about Article 9 needing to be part of how the course is followed. Mike T asked John to clarify what he meant, and the NEC came up with new wording. Does this need to be acted upon immediately, or can it wait until rules changes for next year? OK to wait.

   e. Working on trying to get the RFOs updated

6. Old Business
   a. Our request for funding from the Track Night in America grant to make new training videos was denied; our request was outside the scope of what the grant was designed for. However, the denial letter from Rick Meyer said that there may be other sources for the money from already approved budgetary funds; Jamie will keep us updated. Earl said that 50 applications had been received, and about 25 got some money, no one got all they requested. Mark E Johnson is still available as a resource; he gave us quotes for two videos, one for safety steward training video and one for power point deck.

   b. Improvements to safety steward program - List: if we don't hear from people, what do we do? Peter will try again to contact the remaining people (currently about 20) and if still no response, should we suspend their license? Jim said that it does no harm to leave them on the list; Clyde and Wendy agreed. Peter sent out an email to DRRSs and RR Safety Steward Instructors for suggestions about updating the pre-check form; he got 5 responses.

   c. Peter asked Deena to send him the names of members with road rally checked as their interest, he got over 5,000 names; how many of these people are actually interested? Any local RE or membership chair can request this list for their region.

   d. Status of 3 regions requesting rally assistance:
      i. Mohawk Hudson –Peter – reached out, not heard back, their rally is not until summer
      ii. Susquehanna Region – Peter -- want to do rally
      iii. Ohio Valley – Wendy – reached out, not heard back
      iv. Reno – Jeanne. – nothing to report

   e. Clyde – timelines for rallies, more next month

7. New Business
   a. Peter -- do we want HQ to keep us informed of incidents? Incident reports go to Deena, and can be provided if wanted; Jamie will check on whether other boards do that. Peter said that we can use them for training info. Reminder to all: file report if any kind of incident occurs.
   b. Clyde – Great American Mountain Rally, Oct 11-14, is being sanctioned as a regional course rally; the committee intends to preliminarily list Clyde as safety steward on the sanction application, he has some potential conflicts, but the committee says they can be flexible regarding dates for the precheck; this event is creating interest.

Meeting adjourned at 8:33 pm CST
Next meeting by teleconference April 12, 2018, 7:30 pm CST
Respectfully submitted,
Jeanne English, secretary

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED March 2018

BOARD OF DIRECTORS

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The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.
The Board of Directors met at the South Point Hotel in Las Vegas, January 17-20, 2018.
Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Jason Isley, Bruce Lindstrand, Marcus Merideth, Tere Pulliam and Jim Weidenbaum.
Staff participating were Michael E. Cobb, President & CEO, Eric Prill, Vice President of Operations and Aimee Thoennes, Executive Assistant.
Guests in attendance: Robey Clark, President of SCCA Enterprises and his advisory board: Wade White, Tray Ayres, Jerry Wannarka, Gary Pitts. Jim Rogaski, Chairman of Stewards, John Zuccarelli, SCCA Foundation Board Chairman and Jeff Jacobs, Board member. Steve Hyatt, RallyCross Board Chairman, Club Racing Board Chairman, Jim Wheeler and Steve Oseth, SCCA Pro Racing.
The meeting was called to order by Vice Chairman Helman.
President Cobb presented his 2017 Summary including his vision for 2018 to be shared with the Membership at the National Convention.
Eric Prill attended to discuss the progress of the Road Racing Planning Advisory Group and set the direction for 2018. The Board requested that Cobb and Prill create a proposal for board review relative to the Club Racing Board and Road Racing Planning Advisory group with 2-3 desired outcomes to create continuity and structure accountability and communication channels between these groups and the Board of Directors.
Pulliam discussed progress on the charter project. Some charters have been gathered such as the COA, SEB and Executive Stewards but still needs others. The committee will continue to have monthly meetings to review requirements for changes to the Bylaws to allow for electronic voting and other potential updates to improve efficiencies and utilize technology.
Helman updated the board on Greenpower and the SCCA's role.
Albin requested clarification as to the process and requirements for race track inspections.
A list of proposed changes to the Operations Manual to reflect current practice and update was discussed.

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

I.A.7. Trademarks

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

II.C. SCCA ENTERPRISES, INC.

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

II.E. SCCA PRO RACING, LTD.

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

Remove Appendix A: Board of Directors Internal Committees

Remove Appendix B: SCCA, Inc. Committee Reporting Structure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective March 1, 2018. Lindstand/Davis.
Change 9.1.9.2.D.9.c.1 1. ~~Water temperature, oil temperature, oil pressure, and boost/vacuum gauges are permitted and shall be securely mounted,~~ *Add on gauges are permitted* and shall perform no other function other than their primary use *or for Data acquisition.*

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

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

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

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

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

Change the Alternate Vehicle Allowance as follows:

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

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

1. Ford Cortina Engine: 1060 lbs.
2. Ford Kent and Honda Fit Engines: 1110 lbs.
3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95cm add 25lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c.; at such time this provision (3) shall become null and void.*

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

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

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

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

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

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

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

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

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

There was one Electronic Motion in January as follows:

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

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

MOTION: To adjourn. PASSED.

APPENDIX A: Club Racing Board Rule Changes

<u>Recommended Items for 2018</u>
The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

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

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

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

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

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

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

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

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

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

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

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

1.3. Licensing Requirements

A. Only SCCA members may be licensed.

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

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

~~D. Following the initial year, the renewal minimums are as follows:~~
~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.~~

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

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

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

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

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

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

3. #23577 (January Fastrack - GCR Committee) Change Split Start Procedure to Allow Gap Starts
The CRB recommends this become effective March 1, 2018

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

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

Change the following GCR Sections:

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

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

A. Execution of the Event

The Chief Steward shall:

1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.

2. Determine whether Officials are at their posts and report any absences to the SOM.

3. Ensure that all Officials and workers are provided with necessary information.

4. Collect all reports and other official information to determine the results.

5. Provide any information required to enable the Chairman SOM to prepare the Observer's Report.

6. Authorize a change of driver or car.

7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for
approval.

8. Prevent an ineligible driver from competing.
9. Modify the Split Start procedures.

6.5.5. Split Starts

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

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

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

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

GT2
1. #23573 (February Fastrack - James Goughary) Request for Aero Spec Changes
Thank you for your letter. The CRB recommends these changes be effective March 1, 2018. Make the following changes to the GCR:

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

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

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

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

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

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

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

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

F. Wing mounting

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

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

In GCR section 9.1.2.F.7.b. add a new section as follows:
16. GT2 Aerodynamics:

A. Front Air Dam

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

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

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

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

B. Under tray

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

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

2. The minimum ride height of the under tray is 2.0 inches.

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

C. Splitter

1. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce down force through vertical pressure differential. A splitter shall have no vertical deviations.

2. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.

3. The front splitter must not extend more than 5.0 inches past the forward most surface of the original or approved bodywork as viewed from above for the entire profile of the splitter.

4. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.

5. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.

6. The minimum ride height of the front splitter is 2.0 inches.

D. Rear Wing

1. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

2. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.
3. No wing may exceed 72" in length. The entire wing assembly may be no wider than the widest part of the car.

4. The entire rear wing assembly, including the end plates and any wicker, shall be mounted level with, or below, the peak of the roof.

5. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.

6. Wing end plates must not exceed 144.0 square inches each.

E. Additional Aerodynamics

1. Canards or dive planes are permitted up to 50 square inches (per canard) and two per side (max 4). Vertical side fences permitted at a maximum of 0.75" from the canard surface. Canard surface must be mounted to the front bodywork/spoiler with a maximum 1/16" gap allowance between canard and bodywork.

2. Regardless of front, rear or mid-engine placement, flat underbody panels are permitted. Underbody panels may start behind the front wheel openings. A minimum engine opening of

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

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

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

Change 9.1.4.G

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

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

Change
9.1.4.C Bodywork

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

T2
1. #23068 (January Fastrack - Harley Kaplan) Motor Mounts
The CRB recommends this to be effective March 1, 2018.

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

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

2. #23353 (January Fastrack - Joe Aquilante) Increase Front Wheel Size for 2016/2017 Camaro SS
Thank you for your letter. The CRB recommends this be effective March 1, 2018. Change the

specification line:

Chevrolet Camaro, 1LE (2016-)
Wheels: ~~18x10 (F) 18 x11 (R)~~ *18 x 11*

T2-T4
1. #23190 (January Fastrack - Raymond Blethen) Fix Car Classifications Rules to match what CRB is doing
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Clarify T2-T4 car classification:
E. Car Classification

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

2. #23254 (January Fastrack - Touring Committee) 2018 Rule Recommendation Rear Toe Links
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

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

1. T2-T4: A maximum of 3.0 degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment maybe achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only. *Adjustable toe links are permitted. Spherical bearings/bushings are not permitted in T2-T4 except for adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.*

3. #23536 (January Fastrack - Touring Committee) Clean Up Air Conditioner Section
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

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

5. #23538 (January Fastrack - Touring Committee) Add NACA Duct Language to T2-T4
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

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

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

SOLO EVENTS BOARD | January 24th

The Solo Events Board met by conference call January 24th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Charlie Davis and Chris Albin of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

Recommended Items

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.

Prepared

#21414 Turbo jets and other anti-lag

Add to 17.10.D as follows:

4. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.

#21828 XP non-OE wing mounting

Change 1.c in Appendix A, class X Prepared, as follows:

"Appendix A: 1.c. Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12□ (30.48 cm) above the ~~wing□s point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*"

Note: The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work.

Member Advisories

General

#23854 spectator and non-spectator Solo events update

The Solo rule book has been updated to contain language which is consistent with current insurance requirements, regarding spectator/non-spectator events.

#23960 SEB Personnel

The SEB has a vacancy and is requesting interested members to submit their qualifications in writing via www.soloeventsboard.com

The SEB thanks Eric Hyman for his service as an SEB member.

Street Touring

#23688 2 step limiters on STS Civics

Thank you for your inquiry. There is no allowance for wiring modifications in the current Solo rules to facilitate feeding additional sensors into the ECU. The STAC would

encourage the letter author to talk with fellow competitors who are utilizing a 2-step rev limiter under the current rules.

Change Proposals

General

#23348 Approved means for preheating tires

The SEB is seeking member feedback regarding the following proposal.

Change 6.11 as shown:

"6.11 ~~PREHEATING TIRES~~ *TIRE TEMPERATURE MANAGEMENT*

~~Pre-heating of tires prior to competition by electrically heated covers or by similar means is prohibited.~~ *Supplemental heating of tires less than 30 minutes prior to the first car of the heat starting a run is prohibited.*

Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off.

Water may be used to cool tires."

Street

#22582 Muscle cars to B Street?

The SAC would like member feedback on the following proposal:

Move *from AS to BS*

BMW

M3 and M4 (F80/F82)(2015-18)

Chevrolet

Camaro SS 1LE (V8)(2017-18)

Ford

Mustang Shelby GT350 (2015-18)

Nissan

350Z NISMO (2004-08)

370Z NISMO (2009-18)

#23650 BMW Z4 Class Change Proposal

The SAC would like member feedback on the following proposal:

Move from BS to CS

BMW

Z4 roadster (2.8i, 3.0i)(2009-16)

#22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS

The SAC would like member feedback on the following proposal:

Move *from DS to GS*

BMW

3-Series (E46 chassis)(non-M3)(1999-2006)

Lexus

IS300 (2001-05)

Subaru

WRX (non-STi)(2001-08)

#22882 Move RX-8 from CS to DS

The SAC is requesting member feedback on the following revised version of a previously-published list of class change proposals for 1/1/2019:

Move from BS to DS:

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

Ford

Focus RS (2016-2017)

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move from BS to DS*:*

Audi

TTS (2009-15)

Move from CS to DS

Mazda

RX-8

Nissan

350Z (exc Nismo)(2003-2009)

#23333 2011 Audi R8 V10 Spyder from SSP -> SS

The SAC would like member feedback on the following proposal:

Move *from exclusion list to SS*

Audi

R8 (non-GT) (2008-2015)

R8 (non-Plus) (2016-2018)

Street Touring

#22139 Master cylinder brace allowance in ST

The STAC would like to solicit member feedback on an allowance for a bolt-on master cylinder brace mirroring the allowance present in the SP category. This would be added as a new section 14.6.E, as follows:

"*E. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose.*"

Street Prepared

#22718 Request to Re-classify FR-S/BRZ/GT86 to DSP

The SPAC is requesting member feedback on the following proposal:

Move the BMW 128i(2008-2011), Subaru BRZ (2013-2016), and Scion FRS (2013-2016) to DSP with limitations on fender cutting. Section 15.2.A would not apply to these cars and fender rules would instead follow the applicable rule from Street Touring (14.2.E). These cars would run against normal DSP cars as DSP classed vehicles.

Please see item #22536 in the February Fastrack for a related proposal.

Street Modified

#23104 16.1K Canards

The following change proposal is submitted for member review and comment:

Revise the following paragraph from 16.1.K as shown:

"Canards are allowed and may extend a maximum of 6.0" (152.4 mm) from the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. *Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm2) for each side.*"

#23106 16.1.H Rule Clarification - Rear diffusers

Per the SPAC, the following change proposal is submitted for member review and comment:

Add to 16.1.K as follows:

"*Diffusers that come as a standard OE part are allowed, but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed.*"

Prepared

#23614 Please remove RWD Escort and Chevette from EP Appendix A

In order to correct an oversight from the DP/EP/GP reorganization, the RWD 1968-1981 Escort & Lynx and Chevrolet Chevette are recommended to be removed from EP. The listing is proposed to be corrected as follows:

Appendix A

E Prepared (EP)

Ford & Mercury

~~Escort & Lynx (1968-81)~~

Chevrolet, ...

~~Chevette (1975-87)~~

Other Items Reviewed

General

#22756 input on multiple proposals

Thank you for your input.

Street

#23634 Feedback for street class proposed moves #22526 & #22882

Thank you for your input.

#23659 Move AWD boost machines from BS to DS

Thank you for your input.

#23660 S2000 (non CR) to CS

Thank you for your input.

#23668 Concur with Proposal # 22882

Thank you for your input.

#23732 YES to #22613 Comprehensive Street Reclass for Lotus Evora

Thank you for your input.

Street Touring

#23682 Not for the proposed 93oct rule change.

Thank you for your input. The STAC will monitor the new 93 octane rule and continue to accept member feedback.

Street Prepared

#22733 SP Participation

Thank you for your input.

Prepared

#23373 Response to #21828

The PAC thanks the member for their input. The PAC feels a wing mount, regardless of style, is considered a component of the wing and would be subject to the placement allowances of Appendix A.1.c.

#23442 Member input Prepared Letter #20237

Thank you for your input.

#23794 PAC Opening

The PAC thanks the member for their interest in serving on the PAC.

#23832 PAC Committee Personnel

The SEB thanks Jeff Stroh for his service on the PAC.

Kart

#22509 Proposed 19.2.H.2

Thank you for your input.

#23314 Information about comparing weights of KZ/ROK/Stock Honda

Thank you for your input.

Not Recommended

General

#23164, 23166 3.3.3.B.12 - Non-Metallic Wheels

The SEB does not recommend this change.

Street

#22749 More Vipers into SSR

Thank you for your thorough and data-driven letter. However the SAC does not want to make further changes to SSR at this time.

#22763 Shock bumpstop rule, 13.5.D

Thank you for your input. The SAC believes the rule is adequate as written.

#22807 Move Honda S2000 CR from AS to BS

Thank you for your input. The SAC believes the S2000 CR is appropriately classed.

#23669 Move Porsche Cayman (non-S, all years) to D-Street

Thank you for your input. The SAC believes any Cayman variant exceeds the performance potential of DS. Please see letter #22275 in the February 2018 Fastrack for a class change proposal involving the Cayman.

#23670 Addition of the 2018 Audi TTRS and RS3 to SSR

Thank you for your input. The SAC does not want to make further changes to SSR at this time.

Street Touring

#23133 Tire width proposal for stf cars being moved to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23134 Wheel/LSD allowance

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23137 Additional allowances for STF cars moving to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23139 Larger wheel/tire for STF cars going to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23141 STF cars to STX instead of STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23143 stf cars to stx

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23151 Additional STF cars reclassed to STX.

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23484 It's time to move all NA/NB Miatas to STS

Thank you for your input. The STAC feels the performance levels of the Torsen-equipped NA and NB Miatas are not currently appropriate for STS. In Club Racing, Spec Miata uses restrictors and weights to balance performance of the NA and NB Miatas, and such measures are not applicable in the Solo Street Touring category.

#23663 Request to please consider classifying the BMW Z4 M Coupe in ST-

Please see the response to letter #22214 in the October 2017 Fastrack.

Street Prepared

#22716 Stop fender cutting

Thank you for your input. Please see item #22536 in the February Fastrack.

Prepared

#22239 Prepared a restructuring comment.

Thank you for your input. Please see item #14898 in the February Fastrack.

#22789 Restrictor size increase request?

The PAC feels that the current restrictor allowances provide sufficient parity for Forced Induction and Naturally Aspirated motors in the current structure.

#23338 Weight calculations

The PAC feels the current allowances for 2 valve engines adequately cover the performance differences. The PAC will continue to monitor the competitive balance of the weight formulas.

#23356 Restructuring classes Blown versus NA engines

Thank you for your input. The PAC will consider this subject when discussing long-term category goals.

Kart

#21979 Legal motor

Thank you for your input. At this time, the KAC/SEB does not believe this motor should be added to KM.

#22020 REQUEST TO CLASS ROK SHIFTER AS NEW ENGINE

Thank you for your input. The KAC does not recommend adding this motor to KM.

#22022 Change 19.D.2 to allow csai aci homologation

Thank you for your input. At this time, the KAC prefers not to class the ROK motor in KM.

#22508 Consider requiring WKA/IKF/... compliance for kart chassis?

Thank you for your input.

#22517 Jr. Kart Weights

Thank you for your input. The KAC believes the weight requirements are sufficient as written.

Handled Elsewhere

Street

#22632 Please DO NOT move Mustang GT 350 to BStreet

Please see the response to item #22582.

#22697 Follow up from the town hall discussion at Nationals

Please see the response to item #22696.

#22699 6th Gen SS 1LE to B Street

Please see the response to item #22582.

#23413 Street class change proposals

Please see the response to item #23555 in the January Fastrack.

#23642 Take a few cars off the exclusion list?

Please see the response to item #22333.

#23689 Member Feedback on proposed moves to DS

Please see the response to item #23634.

#23694, 23730, 23734, 23735, 23736, 23742, 23748 Re: Lotus Evora (various)

Please see the response to item #23732.

#23698 RE letter 22882

Please see the response to item #23634.

#23722 Feedback on the proposal to move the s2000 to C-Street

Please see the response to item #23660.

Street Touring

#23643 STR NB Miata with open diff to STS

Please see the response to letter #23484.

Street Modified

#22741 Diffusers in Street Modified

Please see the response to item #23106.

#23249 Car Classification

Please see the response to item #23106.

Prepared

#16812 XP Weight Formula Conformity

Thank you for your feedback. Please see item #14898 in the February Fastrack.

#22791 22790 - ABS in CP

Thank you for your feedback. It was considered in the response to item #22790, which can be found in the February Fastrack.

#22830, 22947, 22949, 22950, 22951, 22968 Re: 22790 - ABS in CP (various)

Please see the response to item #22791.

#23516 51% weight modifier

Thank you for your input. Please see item #14898 in the February Fastrack.

#23618 Oppose Proposed Rule Change #20237!

Thank you for your input. Please see item #20237 in the December 2017 Fastrack.

Modified

#22811 Non Ferrous floor attachement.

Please see item #22770 in the February Fastrack.

Tech Bulletins

Street Touring

#23716 2017+ Civic Si to STH

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

STH

Honda

Civic SI (2017-2018)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 6, 2018

The Club Racing Board met by teleconference on February 6, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers and Sam Henry. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager; Rick Harris, Technical Manager; and Glen Thielke, Lead Data Technician. The following decisions were made:

Member Advisory

FM
1. #23907 (SCCA Staff) FM Spec Tire Rule

In FM,

Recent questions pertaining to the FM spec tire rule have been brought to SCCA's attention. The Club Racing Board would like to remind competitors and event officials that FM is required to follow section 9.1.1.E.14 Tires and Wheels at all times in SCCA events regardless of the number of entries.

Please see MA 18-01

STL
1. #23769 (Tom Lamb) Request Acura/Honda Engine Clarification
Recent questions pertaining to the STL Acura/Honda engine specs have been brought to SCCA's attention. By not listing any suffix to B16/B18 it is intended to include all B16/B18 engines.
Note that B18C is on separate spec line due to weight chart +2%.

Please see MA 18-02

STU
1. #23275 (David Fiorelli) Interpretation of 9.1.4.1 STU Suspension Rules
Altered Rear Suspension in the case of ST is alteration of either pick up points or custom fabricated control arms. If the competitor is using neither of these there is no need to add 50 lbs.

No Action Required
EP
1. #23798 (Dave Kavitski) SCCA You Are Missing the Point
Thank you for your letter. After another evaluation considering the additional information/ comments submitted, the response to letters 23170 and 23664 is appropriate. The CRB will continue to monitor the performance of the cars in the class and the CRB believes it fully understands the author's concerns.

Prod General
1. #23791 (David Mead) Clarification of Carburetor Manufacturer Rule
Thank you for your letter. The reference to automotive type carburetors in the specification lines is not an exception to the overriding rule in Production; that if the rules do not specifically allow a modification, the part must remain unmodified. The addition to the rules was meant to confirm the above. As to the example provided by the letter writer, the CRB believes EMPI makes a Weber copy with a 51mm throttle plate and EMPI is on the list of approved carburetor manufacturers.

SM
1. #23115 (Shaikh Ahmad) Data Gathering, Future Spec for SM Bump Stop Force and Length
Thank you for your input.

ST General
1. #23526 (Rich Walke) Request Alternate Rotors for Rotary Engines
Thank you for your letter. The rule is clear as written. Mazda 13B is in table as 13B. Components from 13B i.e., S4,S5,... are interchangeable. You are permitted to use rotors and housings from any version of the 13B engine.

STL
1. #23394 (Peter Davis) B Series Adjustments
Thank you for your opinion. The CRB will continue to monitor these changes.

STU
1. #23224 (Alex Phelps) Weight Parity NC MX-5
Thank you for your input. The car is properly classed in STU.

2. #23393 (Patrick Waligore) Weight and Engine Allowances
Thank you for your input. The weight of 2551-engines was adjusted for the 2017 rules season. The CRB will continue to monitor class performance.

T4
1. #23695 (Gresham Wagner) Request to Correct and Add Restrictor to Toyota 86
Thank you for your letter. There was no legal Toyota 86 prior to 2017. No action is needed on this letter.

Not Recommended
AS
1. #23454 (Scott Shadel) Allow Pre-1982 Vehicles to Compete in A-Sedan Class
Thank you for your request. In SVRA form, the Group 6 cars (which include pre-1982 Camaros/Firebirds and pre-1979 Mustangs) would have significantly more power than AS engines and would have less capability in terms of wheels, tires, brakes, and suspension than AS cars. This mis-match could cause significant issues for racing in American Sedan.

You are welcome to submit an additional letter for consideration, to include older chassis styles running AS rules. However, the CRB/ASAC do encourage building to the current AS rules.

P1
1. #23750 (Greg Bell) Request Weight Reduction for P1 - 1000cc
Thank you for your letter. The CRB does not recommend this change. The P1 class philosophy does not include provisions for balancing different designs, or newer verses older engines within the same platform. Conceptually a development class like P1 will over time obsolete older technology and it would be an overwhelming challenge to attempt BOP of all the engines within a particular platform.

2. #23792 (Jim Devenport) Request for Flat Plate Restrictor in Lieu of SIR for CN cars
Thank you for your letter. The CRB does not recommend the use of 2 different restrictor solutions for the same engine platform. SIR's have been successfully implemented on other P1 cars.

GT1
1. #22608 (Grand Touring Committee) GT1 Fuel Injection?
The What Do You Think response did not indicate the community wants this change. The CRB will continue to study this.

GT2
1. #23652 (Amir Haleem) Request to Allow Any Turbocharger for 93-98 Toyota Supra
Thank you for your letter. The CRB will continue to monitor the performance of the engine as classified.

GT3
1. #23672 (Craig Johnson) Request Larger Restrictor for GT3 Nissan
Thank you for your letter. The engine is competitive as classed at the specified weight.

2. #23720 (Jeremy Rohan) Request to Classify a Modified RX8
Thank you for your letter. This car would be eligible for Regional SPO.

GTL
1. #23661 (Joe Harlan) Request Cylinder Head Welding
Thank you for your letter. The CRB does not recommend this change as it would cause a development imbalance in cylinder heads.

FP
1. #23766 (Rick Haynes) Request For Alternative Roll Bar Rule For Production Cars
Thank you for your letter. The CRB continues to support the current Roll Bar Rule for Production Cars.

HP
1. #23430 (Charlie Clark) Re-Classify the FP 1991-1994 Mercury Capri to HP
Thank you for your letter. The specifications of this car in FP place it well within the range for the class. Absent competition results showing a clear need for re-classification, there is no apparent need to move this car to HP.

Prod General
1. #23765 (Rick Haynes) Request Rule Transparency - Sunshine Law
Thank you for your letter. The CRB has no plans to change this process.

2. #23767 (Rick Haynes) Request For Alternative Roll Bar Rule - Duplicate of 23766
Thank you for your letter. Please see the response to letter #23766.

3. #23851 (James Rogerson) Request to Combine Production Classes With GT Classes
Thank you for your letter. This idea has been discussed over several seasons. The Production Advisory Committee feels that combining Prod and GT would not advantage either group and would impose an unnecessary financial burden on the Production racer, who would need to make massive changes to their cars to be competitive in GT. The level 2 prep rules for Prod require a close connection to the cars as produced by the manufacturer. The majority of the cars campaigned in Prod today use the level 2 rule set. The CRB will continue to consider this and other proposals that look to reduce the number of classes without harming any existing racers.

ST General
1. #23103 (Super Touring Committee) K20
Thank you for your letter. The CRB will continue to monitor class performance.

STL
1. #23149 (John Schmitt) Miata Corner Speed Advantage
Thank you for your letter. The CRB will continue to monitor class performance.

2. #23366 (Greg Maloy) Honda B-Series Adjustments
Thank you for your letter. Please see response to letter 22938 in January 2018 Fastrack Technical Bulletin.

STU
1. #22857 (John Weisberg) Create an Engine Size to Inlet Restrictor Formula
Thank you for your letter. The CRB does not recommend opening up intake manifolds at this time in STU.

2. #23840 (Brad McCall) Request to Eliminate the FWD Weight Break
Thank you for your letter. The CRB does not recommend this change. The CRB will continue to monitor class performance.

3. #23855 (Michele Abbate) In Support of Letter #23840 FWD Weight Break
Thank you for your letter. Please see the response to letter #23840.

4. #23856 (Anthony Philleo) Support of Letter #23840 FWD Weight Break
Thank you for your letter. Please see the response to letter #23840.

T1
1. #23678 (Marc Hoover) Request for Mazdspeed Miata Weight
Thank you for your letter.

T2
1. #23809 (Kurt Rezzetano) Observation - No need for Slowing Down Whole Class
Thank you for your letter. The changes approved in T2, effective 3/1/18, will be observed.

T2-T4
1. #23787 (Stephen Blethen) Request to Publish HP and Torque Targets
Thank you for your request. Horsepower and torque are only two of many factors that define a car's performance. When a car is classed or performance is adjusted all of the factors are considered. Therefore, there is not a specific power or torque target for each class.

T3
1. #23733 (Scotty B White) T3 Feedback
Thank you for your letter. The CRB will continue to monitor T3.

T4
1. #23683 (Scotty B White) Request to Clarify Mustang Springs
Thank you for your letter. The rules are clear as written.

2. #23684 (Scotty B White) Request for Larger Rotors for Mustang
Thank you for your letter. This is not recommended at this time. A positive adjustment was just made to this car for 2018. Increasing the rotor diameter of T4 cars is not recommended.

3. #23814 (Chi Ho) Request BOP on RX8 and MX5
Thank you for your letter. Recent changes have been made to T4 in 2018. The CRB will continue to monitor the class.

4. #23818 (Darren Seltzer) Request to Mandate Octane for Lower Fuel Cost
Thank you for your letter. Your request is too difficult to enforce at the track.

5. #23821 (Darren Seltzer) Request for BOP Considerations
Thank you for your letter. Recent changes have been made in T4 for 2018. The CRB will continue to monitor the class.

Recommended Items

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.

FC
1. #22958 (Robert Wright) Sequential Gearbox in FC/FF
In GCR section 9.1.1.B.17, make changes as follows:

Transmission
Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. The change gear ratios are unrestricted.
a. The use of an automatic ~~and/or sequentially shifted~~ gearbox is prohibited.

b. Electronic and/or electro-mechanical assisted gear change mechanisms are prohibited.

c. Flat-shift, throttle blip/cut out or any other type of "shift assist" whether electronic or mechanical is prohibited.

d. Paddle shift is prohibited.

e. Shifting shall be through a mechanical linkage only and shall have no electronic sensors attached or configured for any purpose.

~~c.~~ *f.* Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The
sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).

~~d.~~ g. All change gears must be located in the case aft of the final drive.

In GCR section 9.1.1.B.20.A. and B., make changes as follows:

Weight

A. Formula F

1. Ford Cortina Engine: 1060 lbs.

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

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

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

B. Formula Continental

1. Pinto Engine: 1200 lbs.

2. Pinto with aluminum cylinder head: 1200 lbs.

3. Zetec Engine: 1200 lbs.

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

P1
1. #23702 (Formula/Sports Racing Committee) Remove Unused Line From P1 Engine Table
The supercharged engine option has existed in the sports racing classes since the CSR and DSR days, and the CRB and FSRAC know of no competitor seriously attempting to develop a supercharged engine in P1 or any competitor having previously run one in CSR or DSR. The P1 engine table has sufficient engine options for a development class at this time. If a competitor wishes to run a supercharged engine in the future, the P1 rules include a provision for requesting an engine option not currently approved. Any proposed engine option submitted on this path can be properly classed in the engine table using the SCCA Power Factor.

SM
1. #22904 (John Adamczyk) Request for Revision of GCR Rule: 9.1.7. Spec Miata Bump Stops
Effective 1/1/19, in GCR section 9.1.7.C.3.b, make the following changes:

"All cars ~~may~~ *shall* use the Fat Cat Motorsports *Spec Miata shock mount/*bump stop kit (p/n FCM-MT-KIT-SM) *unmodified and in its entirety* ~~or the unmodified Mazdaspeed bump stop (p/n 0000-04-5993AW~~) in conjunction with the 1999 - ~~up~~2005 stock upper *shock* mount *hats* ~~assembly consisting of the upper mount~~ (p/n: NC10-28-340C)~~, the upper mount bushing(p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW)~~. All other OEM upper mounting hardware shall be discarded. ~~Non-OEM equivalents may be used in place of the upper mount, upper mount bushing,and upper mount washer only.~~ No other modifications are allowed."

<u>Taken Care Of</u>
AS
1. #23662 (Matthew Long) January Prelims
Thank you for your letter. Please see the response to letter #23549, February 2018 Fastrack Technical Bulletin and RM 18-01.

2. #23691 (Matt Regan) Disagrees With ASAC 23549
Thank you for your letter. Please see the response to letter #23549, February 2018 Fastrack Technical Bulletin and RM 18-01.

FC
1. #23281 (Nicholas Belling) Sequential Boxes #22958
Thank you for your letter. Please see the response to letter #22958, recommended (above) for 1/1/19.

2. #23282 (Steve Demeter) Sequential Shift
Thank you for your letter. Please see the response to letter #22958.

3. #23285 (Bill Wise) Sequential Transmissions
Thank you for your letter. Please see the response to letter #22958.

4. #23297 (Chris Scharnow) Sequential Gearbox in FC
Thank you for your letter. Please see the response to letter #22958.

5. #23305 (Philip Creighton) Sequential Gearboxes
Thank you for your letter. Please see the response to letter #22958.

6. #23339 (Keith Averill) Sequential Gearbox
Thank you for your letter. Please see the response to letter #22958.

7. #23753 (Lyn Greenhill) Sequential Transmissions in FF/FC With Criteria
Thank you for your letter. Please see the response to letter #22958.

FF

1. #23336 (Ray Rivard) Sequential Gearbox
Thank you for your letter. Please see the response to letter #22958, recommended (above) for 1/1/19.

2. #23355 (Brad Hayes) Sequential Shift Gearbox in FF/FC
Thank you for your letter. Please see the response to letter #22958.

3. #23376 (Eric Little) Response to Letter #22958
Thank you for your letter. Please see the response to letter #22958.

4. #23388 (John Haydon) Sequential Shift Gearboxes
Thank you for your letter. Please see the response to letter #22958.

5. #23412 (Kevin Brumbaugh) Sequential Shift Gearboxes
Thank you for your letter. Please see the response to letter #22958.

6. #23436 (Michael Rand) Transmissions and Gearboxes
Thank you for your letter. Please see the response to letter #22958.

7. #23443 (Mark Walthew) Sequential Gearbox in FC/FF
Thank you for your letter. Please see the response to letter #22958.

8. #23718 (Josh Harvey) Sequential Gear Boxes 22958; 9.1.1.B.17
Thank you for your letter. Please see the response to letter #22958.

9. #23837 (Greg Rice) FIA Safety Pods
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23681, February 2018 Fastrack Minutes, which the Board of Directors approved as recommended in January 2018 (to be effective July 1, 2018).

10. #23938 (Denny Renfrow) Sequential Shift Gearbox for FF
Thank you for your letter. Please see the response to letter #22958.

FV

1. #23719 (William Ross) Disc Brake Proposal
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

2. #23771 (Thomas Galuardi) Disc Brakes
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

3. #23793 (Robert Frassetti) Disc Brake Conversion
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

4. #23895 (Don Manthe) Proposal to Allow Disc Brakes
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in

January 2018 (to be effective January 1, 2019).

P1
1. #23749 (Greg Bell) Request Support for P1 #22959
Thank you for your letter. Please see the response to Letter #22959, December 2017 Fastrack Minutes, which was approved as recommended, January 2018 Board of Directors Minutes, and went into effect 1/1/2018.

2. #23827 (Jonothan Benefield) Request GCR 2018 Rules Change
Thank you for your letter. Please see the response to letter #23935, Technical Bulletin.

3. #23882 (Jeff Shafer) Request to Group CN Cars
Thank you for your letter. Please see the response to letter #23935, Technical Bulletin.

GT1
1. #22540 (Michael Major) Fuel Injection
Thank you for your letter. Please see the response to letter #22608.

GT2
1. #22577 (Gordon Leslie) Allow Canards
Thank you for your letter. Please see the response to letter #23573, February 2018 Fastrack Minutes.

2. #23773 (Tom Patton) Request to Postpone Proposed GT2 Aero Rule Changes
Thank you for your letter. Please see the response to letter #23923, Technical Bulletin.

3. #23777 (Leroy Lacy) Request GT2 Aero Rules Wording Changes
Thank you for your letter. Please see the response to letter #23923, Technical Bulletin.

GT3
1. #23917 (Samuel Fouse) Additional Info for 23291
Thank you for your letter. Please see the response to letter #23291, Technical Bulletin.

GTL
1. #23687 (Edward Nicholson) Request Wing Height Change
Thank you for your letter. Please see the response to letter #23675, Technical Bulletin.

SM
1. #23445 (Shaikh Ahmad) Shock Rule
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

2. #23455 (Gordon Kuhnley) Clarify Shock Rules and Reduce The Need for Binning
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

3. #23468 (William Keeling) Current Shock Spec
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

4. #23470 (Charles Mathes) Shock Rule Change
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

5. #23488 (Brandon Fetch) Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

6. #23502 (Jim Drago) Updated Shock Spec
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

7. #23562 (Todd Martin) Shock Rule
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

8. #23617 (David Dewhurst) Observation on the New Spec Miata Shock Rule
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

9. #23636 (David Dewhurst) Observation on Spec Miata Shocks
Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

STL
1. #23838 (Bob Clark) Clarifications for Honda Flat Plate Restrictors and RM_18-01
Thank you for your letter. Please see the response to letter #23769.

What Do You Think
None.

RESUMES

1. #23093 (John Adamczyk) SMAC Resume
Thank you for submitting your resume. The CRB will keep it on file for the future.

2. #23127 (Jason Kohler) SMAC Application
Thank you for submitting your resume. The CRB will keep it on file for the future.

3. #23140 (Kyle Webb) SMAC Opening
Thank you for submitting your resume. The CRB will keep it on file for the future.

4. #23375 (Richard Muise) Spec Miata Advisory Committee - Volunteer
Thank you for submitting your resume. The CRB will keep it on file for the future.

TECH BULLETIN

DATE: February 20, 2018
NUMBER: TB 18-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2018 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FA
1. #23805 (Formula/Sports Racing Committee) Allow all FIA F4 cars in FA
Effective 01/18/2018, in FA add the following:
Car: ~~US F4~~ *FIA certified F4*
Notes: ~~Car must run per all current US F4 series rules.~~ *Upon request,* ~~C~~*c*ompetitors must provide *a copy of the rules in effect when the car was certified by the FIA* ~~current US F4 rules upon request~~.
*See Racing Memo RM 18-03

P1
1. #23875 (Kevin Kloepfer) Request Elan DP02 spec line Clarification
In GCR Section 9.1.8.I., clarify as follows:

Engines
The only engine permitted is the Mazda 2.0 liter MZR as supplied by *Elan Power Products (EPP) or* Elite Engines (Elite). No modifications are permitted. The engine must have the four (4) *EPP or* Elite numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by *EPP or* Elite. *Cars with the 2.3 liter Mazda MZR/ Ford Duratec engine must comply with the requirements of the P1 Engine Table and need not have the EPP or Elite numbered seals.*

Wheels and Tires
Thirteen (13) inch diameter wheels with a maximum rim width of ~~9~~ *ten (10)* inches front and twelve (12) inches rear are the only wheel sizes permitted. Material is unrestricted providing it is metal. Tire brand and compound is unrestricted.

2. #23935 (Formula/Sports Racing Committee) Add New Line to P1 Engine Table for Honda K20A Engine
Professional series in the U.S. and Europe will be a source of new cars for the P1 class and it is necessary to incorporate these cars with as little impact as possible on their original configurations without obsoleting existing cars in the class. The FIA Group CN/V de V series regulations permit an unmodified 2-liter Honda K20A engine with a 64mm single throttle body. In stock configuration with the 64mm throttle body, this engine produces horsepower and torque that fit into the P1 engine table without an inlet restrictor. Although stock engine lines are currently outside the P1 class philosophy, adding a line for the unmodified Honda K20A will allow CN cars to compete as delivered without other special considerations (no spec line is required). If a competitor wishes to modify the K20A engine, compliance with the applicable engine table line will be required.

In P1, add a new spec line as follows:

P1 Engine Table						
	Engine Series	**Max. Displ (cc)**	**Max. Valves / Cyl.**	**Req'd Restrictor**	**Min Weight (lbs)**	**Notes**
H	*4 Cycle Honda K20A*	*2000*	*4*	*Stock 64mm single throttle body*	*1400*	*No engine modifications except for dry sump oil system, ECU mapping and exhaust system. Internal dimensions and materials must be stock with no machining allowed.*

3. #23962 (Formula/Sports Racing Committee) Revise P1 rules to correct errors
In GCR Section 9.1.8.C., make corrections as follows:

"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~~ *advanced* technology in car design and innovation while utilizing established cost-effective engine technology."

In GCR Section 9.1.8.C.B.1, make corrections as follows:
"Any form of chassis construction *is permitted* subject to ~~restrictions in~~ *the requirements of* GCR section 9, Cars and Equipment ~~except as permitted in the P1 rules~~."

P2
1. #22815 (David Ferguson) Request to clarify Rub Block Rule
In GCR Section 9.1.8.D.E., clarify as follows:
"*A maximum of four (8)* ~~R~~*r*ub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis, and may extend below the reference plane."

2. #23936 (Formula/Sports Racing Committee) Add P2 spec line for CN car and revise P2 engine table Line E

Professional series in the U.S. and Europe will be a source of new cars for the P2 class and it is necessary to incorporate these cars with as little impact as possible on their original configurations without obsoleting existing cars. The FIA Group CN/V de V series regulations permit an unmodified 2-liter Honda K20A engine with a 64mm single throttle body. With the 64mm single throttle body and a 55mm flat plate intake restrictor, this engine will produce horsepower and torque that allow non-composite chassis CN cars to fit into the P2 class.

In P2 Table 1, add a new spec line as follows:

Table 1 (Spec Line Cars)					
Marque	**Wheelbase inches max/ Track Max inches**	**Weight Displacement**	**Engine**	**Restrictor**	**Notes**
FIA Group CN non-composite chassis		*Stock Engine 1500 lbs. 2000cc max.*	*P2 Engine Table E Stock Honda K20A*	*Stock 64mm single throttle body with 55mm flat plate restrictor*	*FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. FIA Group CN compliant wing, wheels, and assisted shifting permitted. Must comply with all other P2 requirements.*

In P2 Engine Table, Line E, add to the notes as follows:
"Approved engines list: MZR/Duratec, Honda K20*A*, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with *stock* Honda K20*A* may use stock 64mm single throttle body ~~without inlet~~ *with 55mm flat plate intake* restrictor at 1500 lbs. minimum weight."

GCR
1. #23955 (SCCA Staff) Change fire system conflict in wording
In GCR section 9.3.22.b, make changes as follows:
"The following are acceptable for ~~Touring, Spec Miata, Super Touring and Improved Touring cars:~~ *all cars not requiring an On-Board Fire System.*"

Grand Touring
GT2
1. #23673 (Ken Billimack) Request BMW E92 Model Year Adjustment and Engine Combinations
In GT2/ST, BMW M3 E92 (08-09), add to the model year as follows:
(08-~~09~~ *13*)

In GT2/ST, BMW M3 E92 (08-~~09~~ *13*), add engine/weights as follows:

	Maximum Displacement	**Minimum Weight**	**Restrictor**	**Notes**
BMW M3 E92 (08-~~09~~ *13*)	*S65 - 4400*	*2950*		
	S65 - 4600	*3000*		

In GT2/ST, BMW E46 M3 &E36 / BMW Z3 /BMW 5000cc V8, clarify the classification/notes as follows:
The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. BMW 5000cc V8 is permitted at 3000 lbs. ~~Flossman body kit is permitted~~. 4.0L V8 permitted at 2900 lbs. *Flossman body kit is permitted.*

GT3
1. #23291 (Samuel Fouse) 1.8 Liter Motors
In the GT3 spec lines, change spec line weight for all engines as follows:

1.8l motors (1750cc - 1849cc) to 1960 lbs.
1.6l motors (1550cc - 1649cc) to 1690 lbs.
13B Peripheral/Bridge Port to 2200 lbs.
13B Street Port to 2090 lbs.
12B Street Port/Bridge Port to 1960 lbs.
12A Peripheral Port 37mm SIR to 2150 lbs.

GTL
1. #23675 (Roy Lopshire) Request Rear Wing Height Regulation for GTL
In GCR section 9.1.2.F.14.C, clarify the location of the wing as follows:
"The entire wing assembly ~~shall be at least 6.0 inches~~ *must be mounted* below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point."

Improved Touring
None.

Production
FP
1. #23758 (rick haynes) Request for Lotus Weight Adjustment
Actual competition data is the primary basis for adjustments. From that standpoint there is no reason to adjust the weight of the Louts in FP at this time. However, to bring the Lotus and Turner specifications more in line (which is appropriate given the fact they use essentially the same engine) it is recommended that the size of the chokes for the FP Turner 1500 be increased from 30mm to 32mm. This change should be made to each of the carburetor options listed for this car in the spec lines where the choke size is specified.

In FP, Turner 1500, change the notes under Carburetor No. & Type as follows:
28/36 DCD 22, 32/36 DGN, 36 DCNF ~~w/30mm choke(s)~~ *w/32mm choke(s)*, (1) 40 DCNF ~~w/ 30mm choke(s)~~, *w/32mm choke(s),* (2) Weber DCOE on I.R. manifold ~~w/ 30mm choke(s)~~ *w/32mm choke(s)*.

Spec Miata
None.

Super Touring
1. #23317 (Greg Amy) 9.1.4.A Philosophy
In GCR section 9.1.4.A, clarify the philosophy as follows:

"Each class will have a baseline ~~target~~ power-to-*displacement target weight*. Weights may be adjusted, or ~~cars~~ *engines* may be subject to changes in intake restrictors, *or super charger pulleys* to meet these targets. *Vehicles* ~~Cars~~ may be required to carry data acquisition equipment for review of performance."

STU
1. #23400 (Patrick Waligore) Minimum ride height of side skirts 9.1.4.D.6
In GCR section 9.1.4.D,6, clarify ride height as follows:
"Aftermarket side skirts may be used provided they meet the minimum ride height rule *of 3 inches*, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis."

2. #23674 (Eric Thompson) Adding VTS to 22860 JDM Toyota 3SGTE
In STU, Table B, classify the Toyota JDM as follows:

Toyota JDM 3SGTE / 1998 / Chart / Must meet all other STU specifications.

Touring
T1
1. Effective 3/1/18, In T1, Ford Mustang/Thunderbird, 5000 Coyote and 5000 Coyote Boss 302, change the restrictor type and size as follows:
~~60mm~~ *65mm* ~~throttle inlet restrictor~~ *flat plate intake restrictor*

T2
1. #23679 (Buz McCall) Request to remove 100 lb. penalty for additional braking system
In T2, BMW E92 M3 (08-14), make changes to the spec line as follows:
Weight: ~~3500~~ *3450*
Notes: "*Aftermarket brakes allowed at 100 lbs. penalty.*"

2. #23836 (Touring Committee) Adjust T2 Porsche 997.2
In T2, Porsche 911 /Carrera S 997.2 (09-12) make changes to the notes as follows:
"~~60mm~~ *55mm* flat plate restrictor required."

T2-T4
1. #23768 (Darren Seltzer) Request T3 and T4 additional considerations
In T3, make changes to the spec lines as follows:

Scion FRS 13-16:
Max wheel: 17 x ~~7~~ *8*
Weight: ~~2900~~ *2800*
Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

Subaru BRZ 13-16
Max wheel: 17 x ~~7~~ *8*
Weight: ~~2900~~ *2800*
Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

Subaru BRZ 2017+
Max wheel: 17 x ~~7~~ *8*
Weight: ~~2900~~ *2850*
Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

Toyota 86 2017+
Max wheel: 17 x ~~7~~ *8*
Weight: ~~2900~~ *2850*
Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

2. #23806 (Ron Randolph) Request Polycarbonate Windshields
In GCR section 9.3.54, clarify polycarbonate windshields as follows:
"Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, Spec Miata, *T2, T3, T4*."

T3
1. #23300 (Julian Macias) 2017 Civic Si
In T3, Honda Civic Si (17-), classify as follows:

T3	Bore x	Wheelbase	Max Wheel Size	Tire Size	Gear Ratios	Final	Brakes	Weight	Notes
Honda Civic Si (17-)	*73.0 x 89.5 1498*		*18x8*	*245*	*3.64 2.08 1.36 1.02 .83 .69*	*4.10*	*Brakes (mm) (F) 312 x 25 Vented Disk (R) 282 x 10 Solid Disk*	*3000*	*HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, 35mm TIR required. 4 piston calipers with separate hat and rotor, PN 45075-F23S-A6 Kit, Brake 4P +100lb.*

T4
1. #23299 (Julian Macias) 2016 Civic Ex, 5 Door LX and Sport
In T4, Honda Civic Coupe and Sedan EX-T (16-17) Hatch LX & Sport (16-), classify as follows:

T4	Bore x Stroke Disp.	Wheelbase	Max Wheel Size	Tire Size	Gear Ratios	Final Drive	Brakes	Weight	Notes
Honda Civic Coupe and Sedan EX-T (16-17) Hatch LX & Sport (16-)	*73.0 x 89.4 1496*	*2700 mm*	*17x7*	*235*	*3.64 2.08 1.36 1.02 .83 .69*	*4.10*	*(F) 282 x 23 Vented Disk (R) 260 x 9 Solid Disk*	*3100*	*HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD RR Spring Adjuster 52691-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, HPD Differential 41100-F23S-A6 permitted at +50lbs, 27mm TIR required.*

RALLYCROSS BOARD

RallyCross Board Minutes | February 6, 2018

The RallyCross Board (RXB) met face to face on January 17-18, 2018. Attending were Chair Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison, and Brian Harmer and Howard Duncan with National Office.

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

1. **Call to order: Steve Hyatt called meeting to order at 8:05 PST**

2. **Additions or corrections to the agenda:**

3. **National Championship Committee Roles and Responsibilities (Hyatt):**
   - The RXB discussed the roles and responsibilities of the RallyCross National Championship Planning Committee, RXB and National Office roles and responsibilities for the National Championship. The RXB and national office worked on developing a governance document for the planning of the National Championship and what each entity is responsible for.

4. **National Championship Operation and Efficiencies (Hyatt):**
   - The RXB brainstormed on how the make the National Championship run more efficiently in the future. The RXB reviewed comments from competitors and event organizers and reviewed the last several Championship events to improve the overall experience for each competitor. Ideas will be shared with the planning committee.

5. **Electric Drivetrains in Modified Vehicles (Macoubrie):**
   - The RXB discussed the addition of Electric Drivetrains in modified vehicles. The RXB reviewed proposed rules, battery types, shutoff requirements, controllers and motors, failures of the drivetrains, inspection of the vehicles, required PPE for safety and course workers and timeline for implementation. The RXB is working towards an implementation in 2019.

6. **Strategic Planning for the RallyCross Program (Hyatt):**
   - The RXB worked on a strategic plan for the next five years of the RallyCross program. The RXB discussed leadership in the program at the RXB and Divisional Steward levels and the evolution of the program and leadership positions long term. The RXB discussed succession plans and how to find new leadership to fill roles for current leadership roles long term.
   - The RXB discussed the growth of the program and reviewed data on the state of the program at the regional level. Key geographical locations have been identified as potential growth areas in 2018 and the RXB will work the Divisional Steward and National Office to help development new regions and grow existing regions.

7. **Extend the new site/new program discounted sanction fees:**

   - The RXB recommended the extension of the new site/new program discounted sanction fees. The new site/new program discounts will be extended for 2018.

RallyCross New Program/Site
Regional Incentive Plan

The RallyCross Board and the Rally/Solo Department are happy to announce a new

Incentive Plan to help Regions start a new RallyCross program or use a new RallyCross site. This Incentive Plan will help Regions by reducing fees and some fixed costs when starting a new program or when finding and using a new site for existing programs.

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

Plan Overview of Fees

Sanction fee Insurance
Regions starting a new RallyCross program
1st event No Fee $4.00/entry with no minimum
2nd event No Fee $4.00/entry with no minimum
Regions using a new RallyCross site
1st event $2.00/entry, no minimum $4.00/entry with no minimum
2nd event $2.00/entry no minimum $4.00/entry, minimum of $50

8. **Official responses to RX Rules questions (Wright):**

- The RXB the process for responding to RX Rules questions. The RXB will be working on a formalized process to receive, evaluate, respond, and document all RX Rules interpretation requests.

9. **RXSS license renewal process/ forum or RXSS incident reporting to RXSS (Wright**)

- The RXB discussed the current RXSS licenses, expiration of licenses and what the renewal process requirements will be. The Divisional Steward currently have processes in places at the Divisional level. The ability to renew online will be evaluated and further developed to allow RXSS the ability to renew without having to attend. The RXB also discussed incident reports and how to create better resources for RXSS about the types of incidents experienced during events and how to provide accurate and factual information on report forms.

10. **Inspection Process for the Open Class (Macoubrie**):

- The RXB discussed the details on the process that will be required for inspection of the open class including the use of a scrutineer, logbooks, and local tech inspections at events. The RXB is working on developing a written process for inspection of the open class and expects the document to be completed by April or May of 2018.

11. **Name of Open Class (Macoubrie**):

- The RXB determined a contest will be held to officially name the new Open Class. Contest will be as follows and will be posted on the forum and Facebook page.

Contest: Help Us Name the Open Class!

A ton of time went into developing a class that opened RallyCross up to competitors with four-wheeled vehicles altered in excess of the Modified Class allowances. Dune buggies, sand rails, tube
frame/chassis vehicles, kit cars and similar types of custom-built vehicles would all fall into this category. Some call it the Open Class and others call it Class Ten (X) but none of those names really do it justice so we are opening it up to you!

Get involved and submit an idea for a new class name. If your class name is chosen, you will receive one year of your SCCA membership for free. The bragging rights are priceless.

Things to keep in mind:

- Fit the mold: You know the classes we have now - Stock Front, Prepared Rear, etc. Your name should fit right in with the group.
- Class abbreviations: We all use nicknames and acronyms for the classes so make sure the shorthand works. (An 'O' may look like a zero, a 'i' could be mistaken for a 1, ect)
- Peruse the rules so your name SCCA Standards

12. Allow FIA helmets (Macoubrie)

- Motion to send FIA standards as an errors and omissions
- 3.2.P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SAH2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, British spec BS6658□85 type A/FR, or ECE 22.05, FIA helmets 8859-2015, 8860-2010, 8860-2004, 8858-2002, 8858-2010 standards are acceptable.
- **PASSED 7-0**

13. Tow Hooks for National Supplemental

- Motions to send suggested requirements for tow hooks at the National Championship to the RXNC-PC for consideration to be added to the supplementals.
  - All cars without an exposed roll bar shall have a towing hook or strap, front and rear that does not dangerously protrude from the bodywork when the car is racing, to be used for flat towing or hauling the vehicle.
  - A removable towing hooks carried inside the car is not acceptable,
  - These towing hooks or straps shall be easily accessible without removal or manipulation of bodywork or other panels.
  - Rear tow hooks must be accessible rearward of the rear axle centerline.
  - Towing hooks must have a minimum ID 2 inches.
  - The required tow hooks must be strong enough to tow the car.
  - There must be a contrasting color visible label identifying where the tow hook is.
  - Tow hooks are strongly recommended for the National Challenges. Tow hooks are required for the National Championship.
- **PASSED 7-0**

14. Administrative Fix for 2019 – Arm restraints in Open Class

- Rules 3.3.F.16 add "or arm restraints" to window nets as errors and omissions.
- Potentially break up rule book online to allow easier access to some sections.
  - Car Classifications
  - Safety
  - Operational Content

15. Inspection Process for the Open Class (Macoubrie):

- The RXB discussed the details on the process that will be required for inspection of the open class including the use of a scrutineer, logbooks, and local tech inspections at events. The RXB is working on developing a written process for inspection of the open class and expects the document to be completed by April or May of 2018.

16. RallyCross Quick Reference Guide (Brielmaier):

- RXB discussed a quick reference guide being used in the Northwest Region.

- Table to help with classification as a guidance
- List of Items to bring to the event.

17. **RallyCross Divisional Steward Support for National Office**

- National Office indicated an allotment is made available to the Divisional Stewards to support their efforts at the divisional level. The Divisional Stewards will need to work with the National Office to determine appropriate use of the budget.

18. **RallySprint/Trial visibility on the SCCA.com website**

- The RXB and National Office discussed the possibility of getting additional information added for the RallySprint and RallyTrials programs. RXB will work with the National Office to build content and find an appropriate place for the content to reside.

Motion to Adjourn 12:00 PM 1/18/2018 PST

RallyCross Board Minutes | February 6, 2018

The RallyCross Board (RXB) met via conference call on February 6, 2018. Attending were Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Terri Pulliam and Chris Albin BOD Liaison, and Brian Harmer with National Office.

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

Mark Macoubrie called the meeting to order at 7:04 pm CST.

1. Call to order:

2. Additions or corrections to the agenda:

3. Chairman's Report: (Hyatt)
- No Report. Steve Hyatt was absent.

4. Committee reports:
- RallyCross Safety Committee (Regan)
  - Updates: No incident reports. Safety steward renewal training is still in development. Currently working on reviewing online training material. Online content should be read for consumption by March.

- Rules Committee (Lightfoot)
  - Updates: 2019 rules submissions request has been posted on www.sccarallycross.com forum for member input. The rule books is being updated with minor errors and omissions changes.

- RallySprint Committee (Brielmaier)
  - Updates: There are two RallySprints upcoming. The committee is working on content for publication on the RallySprint program.

- National Championship Committee (Wright)
  - Updates: Committee has been corresponding via email. The committee has discussed the addition of tow hook rules and requirements for the National Championship. The Committee has submitted suggested working for the supplemental. The RXB reviewed the working and has provided feedback to the committee. The committee will be scheduling monthly meetings to begin the planning process for the 2018 DirtFish National Championship. The RXB has provided further guidance on the roles and responsibilities for the national committee.

- Divisional Steward Liaison (Macoubrie)
  - DRXS meeting: The DRXS met on January 25th via teleconference. There were six Stewards and the RXB Liason in attendance. The Divisional Steward discussed the 2018 National Challenges included locations and date possibilities. The Divisional Stewards also discussed the implementation of the RXSS online training and online quiz. The proposed tow hook rule for the 2018 DirtFish National Championship were discussed and the implementation and tech inspection of electrical drivetrain and open class cars. The National conventions and take aways were also discussed.

- Growth and Development Committee (Hamilton)
  - Updates: No Update.

5. Old business:
- Review list of people for committees and committee positions available (Macoubrie)

    a. The RXB reviewed the existing committees, committee personnel and the opportunities for volunteers to fill roles at the national level.
- All Committees provide a list of committee members (Macoubrie)
    a. Each committee liaison will provide a list of member to the national office. The national office will review the list of committees and members on the SCCA.com website and update accordingly.
- Open Class Inspection Process (Macoubrie)
    a. Formal inspection process is being developed for the new open class. The inspection process is expected to be completed by April.
- Open Class Provide self-verified (Macoubrie)
    a. The RXB discuss the possibility of allowing open class competitors to provide a self-verification document indicating they have met the roll cage requirements. The proposal will need to be discussed further with the insurance underwriter before moving forward.
- Confirmed National Challenge Dates? (Macoubrie)
    a. The national office has received two confirmed events and is coordinating one a third event. The list of Challenge Dates should be released in the near future.

6. New business:

- Tow Hook Rules (Regan): RXB discussed the proposed tow hook rules for the National Championship. The rules are still in development and the RXB is working with the RXNC-PC to finalize the requirements.
- Rules Inquiry and Response (Wright): The RXB discussed the current rules inquiry and response process and how to formalize the process including how to receive inquires, responses and response times to inquiries and documentation of all inquiries, interpretations and responses to competitors. The RXB reviewed other SCCA programs and how rules inquiries are processed for those programs.
- New event (Lightfoot) Colorado will be trying a snow course in the next couple weeks as a different type of event.

7. Next RXB Meeting March 6, 2018.

8. Motion to Adjourn 8:11 PM

ROAD RALLY BOARD

SCCA RRB Town Hall Minutes
SCCA Convention
January 20, 2018, 10:30 – 11:30 AM

Chair Jim Crittenden called the meeting to order at 10:30.

RRB members in attendance: Jim Crittenden, Clyde Heckler, Peter Schneider, Mike Bennett, Wendy Harrison. Mike Thompson (National Event Committee Chair), Howard Duncan and Jamie Mullin, SCCA staff, Jeanne English (secretary).

Jim started the town hall with a review of the 2017 Road Rally Participation Study. The number of regions offering a rally program increased to 39. The number of entries decreased compared to 2016, but remained fully 12% higher than 2016.

Peter Schneider informed the audience that the RRB can, thanks to the generosity of the BOD and SCCA staff, cover some of the travel cost of bringing an experienced rally master to a Region without a rally program. Contact the RRB if you are interested. Jim used the example of the SCCA Targa Rally component as a positive example of this approach.

A suggestion was made to offer a program to the Starting Line School for road rally participants (Terrance Pearson). Mike Bennett described the Detroit Region's rally school. Rich Bireta noted that the WDC rally school educational materials are available on the SCCA web site. Pego Mack pointed out that the New England Region holds a mini rally school before each event. February 18, 2017 was the date of Facebook Live Rally hosted by the Southern Indiana.

Bruce Bettinger (Wichita Region) pointed out the value of combining the Course and Tour rules to ease newcomer's entry to the sport. Jim pointed out that that Appendix A of the Road Rally Rules, list the items required for each level of sanction (National, Divisional, Regional).

Sayrah Mitchell (Arctic Alaska) expressed her appreciation for the two rally sessions at this year's convention. She suggested a session for the 2019 convention with perhaps even a walking rally. It was pointed out that this used to be a practice and this could be done.

Jim Lynch (STL) asked how we build on the success of the USRRC and Targa programs.

Terrance Pearson (Arctic Alaska) pointed out that the age of the attendees is heavily biased toward people who are older. Attracting younger people to events is critical to continued viability of the sport.

Peter Schneider asked who in attendance was from a Region without a rally program.

Bob Ricker pointed out that when he and Cheryl Babbe were on the RRB, he and she were the only members who wanted to build up the Regional program. He supported the current direction of the current RRB.

Jim asked who thought having a session in the 2019 convention program about event promotion. This could be expanded to include the SCCA Solo program.

Bill Stewart (Misery Bay) pointed out the additional demographic available by offering a charity event.

Jim Crittenden polled those in attendance, asking whether they collectively thought that a session on event promotion should be included in the 2019 SCCA Convention. The audience response was very favorable.

Howard Duncan presented Rich Bireta with a token of appreciation on behalf of the SCCA for his six years' service on the Road Rally

Jeanne thanks Rich Bireta for taking these minutes, even after she finally arrived.

RoadRally Board Minutes
January 21, 2018

The Road Rally Board met at the SCCA Convention at the South Point Resort in Las Vegas, Nevada. The meeting was called to order at 8:32 am PST by Chairman Jim Crittenden. In attendance: Mike Bennett, Clyde Heckler, Peter Schneider, Wendy Harrison, Mike Thompson, NEC chairman, Howard Duncan and Jamie Mullin from SCCA Staff, Jeanne English, secretary, and guest Rich Bireta.

Jim congratulated Rich Bireta on his receipt of the Robert V. Ridges Award

1. Approval of December minutes. Stand approved as published
2. Road Rally Planning Calendar (Jeanne)
    a. Last published December 22; new one coming soon
3. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
    a. A January issue was released last week. Included was a new column from Bruce Gezon. Good job as usual, Cheryl.
4. SCCA Staff Report (Jamie)
    a. Awards for Gervais and Teter "Rally of the Year", given out Thursday night
    b. Awards for National Championship – Glass for 1st, certificates for 2nd – 10th. Jamie will ask Mike Cobb to send letters to class winners.
    c. USRRC and National Events listed on hardcopy, SportsCar Calendar
    d. 2018 RRRs - Online and in print. Online posted; print being worked on, will be to Amazon by the end of the month
    e. Peter suggested reminder about Ridges award in September of RRB Annual Calendar of Recurring Activities.
    f. Jamie will put job description of RoadRally Safety Steward into the Ops Manual
5. NEC Report (Mike T)
    a. Upcoming Nationals. (Arizona Border, South Jersey, Steel Cities, Wisconsin)
    b. USRRC Report – St Louis events coming along. Should we change the date of future USRRCs to be earlier in the year? No, leave it alone.
    c. New NEC member. –Jim Heine added to replace Bob DeMerritt; Clyde is RRB liaison, Peter is backup liaison
    d. 2019 USRRC? No volunteers yet. We need to expand our thinking about the type of rallies for the USRRC, such as a destination rally and experiential rallies
6. Old Business
    a. New Road Rally Safety Steward Licensing process.
        i. New process documents are stored and on the SCCA website. At the convention 7 people were processed as new RR Safety Stewards. This was the first time the new test was used, and it was decided that a few of the questions needed to be tweaked a bit. Mike B will rewrite the questions as needed for a new version of test this week
        ii. Dave Head submitted a list of suggested changes to the Safety Steward checklist; this will be discussed next month.
    b. Review of 2017 RRB projects. 2017 list of priorities is shown after these minutes; *see items/comments in italics.*
    c. Rally development fund – discuss how we use this new tool. See

7.c.ii. and d. below.

7. New Business
    a. Suggestions for improvement of safety steward program.
    b. How do we measure the success of the RRB? Number of rallies, regions, entrants; if goals are achieved, such as RRSS program. The BOD sees these as things we should be doing as a means of how to measure grass roots interest and new regions doing road rally. Howard asked if the RRB was involved at regional meetings; he said it would be a good idea to have someone at such meetings. How many regions are putting on championship rallies? Wendy commented that how many people are at those rallies is a better gauge of success. Jim said we should set goal of monitoring this. Peter said we should respond 100% to new regions seeking to put on rallies.
    c. What can we do to grow the SCCA RoadRally program?
        i. Seminars for next convention – RRSS; Rally 101, 201; people that were here at this convention are folks that have done only a few rallies or have done no rallies – how do they get started, need a 'nuts and bolts' introductory seminar. Howard said that the next convention would be celebrating SCCA's 75th anniversary, so he would like some sessions to be celebratory.
        ii. The RRB budget has $5,000 that we can use to help with travel to help regions in setting up a road rally program; let Howard know in advance what is going on as things happen, then in a year or so, report on results. Several people here at the convention asked for road rally info, including from Mohawk (Peter); Ohio Valley (Wendy), Reno Regions (Jeanne). We will contact these people, ask what they need/want, bring it back to the board.
    d. Track Night in America funding - money from TNiA entry fees is a fund for all regions, programs to apply for grants. We want to apply for a grant for a new RRSS video (current video was made in 1995). Peter will contact Mark E Johnson for possible help on this, and get an estimate of the cost; Jim will investigate process of applying for grant. Peter suggested adding GTA to it, or new video for GTA. Howard said videos are a good use of this money, promotes regional rallies. Perhaps a third video, directed toward regional development, on the topic of 'What is a Rally'?

Meeting adjourned at 11:00 am
Next meeting by teleconference February 8, 2018, 7:30 pm CST
Respectfully submitted,
Jeanne English, secretary

RRB Priorities for 2017

A. Safety Steward Program
    1. Review current list (Peter) - *done*
        a. Identify focal person for each region – *Divisional RoadRally Stewards; will call those who did not respond*
        b. Review Safety Stewards and SS Instructor lists with region focal
            i. Remove inactive licensees
    2. Process document for license and re-certification (Peter) *done*
    3. Training/knowledge test (Mike B)
        a. Coordinate existing materials
        b. Create a knowledge test - *done*

c. Modernize/On-line training

3. *Safety Steward Next Steps, such as process for renewal, and for Instructors - 2018*

B. Communication Strategy (Rich) – *Rich has started newsletter which Jim will continue. There are two Facebook pages – one is a page, one is a group; group is for discussion, page is more official site (for announcements, etc); RRB to continue to improve our use of Facebook.*

1. Develop communication plan
    a. Identify current deficiencies
    b. Identify under-utilized communication paths
        i. SCCA forums
        ii. Inside Line
        iii. RE monthly
        iv. RReNews (Constant Contact)
        v. Member Facebook page (SCCA members)
        vi. RR Facebook page(s)
            SCCA Road Rally
            Road Rally e-News
        vii. SCCA Yahoo group

2. Road Rally Best Practices (Jim)
3. E-mail Communication (Rich)

C. Regional Development – *Clyde will resend links to verify for 2018; do we want a standalone document? Do we want other documents?*

1. Road Rally "Starter Kit" (Clyde)
    a. GTA Q&A
    b. Tour TSD (simple)
2. Rallymaster Starter Kit (Clyde)
    a. Process document(s)
3. Divisional Steward Role
    a. Mentorship
4. National Coordinator
5. Proposal for funding for regional programs (Jim)

RoadRally Board Minutes
February 8, 2018

The Road Rally Board met via conference call on February 8, 2018. The meeting was called to order at 7:31 pm CST by Chairman Jim Crittenden. In attendance: Mike Bennett, Peter Schneider, Wendy Harrison, Mike Thompson, NEC chairman, Earl Hurlbut BOD liaison, Jamie Mullin from SCCA Staff, Jeanne English, secretary, and guest Rich Bireta; not in attendance: Clyde Heckler.

1. Approval of January minutes. Minutes stand as published.
2. Road Rally Planning Calendar (Jeanne)
    a. Last published February 1, 2018
3. RReNewsletter – Reminder: Text "roadrally" to 22828 to subscribe.
    a. Expecting February issue any day now. [the secretary got hers just hours after this meeting was over – nice job, Cheryl!]
4. SCCA Staff Report (Jamie)
    a. 2018 RRRs are available online and in print from Amazon.
    b. Awards for National Championships – certificates for 2nd – 10 – done by tomorrow.
    c. Expense reports from convention – let Jamie know if you don't get your check
    d. Mike Cobb letters – working on that, hope to have them out in the next couple of weeks
    e. Some flyers and forms don't open in Edge, but do open in IE and Chrome; working on getting that fixed
5. NEC Report (Mike)
    a. Sent out minutes
    b. Upcoming Nationals - Arizona, has been sent the National Rally checklist of what is expected; New Jersey, precheck done; Pennsylvania, nothing yet; Wisconsin
    c. USRRC status report – everything in order, wants to add a historic class and regional class with championship for each, only have to run two events
    d. RRRs, hopefully no major changes for next year. Mike T will send John Sears a note asking him to clarify what he thinks needs to be done to Article 9
6. Old Business
    a. RRB requested funding from the Regional Development Fund for training videos:
    for RoadRally Safety Steward video update, and for Peter's convention presentation; over 40 proposals received; Earl said next BOD meeting is April 7, doesn't know if they will be voting on these or not
    b. Rally starter materials – Clyde not here; next month
    c. Status of 3 regions requesting rally assistance:
        i. Mohawk Hudson – Peter – nothing yet
        ii. Ohio Valley – Wendy – nothing yet
        iii. Reno – Jeanne – nothing yet
7. New Business
    a. Suggestions for improvement of safety steward program. RRB received list of suggested changes from Dave Head; Peter wants to use this list as a starting point for changes, which can be easily incorporated, to be sent to rally community; how to put out to community? Peter will send first to RRSS Instructors and the Divisional Road Rally Stewards. Jim will mention this in his next road rally email.
    b. Ideas for 2019 USRRC? – any ideas? Volunteers? talk it up

c. Rally Software –Rich. What's available today is a pretty complete list of traditional rally equipment: clock, calculator, odometer, and computer. New in cloud computing is automatically sharing data multiple devices via a service like Google's Cloud Firestore, which can enable scoring to be done in real time with no human intervention – checkpoint workers can post scores to the cloud scoring system, so organizers and competitors can make inquiries easily. It will soon be possible to have automatic, un-manned passage controls.Â This would open the possibility of having dozens of timing controls on an event. Great Race tried GPS scoring 10 years ago, but found it was not accurate enough and, in fact, the GPS system missed timing several cars at various points. GPS systems now have very accurate time; a typical national tour has 18 to 24 controls, what if there were 50 or 100? What if timing was done to the 0.1 second instead of the current 0.6 second? Measurements are an order of magnitude better than they used to be – US military satellites and Russian satellites are now available. Rich has written an app, available on Google Play Store for those interested in trying this out; this will be expanded to perform all the functions and he plans to use it on his November rallies. (The current name in the Google Play store is "Richta CPA Checkpoint POC", which means "Richta Closest-point-of-approach Checkpoint proof-of-concept".) Rich has looked at Tag Heuer timers as used in WRC, wants to make a similar system and widely available, such as with smart phones and tablets. Jim asked if the procedure is that contestants have phone or tablet preloaded with GPS locations, when they go past control locations the phone/tablet records it, transmits to the cloud; Rich added that there needs to be wifi at breaks; the software is designed around intermittent wifi connections; it has to be idiot-proof and extremely easy to use, so the national competitor can use it without fear of the technology. If interested, see the Road Rally Tech Talk Facebook page, or contact Rich directly if you want to be involved in the project.

Meeting adjourned at 8:25 pm CST
Next meeting by teleconference March 8, 2018, 7:30 pm CST
Respectfully submitted,
Jeanne English, secretary

QUICK LINKS

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

CLUB RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/events/1983542-2017-scca-national-convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED February 2018

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 27th

The Solo Events Board met by conference call December 27th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Charlie Davis of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

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Recommended Items

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

#22188 Radiators in SP*, and the dimensions requirement

The SPAC and SEB are recommending the following rule change:

Remove the word “core” from section 15.10.L.1 as shown:

“Radiator ~~core~~ dimensions (width, height, thickness) must be no smaller than the standard part.”

#22368 Reclass 370Z to BSP

The SPAC and SEB recommend the following classing change:

Move from ASP to BSP:

Nissan

370Z(all)(2009-13)

Note that this proposal adds a new line to the Nissan listing in BSP.

Member Advisories

Tire Rack Solo Nationals

#23757 Course Designer

The SEB is seeking applicants for the Course Designer position for the 2018 Solo Nationals. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Street

#23587 Proposed Change to 13.9.A

Per the SAC, the use of an adapter between an OE electrical connector and an allowed non-OE part is permitted.

Solo Spec Coupe

#23349 Wheel weight limit clarification

Per the SEB and the SSC rules, the only 17x7 wheels which are permitted are the OE ones, which must be used in a set of 4.

Street Touring

#23770 Errors and Omissions Item from Dec/Jan

The January Fastrack contained an error: item #14648 should have been shown with an implementation date of 2018, not 2019. This is correctly reflected in the BOD minutes elsewhere in that issue of Fastrack, but the heading in the Solo Events Board minutes is incorrect.

Prepared

#22623 PAC member vacancy

The SEB has approved the addition of Han Henze to the PAC.

#22762 Application to join PAC

The SEB has approved the addition of Chris DeLay to the PAC.

Kart

The SEB thanks Jason Vehige for his service as a member of the KAC.

Other Items Reviewed

General

#23085 Please Provide Legal 93 Octane Tanker Truck at Solo Nationals

Thank you for your input.

Street

#23404 Feedback on #22613

Please see the response to #23457.

#23424 S2000 to CS

Thank you for your input regarding proposal to move the Honda S2000 from BS to CS. Please note, the Mazda Miata MSR and Pontiac Solstice ZOK were not included in the move proposal; the SAC feels those cars are appropriately classed in BS.

#23457 Support for Evora/Evora S to BS/AS

Thank you for your input regarding the proposed Lotus Evora class changes.

#23523 Feedback on #22613 Street Reclass for Lotus Evora

Please see the response to #23457.

#23555 Feedback on DS proposal

Thank you for your input on the proposed DS moves.

Street Touring

#23236 14648 feedback - ST ECU modifications question

Thank you for your letter. The idea of keeping a functional OBDII system in the Street

Touring category is consistent with with the idea of keeping the cars' ability to still complete emissions checks within states that require them. The STAC prefers to try to keep the "Street" in Street Touring.

Street Prepared

#22781 Feedback for 22368 Reclass 370Z to BSP

Thank you for your input.

Street Modified

#23487 Allowance of alternate engines

This issue was addressed in a 2018 rules update; please see Item 14 in the BOD minutes published in the January Fastrack.

Prepared

#22500, 22552, 22553, 22588, 22597, 22598 Mid engine weight penalty comments (various)

Thank you for your input. Please see the response to letter 20237 in the December 2017 Fastrack.

#22505 21414 Response

The PAC thanks the member for their input.

#22587 Proposal #20090 Please add a years cap and split boxster and caym

The PAC thanks the member for their input and will continue to monitor the balance in FP

#22725 Engine Swaps in Prepared

The PAC thanks the member for their input regarding the subject change proposal, which was withdrawn per item 21543 in the August Fastrack.

#22753 input on #21414 Turbo jets and other anti-lag

The PAC thanks the member for their input.

#23450 PAC opening

The PAC thanks the member for their interest in serving on the PAC.

#23594 PAC openings

The PAC thanks the member for their interest in serving on the PAC.

<u>Not Recommended</u>

Street

#22631 Move Nissan 370Z (base NON Nismo) to Cstreet

Thank you for your input. The SAC believes the 370Z is appropriately classed at this time.

#23272 Cobalt SS (turbo) to GS

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

#23332 Moving older currently uncompetitive sports cars to CS.

Thank you for your input. The SAC believes the C4 is appropriately classed.

#23403 Proposal #22653 S2000 valve spring retainers

Thank you for your input. The SAC does not feel like this part allowance is in the spirit of the Street category rules.

#23417 Mini Cooper S and variants back to GS

Thank you for your input.

#23434 Move R53 and R56 Mini Cooper S and JCW models to GS

Thank you for your input. The SAC believes the Mini Cooper S is appropriately classed at this time.

#23574 2018 ZL1 1LE

Thank you for your input. The SAC would like to monitor how the recent additions to SSR affect the performance balance in 2018 before adding additional cars.

Street Touring

#21802 LSDs for AWD ST Cars

The STAC thanks you for your letter. Currently the STAC does not fully agree that allowing AWD cars to replace 1 differential would be beneficial to overall competition within Street Touring.

#22902 Alfa Romeo 4C Classing

The STAC would like to thank you for your letter. The STAC believes this car exceeds the performance levels within the current Street Touring class structure.

#22974 Class Z4M into STU

The STAC would like to thank you for your input. The STAC does not feel it would be beneficial to class the Z4 M Coupe and Roadster in STU. You may want to ask your local region to class it for regional competition. Please see letter #22214.

#22982 Change to wording for Intake allowances - 14.10.C

The STAC would like to thank you for your letter. Currently the STAC does not feel that it would be beneficial to the category to alter the rules to allow MAF equipped cars to use MAP sensors.

#23132 Give STF cars a chance in STH

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23147 S2000 AP1 / 2.0L differential allowance

The STAC would like to thank you for your letter. The requested change is not considered consistent with the ST category parameters. Update/backdate is allowed in the Street Prepared category.

Street Prepared

#22547 REPLACEMENT OF BODYWORK WITH OEM WIDEBODY P

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

#22678 Restrict tires to 200TW

The SPAC does not recommend a change to 200TW tires.

#22714 Mazda Speed Miata to CSP

Thank you for your input. The SPAC believes the car is correctly classed in BSP.

Street Modified

#22720 Import Version of CAM

The SMAC does not see the value in adding an import version of CAM to the National

level rules.

Modified

#22759 Class Structure - Remove Traction Control Rule

Thanks for your input.

#22784 Renaming D Mod

Thank you for your input.

#23267 corvette karts

Thank you for your input. The MAC prefers not to authorize this configuration for National competition, other than in AM for which it is currently eligible. Local regions are free to class vehicles which meet safety requirements in a manner that meets the needs of their programs.

Handled Elsewhere

Street

#22672, 23391, 23485 Nissan 370Z Classing Comments (various)

Please see the response to #22631.

#22808 981 Cayman/Boxster Base and S Class moves

Please see the response to item 22275.

#22956 Classing the 2018 Audi TTRS

Thank you for your input. Please see the response to item #22965

#23278 classify Audi RS3

Please see the response to item #23476.

#23389 Move NC MSR to CS

Please see the response to #23424.

#23390, 23397, 23405, 23410, 23411, 23416, 23420, 23452, 23459, 23460, 23483, 23524, 23547, 23557, 23615 BS to DS Proposed Moves Feedback (various)

Please see the response to item #23555.

#23398, 23408, 23409, 23556, 23395, 23401, 23415, 23419, 23421, 23422, 23432, 23433, 23435, 23464 S2000 Classing Comments (various)

Please see the response to #23424.

#23309 BMW 335 classing missing from FS

Please see Appendix A in the current Solo rule book.

#23531 Moving From BS to CS

Please see the response to #23424.

Street Touring

#22901, 22937, 23107, 23146, 23086, 23186 Feedback on ECUs/14648 (various)

Thank you for your letter. Please see the finalized proposal of letter #14648 in the January Fastrack.

#23269 Proposed Fuel change

The STAC would like to thank you for your letter. Please see final version of the proposal as recommended to the BOD, in the January 2018 Fastrack.

Street Prepared

#22674 Rotary engine reliability allowance clarification request

Please see the response to letter #21737 in the October 2017 Fasttrack.

#23051 Yes to 370z to BSP

Please see item #22368, as approved by the BOD in Solo Events Board Item 28 in the BOD Minutes in the January Fastrack.

Street Modified

#21319 Clarification on Engine

The Solo Rules for 2018 remove the verbiage pertaining to joint venture swaps and refer to brands only now. As the MZR is in a Mazda branded car it can legally be swapped into any other Mazda without a weight penalty.

#21807 Continuation of Letter #21319

Please see the response to letter #21319.

#22481, 22486, 22503, 22549, 22602, 22690, 22724, 22755, 23266 Street Mod Engine Swaps 21288 Feedback (various)

This issue was addressed in a 2018 rules update; please see Item 14 in the BOD minutes published in the January Fastrack.

#22504 #21288 Response

Please see Solo Events Board Item 14 in the BOD Minutes as shown in the January Fastrack.

#22628 Mazda MZR engines

Please see the response to letter #21319.

#22690 Ideas to Increase SM Participation

Thank you for your input. Please see Solo Events Board Item 14 in the BOD Minutes as shown in the January Fastrack.

Prepared

#22173, 22735 XP minimum weights comments (various)

Thank you for your input. Please see the revised version of item #14898 elsewhere herein.

Change Proposals

General

#23346 Fuel allowance proposal re: methanol

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

Effective 1/1/19, change 3.6.B as follows:

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or any gasoline-ethanol blend*. ~~Federally-approved E85~~. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. *Methanol is prohibited;* other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

Street

#22275 981 Cayman (non-GT4, non-GTS, nonR, non-S) (2013-16) to B Street

The SAC is requesting member feedback on the following proposal:

Move from AS to BS

Porsche

Boxster (non-GTS, non-S, non-Spyder) (2013-16)

Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)

#23593 Moving Porsche Cayman S & GTS

The SAC would like member feedback on the following change to Appendix A:

Move from SS to AS

Porsche

Boxster S, GTS (981 chassis) (2013-16)

Cayman S, GTS (981 chassis) (2013-16)

Street Prepared

#22536 Proposal to Reclassify BMW 128i from BSP to DSP

The SPAC is requesting member feedback on the following proposal:

Move the BMW 128(2008-2011), Subaru BRZ (2013-2016), and Scion FRS (2013-2016) to DSP with limitations on fender cutting. Section 15.2.A would not apply to these cars and fender rules would instead follow the applicable rule from Street Touring (14.2.E). These cars would run against normal DSP cars as DSP classed vehicles.

The SPAC is also requesting member feedback on the following classing change:

Move from BSP to DSP:

BMW

128 (2008-2011)

#22761 Fiesta ST???

The SPAC is requesting member feedback for the following proposal:

Move from CSP to DSP:

Ford

Fiesta ST (2014-16)

#23109 2011-2012 GT500

The SPAC would like member feedback on the following change package:

Change in ASP

Ford

Mustang Shelby GT500 (S197) (~~2011-14~~ *2013-14*)

Add to ESP:

Ford

Mustang Shelby GT500 (S197) (2011-2012)

#23431 Eagle Talon reclass

The SPAC would like member feedback on the following change:

Move *from ASP to DSP*:

Mitsubishi

Eclipse Turbo and Talon Turbo (1989-99)

Plymouth

Laser (AWD)

Prepared

#14898 XP boosted displacement equivalence and min weight

The PAC has reviewed member feedback, event results and weights, and the current state of XPrepared. The PAC is revising the weight formula proposal published in the July 2016 Fastrack, and is seeking member input regarding the revised version.

Executive summary of the changes from the current rule:

- Increase FI multiplier from 1.4 to 1.6 and increase base weight for FI from 1200 to 1300. This results in ~180-245lbs added to the minimum weight of FI engines.

- Increase FI minimum weights to help discourage small “grenade” motors.

- 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.

The specific proposed changes are as follows:

Appendix A, class X Prepared, section A.9.a.2: Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ *1.6* times the actual displacement.

Appendix A, class X Prepared, section A.9.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 *and 51% of the weight on the rear axle is* ~~1200~~ *1300* + [(1.796 x ~~1.4~~ *1.6*) x (200+ 20)] + ABS = ~~1753~~ *1982* lbs.

Engine displacement less than 4.0L

FWD..... *1300 l*bs. + 150 lbs. per liter

RWD..... *1300* lbs. + 200 lbs. per liter

AWD..... *1300* 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 (lbs.)

- 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	1675
RWD	1550	1950
AWD	1675	2000

#22790 ABS/Prepared category

The PAC is requesting member feedback on allowing Anti-lock Brake Systems to be added/modified in CP. This will allow older vehicles to remain competitive, without placing restrictive takebacks on newer vehicles. The PAC recommends making the following changes to Appendix A - (CP) Prepared:

Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non-OE or modified OE ABS incurs an ABS weight adjustment.

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal. *Modifications to the OE ABS which also modify the OE traction/stability system are not allowed.*

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight (lbs.):

V8 engines greater than 5100 cc 3000

V8 engines equal to or less than 5100 cc 2700

6-cyl engines, maximum 4500 cc 2450

Turbocharged 6-cyl engines, maximum 4500 cc 2550

Turbocharged 4-cyl engines 2450

Weight Adjustments (lbs.)

Non-OE or modified OE ABS.....add 250

Maximum weight on the rear of the car shall be 51% of the total weight of the car. Exceptions: Corvair, Yenko Stinger.

Tech Bulletins

Street

#22470 Reclass request: 2017 Camaro V6 1LE

In accordance with section 3.2 in the Solo Rules, the SAC recommends the following change to Appendix A:

Move from BS to FS:

Chevrolet

Camaro V6 1LE (2017)

#22965 Classification of 2018 TT RS

Per the SAC, add the following listing to Appendix A:

SS

Audi

TT RS (2012-2013, *2018*)

#23110 2017 Viper for SSR?

Per the SAC, make the following change to Appendix A:

SSR

Dodge/SRT

Viper/Viper GTS (non ACR, non T/A) (2013-*2017*)

#23271 Classify the 2018 Mustang

Per the SAC, update the following listing in Appendix A:

FS

Ford

Mustang GT (2011-*2018*)

#23340 Change 991 GT3 2014-15 to 991 GT3 2014-18 to include current GT3

Per the 2018 rules, Appendix A is updated as follows:

SS

Porsche

991.2 GT3

#23377 Classification request, Audi A3 e-tron

Per the SAC, add the following listing to Appendix A:

GS

Audi

A3 e-tron

#23476 2018 Audi RS3 Classification

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

BS

Audi

RS3

#23535 Ford GT 350 Years

Per the SAC, the SSR and AS listings for Ford Shelby GT350 are to be updated to include the 2015 model year.

#23626 Class the 718 Cayman/Boxster GTS

Per the SAC, add the following listing update to Appendix A:

SS

Porsche

718 Boxster S and *GTS* (2017-2018)

718 Cayman S and *GTS* (2017-2018)

#23627 Class the super kitties

Per the SAC, add the following listing to Appendix A:

SS

Jaguar

F-Type SVR, R-coupe (2018)

Also, update the AS listing as follows:

AS

Jaguar

F-Type (*NOC,* excluding Project 7)(2014-18)

#23628 Class BMW updates

Per the SAC, update the following BMW related listings in Appendix A:

DS

BMW

228i *2 series (228i, 230i)* (F22 chassis) (2014-*18*)

328i *3-Series (328i, 328d, 330i)* (2012-16) & 328d (2014-17) (F30/F31/F34 chassis) *(2012-18)*

428i *4-Series (428i, 430i)* (F32/F33/F36) (2014-*18*)

Street Touring

#23230 Please classify the Alfa Romeo Giulia

The STAC has recommended the following listing addition to Appendix A:

Street Touring Ultra (STU)

Alfa Romeo

Guilia (2.0T) (2016-17)

Street Prepared

#22778 Fix year listing for Nissan 370Z

Per the SPAC, update the following listing as shown:

BSP

Nissan

370Z (all) (2009-*2018*)

#22833 Please the class the Kia Forte (N/A) in a Street Prepared Class

Per the SPAC, make the following addition in Appendix A:

FSP

Kia

Forte (NA) 2008-2011

Forte (NA) 2012-2018

Prepared

#23242 2007 honda fit not classified in prepared category

Effective immediately upon publication, add the following vehicle to E Prepared.

Appendix A, E-Prepared

Honda

Fit (2007-2018)

Modified

#22770 Floor pans in DM and EM

Per the MAC, clarify subsections of 18.1.C.2 and 18.1.C.3 as follows:

2.e. Floor pan material, ~~and~~ thickness *and method of attachment* are open under Modified Tub allowances.

3.a. *Except as specifically authorized*, *f*errous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension.

3.c. *Except as specifically authorized*, *l*ightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

Junior Kart

#22329 Suggestions for clones in JB

Per the KAC, change 19.2.A.2.b.4 as follows:

4. Clone Motors *(up to 212 cc displacement)*

A. The intent of the clone motor allowance is for inexpensive 6.5 hp 4-stroke motors such as the Predator and Powerhorse. This does not allow Box Stock Project (BSP) motors which are available with multiple upgrades.

~~A~~ *B. Fuel - Gasoline only*

~~B~~ *C*. Weight (lbs) ..... ~~265~~ *250*

~~C~~ *D*. ~~Motor must remain completely standard with the exception that the "governor" may be removed (no modifications or changing of the flywheel, exhaust, carburetor, etc.).~~

Motor must remain stock with the exceptions that the governor may be removed or defeated and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, exhaust, carburetor, or intake are allowed.

#22434 Cadet chassis in JA?

Per the KAC, add new rule 19.1.A.6 as follows:

19.1.A.6 "Kid" or "Baby" kart chassis with a wheelbase less than 900mm must run tires no larger than 4.6" front, and 5.0" rear, as imprinted on tire for all Formula Junior classes.

Change 19.2.B

B. Chassis

~~Formula Junior will follow Section 19.1.A. 2. Additionally, Cadet-sized~~

~~chassis (overall length 69"; wheelbase 35" minimum and 38" maximum)is approved for all engine configurations in JB. All Junior karts will follow Section 19.1 items pertaining to construction materials and ballast.~~

Formula Junior will follow Sections 19.1.A.1,2,3,5,6. Smaller, "kid kart" chassis are approved for all Junior Classes providing they meet 19.1.A.6.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 2, 2018

The Club Racing Board met by teleconference on January 2, 2018. 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: Jason Isley and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager; Rick Harris, Technical Manager; and Glen Thielke, Lead Data Technician. The following decisions were made:

Member Advisory

AS

1. #23656 (American Sedan Committee) Letter #21800, Engine Proposal
The American Sedan Advisory Committee withdraws this proposal.

STL

1. #23606 (SCCA Staff) Spec Miata Running in STL
The Club Racing Board would like to remind competitors that Miatas running in STL under the Spec Miata rule set must follow all Spec Miata rules (except spec tire) including the SM specified restrictor plate and SM specified weight.

2. #23657 (Tom Lamb) Request FPIR Calculation Method & Power to CC Targets of B Motors
Thank you for your request. While the early work on sizing restrictor plates was formed using computer models, over the course of the past decade, much experience has been gained from inside and outside SCCA to determine targets for restrictor sizes.

No Action Required

GT

1. #23323 (Christina Lam) STU Classing Clarification
Thank you for your letter. The BMW E36 M3 is already classified in GT/ST.

GTL

1. #23542 (Ryan Kristoff) Request to Keep Honda EW Engine Eligible for UNR
Thank you for your letter. These 2 engines were originally classified with a 24mm SIR @ 1820 lbs. In August 2013, the GTAC rewrote some of the GTLite wording and, with this action, the SIR requirement was reworded incorrectly, allowing these two SIR restricted engines to run unrestricted with a 100 lb. weight penalty At that point in time none of these engines were being run and in 2017 the error was realized.

Prod

1. #23444 (Production Committee) Right Hand Drive Cars
Thank you for your letter. This is addressed in 9.1.5.E.10.a.

2. #23598 (Jack Banha) Request Rear Disc Brakes for 1.6L VW Cabriolet
Thank you for your request. Pursuant to 9.1.5.E.7.b. this car can convert to disc brakes for the rear.

Not Recommended

AS

1. #23351 (Joe Aquilante) Classify 2015 Through 2017 Mustang GT in Restricted Prep
Thank you for your letter. The CRB does not plan to classify these cars at this time.

2. #23352 (Joe Aquilante) Classify 2016 Thru 2017 Camaro SS to Restricted Prep
Thank you for your letter. The CRB does not plan to classify these cars at this time.

P1

1. #23612 (Ivan Bellarosa) Request to Classify 2015 Honda CivicSi K24 Engine for Wolf

GB08SM
Thank you for your letter. The CRB does not recommend this change because stock engines are outside the P1 class philosophy. The Wolf GB08SM may be raced in P1 provided that it complies with the specifications of the applicable P1 Engine Table line and meets all other requirements of the P1 rules, including the bodywork provisions in GCR Section 9.1.8.C.C.

P2
1. #23370 (Jay Messenger) Auto Powered Parity in P2
Thank you for your letter. Please provide dynamometer data for the engine configurations referenced in your letter. The primary method for setting the weight and restrictors for engines is dynamometer data. With this data, the FSRAC can make evidence based recommendations to the CRB.

2. #23613 (Ivan Bellarosa) Request Classify the Aprilia Engine for Wolf GB08 Thunder in P2
Thank you for your letter. The CRB does not recommend this change because the car's carbon fiber chassis is outside the P2 class philosophy. The Wolf GB08 Thunder-Aprilia V4 may be raced in the P1 class provided that it complies with the specifications of the applicable P1 Engine Table line and meets all other requirements of the P1 rules, including the bodywork provisions in GCR Section 9.1.8.C.C.

GCR
1. #23237 (DeWitt Payne) Eliminate the White Flag for the First Lap of Any Session
SCCA thanks you for your long term service in the F&C specialty. The CRB reviewed your suggestion and feels the current flag rules are still appropriate as written.

2. #23264 (Kyle Disque) 115/120 Percent Rule
Thank you for your letter. The CRB feels that the Chief Steward and the Race Director should still have the discretion on when to apply the 115/120% rule. The responsibility for when to enforce the minimum speed rule will remain with the Chief Steward and the Race Director who are on duty during the event.

3. #23288 (C.W. Armbrust) Revised Definitions Re: #20619 September Fastrack - GCR 6.1.1.B
Thank you for your letter. The CRB thanks the NE Division F&C for their thorough review of the 2018 Yellow Flag Rules changes. After reviewing the suggestions the CRB has determined that there is no need to change the approved language.

EP
1. #23544 (Joe Boruch) Request for Honda S2000 Weight Reduction
Based on the limited competition history of this car, there appears to be no reason to adjust this car to make it competitive in EP.

2. #23664 (Dave Kavitski) CRB Response to 23170 Unacceptable
Particularly in EP, one of the challenges is that given the wide range of displacements and weights, one type of car makes its lap times on the straights and another makes its lap times in the corners. This has been particularly evident at some of the tracks with longer straights-Road America and Indianapolis to name just two recent Runoffs venues. However, based on race results, it is clear that the better handling cars can be competitive in race conditions as well as in qualifying "clear track" conditions at such tracks. Two different Miatas qualified this year on the front row in EP at the Runoffs. Although both were passed by higher horsepower cars on the start, one of those Miatas was able to make it into first place before being damaged in a racing accident. The differences in EP cars makes racing in that class something more than a straightforward competition between very similar cars. However to date the higher horsepower cars have not been dominant and slowing the Porsches or BMWs down will arguably place them at a competitive disadvantage.

FP

1. #23429 (Charlie Clark) 1979-1985 Mazda 12A RX 7
Thank you for your letter. Based on the performance history of this car over the years and the current specifications for this car, it is competitive as classed. There is no need to move this car to FP to restore its ability to compete.

2. #23507 (Norm Murdock) Addendum To Letter #23159 - F Production Spec Line Change Request
There is no question that the track dimensions for this car make it one of the narrower cars in FP. However, the track adjustment formula is applied equally to all cars in the production classes.

HP
1. #23610 (Brian Linn) Request to Balance Performance - Yaris
Thank you for your request. The critical issue is to look at the performance of the car as compared to other cars in class. The Yaris is currently competitive in HP but not overly competitive. The CRB will continue to monitor the class.

SM
1. #22593 (David Wheeler) Clarify Molding Rule
Thank you for your letter. The rules are adequate as written.

2. #22803 (John Hall) Cylinder Head Rule Change
Thank you for your letter. The rule is adequate as written. Those heads would not be compliant in SM.

3. #23528 (Nick Leverone) Restrict 01-05 VVT
Thank you for your letter. The parity in this class is very good. The CRB will continue to monitor the class.

4. #23571 (John Adamczyk) Clarification Needed for December Sway Bar Change
Thank you for your letter. The rules are adequate as written.

STU
1. #23653 (John Weisberg) Request Alternate Vehicle and Engine Requirements in Table A
Thank you for your request. The CRB does not recommend alternate non OEM intake manifolds in Super Touring.

T1
1. #22858 (Eric Thompson) Celica All-Trac Performance Increase
Thank you for your letter. Your request to run a 2.3L is already permitted. The request to run an alternate turbo is already permitted. The 46mm TIR is capable of 400+ horsepower in the current configuration. Your request to remove the TIR and increase the weight is not recommended.

2. #22944 (John Buttermore) T1 Limited Prep
Thank you for your letter. The CRB does not recommend this change for 2018.

3. #23088 (John Buttermore) Touring Class LP philosophy
Thank you for your letter. This change is not recommended for 2018. The change to allow headers on T1-LP cars was approved for 2017 and T-1 LP competitors have already added headers to their cars and performance considerations already take this into considerations.

4. #23589 (Mitch Marvosh) Request an Alternate Nose for 04-09 Corvette
Thank you for your request. The CRB does not recommend this and it is against class philosophy at this time.

5. #23624 (CJ Moses) Request a Restrictor Adjustment for the 03-06 Viper

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

T4
1. #23566 (Dan Wiegandt) Request to Remove Restrictor Plates for the Acura/Honda
Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

2. #23567 (Dan Wiegandt) Request Weight Reduction for the MX5
Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

3. #23583 (Dan Wiegandt) Request to Provide Help the Hondas
Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

Recommended Items for 2018

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

FF
1. #23681 (Steve Bamford) Request Weight Reduction to Euro Spec Card
Change the Alternate Vehicle Allowance as follows:
Car must comply with published English FF regulations (Formula Ford 1600 – Formula Ford Championship of Great Britain: Dated 01/01/2010; Version 1) Article 3 (Bodywork & Dimensions) *except that (effective 07/01/2018) bodywork, rear spoiler(s) and any attached components except for suspension components shall not exceed a maximum width of 95cm (37.40 inches) as per 9.1.1.B.4.c*; Article 13 (Cockpit); Article 15 (Safety Structure); and Appendix A excepting Wheel width, and ground clearance *and (effective 07/01/2018) maximum width as per 9.1.1.B.4.c*. Allowed Engines: 1600cc Ford Kent or 1500cc Honda per SCCA rules. Tires, wheels, transmission, weight and all other items not specifically governed by the aforementioned English rules must comply with current SCCA FF rules. Competitors must have the English FF rules in their possession and present same upon request.

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

1. Ford Cortina Engine: 1060 lbs.

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

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95cm add 25lbs. *Effective 07/01/2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c.; at such time this provision (3) shall become null and void.*

GCR
1. #22578 (GCR Committee) Establish a Medical Review Board
Change 2.5:

2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW
A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters, *including driver medical condition*. The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an

SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

The CRB recommends this be effective 3/1/2018.

GT2
1. #23573 (James Goughary) Request for Aero Spec Changes
Thank you for your letter. The CRB recommends these changes be effective 3/1/2018. Make the following changes to the GCR:

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

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

Modify 9.1.2.F.7.b.13: 13. A spoiler or a Club Racing specified rear wing for ~~GT2 and~~ GT3 may be fitted to the rear of the car. Note: OEM rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification line. If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:

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

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

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

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

F. Wing mounting

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

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

Add 9.1.2.F.7.b.16.: *16. 2018 GT2 Aerodynamics:*

1. Front Air Dam

a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when

viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.

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

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

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

2. Undertray
a. An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.

b. The minimum ride height of the undertray is 2.0 inches.

3. Splitter

a. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.

b. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.

c. The front splitter must not extend more than 5.0 inches past the forward most surface of the original or approved bodywork as viewed from above for the entire profile of the splitter.

d. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.

e. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.

f. The minimum ride height of the front splitter is 2.0 inches.

4. Rear Wing

a. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

b. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.

c. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.

d. The entire rear wing assembly, including the end plates and any wicker , shall be mounted

level with, or below, the peak of the roof.

e. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.

f. Wing end plates must not exceed 144.0 square inches each.

5. Canards or dive planes are permitted up to 50 square inches (per canard) and two per side (max4). Side fences permitted at a maximum of 0.75" from the canard surface.

6. Flat underbody panels are permitted. Underbody panels may start 12" behind the front wheel openings. A minimum engine opening of 12" front to back and 14" side to side must remain open.

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

Recommended Item for 2019

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

FV

1. #22456 (Formula/Sports Racing Committee) Disc Brakes in FV - Member Survey
At the recommendation of the FV ad hoc committee, the CRB recommends the option of disc brakes in FV.

Add the following:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels.

Taken Care Of

AS

1. #23302 (Aaron Bailey) Do Not Remove R1-S As Eligible Tire for 2018
Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

2. #23335 (Howard Imhof) Member Advisory AS
Thank you for your letter. Please see the response to letter #23656.

3. #23428 (Patrick Madden) Tire Rule Change
Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

4. #23458 (Peter Calhoun) American Sedan Tires
Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

FV
1. #23697 (Mike Schiffer) Opposes Disc Brake in FV Reference Letter #22456
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which the Board of Directors approved as recommended in November 2017.

GT2
1. #22473 (Steven Pounds) Clarification to Letter #22462
Thank you for your letter. Please see the response to letter #22462, Technical Bulletin.

HP
1. #23280 (Bryan Floyd) Supports #23082 Alternate Carbs
Thank you for your letter. Please see the response to letter #23082, December 2017 Fastrack Minutes.

2. #23588 (Darryl Saylor) Request to Lower Weight on the 1098 Spridget
Thank you for your request. Please see the response to letter #23541, Technical Bulletin.

3. #23651 (Jason Stine) Request for Parity in HP
Thank you for your request. Please see the response to letter #23610.

T1
1. #21829 (Charlie Hayes) Alternate Turbos for Mx-5
Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

2. #22445 (Charlie Hayes) Allow any alternate Turbo for NC MX-5 (06-15)
Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

3. #22907 (Joe Aquilante) Add July Dailey Dry Sump to LP Corvettes
Thank you for your letter. Please see the response to letter #22075, July 2017 Fastrack Minutes. This was approved for 2018.

4. #23006 (Charlie Hayes) NC Mazda MX5 Turbo
Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

T2
1. #23219 (Roger Eagleton) Request to Allow OEM Brake Calipers from Shelby GT500
Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

2. #23220 (Roger Eagleton) Request to Allow Alternative Wheel for SMG
Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

3. #23222 (Roger Eagleton) Request for Clarification to Rules in SMG
Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

4. #23223 (Roger Eagleton) Request to Allow Use of Stock Hood With Louvers

Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

T4
1. #23564 (Dan Wiegandt) Request to Add Weight to the Scion FRS/Subaru BRZ
Thank you for your letter. Changes have been recommended to T-4 for 2018. Please see the response to letter #23191, November 2017 Fastrack.

2. #23565 (Dan Wiegandt) Request to Reduce Tire Size for the Scion FRS/Subaru BRZ
Thank you for your request. Changes have been recommended to T-4 for 2018. Please see the response to letter #23191, November 2017 Fastrack.

3. #23592 (Kevin Fryer) Request an Alternate MX-5 Rear Hub
Thank you for your letter. Please see the response to letter #23276, January 2018 Fastrack Technical Bulletin.

What Do You Think
None.

RESUMES
1. #22876 (Marc Cefalo) Resume for Spec Miata Advisory Committee
Thank you for your resume. It will be kept on file.

2. #22878 (Blake Clements) Resume for Spec Miata Advisory Committee
Thank you for submitting your resume. It will be kept on file.

3. #23382 (Bill Trainer) Advisory Committee
Thank you for submitting your resume. Bill Trainer has been added to the Production Advisory Committee.

4. #23440 (Robert Wright) Resume for FSRAC
Thank you for your resume. At this time all positions on the FSRAC are filled, but the CRB will keep your resume on file for future openings.

5. #23532 (Jesse Prather) Resume for Committee
Thank you for submitting your resume. Jesse Prather has been added to the Production Advisory Committee.

6. #23543 (Curtis Wood) Resume Submission for Production Advisory Committee
Thank you for submitting your resume. It will be kept on file.

CLUB RACING TECH BULLETIN

DATE: January 20, 2018
NUMBER: TB 18-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/1/2018 unless otherwise noted.

American Sedan
AS
1. #23549 (American Sedan Committee) Adjust Weight of 1979-1993 Mustang

Effective 1/2/18, in AS, change weights for Ford Mustang Including Cobra and Cobra R (79-93) as follows:
Under 313 CID, *3150*
Over 313 CID, *3450*
*The original weight change will be re-considered with other possible weight changes in the near future. See Racing Memo RM 18-01.

B-Spec
None.

Formula/Sports Racing
F500
1. #23620 (Formula/Sports Racing Committee) Allow Aftermarket Sleeves for Rotax 593 Engine

In GCR Section 9.1.1.D.14, make the following changes:
H. Kawasaki and Rotax 494/493 engines: "OEM Type" replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.~~E~~*D*.14.I.
J. Overbore pistons
"OEM Type" cast replacement pistons as allowed in 9.1.1.~~E~~*D*.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.
1. Rotax 493 engine only: Rotax OEM 0.010" overbore piston (P/N 420888446).
2. Rotax 494 engine only: Rotax OEM 0.010" overbore piston (P/N 420887556).
3. Rotax 593 engine only: Rotax OEM 0.010" overbore piston P/N 420889171 is permitted.
~~4. The following aftermarket replacement cylinder sleeves manufactured by Los Angeles Sleeve of Santa Fe Springs, CA are for the Rotax 493 and 494 respectively:~~
~~Rotax 493: Part Number FL-1286 (69.5mm)~~
~~Rotax 494: Part Number FL-1224 (69.5mm)~~
~~Note: the appearance of the port is machined as opposed to the as-cast port of the OEM sleeve and the sleeves are machined to size after installation in the cylinder casting.~~
K. Rotax 593 engine only: Rotax OEM 0.010" overbore piston P/N 420889171 is permitted. Engines maybe overbored as specified by Rotax so that this piston may be fitted.
~~The following aftermarket replacement cylinder sleeves manufactured by Los Angeles Sleeve~~

~~of SantaFe Springs, CA are for the Rotax 493 and 494 respectively: Rotax 493: FL-1286 (69.5mm) Rotax 494:FL-1224 (69.5mm) Note: the appearance of the port is machined as opposed to the as-cast port of the OEM sleeve and the sleeves are machined to size after installation in the cylinder casting.~~
L*K*. The following aftermarket replacement cylinder sleeves manufactured by Los Angeles Sleeve of Santa Fe Springs, CA are *permitted* for the Rotax 493*,* ~~and~~ 494*, and 593,* respectively:
Rotax 493: FL-1286 (69.5mm)
Rotax 494: FL-1224 (69.5mm)
Rotax 593: FL-1255 (76.0mm)
Note: the appearance of the port is machined as opposed to the as-cast port of the OEM sleeve*.* ~~and the~~The ~~sleeves~~ *bores* are machined to size after installation in the cylinder casting*, but no machining to the ports is permitted*.

2. #23621 (Formula/Sports Racing Committee) Reduce weight for Rotax 493 to 800 lbs and correct errors:

In F500, make the following changes to the Spec Lines:
AMW Outlet Restriction: Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.~~E~~*D*.14.B)
Rotax 494 Non-RAVE Outlet Restriction: "*Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.D.14.B)*"
Rotax 494 Non-RAVE Notes: Note*s 1 and* 4
Rotax 494 RAVE Outlet Restriction: "Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.~~E~~*D*.14.B)"
Rotax 493 Weight: ~~825~~ *800*
Rotax 493 Outlet Restriction: Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.~~E~~*D*.14.B)
Rotax 593 Outlet Restriction: Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.~~E~~*D*.14.B)

P1
1. #23616 (Formula/Sports Racing Committee) Clean up P1 Engine Table Line E

In P1 Engine Table, Line E, make the following revisions:
Weight: ~~1175~~ *1075*
Restrictor: "~~None Required~~ *38mm flat plate intake restrictor*"
Notes: "May run ~~38mm flat plate intake~~ *without inlet* restrictor at ~~1075~~ *1175* lbs. min. weight"

https://www.crbscca.com/uploadedFiles/language/Revision of P1 Engine Table Line E.docx**GCR**
None.

Grand Touring
GT1
1. #23590 (Club Racing Board) 1/1/2018 18 Inch Wheels for GT1 Cars

In GCR section 9.1.2.D.7.a., add a new section as follows:
"5. For cars not specified to allow 18 inch wheels, 18 inch wheels permitted with a 100 pound weight adder."

GT2
1. #22462 (Steven Pounds) GT2 Competition Adjustment for Maserati GT4

In GT2, Maserati GT4 with 65mm flat plate restrictor, change the weight as follows:
~~3100~~ *3,300*

GTA
1. #23384 (Butch Kummer) Updating Wheel & Tires Specs

In GCR section 9.1.2.G,VII.B make changes as follows:
~~Goodyear D2902~~
Goodyear D2560
Goodyear D1439

GTL
1. #23706 (SCCA Staff) Delay Implementation of 100lbs/24mm SIR Option

Effective 1/2/18, in GCR section 9.1.2.F.7.k.1, replace the language as follows:
"~~Allow all currently restricted 2V and 3V engines less than 1400ccs to run 1mm larger SIR as an option at a 100 lb weight penalty.~~"
"*Allow currently restricted 2V and 3V engines <1400ccs to run unrestricted at a 100 lb weight penalty.*"
Effective 3/1/18, in GCR section 9.1.2.F.7.k.1, replace the language as follows:
"~~Allow currently restricted 2V and 3V engines <1400ccs to run unrestricted at a 100 lb weight penalty.~~"
"*Allow currently restricted 2V engines less than 1400ccs to run unrestricted at a 100 lb. weight penalty. Allow currently restricted 3V and 4V engines less than 1400ccs to run 1mm larger SIR as an option at a 100 lb. weight penalty.*"
*See Race Memo RM 18-01

Improved Touring
None.

Production
1. #23232 (Benjamin Johnson) Classification Request: 02-06 Mini convertible

In HP, classify 2005 - 2008 Mini Cooper Convertible as follows:

HP				Bore x Sroke			Head/ PN & Mat'l		Carb. No. & Type		Track (F/R) mm/ (in.)
Mini Cooper	*2*		*4 Cyl.*				*Alum*	*(I) 1.19" (E) .92"*	*Fuel*	*97.1"*	

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Mini Cooper	*15x7*	*5*	*(F) 10.9" vented (R) 9.4" solid*		*Comp. Ratio limited to 10.6:1, Valve lift limited to .450"*

2. #23541 (Bill Blust) Request Spridget 1098 w/ full prep chassis weight reduction

In HP, Austin-Healey Sprite/MG Midget 1098 Level 1, change the weight as follows:
~~1660~~ *1630*

3. #23298 (david mead) add Holley 2bbl carb to list in 9.1.5.E.1.b.1

In GCR Section 9.1.5.E.1.b.1, add the following carburetor and note:
13. Holley
"*The orientation of the auto type carburetor(s)-downdraft or sidedraft, must remain as in the stock induction system.*"

Spec Miata
None.

Super Touring
STL
1. #23724 (SCCA Staff) Postpone Acura/Honda restrictor implementation

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R), add a restrictor to the notes as follows:
"*Effective 03/01/2018,* 53mm flat plate restrictor required."
In STL, Table B, Honda B16A (JDM), add a restrictor to the notes as follows:
"*Effective 03/01/2018,* 54mm flat plate restrictor required."

*See Racing Memo RM 18-01

Touring
T1
1. #22885 (Cheyne Daggett) Ford Mustang Rear End

In T1, add the following:
GCR section 9.1.9.1. Touring (T1) Category Specifications:
N. Suspension and Steering
13. Cars with an OEM solid rear axle (live axle) are permitted a non-OEM, camber-adjustable solid axle replacement with a 50lb increase in weight over the spec line. The suspension configuration cannot be changed. Suspension pick up points cannot be changed beyond allowances elsewhere in the T1 category rules.

2. #22908 (Joe Aquilante) Correct Model Years on C6 T1 Corvette listings

In T1, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12), add the *2013* model year.

3. #23221 (Charlie Hayes) NC Mx5 Turbo Spec Line

In T1, Mazda MX-5 Miata MazdaSpeed, add to engine notes:
"*BorgWarner EFR 6258 or BorgWarner 7163 turbo allowed.*"
In T1, Mazda MX-5 (06-15), add to engine notes:
"*BorgWarner EFR 6258 or BorgWarner 7163 turbo allowed.*"

4. #23696 (Touring Committee) Correct Mustang Restrictor Type

In T1, Ford Mustang/Thunderbird, 5000 Coyote and 5000 Coyote Boss 302, change the restrictor types as follows:
60mm ~~throttle inlet restrictor~~ *flat plate intake restrictor*

T2

1. #23341 (Scotty B White) T2 Ecoboost classification

In T2, classify the 2015 to current model Ford Mustang Ecoboost 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 Ecoboost 2.3 (2015+)	*87.55 mm x 94 mm / 2300 cc*	*2717*	*18x11*	*295*	*4.236, 2.538, 1.665, 1.238, 1.0, 0.704*	*3.31, 3.55, 3.73*	*(F) 355 (R) 330*	*3500*	*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. 44mm TIR required. SpeedFactory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. Performance Package Brembo front BBK and 380mm one-piece rotors permitted (Ford PN M-2300-V) at +100lbs.*

2. #23578 (Roger Eagleton) Proposed SMG Updates for 2018

In Appendix M. SMG, make the following changes:

SCCA Spec Mustang (SMG)

Purpose and Intent

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

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

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

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

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

1) Eligibility

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

2) Specifications

a) **Engine Type:**

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

b) **TRANSMISSION**:

5-speed manual, factory

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

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

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

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

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

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

(2) Driver "dead pedal" allowed

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

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

(5) Emergency brake may be removed

(6) Removable steering wheel allowed

f) Body

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

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

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

(4) Hood pins allowed *and encouraged*

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

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

(7) Fuel cells are not allowed

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

g) Safety:

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

(2) SCCA General Competition Regulations compliant head restraint racing seat to be installed for driver. Optional similar seat for passenger is allowed. In no circumstances will the roll cage obstruct the passenger area from being functional ~~if so desired for non-racing events.~~ Six-point harness is required for driver and ~~same for~~ passenger *(*if seat is installed*)*.
(a) A "Petty Bar" is allowed, so long as it is removable and not permanently attached to the roll cage.

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

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

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

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

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

h) Suspension:

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

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

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

(a) Eibach part numbers

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

(4) Maximum negative front camber is 3.5 degrees. The approved technique to accomplish this is by using the Cortex P/N CFS-40-ALIGN-SMG, SMG Alignment kit (which includes camber slugs P/N CFS-40-1010), in all SMG strut housings. Installation guidelines are provided by Cortex ~~Engineering~~. The JRi front strut housing will already have this feature. This CFS-40 kit is allowed, not required. But this IS the only allowed means to go beyond 3.0 degrees of negative camber. Potential tire clearance issues, resulting from this modification, are addressed in Section o). No machining of body to allow further travel. Caster: min. +6.35; max. +7.85. Camber plate PN MM5CC-5 or CCP197-05-09.

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

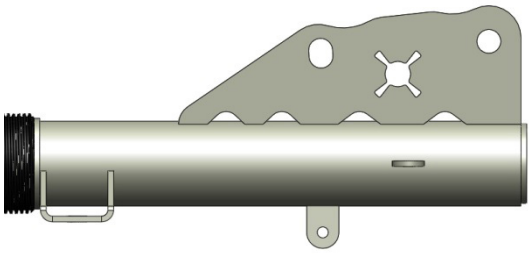


Figure **1**: SMG Strut housing with Slotted Upper Hole.
(Note: JRi housings have the slot on the bottom hole)

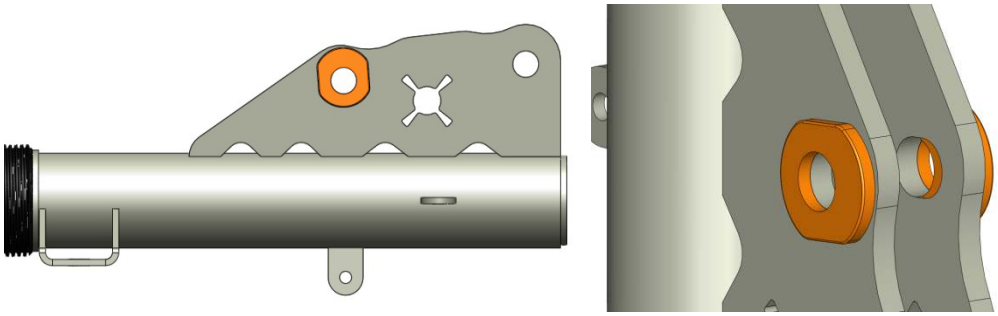


Figure **2**: SMG Strut Housing with Camber Slug Installed.
REAR:

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

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

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

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

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

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

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

FRONT:

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

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

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

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

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

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

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

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

i) Brakes:

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

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

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

(4) Stainless braided lines are allowed

(5) Brake pads free

(6) Ducting to front and rear brakes is allowed

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

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

(9) The OEM GT500 Brembo brake calipers from the 2007-2009 Shelby GT500 are allowed. Ford OEM part (7R3Z2B120A.RT / 7R3Z2B121A.LT)

j) Transmission/Differential:

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

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

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

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

(5) Metallic, one-piece driveshaft is allowed

k) Engine:

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

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

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

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

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

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

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

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

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

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

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

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

(13) Fuel shall comply with GCR Section 9.3.26.

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

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

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

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

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

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

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

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

l) Exhaust:

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

m) Electrical:

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

n) Aero package:

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

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

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

o) Wheels/Tires:

(1) Jongbloed Wheel, Part PN 70010545 - 18" X 10.5" front and rear. All tires and wheels on car must be the same size.
(a) Apex wheels, Part PN EXC71810ET43-45 – 18" X 10" front and rear. Black, Anthracite and Hyper-Silver are the permitted colors.

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

(3) Tires: ~~The spec tire for SMG is the BF Goodrich R1-S size P285/30ZR18.~~
SMG cars competing in Touring Category may run any tire that meets 9.3.4~~5~~*4* and that meets the size specified by the SMG rules *(max tire size 295, aspect ratio open). SMG cars competing elsewhere should consult the supplemental regulations for that event for any potential tire specification requirements when running as a regional only SMG class.*

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

p) Graphic Requirements:

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

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

q) Allowed options:

(1) Tiger racing vented, fiberglass hood
(a) OR OEM Ford hood with louvers not to exceed the dimensions of those as found on the optional "Tiger Racing" hood.

(2) AIM dash/transponder system

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

3. #23703 (SCCA Staff) Delay implementation of Corvette Restrictor

Effective 01/02/2018, in T2, Chevrolet Corvette C6 / Grand Sport (05-13), change the notes as follows:
"LS2: ~~53mm~~ *57mm* flat plate restrictor is required."

Effective 03/01/2018, in T2, Chevrolet Corvette C6 / Grand Sport (05-13), change the notes as follows:
"LS2: ~~57mm~~ *53mm* flat plate restrictor is required."
*See Race Memo 18-01

4. #23707 (SCCA Staff) Increase Restrictor Size for LS3 Engine Corvette C6

Effective 01/02/2018, in T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the restrictor as follows:
3525 (w/~~50mm~~ *55mm* flat plate restrictor)

Effective 03/01/2018, in T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the restrictor as follows:
3525 (w/~~55mm~~ *50mm* flat plate restrictor)

Effective 01/02/2018, in T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the third and fourth to last sentence as follows:
"LS2: ~~53mm~~ *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.

Effective 03/01/2018, In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the third and fourth to last sentence as follows:
"LS2: ~~57mm~~ *53mm* flat plate restrictor is required. LS3: ~~51mm~~ *48mm* flat plate restrictor is required and must be placed in the front of the factory throttle body manifold opening."
*See Racing Memo RM 18-01

5. #23709 (SCCA Staff) 2018 Touring 2 Recommendations

Effective 01/02/2018, in T2, Ford Mustang GT 5.0L (11-14), change the notes as follows:
"~~52mm~~ *56mm* flat plate restrictor required."

Effective 03/01/2018, in T2, Ford Mustang GT 5.0L (11-14), change the notes as follows:
"~~56mm~~ *52mm* flat plate restrictor required."

Effective 01/02/2018, in T2, Chevrolet Corvette Z06 (06-12), change the notes as follows:
"LS2: ~~52mm~~ *56mm* flat plate restrictor is required."

Effective 03/02/2018, in T2, Chevrolet Corvette Z06 (06-12), change the notes as follows:
"LS2: ~~56mm~~ *52mm* flat plate restrictor is required."

Effective 01/02/2018, in T2, Porsche Carrera S (06-08), change the notes as follows: "~~60mm~~ *65mm* flat plate restricter required."

Effective 03/01/2018, in T2, Porsche Carrera S (06-08), change the notes as follows: "~~65mm~~ 60mm flat plate restrictor required."
*See Racing Memo RM 18-01

6. #23726 (SCCA Staff) Postpone Mustang GT restrictor implementation

Effective 01/02/2018, in T2, Ford Mustang GT 5.0L (2015-), change the notes as follows:

"~~48mm~~ *53mm* flat plate restrictor required."

Effective 03/01/2018, in T2, Ford Mustang GT 5.0L (2015-), change the notes as follows:
"~~53mm~~ *48mm* flat plate restrictor required."
*See Racing Memo RM 18-01

7. #23727 (SCCA Staff) Postpone Camaro restrictor implementation

Effective 01/02/2018, in T2, Chevrolet Camaro, 1LE (2016-), change the notes as follow:
"~~53mm~~ *60mm* flat plate restrictor required."

Effective 03/01/2018, in T2, Chevrolet Camaro, 1LE (2016-), change the notes as follow:
"~~60mm~~ *53mm* flat plate restrictor required."
*See Racing Memo Rm 18-01.

8. #23740 (Touring Committee) Allow 1200 pound springs in the 2016 Camaro

In T2, Chevrolet Camaro, 1LE (2016-) make changes to the notes as follows:
"Springs up to *1200* ~~800~~#/in front and rear permitted."

9. #23741 (Touring Committee) Allow GM solid bushings for rear suspension cradle

In T2, Chevrolet Camaro, 1LE (2016-), add to the notes as follows:
"*ZL1 1LE Spec Solid Cradle Mounts allowed, Chevrolet Performance part number 84341929.*"

T3
1. #23715 (SCCA Staff) 2018 Touring 3 Recommendations

Effective 01/02/2018, in T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change the notes as follows:
"HR Engine: Two ~~37mm~~ *40mm* flat plate restrictors required.
Effective 01/02/2018, in T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z "HR Engine:
Two ~~37mm~~ *40mm* flat plate restrictors required.

Effective 01/02/2018, in T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change the notes as follows:
"~~2~~ *Two* ~~37mm~~ *40mm* flat plate restrictors required."

Effective 03-01-2018, in T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change the notes as follows:
"HR Engine: Two ~~40mm~~ *37mm* flat plate restrictors required. *DE Engine: 57mm flat plate restrictor required."*

Effective 03/01/2018, in T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z "HR Engine:
Two ~~40mm~~ *37mm* flat plate restrictors required. *DE Engine: 57mm flat plate restrictor required."*

Effective 03/01/2018, in T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change the

notes as follows: “~~2~~ Two ~~40mm~~ *37mm* flat plate restrictors required.”
*See Racing Memo RM 18-01

2. #23728 (SCCA Staff) Postpone Infinity restrictor

Effective 01/02/2018, in T3, Infiniti G35 /Sport (03-08), change the notes as follows:
Two ~~37mm~~ *40mm* flat plate restrictors required. ~~DE Engine: Single 57mm flat plate restrictor required~~.”

Effective 03/01/2018, in T3, Infiniti G35 /Sport (03-08), change the notes as follows:
“Two ~~40mm~~ *37mm* flat plate restrictors required. *DE Engine: Single 57mm flat plate restrictor required*.”
*See Racing Memo RM 18-01

QUICK LINKS

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

SCCA NATIONAL CONVENTION

Event page: https://www.scca.com/convention

EVENT CALENDAR:

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

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED January 2018

BOARD OF DIRECTORS

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The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.
The Board of Directors met in Kansas City, Missouri December 1 and 2, 2017.
Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Chris Albin, Jack Burrows, KJ Christopher, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Bruce Lindstrand, Marcus Merideth, and Jim Weidenbaum. Tere Pulliam was not in attendance.
Staff participating were Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Eric Prill, Vice President of Operations and Aimee Thoennes, Executive Assistant also participated.
Steve Oseth, SCCA Pro Racing, and Jim Wheeler, CRB Chairman also participated.
The meeting was called to order by Vice Chairman Helman.
President Cobb presented a strategic summary for 2018 with the supporting budget. The strategic plan will be shared with the membership at the 2018 SCCA National Convention and then distributed as appropriate through Divisional Meetings.
MOTION: Approve 2018 Budget with investment as presented. JB/AC. PASSED. *12-0.*

MOTION: To approve SEB rules as presented in Appendix A. BD/CD. PASSED.

MOTION: To approve Operations Manual changes as presented regarding Road Racing in Appendix B. JB/AC. PASSED.

MOTION: To approve RoadRally Rule Changes as presented in Appendix C. CD/BD. KC abstained. PASSED.

MOTION: To Change GCR 3.7.4.A.2.d to read as follows: In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in Northern Pacific and Southern Pacific Divisions for 2018 to be eligible for Runoffs invitations on a space available basis. JW/EH. PASSED.

MOTION: To approve RallyCross rule changes as presented in Appendix D. CD/JB. PASSED.

MOTION: To approve change in language to GCR 3.7.4.A.2 to read as below. MM/KC. PASSED.

2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through Division Championships **(if available):**

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 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. In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in *Northern Pacific and Southern Pacific Divisions* for *2018* to be eligible for Runoffs invitations on a space available basis.

MOTION: To approve the CRB Rules package as presented in Appendix E. CD/BL PASSED.

MOTION: To approve #23158 FE in Appendix F. This will be a parallel Runoffs eligible class for two years (2018-2019) with FE going Regional in 2020. JB/CD. PASSED.

MOTION: Add language (shown below) to 3.7.4.C.2 – Invited Runoffs Classes to safeguard against having a championship race without a full podium. KC/JB. PASSED.

2. A Runoffs□eligible class with a minimum of 3 race starters and 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. A Runoffs□eligible class that does not have a minimum of 3 race starters, regardless of probation status, will run as a supplemental class but will not name a National Champion.

Discussion over the Time Trials program and a plan to rebrand and reboot the program in a concerted effort to reach its potential. Launch of the program is slated to be announced at the National Convention.

MOTION: To approve Time Trials reorg as presented. KC/JW. PASSED.

MOTION: To approve the RallyCross Board as presented: Chairman Stephen Hyatt, Chris Regan, Kito Brielmaier, Ken Hamilton, Keith Lightfoot, Mark Macoubrie and Charles Wright. CA/AC. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Ron Foley for his service on the RallyCross Board.
MOTION: To approve Road Rally Board as presented: Chairman, Jim Crittenden, Clyde Heckler, Peter Schneider, Mike Bennett and Wendy Harrison. BD/EH. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Rich Bireta for his service on the Road Rally Board.

MOTION: To approve the SEB appointments as presented: Chairman Brian Conners, Eric Hyman, Keith Brown, Bob Davis, Mike Brausen, Zack Barnes and Marshall Grice. BD/CD. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Mike Simanyi for his service on the Solo Events Board.

MOTION: To approve the Court of Appeals as presented: Chairman Laurie Sheppard, Mike West, Spencer Gorham, Pat McCammon, Anne Christian. AC/BD. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Jerry Wannarka and Rick Mitchell for their service on the Court of Appeals.

MOTION: To approve the CRB appointments: Chairman Jim Wheeler, Sam Henry, Todd Butler, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi and David Arken. CD/BL.

MOTION: To adjourn.

APPENDIX A

SOLO EVENTS BOARD

ITEM 1) In the Introductory Section, revise Section I.2.2.C.2, Solo® Events Board, Duties:

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

SCCA® *Fastrack News* March 2017 #21399
SCCA® *Fastrack News* September 2017 #21399

ITEM 2) In Vehicles, revise Section 3.2, Vehicle Classification:

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

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

SCCA® *Fastrack News* January 2017 #21022
SCCA® *Fastrack News* September 2017

ITEM 3) In Vehicles, add to the end of the first sentence of Section 3.6.A, Fuel:

"Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, *and which does not exceed an octane rating of 93 (per (R+M)/2), with an allowed variance of up to +0.9. Fuel may not exceed 15% ethanol*."

SCCA® *Fastrack News* January 2017 #21094
SCCA® *Fastrack News* June 2017 #21094
SCCA® *Fastrack News* November 2017 #21094

EXPLANATION: The STAC would like to clarify the context of the following group of rule proposals: 14648 ECU Clarification (**ITEM 11**), 21094 Octane Rating (**ITEM 3**), and 21408 Making ST Hot Again (**ITEM 30**). The proposal regarding the changes to allow open ECUs (open boost via changes in the ECU) and plug-and-play engine control modules is intended to address the inability to enforce the current rule, while continuing to allow common tuning modifications. The proposal to create STH is also influenced by the potential changes to ECUs/boost. By placing the majority of turbocharged cars in the ST classes together, the impact of boost/engine performance changes would be relatively contained, and we would maintain stability in STS and STX. Cars that are moved may be re-classed if warranted. Further explanation in Appendix.

SCCA® *Fastrack News* June 2017 #14648

ITEM 4) In Officials, revise Section 5.10, Officials, Chief of Protest:

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

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

SCCA® *Fastrack News* January 2017 #21025
SCCA® *Fastrack News* September 2017 #21025

ITEM 5) Change Section 7.2, Timing Systems for National Solo Events:

"There shall be at least two (2) operable electronic timing systems per course at the

Solo National Championship. ~~The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized.~~ Alternate *timing* systems and *operating* procedures may be approved by the SEB."

EXPLANATION: This more accurately reflects how the National Staff and event officials manage available alternate (backup) timing equipment for the Solo National Championships.

SCCA® *Fastrack News* January 2017 #21023
SCCA® *Fastrack News* September 2017

ITEM 6) In Appeals, revise Section 10.4, Composition of the National Appeals Committee:

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

SCCA® *Fastrack News* January 2017 #21024
SCCA® *Fastrack News* September 2017

ITEM 7) In Section 12, Automobile Definitions, revise the definition of "Standard Part":

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

BACKGROUND: This change will allow parts supplied to the consumer, such as the Camaro SS Brake parts delivered in every Camaro, to be used in Solo. Additionally, the recent change to Section 3.4 (See the BOD Section of the December Fastrack, #17283) allows the SEB to offer another class for a specific option package when warranted. The changes in automobile manufacturing and delivery processes have increased the use of the port and dealer system for accessories and performance options. This change would have allowed the SEB to address challenges like the Miata MSR package and the TRD options offered for the Scion FRS in an expedited timeline. Should a special "trunk kit" or other performance part that was port installed or dealer installed by factory directive become available, the SEB can act accordingly in the future. Chevrolet has expanded performance options for the 2016-2017 Camaro to include options on the company's website that do not clearly define if they are installed on the factory floor or the dealer's facility by factory directive, or if they are offered as accessories by the dealer. The SAC and SEB will attempt to list certain performance options when they create a Member Advisory or Tech Bulletin, if necessary. See Appendix F for guidance. An example is the package of TRD springs and bars for the Scion FRS. The option is available on the Scion website. In some cases, the dealership performed the installation instead of the port facility. The lines that define factory floor, port and dealer installed have become increasingly blurred. This change will allow the SEB and its committees to class port installed and domestic manufacturers "dealer installed by factory directive" options based on member input and desires.

SCCA® *Fastrack News* January 2017 #19713
SCCA® *Fastrack News* November 2017 #19713

ITEM 8) In Street Category, revise Section 13.5.A.5:

"Electronically controlled shocks may not be used on vehicles ~~not originally equipped~~

~~with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically-controlled shocks are not allowed~~ *that did not have an option for them from the factory. A full option package upgrade, including OEM electronics and other components, could be completed to add electronic shocks if they were not installed from the factory*."

Add new Section 13.5.A.6:

"Vehicles equipped with electronic shocks can replace them with non-electronically controlled shocks subject to Section 13.5 rules and Section 13.9 rules. Devices may be added to satisfy the ECU that the OEM shocks are still installed; such devices may perform no other function."

Add new Section 13.5.A.7:

"On cars with available electronically controlled shocks. Aftermarket electronic shocks may be substituted but may only be controlled by an OE shock control unit and may not contain independent or additional control logic within the shock itself. No additional electronic modifications can be made to facilitate the installation of aftermarket electronic shocks, and the OEM controller may not be modified or reprogrammed."

SCCA® *Fastrack News* July 2017 #20102

ITEM 9) In Street Category, add new Section 13.9.H:

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

SCCA® *Fastrack News* March 2017 #21277
SCCA® *Fastrack News* July 2017 #21277

ITEM 10) In Street Category, add new Section 13.9.I:

"On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function."

SCCA® *Fastrack News* May 2017 #21519

ITEM 11) In Street Touring Category, Engine and Drivetrain, revise Section 14.10.F:

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

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

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

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

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

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

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

~~pressure regulator.~~

5. ~~Ignition timing may be set at any point on factory adjustable distributor ignition systems.~~
6. ~~VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.~~

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

Replace Sections 14.10.F through 14.10.F.6:

1. *"For all model years, the following allowances apply:*
   a. *The standard PCM/ECU may be reprogrammed without restriction.*
   b. *Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.*
   c. *Ignition timing may be set at any point on factory-adjustable distributor ignition systems.*
2. *For 2005 and older model year vehicles:*
   a. *A supplementary ("piggyback") PCM/ECU is permitted. It must be plug-compatible with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.*
   b. *Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may alter the signal from the sensor in order to affect the PCM/ECU operation. EXAMPLE: Fuel controllers that modify the signal from an airflow sensor.*
   c. *VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable valve systems.*
3. *1995 and older vehicles in addition may replace the standard PCM/ECU without restriction."*

SCCA® *Fastrack News* January 2017 #14648

ITEM 12) In Street Prepared, add to Section 15.10, Engine and Drivetrain:
"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."

SCCA® *Fastrack News* July 2017 #22032
SCCA® *Fastrack News* November 2017 #22032

ITEM 13) In Street Prepared, revise Section 15.10.L.1, Engine and Drivetrain:
"Radiator ~~core~~ dimensions (width, height, thickness) must be no smaller the standard part."

SCCA® *Fastrack News* October 2017 #22188

ITEM 14) In Street Modified Category, revise Section 16.1.D.1, Allowed Modifications:
"Engine blocks (or housings of rotary engines) must be a production unit ~~manufactured and badged the same as the original standard or optional engine for that model~~ *that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150-lb. weight penalty in addition to all weight calculations in appendix A*. ~~Badges~~ *Brands* that exist as a marketing alias for the manufacturer will be recognized as equivalents. Swaps involving ~~makes~~ *brands* related only at a corporate level are not recognized as equivalents and *will be subject to the weight adjustment referenced above*. ~~Models produced as a joint venture between~~

~~manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Chrysler or Mitsubishi engine, may use any motor from Chrysler or Mitsubishi, or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Lexus/Scion engine).~~ This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany."

SCCA® *Fastrack News* August 2017 #21288
SCCA® *Fastrack News* November 2017 #21288

ITEM 15) In Street Modified Category, revise Section 16.1.D.2.d, Allowed Modifications:
"The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

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

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

Move from Section 16.1.D.2.d to new Section 3.3.3.B.26 as revised:
"For those categories which permit fuel cells and/or fuel tank modifications or replacements, the following requirements apply if the fuel tank/cell does not fit within the same area as the OE tank:

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

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

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

Also in Prepared Category, revise Section 17.2.Q.1, Bodywork and Structure:
"The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

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

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

SCCA® *Fastrack News* January 2017 #18648
SCCA® *Fastrack News* June 2017 #18648

ITEM 16) In Prepared Category, revise Section 17.2.O, Bodywork and Structure:
"The standard OE front spoiler or a non-standard front spoiler*/splitter* may be used. If a non-standard front spoiler*/splitter* is used it must comply with the following requirements: It shall not protrude forward beyond the overall outline of the car as viewed from above, aft of the *forward-most* part of the front fender opening (cutout), *no portion of the spoiler/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above*, and shall not be mounted more than 4.0" (101.6

mm) above the horizontal centerline of the front wheel hubs. The spoiler/splitter shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0" (10.2 cm) minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. *The spoiler/splitter may not function as a wing. This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.*"

SCCA® *Fastrack News* July 2017 #18207

ITEM 17) In Prepared Category, revise Section 17.4.G, Wheels;

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

SCCA® *Fastrack News* March 2017 #20024
SCCA® *Fastrack News* July 2017 #20024

ITEM 18) In Prepared Category, revise Section 17.5.D, Level 2 Preparation (Limited Prep) Vehicles:

1. "Any springs or torsion bars can be used provided the ~~quantity and~~ type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. ~~The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.~~

2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

~~17.6. D. Level 2 Preparation (Limited Prep) Vehicles~~

1. ~~Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.~~

2. ~~Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.~~"

SCCA® *Fastrack News* May 2017 #15375

ITEM 19) In Appendix A, Automobile Classes, Street Category, move from the exclusion list to SS:

Lotus

Elise SC (2008-2011)
Exige S (excl. S260, Club Racer) (2006-2011)

Also move from SS to AS:

Lotus

Elise (non-supercharged) (2005-2011)
Exige (non-supercharged) (2006-2011)

SCCA® *Fastrack News* November 2016 #20242
SCCA® *Fastrack News* May 2017 #20242
SCCA® *Fastrack News* November 2017 #20242

ITEM 20) In Appendix A, Automobile Classes, Street Category, move from BS to CS:

BMW

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

SCCA® *Fastrack News* January 2017 #20588
SCCA® *Fastrack News* April 2017 #20588

ITEM 21) In Appendix A, Automobile Classes, Street Category, revise:

DS

Lexus

~~IS350 (2006-2017)~~
~~IS250 (2006-2015)~~
~~IS300 (2001-2005)~~
IS (all) (excl. IS-F) (2001-17)

SCCA® *Fastrack News* November 2017 #22570

ITEM 22) In Appendix A, Automobile Classes, Street Category, move from GS to HS:

Acura

RSX Type S (2002-06)

SCCA® *Fastrack News* November 2016 #20256
SCCA® *Fastrack News* April 2017 #20256

Ford

Mustang V6 (1994-2004)

SCCA® *Fastrack News* October 2016 #20029
SCCA® *Fastrack News* January 2017 #20029

Kia

Forte & Forte Koup (2.4L)

SCCA® *Fastrack News* October 2016 #20058
SCCA® *Fastrack News* January 2017 #20058

Ford

Taurus SHO (1989-1995)

SCCA® *Fastrack News* January 2017 #20567 Item 19608
SCCA® *Fastrack News* April 2017 #20567

ITEM 23) In Appendix A, Automobile Classes, Street Category, revise class SSR:

"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."~~

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.~~

SCCA® *Fastrack News* December 2016 #20099 #20246
SCCA® *Fastrack News* May 2017 #20099 #20246

ITEM 24) In Appendix A, Automobile Classes, Street Category, add new cars to SSR:

Alfa Romeo
4C (2015-16)
BMW
M3 & M4 (F80/F82) (2015-17)
Cadillac
XLR
Chevrolet
Camaro SS 1LE (V8) (2017)
Camaro Z28 (2014-15)
Camaro ZL1 (2012-15)
Camaro ZL1 (2017)
Corvette Grand Sport (C7) (2017)
Dodge/SRT
Viper/Viper GTS (non-ACR, non-TA) (2013-16)
Ford
Mustang Boss 302 Laguna Seca (2012-13)
Mustang Shelby GT350 (2016)
Mustang Shelby GT350R (2016)
Mustang Shelby GT500 (2007-14)
Jaguar
F-Type (except Project 7) (2014- 16)
Porsche
718 Boxster (all) (2017)
718 Cayman (all) (2017)
911 (except R, Turbo, Turbo S, GT2 [all], GT3 [all]) (2015-2017)
Cayman GT4 (non-Clubsport) (2016)

SCCA® *Fastrack News* May 2017 #20511

ITEM 25) In Appendix A, Automobile Classes, Street Touring Category, move from STU to STR:

Porsche
Boxster (986 and 987.1) (1997-2008)
Boxster S (986) (2000-04)
Cayman (987.1) (2006-08)

SCCA® *Fastrack News* June 2017 #21796
SCCA® *Fastrack News* November 2017 #21796

ITEM 26) In Appendix A, Automobile Classes, Street Touring Category, change Street Touring® FWD (STF) class to Street Touring Hatchback (STH) for newer hot hatch/turbo cars:

Audi
A3 FROM STX
A4 FROM STX
TT quattro FROM STX
A4 (1.8T) TT Coupe & Roadster (FWD) FROM STS
Chevrolet
Cobalt (2.0T) FROM STX
Sonic (Turbo) (2012-15) FROM STS
Dodge
Dart (1.4L Turbo) (2013-16) FROM STX
SRT-4 (2003-05) FROM STX
Eagle
Talon Turbo (AWD) FROM STX
Fiat
500 Abarth FROM STX
500 Turbo (2013-16) FROM STX
Ford
Fiesta ST FROM STX

Focus ST FROM STX

Hyundai

Genesis (2.0L Turbo) (2010-12) FROM STX

Veloster (2012-16) NEW LISTING

Kia

Forte (Turbo) FROM STX

Forte Koup (Turbo) FROM STX

Mazda

MazdaSpeed3 FROM STX

MazdaSpeed6 FROM STX

MazdaSpeed Protégé FROM STX

323 GT & 323 GTX FROM STS

Mitsubishi

Eclipse Turbo (AWD) FROM STX

Lancer Ralliart (2008-10) FROM STX

Nissan

Juke (2011-16 Turbo and R) FROM STX

Pontiac

G5 (2.0L Turbo) FROM STX

Subaru

Forester XT (2003-08) FROM STX

Impreza WRX (non-STI) (2002-16) FROM STX

Legacy GT (2005-08) FROM STX

Volkswagen

Beetle (1.8T & TDI) FROM STS

Golf (1.8T) FROM STS

Golf & Jetta (TDI) (2007-15) FROM STS

Jetta (1.8T) FROM STS

Passat (1.8T & TDI) FROM STS

Beetle (2.0T) FROM STX

Golf, Golf R, GTI (2.0T) FROM STX

Jetta (2.0T) FROM STX

Passat (2.0T) FROM STX

Volvo

240 Turbo (1981-85) FROM STX

C30 FROM STX

"Catch-all": Sedans & Coupes NOC (non-sports-car-based, 4-seat minimum up to 2.5L forced induction)

Street Touring® Sport (STS) would receive these cars from STF:Chevrolet

Cobalt (2.2L, N/A) FROM STF

Cruze (2008-15) FROM STF

Sonic (non-turbo) (2012-15) FROM STF

Spark FROM STF

Volt (2011-15) FROM STF

Chrysler/Plymouth/Dodge

Neon R/T & ACR (2000-05) FROM STF

Neon (NOC) (2000-06) FROM STF

Dodge

Dart (2.0L N/A) (2013-15) FROM STF

Fiat

500 (non-turbo) (2012-15) FROM STF

Ford

Fiesta (N/A) (2011-15) FROM STF

Focus (non-turbo) FROM STF

Honda

Accord (4-cyl) (1998-2015) FROM STF

Civic (non-Si) (2006-15) FROM STF
Civic (non-Si) (2001-05) FROM STF
CRX
CR-Z FROM STF
Fit FROM STF
Insight FROM STF

Hyundai
Elantra (2001-15) FROM STF
Veloster (non-turbo) (2011-15) FROM STF

Kia
Forte (N/A) FROM STF
Forte Koup (N/A) FROM STF

Lexus
CT200H (2011-15) FROM STF

Mazda
Mazda2 FROM STF
Mazda3 FROM STF
Mazda6 FROM STF

MINI
Cooper (non-S) (2000-13) FROM STF

Mitsubishi
Lancer (non-turbo) FROM STF

Nissan
Versa (2007-13) FROM STF

Pontiac
G5 (2.2L) FROM STF
Vibe (2003-10) FROM STF

Saturn
Astra FROM STF
Ion (2.2L) FROM STF

Scion
iA (2016) FROM STF
iM (2016) FROM STF
iQ CVT FROM STF
tC FROM STF
xA FROM STF
xB FROM STF
xD (2008-13) FROM STF

Subaru
Impreza 2.0i (2012-15) FROM STF

Toyota
Corolla (2003-15) FROM STF
Matrix (2003-13) FROM STF
Yaris FROM STF

Volkswagen
Beetle (2.0L, 8v) (1998-2005) FROM STF
Beetle (2.5L 5-cyl) FROM STF
Golf (2.5L) FROM STF
Golf & Cabrio (2.0L, 8v) (1998- 2006) FROM STF
Golf & Jetta TDI (1999-2006) FROM STF
Jetta (2.0L, 8v) (2000-04) FROM STF
Jetta (2.5L 5-cyl) FROM STF

STX would no longer have turbo cars. Top cars from STF are added:

Acura
RSX FROM STF
TSX FROM STF

Honda

Civic Si (2002-05) FROM STF

SCCA® *Fastrack News* April 2017 #21408
SCCA® *Fastrack News* November 2017 #21408

In conjunction with Street Touring H (STH), change Section 14.3, Tires, and 14.4, Wheels:

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions: Tires shall have a section width up to and including the following (mm):

STS, STR (AWD)	– 225
STH (AWD), STX (AWD)	– 245
STR (2WD), STU (2WD, mid-engine, rear-engine)	– 255
STH (2WD), STX (2WD), STU (AWD)	– 265
STU (2WD, front-engine)	– 285
STP (all)	– 315

14.4 WHEELS

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

STS, & STR (AWD)	– 7.5
STH (all)	*– 9.0*
STX & STR (2WD)	– 9.0
STU, STP (all)	–11.0

SCCA® *Fastrack News* June 2017 #21408
SCCA® *Fastrack News* November 2017 #21408

ITEM 27) In Appendix A, Automobile Classes, Street Touring® Category, move from STR to STU:

Nissan

370Z (non-Nismo)

SCCA® *Fastrack News* July 2017 #18052
SCCA® *Fastrack News* November 2017 #18052

ITEM 28) In Appendix A, Automobile Classes, Street Prepared Category, move from ASP to BSP:

Nissan

370Z (all) (2009-13)

SCCA® *Fastrack News* October 2017 #22368

ITEM 29) In Appendix A, Automobile Classes, Street Prepared Category, change error in BSP:

Porsche

944 (all incl. Turbo *except 8v*)

EXPLANATION: This would correct the 8v 944 being classed in both BSP and CSP.

SCCA® *Fastrack News* July 2017 #21897
SCCA® *Fastrack News* November 2017 #21897

ITEM 30) In Appendix A, Automobile Classes, Street Prepared Category, move from BSP to DSP:

BMW

128 (2008-11)

SCCA® *Fastrack News* October 2017 #22536

ITEM 31) In Appendix A, Automobile Classes, Prepared Category, X Prepared (XP), revise section 1.c:

"Aerodynamic Aids – Wings may be added, removed, or modified. Non-OE wings may only be attached to the ~~rear deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the ~~wing's point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle*."

SCCA® *Fastrack News* September 2017 #21828

ITEM 32) In Appendix A, Prepared Category, add:

D Prepared (DP)
Weight adjustments (lbs.):
"Vehicles with 51% or more of the weight on the rear axle: + (0.015 x displacement)."
F Prepared (FP)
Weight adjustments (lbs.):
"Vehicles with 51% or more of the weight on the rear axle: + (0.04 x displacement)."

SCCA® *Fastrack News* August 2017 #20237

ITEM 33) In Appendix A, Automobile Classes, Prepared Category, remove from EP:
Isuzu
~~Sports Coupe~~

SCCA® *Fastrack News* March 2017 #21088
SCCA® *Fastrack News* July 2017 #21088
SCCA® *Fastrack News* November 2017 #21088

ITEM 34) In Appendix A, Automobile Classes, Prepared Category, combine the 350Z and 370Z models in FP:
Nissan & Datsun
350Z (2003-2008)/370Z (2009-17)

SCCA® *Fastrack News* March 2017 #20319
SCCA® *Fastrack News* July 2017 #20319

ITEM 35) In Appendix A, Automobile Classes, Prepared Category, omit the 981 and 718 models in FP:
Porsche
986/987 Boxster & Cayman (1996-2012)

SCCA® *Fastrack News* February 2017 #20090
SCCA® *Fastrack News* July 2017

ITEM 36) In Appendix A, Automobile Classes, Prepared Category, add:
TVR
1800
Vixen S2 (1599 cc)
Alternate cylinder head: Aluminum Pierce casting

SCCA® *Fastrack News* June 2017 #21866
SCCA® *Fastrack News* November 2017 #21866

ITEM 37) In Appendix A, Modified Category, C Modified, revise Section C.7.c (Solo Vee):
"Springs, shock dampers, their actuation, *anti-roll bars*, and camber compensating devices are *unrestricted, as are cables, straps, or other positive stops used to limit positive camber*."

SCCA® *Fastrack News* May 2017 #21231
SCCA® *Fastrack News* November 2017 #21231

ITEM 38) In Appendix C, subsection B.1, add after first sentence:
"Docol R8 is also considered an acceptable material (tube sizing and wall thickness requirements are as per SAE 4130)."

SCCA® *Fastrack News* February 2017 #21111
SCCA® *Fastrack News* September 2017 #21111

ITEM 39) In Appendix I, Sound Measurement Procedures at SCCA® National Solo® Events, revise:
"The maximum *allowed vehicle sound* level will be 100 dBA.
The measurement will be taken at a point where *vehicles* can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings) as is practical.
If a driver in a vehicle exceeds *96* dBA, the Chief Steward, or his/her designated representative, will be notified by the Sound Control Steward or representative.
The driver of any run producing a sound measurement over 96 dBA will be notified, as soon as reasonably possible following the run, by the Chief Steward, *Sound Control Steward*, or

representative.
If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to *attempt a viable remedy* to *functionally alter the exhaust system* to reduce the sound level of the vehicle before his/her next run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) *If the excessive reading occurs on the driver’s last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run.*
The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy.
Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back.
If a viable remedy has been attempted in the judgment of the Chief Steward, *Sound Control Steward*, or representative, the driver will be allowed to take his/her next run. If the driver declines *any viable remedy, or if the change* is deemed inadequate by the Chief Steward, *Sound Control Steward* or representative, the driver will forfeit all subsequent runs in the vehicle (unless an *approved viable remedy* is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF *and all additional runs that day for that driver will be forfeited*.
If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun.
For the purposes of sound measurement and enforcement, a “run” is defined as any attempt at driving through the course, whether or not *it* is scored or a rerun is allowed.
Any *functional remedies implemented* to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward, *Sound Control Steward*, or representative. If the *remedy* has deteriorated after passing the sound level requirements at the measuring point, the *sound level of the vehicle* must be *functionally* addressed again. The Chief Steward, *Sound Control Steward*, or representative has the right to disallow a repeat of the *same remedy* that deteriorated. The *remedy* may be changed or modified to improve *its* quality and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels must *implement additional functional remedies* to reduce the sound level to compliant readings before starting runs the next day.
These general sound level regulations will NOT override specific local area and/or SCCA® Region sound level requirements, regulations, and/or penalties.

SCCA® *Fastrack News* August 2017 #22455

APPENDIX B

December 2017 Operation Manual Update Requests

In entire document: Replace all references to **CLUB RACING** with **ROAD RACING**

5.3.2 Divisional Administrator Coordinator

Appointment: A Divisional Administrator Coordinator for each specialty will be selected from the group of appointed Divisional Administrators. The DA's nomination for DA-Coordinator will be reviewed and PASSED by the Executive Stewards. The Divisional Administrator Coordinator will report to the Chair of the Executive Stewards. This is not an additional position. In the event, that the DAC position is unfilled by one of the sitting Divisional Administrators, the Head of Road Racing, together with the Chairman of the Stewards Program, may appoint a representative to serve as the DAC for that specialty. The duration of the term will be determined individually for each specialty position by the Head of Club Racing and the Chairman of the StewardsProgram.

Duties: Coordinate with the Road Racing department, the Executive Stewards, the Club Racing Board and Divisional Administrators. Ensure execution of their specialty's policies and practice. Collect and disseminate information related to policies, best practices and concerns to Divisional Administrators and specialty officials. Work with the other Divisional Administrators to ensure operational consistency across Divisions. Ensure that the Specialty Manual is updated and accurate.

1.1.1 Series ~~Chief Steward (SCS)~~Race Director (SRD) are appointed by the Head of~~Club~~Road Racing or their designate with the advice of the Chairman of the Stewards Program~~and Area Directors/s representing Regions operating events in that Conference~~for all Super Tours.. ~~There is one SCS for eachConference.~~

1.1.1.a. Conference Race Directors are appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour Events within thatConference.

1.1.2. SeriesAdministrator

The Series Administrators (SA) are appointed by the Head of ~~Club~~ Road Racing or their designate for all Super Tours. ~~There is one SA for each Conference.~~ Optional for other Conference events.

1.1.3. Series Chief TechInspector

The Series Chief Technical Inspectors(SCTI) are appointed by the Head of ~~Club~~Road Racing or their designate with the advice of the ~~SCS~~SRD for all Super Tours~~, and the Chairman of the Stewards program~~. ~~There is one SCTIfor each conference.~~Optional for other Conference events.

1.1.4. Series TimingAdministrator

The Series Timing Administrator(s) are appointed by the Head of the Road Racing or their designate for all Super Tours. Optional for other Conference events.

5.12 Club Racing Insurance Requirements

Refer to current SCCA Club Racing General Competition Rules and/or ~~Insurance Handbook~~SCCA.com.*71*

APPENDIX C

2018 SCCA Road Rally Rule Changes

The Road Rally Board requests that the Board of Directors approve the following seven rule changes for the Rally program, to go into effect January 1, 2018.

Each of these changes has been widely circulated for comment among the entire SCCA Rally community and their feedback was considered before a final vote was taken by the Road Rally Board. Article numbers refer to the section of the Road Rally Rules to which the change applies.

Operating rule proposals:

1. In the Article 13.C.2 list of recommended (but not required) rally equipment, remove the reference tonight events.

   Rationale: Suggested equipment is also useful during day time events.

2. In Article 16 C, add the following language for clarification and safety: If a control immediately follows a traffic control device such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or the average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to thatcontrol.

   Rationale: This change emphasizes to organizers that competitors must be given sufficient time to recover after a traffic control device.

Class definition proposals:

3. Change the descriptions of Classes L and S as shownbelow.

   Class S (Stock): Any distance information used for timing calculations must be visually acquired from the vehicle's stock, non-adjustable odometer in the stock location. Any calculating device may be used as long as the distance information from the vehicle's stock odometer is manually entered into the device. GPS odometers may be used in this Class only if their information is NOT used for any calculations or for any determination of earliness orlateness.

   Class L (Limited): If distance information is derived from either the car's electronic system, from the car's speedometer cable, or from pulses generated by the movement of the vehicle (for example, magnets mounted to the drivetrain), then calculating devices are limited to those that require manual entry of this distance information. Examples: Curta calculator, tables, laptop computer, programmable and non-programmable electronic calculators. If the distance information is derived solely from GPS signals, then any electronic app may be used. Examples: Richta apps, Michael Young apps.

   Class E (Equipped): There are no restrictions on calculating equipment in this

Class. Typical calculating devices in this Class include: Alfa, Chronar, Timewise, and Zeron rally computers.

Rationale:

a. Class S is for cars that calculate using the stock tenth reading odometer and for cars that arenot calculating atall.

b. Calculating with apps that use GPS for mileage will be in Class L. These apps report mileage to a resolution of 0.01 or 0.001 mile and this gives them a distinct advantage over teams using thestocktenth reading odometer. Yet they are not competitive with the dedicated rally computers in Class E that measure distance by using pulses generated by movement of the car.

c. Cars using GPS solely as a map or as an odometer and not doing any calculating with thatdistance information may still run in ClassS.

Championship Series proposals:

4. In 2017, Article 8D of the RRRs (Championship awards) was changed to say that in the event of a tie in the year end Championship standings, the next position ***would***be vacated. It is proposed that this rule be changed back to the way it was prior to 2017, that is, in the event of a tie the next position would ***NOT***be vacated.

Rationale: This change returns to the mode of operation prior to 2017 and allows for the situation where drivers and navigators who compete together achieve the same result in the championship standings. If a team finishes in first place (two individuals tied for first) then the next position awarded is second place.

5. Remove the requirement for a competitor to enter at least one National rally to be eligible for a yearend award in a National Championship.

Rationale: Elimination of unnecessary obstacle to participation in National Championship. This proposed change received broad support from the rally community.

6. The RRRs state that worker's points are limited to 20 points per Series (Course/Tour/GTA) per year. It is proposed that the rule should be changed to allow 20 worker's points per classin each series per year.For example, a person could earn 20 worker points in both Class E/Course and ClassS/Course.

Rationale: This change brings the rulebook into agreement with current practice.

7. Update the aspect of Article 9.C that says General Instructions must be mailed via First Class mail to say that General Instructions may be sent via email rather than first classmail.

Rationale: This change brings the rulebook into compliance with current practice.

APPENDIX D

Summary of changes to the RallyCross Rules for 2018:

1. **Clarify that the duties of the Event Technical Inspector do not include determining whether a vehicle isclass□compliant.**

4.4.D. The Event Technical Inspector shall ascertain that **competition** ~~the~~vehicles comply with theRXR **requirements of Section 3.1 Eligible Vehicles and Section 3.2 Vehicle/ Driver Safety** ~~general vehicle eligibility requirements of~~and any supplementary regulations. **Technical inspectors are not responsible for determining a vehicle's compliance with the preparation allowances for that vehicle's class.** Competitors are directed to Article 5.3.D for protests information regarding class eligibility.

2. **Consolidate the waiver requirements for participants andspectators.**

4.2.H. All **attendees** participants, including competitors, workers, crew members, **spectators,** and guests must sign the SCCA waiver form.~~Spectators should sign the waiver.~~
~~4.2.R. All spectators shall complete a waiver as required by SCCA and its insurance carrier. See~~www.scca.com~~for guidance on waivers.~~

3. **Specify that alternate mounting hardware for body panels and trim pieces is allowed as protective equipment and that OEM underbody panels may be removed if replaced by an allowed skidplate.**

3.3.C.4. The addition of protective equipment is allowed with the following exceptions:
a. … and strut caps to prevent failure of strut mounts. Mounting hardware for bumper covers, fascias, body panels, undertrays, and trim pieces may be replaced with alternate components. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction.

Examples of non□allowed modifications…
c. Skid plates protecting suspension and drivetrain components may only be made out of metal, composite materials or plastic derivatives. **Skid plates may supplement or replace OEM skid plates or underbody protection.**

4. **Specifically state that electric and hybrid vehicles are eligible to compete in Stock and Prepared classes.**

3.1 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. **This includes electric and hybrid vehicles, convertibles with a factory hardtop attached, targa types with factory panel in place, and t□tops with factory panels in place**

5. **Revise the windshield safetyrule.**

3.2.S. ***Cracks are permitted to the outside layer of the laminated windshield only. A windshield that has experienced object penetration and/or has deformation is not allowed. Any form of windshield separation or delamination from the body of the car is not allowed.*** ~~The windshield may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed~~.

6. **Allow wheel diameter changes of +/□ 1" in Stockclasses.**

3.3C.12. Any type wheel may be used provided it complies with the following:

a. **Wheel diameter may be increased or decreased one inch (1") from the OEMwheel;**

b. Wheels must be of the same~~diameter and~~width as the OEMwheel;

c. Wheel offset (backspace) must be within 0.394"(10mm) of **the OEM** ~~original equipment~~wheel offset. Wheel spacers are considered part of thewheel.

7. **Allow front OR rear sway bar changes in Stockclasses.**

3.3.C.14. One ~~The front~~sway bar may be added, replaced or removed. A replacement~~front~~sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the~~front~~sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.

8. **Allow alternate pulley sizes on superchargers in Preparedclasses.**

3.3.D.5. The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced. **The pulley on the supercharger may be replaced with an alternate size along with the supercharger drive belt.**

9. **Add the new Open category to therules.**

Add Section F. Open category to Section 3.3. VEHICLE CLASSIFICATIONS.

10. Restructure Section 4.2.C to more clearly state that passengers are not allowed at National events).

4.2.C. Passengers are not allowed during competition runs at National events. At non□National events, 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. …
Participant waivers:
The individual (parent/guardian, as appropriate) has completed … … an individual would be allowed at events where a passenger is permitted. ~~Passengers are not allowed during competition runs inNational Events.~~

APPENDIX E

Recommended Items for 2018
The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their next meeting. Comments, both for and against, should be sent to the Club Racing Board via http:// www.crbscca.com or www.clubracingboard.com. If approved, these rule changes will become effective 1/1/2018. The letter number, Fastrack month, author, and title precede each proposed rule.

AS

1. #22838 (December Fastrack - Kevin Fandozzi) AS Restricted Prep Feedback
Thank you for your feedback. 9.1.6.D.1.l.2.a. allows for factory equivalent clutch pressure plate and disc.

Add to the Specification Line Notes for the Chevrolet/Pontiac Camaro and Firebird (both 93-97 and 98-02): *Upgraded synchros permitted.*

B-Spec

1. #22592 (December Fastrack - John Bauer) Clarify Tire/Wheel Size
Change section 9.1.10.E.8 to reflect the following:

8. Wheels: Required ~~minimum~~ wheel/rim diameter is fifteen inches (15”). Maximum wheel/rim width is
seven inches (7”). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal
castings or metal two piece welded. All four wheels must be the same dimensional offset. Aftermarket
wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel
spacers are allowed, the same thickness spacer must be used on all four corners.

2. #23007 (December Fastrack - Darren Seltzer) Update Tire Requirement in 9.3.44
Add B Spec to the section 9.3.44 Tire Rule

9.3.44. TIRES
Tires shall be 124 (“U”) mph rated or better unless otherwise specified or controlled.
In the Improved Touring, Super Touring, American Sedan, Spec Miata, *B-Spec,* and Touring categories, any U rated, or better, DOT approved tire ~~are~~ is required. Re-grooving of tires by any method once the tire has left the manufacturer is not permitted. Recapped, or re-grooved tires are not allowed. Tire size is unrestricted unless otherwise stated. The only modifications allowed to tires are having treads “shaved” or “trued.”

P1

1. #22959 (December Fastrack - Formula/Sports Racing Committee) Remove 9.1.8.C.B.4 and P1 Engine Table Line J
9.1.8.C.B.3 permits two-seat cars to compete in the P1 class subject to certain restrictions within the P1 rules. At the time the P1 rules were developed, the true performance level of the Group CN car was unknown and because of the cockpit and underbody configuration it was expected to be inferior to the performance level of single-seat P1 cars, so specific allowances were made for the CN car within the P1 rules. On-track performance demonstrates that current CN cars have no deficiencies when compared to other P1 cars. The CRB therefore recommends that Group CN cars be required to run without separate restrictions and allowances consistent with the general provisions for two-seat cars in the current P1 rules.

Remove 9.1.8.C.B.4 in its entirety. Remove Line J of the P1 Engine Table in its entirety and

change lettering of the below lines in the Table.

P2
1. #22694 (December Fastrack - Paul Decker) Request to Allow Dual Element Rear Wings in P2
Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, and converted F5 cars spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches."

Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2 spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches."

HP
1. #23081 (December Fastrack - Steve Sargis) Level 1/2 1500 Spitfire in HP
Thank you for your letter. In HP, Triumph Spitfire Mk. III & IV, prep level 1/2, make the following changes:

Triumph Spitfire Mk. III & IV *1500*

Valves: *1500: (I) 1.44" (E) 1.17"*

Track: *Mk.IV and 1500 rear track: 54.6"*

Notes: *1500- alternate intake manifold- Pierce #J15-1952 allowed.*

Prod
1. #23082 (December Fastrack - Steve Sargis) Alternate Carburetors in the Note Section of Specification Line
In GCR section 9.1.5.E.1.b.1 and 9.1.5.E.2.b.1., add the following paragraph at the end of the subpart:
If the specification line for a car references auto-type carburetor(s), permitted carburetors are:

1. Weber
2. Solex
3. SK
4. Mikuni
5. Delorto
6. Berg
7. PMO
8. EMPI
9. Zenith
10. Stromberg
11. SU
12. Rochester

SM
1. #21821 (December Fastrack - Marc Cefalo) Clarification Needed on Alternate Sway Bar Allowed for 94-97 cars
Thank you for your letter. Change 9.1.7.C.3.a.4.:

K-SPEC-M5-SUS8 or may use adjustable 24 mm front bar from Eibach kit 0000-04-5302-EB.
Eibach kit - front/rear bars 0000-04-5303-EB
Front 27mm non-Adjustable
Rear 15mm Adjustable
-or- Eibach kit - front / rear bars 0000-04-5305-EB / Eibach 5515.320
Front 24mm Adjustable
Rear 15mm Adjustable

2. #21854 (December Fastrack - John Bauer) Shock Spec Data Review
Add to 9.1.7.C.3.a.1.:

1. Shocks (including internals) must be as delivered by Bilstein/Mazda. No modifications to the compression and/or rebound forces are allowed.

3. #22615 (December Fastrack - John Bauer) Fog Light Removal
Add to GCR to reflect common practice:
9.1.7.C.6.k: (body/structure addition) *k. Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.*

STL
1. #22464 (December Fastrack - Richard Pannell) Allow All Turbo 13B Engines With Turbo Removed
Change 9.1.4.2 B.

Forced induction is not permitted in STL. Forced induction engines, ~~2.0 liters and under~~, may be approved to remove turbo/super chargers on a case by case basis. Engine must comply with all STL regulations.

Change Table A
Mazda 13B Add to Notes: *Turbo 13B engines may be used with turbo(s) removed. Must use intake from non turbo 13B.*

T2
1. #23174 (December Fastrack - CJ Moses) Cold Air Intake for Evo 8/9 Specification Line
Thank you for your request. In T2:

Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)
Add to notes: *Buschur Racing Part# EVO-31023 permitted*.

T3
1. #23094 (December Fastrack - Eric Heinrich) Alternate OEM Brake Caliper Allowance for T3 Audi S4/S5
Thank you for your request. In T3:

Audi S4 (12-14)
Audi S5 (13-14)
Add to notes: *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted.*

2. #23180 (December Fastrack - Timothy Wise) Spec Line in T3 for the 2006-2015 'NC' Mazda MX-5
Thank you for your request. In T3:

Mazda MX-5 NC (06-15)

Add to notes:

2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or#0000-07-5901 (discontinued DG Motorsports). MS-R option permitted. Suspension package permitted that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498.

****

Below are items returned to the CRB after the November BOD meeting. Changes have been made with the approval of BOD liaisons to the CRB.

GCR

#21682 (September Fastrack - Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier
Thank you for your request. Change Appendix B, Section 1.4:

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers ~~shall not~~ *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

#21993 (October Fastrack - Greg Amy) In Appendix C., Allow FAA BasicMed in Lieu of SCCA Physical
Thank you for your letter. Change Appendix C., 2.1.A.:

A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form, *an FAA BasicMed form,* or a *complete* NASA approved *Medical Evaluation* form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69;and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new Form is not required for a 14 year old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.

APPENDIX F

I. FORMULA ENTERPRISES PREPARATION RULES

1. Definition

One design, fixed specifications, open cockpit, single seat Formula car with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises (Enterprises)~~, Inc~~. All replacement parts are supplied through ~~SCCA~~ Enterprises~~, Inc.,~~ and shall be official Spec Formula Car parts except where noted in J.4. No modifications may be made to any part or system unless specifically permitted in these rules.

(Skip to 7, no changes from 2-6)

7. Engine and Drivetrain

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.
2. Enterprises~~, Inc.,~~ seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through Enterprises.
3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.
4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.
5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating or painting is allowed on the exterior or interior of the intake manifold.
7. Only Engine Control Units (ECU): Manufactured by MBE ~~and~~ or Performance Electronics ~~sealed by Enterprises. Tampering~~ Modification of the ECU, ECU program, ~~seal,~~ wiring or sensors is prohibited. ECU's are password protected.
8. The flywheel weight is a minimum of 2.6 pounds for the Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.
9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

10. Clutch: Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.
11. Spark Plugs, Part # NGK PTR5F-11, ~~NGK ITR5F-13~~ NGK TR5AI-13, or Motorcraft # AGSF32FEC.
12. Fuel Injectors: Part # WM591929
13. Throttle Body: Part # WM591930 or WM591930-Jenvey (used with PE ECU only)
14. Fuel Filter: Any 10 micron fuel filter may be used as long as it performs no other purpose than to filter fuel.
15. Air Filter: Part # WM301020
16. Exhaust systems may be thermal coated or wrapped.
17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
18. An Enterprises muffler kit part #WM1131046 (with packable muffler #WM301040A) or muffler kit part #WM1131047 (with no pack muffler #WM301063) 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.
19. 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.
20. An optional Enterprise alternator kit is allowed, Part # WM1100101

b. Transmission
1. ~~The~~ ELITE 5 speed ~~sequential~~ ~~transaxle~~ or SADEV 6 speed sequential transaxles supplied by Enterprises ~~is~~ are the only permitted transmissions. ~~The casting has to remain original.~~ No internal or external modification (including lightening) other than normal racing repair or as noted below
a. "SADEV Only" When tested and proven "Flat shift" may or may not be used, competitor's choice, only approved method is PE Electronics ECU with SADEV shift sensor. Optional "Auto Blip Kit" may also be used when tested and proven.
b. "SADEV Only" 7-2018 SADEV gear box will be run as a sealed unit, can be serviced and inspected by CSR or approved SADEV service center. At event damage can be inspected / repaired / resealed if necessary by CSR or approved personnel.
2. ELITE Transmission servicing, replacement ~~and modification~~ of internal components is permitted by the competitor.
With the following exceptions:
a. All components must be ferrous metal, except for bearing retainers and bearing cages.
b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.
3. The rear cover plate may be manufactured or remanufactured using aluminum.
4. Only approved ratios:
a. ELITE
~~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 or~~ 20:25 ~~1.25~~
~~for 2011beginning 2012, only 20:25 1.25~~ 5th ~~gear combination~~ 24:26 ~~1.08~~

b. SADEV
1st 14:33
2nd 16:30
3rd 17:26
4th 19:25
5th 23:26
6th 26:26
(All SADEV ratios are under review and could be updated prior to sealing date)
5. Differential – ELITE ~~Only final drive ratio allowed is~~ 12:33 ~~2.75~~ Or SADEV 10:31 The differential must remain ~~an~~ open, ~~differential.~~ No limited slip mechanism ~~is~~ allowed. Differential must work as supplied ~~(~~no tightening of the differential to limit slip.~~) Must be able to use existing components.~~
6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.
7. "ELITE Only" Any mechanical device may be used between the shift lever and the transmission barrel to provide the required actuation. No electronic or pneumatic devices are allowed. Gear position indicators are allowed for both transmissions.
8. Shift ~~Throttle~~ cable is free, ~~but must remain cable operated.~~ all mechanical force provided by the driver.
MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Elite	SADEV
Differential Housing ~~(both parts including bearings)~~complete 7.4 lbs.	2.85 lbs.
Ring Gear 3.6 lbs.	4.05 lbs.
Pinion Shaft 4.0 lbs.	1.35 lbs.
1st gear 2.7 lbs.	1.75 lbs.
2nd gear 1.2 lbs.	1.35 lbs.
3rd gear 1.1 lbs.	1.45 lbs.
4th gear 1.1 lbs.	1.35 lbs.

5th gear 1.0 lbs. 1.35 lbs.
6th Gear N/A 1.30 lbs.

8. Suspension
a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.
b. Front Springs: 600 lbs. ±25 lbs. Faulkner Part # WM203008 or Hypercoil Part # WM203011 ~~Wire size shall measure .360" ±.005".~~
Rear Springs: 1000 lbs. ±25 lbs. Faulkner Part # WM203009 or Hypercoil Part # WM203012 ~~Wire size shall measure .410" ± .005".~~
c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.
d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.
e. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. This includes dimensional material and strength specifications. Replacement rod ends shall be capable of being installed with no modifications to any original components.
f. Anti-roll bars (sway bars) may be disconnected, but not removed.
Anti-roll bar sizes:
Front
Main Shaft 0.875" OD ±.005" Top Tee .750" x .135" wall, ±.005"
Length: 7.5" maximum end to end
Rear

lower stalk .615" Dia. ±.005"
Upper stalk .765" ±.005"
Arm length 5.470" shoulder to shoulder
Optional: Front rotating blade Anti-roll bars
PN: WM201023 Blade Minimum thickness 0.155" ±.005"
PN: WM201022 0.590" ±.005 Main Shaft Length 6.006 _+ .010"
PN: WM201029 0.875 +/- .005" Main Shaft Length 6.006" ±.010".
PN: WM1121008 0.590" Full Bar kit / Cockpit adjustable.
PN: WM1121010 0.875" Full Bar kit / Cockpit adjustable.
PN: WM1121007 0.590" Bar Kit / set screw lock.
Optional: Rear Adjustable Anti-roll bar Part # WM1102026

9. Shocks
a. 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 spring perch and with pressure (if rebuilt). Adjustments for the Penske will be at the spring perch or with the rebound adjuster.
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.

10. Steering
NO MODIFICATIONS ALLOWED, except as described within these rules
a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.
b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.
c. Optional steering arm Part # WM204008A can be used and allows more adjustability.

11. Brakes
NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER
BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall

be used
a. Brake pads as labeled and supplied from Enterprises.
b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450".
Part # WM801002x Left, Part # WM801003x Right. Min width is .600"
c. Master cylinders must be the Girling type.
Front master cylinder is.700" piston diameter, Part # WM802005
Rear master cylinder is .750" piston diameter, Part # WM802006
d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001
e. Brake lines are free (no plastic allowed).

12. Wheels (Only wheels supplied by Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from Enterprises with SCCA
logo. If logo is worn off or wheels that have been painted or powder coated, wheels must be inspected by
Enterprises or one of their designated Customer Service Representatives and logos replaced.
Front: 8 in X 13 in Part # WM 205001
Rear: 10 in X 13 in Part # WM205002
a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted.
b. Wheel spacers are not allowed.

13. Tires

Tires must run in sets of 4 as stated below:
DRY
American Racer
Front: P/N: JE3C3, 22.0 X 8.0-13S
Rear: P/N: JE3MA, 22.5 X 10.0-13S
or
Front: P/N: JFEC3, 22.0 X 8.0-13S
Rear: P/N: JFEMA, 22.5 X 10.0-13S
WET
American Racer
Front: P/N: JWWC3: 22.0 X 8.0-13
Rear: P/N: JWWMA, 22.5 X 10.0-13
a. A competitor shall start the race on at least 3 tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.
b. For races with more than one qualifying session, a competitor shall start the race on any 3 or 4 marked tires from any qualifying session for the race.
c. If a competitor chooses to start the race on any more than one tires that was not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.
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.

14. Electrical System

NO MODIFICATIONS ALLOWED, except as described within these rules.
a. Wiring harnesses must remain as delivered.
b. Battery is free ~~may be replaced with a larger one~~ as long it remains in the ~~same~~ original location and securely fastened.
c. Battery wiring is free. Car must shut off when master switch is turned off. Jump battery quick connect plug is allowed.
d. Any instrumentation is allowed.

e. Data acquisition is allowed, no telemetry is allowed.
f. Any rain light is allowed.

15. Weight

The car shall weigh ~~1270~~ 1260 lbs. minimum, including the driver.
a. 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.

16. FE2 2.0L MZR

FE's with the new optional 2.0L MZR engine will be classed as "FE2" and will use the class designation FE2. The FE2 will run as a parallel class to the FE (2.3L engine) class. When SCCA Enterprises is unable to service the FE's 2.3L engines, the 2.0L MZR engine will become the only Major's or National Class competition engine, at a certain time "TBD" the FE 2.3L will a become Divisional or Regional Only Class Car.
2018 competition season going forward the Optional 2.0L MZR motor can be used in all SCCA events. It shall run under all FE Preparation rules excepted as noted below:
a. 2.0L MZR may be run with an Elite 5SPD or a Complete SADEV 6SPD transmission Kit Must use the following:
b. 2.0L only Intake Manifold Part # WM30106
c. Throttle Body Part # WM591930-Jenvey
d. PE ECU Kit Part # 1192012
e. Nippon-Denso Alternator Part # WM902127
f. Oil Filter Adaptor Part # WM301050 & Oil Filter Part # G301022
g. PCV Valve Part # WM391502
h. Weight The car shall weigh 1250 lbs. minimum, including the driver.
i. 16" MAZDA logo on each side of the engine cowling and the Mazda wing & name logo on the front center of the nose cone. These are mandatory decals.

~~21~~17. 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.
g. Enterprises ~~P/N~~ Part # WM11592302 Throttle Cam/Cable Update is recommended.
h. Enterprises ~~P/N~~ Part # WM114001 Thermostat Kit is permitted.
i. Enterprises ~~P/N~~ Part # WM801004 Rotor Temp Bands are permitted.
j. Enterprises Part # WM301062 Intake air baffle

~~16~~18. 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.

~~17~~19. Vehicle Logbook

The Vehicle Logbook for each Enterprises Formula Car remains the property of Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, ~~Inc.~~ 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will then be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises.~~, Inc.~~

A FEE OF $200 WILL BE CHARGED FOR LOST LOGBOOKS.
The logbook shall be presented at scrutineering for each event entered. All Enterprises Formula Cars are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

~~18~~20. Seals

Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall 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.
SCCA Enterprises~~, Inc.,~~ seals are required on all Formula Car Engines.
Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises~~, Inc.,~~ shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises~~, Inc.,~~ will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.1., 19.2., 19.3., and 19.4.

~~19~~21. Penalties (Specific to Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward, 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 Formula Car competition.

~~20~~22. Enterprises Formula Car 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 FE 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 FE competition.

SOLO EVENTS BOARD | November 17-19 and 22nd

The Solo Events Board met in person November 17-19 and by conference call November 22nd. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Bob Dowie of the BOD; Howard Duncan and Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

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

Recommended Items for 2019

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.

Street Touring

#14648 ECU Clarification

Change section 14.10.F as follows:

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

Replace the current 14.10.F.1 through 14.10.F.6 with the following:

1. For all model years, the following allowances apply:

a. The OE ECU may be reprogrammed without restriction.

b. Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.

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

2. For 2005 and older model year vehicles:

a. A supplementary ("piggyback") ECU is permitted. It must be plug-compatible with the standard ECU/PCM (no splices) and must connect only between the standard ECU/PCM and its wiring harness.

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

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

3. 1995 and older vehicles may implement a replacement 'standalone' ECU."

Member Advisories

General

#23426 Solo Nationals Course Designer Positions

Members interested in serving as Course Designers for the 2018 Solo Nationals are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

#23622 Award Nominations Requested

Nominations are requested for the Kelly Cup award, and must be received no later than February 19th. The description of this award is as follows:

"To the SCCA member who has shown extraordinary dedication and contributions to a Regional Solo® Events Program. The Kelly Cup is named in honor of John and Pat Kelly for their tireless leadership efforts in developing a strong and sustainable Solo program in the San Francisco Region. Kelly Cup finalists are chosen by the Solo Development Coordinators from nominations submitted by the membership at large, with the recipient selected by the Solo Events Board."

Nominations may be submitted via www.soloeventsboard.com

Solo Spec Coupe

#23342 Rules clarification

The following changes have been approved by the SEB to establish the new Supplemental class SSC:

- Change the title of Appendix B to be as follows:

  Appendix B *- SUPPLEMENTAL CLASSES*

- Change the CAM section to become B.1 as follows:

  B.1 Classic American Muscle (CAM)

- Add a new section for SSC as follows:

"B.2 Solo Spec Coupe

Objective:

- *To provide an affordable autocross package that combines a streetable car and a capable autocross car using specified parts.*

Car:

- *2013-16 Subaru® BRZ® and 2013-16 Scion® FR-S®.*

Mandatory Parts

- *Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed. Original equipment (OE) or equivalent components are not allowed. Required bumps stops are provided in the Eibach® PRO-PLUS Performance Handling Package.*
- *Anti-roll bar end links are restricted to OE.*

o Tires

- *§ Manufacturer: TBD*
- *§ Size: P225/45-17, UTQG Treadwear Grade 200 or higher*

o Wheels

- *§ Diameter and width (in.): 17x8 (OE 17x7 may be used only as a full set*

of 4 wheels.)

§ Offset, including wheel spacer (mm): +40 (40ET or ET40) or greater

§ Minimum Weight, without spacer if used (lbs.): 17, including:

- *Wheel weights*
- *TPMS sensor if installed*
- *Tire valve stem (type unrestricted)*

o Suspension (available from Tire Rack®)

§ Eibach® PRO-PLUS Performance Handling Package, part # TR82105.880, including:

- *82105.001 spring f (2)*
- *82105.002 spring r (2)*
- *1J0412303(770343) bump stop f (2), ~53mm height*
- *BS770143 bump stop r (2), ~33mm height*
- *82105.320F front anti-roll bar (1)*
- *UB0346 front bushing (2)*
- *82105.320R rear anti-roll bar (1)*
- *UB0347 rear bushing (1)*
- *1J0412303*
- *82105.310HK hardware kit (1)*

§ SPC Performance® Adjustable Alignment Kit, part # 60620T, including:

- *81305 [(2) EZCam® XR bolts,14mm]*
- *67660 [(2) rear adjustable lower control arm]*
- *67655 [(2) rear adjustable toe arm]*

§ Koni® Sport struts/shocks with tamper proof seal

- *8741-1560LSSC [(1) left front]*
- *8741-1560RSSC [(1) right front]*
- *8041-1416SSC [(2) rear]*

Authorized Changes/Modifications:

- *If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.*
- *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.*
- *Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.*
- *Wheel lug studs (e.g., length) and lug nuts may be changed.*
- *Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit. Examples are:*
  - *o Clutch and related components (excluding flywheel).*
  - *o Hardware (nuts, bolts, clips, etc.).*

- *Parts superseded by Toyota® or Subaru® may be used on either vehicle.*
- *These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative.*
- *It is not permitted to use non-compliant parts even if they have been set to the manufacturer's specifications.*

Bodywork

- *Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/ or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie- down loops." Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.*
- *Alternate shift knobs are allowed.*
- *Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo® Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.*
- *Driver restraints as outlined in Solo® Rules section 3.3.1, Driver Restraints, are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two (2) attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used; it may have four (4) bolted attachment points to the chassis (2 primary and 2 sup- porting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.*
- *Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.*
- *Tow bar brackets may be installed and may serve no other purpose.*
- *Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).*

Suspension

- *Alignment*
  - *o Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.*
- *Bushings*
  - *o Suspension bushings as supplied in the kits are mandatory.*
  - *o Those not included in the supplied kits may not be replaced with bushings of a different material*
    or dimension.

Brakes

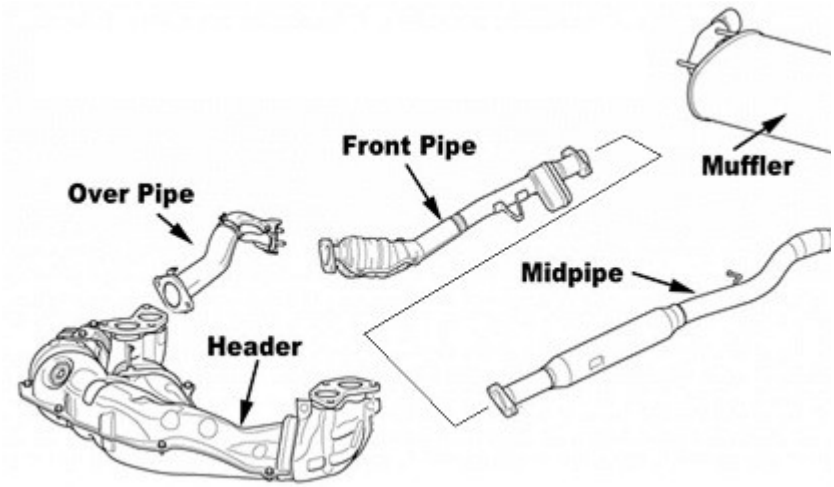
- *The make and material of brake linings (pads) may be changed.*

Electrical System

- *The make of spark plugs is unrestricted.*
- *No changes are permitted to electronic engine management systems or their programming.*
- *Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.*

Engine and Drivetrain

- *The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.*
- *The muffler and midpipe (as shown in the following figure) may be substituted provided the system exits the car in one or both original locations.*
  - *o Weight – minimum, both muffler and midpipe (lbs.): 18*
  - *o Material for cosmetic exhaust tips is not restricted.*
  - *o "Track pipes" and "straight pipes" are not allowed.*



- *Oil filters are unrestricted.*
- *Engine oil cooler may be added.*
- *The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.*
- *Silicone replacement hoses are allowed as alternate components provided they meet the requirements of Solo® Rules section 13, Street Category, with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.*
- *Lubricants and fluids are unrestricted.*
- *Fuel must be Federally-approved for use on public highways and must not exceed an octane rating of 93 [(R+M)/2], with an allowed variance of up to +0.9. Ethanol content may not exceed 15%."*

Note: Engine control unit (ECU) tuning is under consideration for 2019.

Being a new development for SCCA® Solo®, there may be clarifications issued to these SSC rules from time to time. Official notifications will be published in *Fastrack News*, posted monthly on www.scca.com.

Street Touring

#22522 Drilling holes for remote reservoirs in ST

The STAC would like to thank you for your inquiry. Additional enlarging of center clearance holes, if necessary for suspension reservoir lines, is not permitted per 14.8.C.

Other Items Reviewed

Street

#23248 (Against) Moving the S2000 to CS

Thank you for your input.

Street Touring

#22921 Support of letter 22920

The STAC would like to thank you for your letter.

#22926 Octane Limits

The STAC would like to thank you for your letter.

#23077 STH wheels

The STAC would like to thank you for your input.

#23089 Against Letter 21094 - Unless revised

The STAC would like to thank you for your letter.

#23124 93 octane restriction: For

The STAC would like to thank you for your letter.

Not Recommended

Street

#22590 Wheel offset rule change

Thank you for your input. The SAC believes the wheel offset rule is adequate as written.

#23059 Move MKIV VWs from GS to HS

Thank you for your input. The SAC believes the MKIV VWs are appropriately classed.

#23145 Tesla Roadster Reclassified From SS to AS

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

#23208 Cobalt SS & SS Supercharged reclass to HS.

Thank you for your input. The SAC believes the Cobalt SS is appropriately classed at this time.

Street Touring

#22897 Sky Redline

The STAC has done research on adding the SKY/Solstice to the Street Touring category. Currently it is believed that the car exceeds the performance levels within the current Street Touring class structure.

#23092 MSM from STU to STR

The STAC would like to thank you for your letter. We will continue to monitor the

competitive balance of the car within the class.

Handled Elsewhere

Street

#22929 Elise (non-SC) (2005-11)

Thank you for your input. Please see the response to #20242 in the November Fastrack.

#22955 Please classify the 2018 Mustangs and Camaros

Thank you for your input. Please see the response to #23155 for the Mustang. Regarding the Camaro, which is not anticipated to have any major changes, the SAC will provide updates to the 2018 rulebook to reflect the 2018 models.

#23074 Reclassing the Mazda RX-8 to DS

Thank you for your input. Please see the response to #22282 in the December Fastrack.

#23099, 23102, 23114, 23120, 23231 Feedback on #21094 Octane Rating (various)

Thank you for your input; please see recommendation to the BOD #21094 in the November Fastrack.

#23123 Request Classification: 2017 Chevrolet Bolt

Please see the response to item #22612 in the December Fastrack.

#23162 Honda Type-R Doesn't Belong in Solo D-Street; Move to B-Street

Thank you for your input. Please see the response to letter #22624 in the December Fastrack.

#23243 Camaro ZL1 ILE

Thank you for your input; please see item #22686 in the December Fastrack.

Street Touring

#22903, 22905, 22916, 22920, 22946, 22973, 22990, 22994, 23002, 23003, 23005, 23035, 23037, 23038, 23045, 23050, 23063, 23098, 23136 Comments on item 14648, 14.10.F (various)

Thank you for your letter. Please see the finalized proposal of item #14648 in the November Fastrack and elsewhere herein.

Tech Bulletins

Street

#23506 Errors and Omissions Items From Nov FT

Due to an editing error the following item was listed under Not Recommended when it should have been in the Recommended section in the September Fastrack:

#21519 More expansive, non-performance electronic defeats

Per the SAC, make the following addition to Section 13:

13.9.I

On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.

#23155 2018 Mustang I4 Premium Sport Package

Per the SAC, please make the following change in Appendix A:

DS

Ford

Mustang Ecoboost (2015-2018)

Street Touring

#23506 Errors and Omissions Items From Nov FT

Per letter 19986 published in the March 2017 Fastrack, the Golf R (Mk 7) 2015-2017 was placed in STU. Per letter 21408 in the April 2017 Fastrack, the proposed STH vehicle listing ambiguously listed the Golf R without noting model years. The following listing corrects this error, with the Mk 7 Golf R remaining in STU:

STH

Volkswagen

Golf R (2012-2014)

CLUB RACING BOARD MINUTES | December 5, 2017

The Club Racing Board met by teleconference on December 5, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager and Rick Harris, Technical Manager. The following decisions were made:

Member Advisory

AS

1. #23597 (Club Racing Board) Letter #21799, Tire Rule
The Board of Directors did not approve this rule. Therefore, there is no change for 2018 for tires in American Sedan.

GCR

1. #22432 (Lansing Stout) Balance of Performance Adjustments During the Season
In part, based on the results of the WDYT, the CRB will continue with the current schedule of recommended rule changes, car classifications, performance adjustments and Tech Bulletins.

- New Touring cars will be classified up until March 1st. New classifications will not be made after that date.
- All classes are subject to balance of performance adjustments driven by member requests and available data.
- No competition adjustments will be made after the July CRB meeting.
- Throughout the year, Technical Bulletins will be issued to fix errors and omissions, or to address parts availability issues.
- As in 2017, recommended rule changes after the Convention BoD meeting in January 2018 will be effective for 2019. Extreme cases will continue to be reviewed on a case by case basis.

All Touring Classes

1. #23605 (Club Racing Board) Touring Classes BOP Adjustments
The CRB has made changes to Touring cars in the December 2017 Fastrack and in this, January 2018, Fastrack. Some cars were given more performance and others had performance reduced. Please see these two Fastracks for changes in your class that should help balance performance across your class (REC and TB categories).

No Action Required

FA

1. #23451 (Matthew Gendorn) 2.3 Duratec Engine Information
Thank you for your letter. Please provide reliable dynamometer data for the Renesis rotary with “Street Port or Bridge Port” as permitted in P1 and the CRB will consider your request.

FV

1. #23234 (Derek Harding) FV Spec Tire
Thank you for your letter. A spec tire for FV will not be implemented for the 2018 season however, the FV Ad Hoc committee is working on a plan for the future.

P1
1. #23350 (Keith Carter) CN Changes
Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #22959.

2. #23439 (Jeff Lederman) P1 Proposal #22959, December 2017 Fastrack
Thank you for your letter. The CRB appreciates your feedback.

GTL
1. #22948 (Mark Ward) SIR Test Procedure
Thank you for your letter. The test is adequate as written. Tech is responsible for testing that spec.

STL
1. #23295 (David Mead) 9.1.4.2.B 13B Turbo Engines in STL
Thank you for your request. Competitors may run a 1" adapter plate for the intake manifold.

STU
1. #23292 (David Mead) Limitations on Rotary Porting in Turbo Applications
Thank you for your letter. Your insight is appreciated.

T2-T4
1. #23293 (David Mead) I Disagree With Interpretation of 9.1.9.2.4
Thank you for your letter. This was clarified in the December 2017 Fastrack, letter #22918.

T4
1. #23256 (David Mead) 2017 Civic EX-T Is T4 Overdog
Thank you for your letter.

Not Recommended
AS
1. #22348 (Kevin Fandozzi) Limited Prep Fourth Gen Camaro LS1 Power Add
Thank you for your request. Changes are in process for other American Sedan cars to balance performance in the class. The CRB does not recommend changes to this car at this time and the CRB will continue to monitor the class.

2. #23049 (Brian Himes) Weight Penalty on Full Prep Cars Over 313 CID
Thank you for your letter. Data analysis indicates that the potential performance for Full Preparation cars with engines over 313 CID at the current weight is comparable to other Full Preparation cars.

FC
1. #23325 (Cade Wilson) Proposal for Alternate Engine Packages in FC
Thank you for your letter. The CRB does not recommend this change.

2. #23326 (Cade Wilson) Allowance of Fit Motor and Small Turbo Kit (To Be Developed)
Thank you for your letter. The CRB does not recommend this.

P1
1. #23580 (Kenneth Driver) Request to Add Decker Mk1
Thank you for your letter. The CRB does not recommend this change. The car is already competitively classed in P2.

P2
1. #22862 (Jay Messenger) Carbon Tubs for Increased Safety in P2
Thank you for your letter. The CRB does not recommend this change, which would involve a substantial deviation from the philosophy of the P2 class. Although carbon chassis cars that

are available on the used car market at a relatively low cost could potentially be converted to P2 cars, these cars would offer a performance advantage in P2 and drive the class forward in speed, which would not be a benefit to the class. Please see the response to Letter #22863, December 2017 Fastrack Minutes.

2. #23371 (Jay Messenger) Mazda ESR motor
The CRB does not recommend this proposal; it is not in keeping with the P2 class philosophy (with limited exceptions) using stock engines. There is no current data, using the SCCA PF formula or on track data, supporting the position the automotive 2000cc engines are at a deficit. Please consider submitting current engine dyno data for comparisons with other class engine platforms.

3. #23372 (Jay Messenger) Spec Line Cars and/or Changes to Former DSR Cars
Thank you for your letter. The CRB appreciates your comments and suggestions.

4. #23530 (Mark Schnell) Request Head Modification For 2L Duratec/MRZ
Thank you for your letter. Please see the response to letter #23371.

GCR

1. #22881 (John Buttermore) Member Poll: Qualifying a Driver with Car
Thank you for your letter. Drivers qualify for the Runoffs not cars. There are too many drivers who rent cars to compete to make them choose one specific car to qualify with.

2. #22936 (PAUL GAUZENS) Amend Section 6.1.1. for Virtual Safety Car
Thank you for your letter. The use of full course Yellow Flags and including the use of other signals to drivers on course can be addressed in the Supplemental Regulations.

3. #22941 (John Tures) Drivers School and Track Night America
Thank you for your letter. The Track Night in America model is to provide a safe environment for people to experience track time. Adding Novice Permit holders to the sessions could intimidate first time participants. Also, Track Night in America does not allow the use of race cars in their sessions.

4. #22966 (David Reynolds) Enforce the 115% Rule
Thank you for your letter. The CRB does not recommend any change.

5. #22983 (Darren Seltzer) Standardize Measuring Camber
Thank you for your letter. The Technical Manual is being currently revised by the scrutineers. The CRB will pass along your comments to them for consideration.

GT2

1. #22828 (Scott McPherson) Reclassify 4 Liter Porsche 997.1 (2008) GT3 Cup Car to GT2
Thank you for your letter. The 2008 997.1 Cup Car did not come with a 4L engine.

2. #23083 (Scott Sanda) TA2 Car Weights
Thank you for your letter. For 2018, the GTCS TA2 rules will be frozen to the 2017 rule set.

GT3

1. #19250 (Tom Noble) 2016 BMW M235I Racing Class Confirmation
Thank you for your request. The car is classified in T2.

2. #22999 (Craig Johnson) Run GT3 Nissan KA24de Weight Penalty
Thank you for your letter. The engine is adequate as classified.

EP

1. #23170 (Dave Kavitski) Weight Adjustment for Porsche and BMWs
Thank you for your letter. Based on the results of qualifying at the Runoffs in EP and the competition history of the involved cars over the years, it is evident the Porsche and BMW are

reasonably competitive but not class over dogs.

2. #23289 (Kevin Leigh) Reduction of Intake Valve for E36 (92-95)
Thank you for your letter. Reducing the weight of a car to offset use of a smaller intake valve is not an accepted way of altering the performance of a car in the Production classes.

FP
1. #23144 (Christopher Finch) Use of Fiberglass or Carbon Doors
Thank you for your letter. The proposed change will not reduce costs and used doors (particularly for the example given-Miata) are readily available.

2. #23159 (Norm Murdock) F Production Capri Spec Line Change Request
Thank you for your letter. The formula for the adjustment of track in Production is applied to all cars and it is not believed any exceptions exist in the specification lines. Alternate rotors are allowed only if the stock rotors are clearly inadequate or present a likely failure point.

HP
1. #23169 (Ron Bartell) Parity in H Production
Thank you for your letter. Actually, the Yaris posted the third quickest trap speed. Based on the results of competition in HP over the last several years and comparing the specifications for the Yaris to other competitive cars in the class it is apparent that while the Yaris has done well, its specifications and performance are within the established range for HP, and the car is not overly competitive.

2. #23437 (Michael MacQueen) Request for Weight Adjustment, MG Midget 1098
Thank you for your request. Hybrid cars have been allowed in the Production classes but with level 2 engine preparation, not with level 1 engine preparation. This car is already classed as a level 1 car with competitive specifications.

SM
1. #23312 (Spec Miata Committee) Rear Control Arm Modification
The CRB does not recommend this change.

STL
1. #23122 (Blake Meredith) Allow Remote Master Cylinders
Thank you for your letter. The CRB does not recommend changing this prep level in STL.

2. #23307 (Charlie Burtoff) Fenders and Wheel Openings Shall Remain Unmodified?
Thank you for your letter. The CRB does not recommend this change.

STU
1. #23062 (John Weisberg) Over Mount Wing Mounts
Thank you for your letter. The CRB does not recommend this change at this time.

2. #23414 (Steven Simpson) Support for Hood Vent Allowance in Super Touring
Thank you for your comments. The CRB does not recommend this change for STL at this time.

T1
1. #22867 (John Buttermore) Remove Restrictor Plate From T1-LP Corvette LS3
Thank you for your letter. The CRB does not recommend this change at this time.TYFL. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

2. #22942 (John Buttermore) Limited Prep Competitiveness
Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes

recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

3. #23087 (John Buttermore) Runoffs Performance
Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

4. #23369 (Adrian Wlostowski) Rule Change Request for T1-LP C6 Corvette With Stock LS3 Engine
Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

T2
1. #22202 (Derek Kulach) 370Z World Challenge Wing/Splitter Allowance
Thank you for your letter. Recent changes have been made to Touring 2. The CRB will continue to monitor the class.

2. #22203 (Richard Kulach) Update the 370Z PWC Crossover Rules
Thank you for your letter. The CRB does not recommend this for T2 and it is beyond the class philosophy. Other changes have been recommended for T2 and the CRB will continue to monitor the class.

3. #22296 (Derek Kulach) Rear Hatch Allowance
Thank you for your letter. The CRB does not recommend this for T2 and it is beyond class philosophy.

4. #22343 (Rob Huffmaster) Make the Pontiac Solstice More Competitive
Thank you for your letter. Changes have been made for this car for 2018. Please see the response to letter #23605.

5. #22344 (Rob Huffmaster) Stock Solstice Turbo Compressor Information
Thank you for providing this information. Please see the response to letter #22343.

6. #22345 (Rob Huffmaster) Borg Warner EFR 6758 Turbo Compressor Information
Thank you for your letter. Please see the response to letter #22343.

7. #22440 (Kurt Rezzetano) 2015-Current Mustang GT Tire Size/Restricter Plate Size
Thank you for your letter. Please see the response to letter #23605.

8. #22660 (Ryan Upham) Allowance of Rear Gear BMW Part #3318321899 4:10 Gear Ratio
Thank you for your request. The CRB does not recommend this final drive ratio as it did not come with this vehicle. Swapping or adding a final drive is against class philosophy.

9. #22661 (Ryan Upham) Allowance of BMW #51628065379 M235R Rear Wing
Thank you for your letter. The CRB does not recommend this because it was not an option on the car from the factory.

10. #22825 (William Moore) Camaro Competition Adjustment 80mm Restrictor
Thank you for your letter. A restrictor size change is not recommended, however additional changes have been made. Please see the response to letter #23605.

11. #22875 (Donald Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. A restrictor size change is not recommended at this time; however, additional changes were made. Please see the response to letter #23605.

12. #22896 (Scotty B White) Help the S550

Thank you for your letter. Please see the response to letter #23605.

13. #22943 (John Buttermore) Help C6 Competitiveness in T2
Thank you for your letter. Increasing the restrictor size is not recommended for this specification line; however, additional changes have been recommended for T2. Please see the response to letter #23605.

14. #22953 (Carl Fung) Allow GM Crate Motor LS3 in C5 Corvette
Thank you for your letter. The LS3 motor is permitted in the C5 in T1 in limited and full prep allowances. Allowing this motor swap in T2 is not recommended. If you would like to do this swap you should take a look at the T1 limited prep class.

15. #22986 (David Sanders) Increase Tire Size for All Cars in T2
Thank you for your letter. The CRB does not recommend this change.

16. #22997 (Michael Pettiford) Solstice GXP Turbo Adjustments
Thank you for your letter. The CRB does not recommend this. Recent adjustments have been made to this car. Please see the response to letter #23605.

17. #23004 (Harley Kaplan) A Little Help for the E92 M3
Thank you for your letter. The GTS/GT4 wing and splitter is not recommended for T2. Other changes have been made for T2 for 2018. Please see the response to letter #23605.

18. #23090 (John Buttermore) C6 LS3 Restricter Size Change
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23605.

19. #23135 (Thomas “Tom” Noble) BOP Adjustments to the Boss 302 Mustang for 2018
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23605.

20. #23245 (Howard (Buz) McCall) BMW E92 Adjustment Request
Thank you for your letter. This is not recommended, however other changes have been recommended for T2. Please see the response to letter #23605.

21. #23294 (Derek Zalewski) Chevrolet Camaro SS/1LE - Optional Allowances Request
Thank you for your letter. Recent changes have been made for this car. Please see the response to letter #23605. The parts you are requesting with the exception of the aero are already permitted in the T2 category rules.

T2-T4
1. #22895 (Scotty B White) Camber Rule
Thank you for your letter. The CRB does not recommend this change at this time.

2. #22912 (Joe Aquilante) Help Performance of T3 Mustang V6
Thank you for your letter. Please see the response to letter #23605.

3. #22915 (Joe Aquilante) T4 2005-2010 Mustang Weight and Restrictor Reduction
Thank you for your letter. Please see the response to letter #23605.

4. #22984 (Darren Seltzer) Adjustment of Camber Allotments for Touring
Thank you for your letter. The CRB does not recommend this change. The max camber rule of 3.0 is adequate as written and allows all T4 cars a method to get to 3.0 max camber.

5. #23075 (Matthew Miller) Help Mustang
Thank you for your letter. Please see the response to letter #23605.

6. #23250 (Joe Aquilante) Allow More Front Camber
Thank you for your letter. The rule is adequate as written and the CRB does not recommend changing this.

7. #23374 (Raymond Blethen) Remove Allowance for Eccentric Bushings in 5.1.a T2-T4
Thank you for your letter. The rule adequate as written.

T3
1. #22663 (Lenny Torrence) Allow Alternate Radiator and Ball Joints for Mustang
Thank you for your letter. Radiators are open in T3. If one is on a specification line it is allowed but not required.

Alternate OEM equivalent parts are allowed, but the Steeda part noted is a performance enhancing part and therefore not permitted.

2. #22827 (Ali Salih) Please Adjust BMW SpecE46 in T3
Thank you for your letter. Please see the response to letter #23605.

3. #23066 (Scotty B White) T3 Parity and the Ford Ahhhh-gain...
Thank you for your letter. Please see the response to letter #23605.

T4
1. #22834 (Josh Smith) T4 Class weights
Thank you for your letter. It generated a lot of good discussion. Please see the response to letter #23605.

2. #22892 (Ali Naimi) Help Speed UP MX-5
Thank you for your letter. Please see the response to letter #23605.

3. #22940 (John Tures) Removing the 50mm Flat Plate Restrictor From Mustang V6
Thank you for your letter. Please see the response to letter #23605.

4. #22945 (Josh Smith) Allow MX5 Header
Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

5. #22969 (Rich Grunenwald) Competition Adjustment - 2005 - 2010 Ford Mustang V6
Thank you for your letter. Please see the response to letter #23605.

6. #23057 (Steve Strickland) I Support #22945 Re: MX5 Header
Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

7. #23065 (Scotty B White) T4 Parity and the Ford Ahhhh-gain...
Thank you for your letter. Please see the response to letter #23605.

8. #23073 (Kevin Fryer) Letter #23055 and #23057
Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

9. #23181 (Scotty B White) T4 Mustang Help
Thank you for your letter. Please see the response to letter #23605.

10. #23247 (David Mead) Allow Aftermarket Wheels For All T4 Cars
Thank you for your letter. The CRB does not recommend this change at this time.

11. #23277 (Tim Wise) Maintaining Current Equality of T4 Class, Lower All T4 Weights

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

Recommended Items for 2019

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.

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

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

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

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

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

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

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

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

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

The Divisional Administrator Coordinators and the Executive Stewards are requesting a change in the GCR Licensing Requirement section to address the reality of the status of our ability to staff events and the number of events our worker force is attending per year. This change also allows for specific technical specialty expertise to be recognized for license and upgrade renewals without mandating the number of events that must be attended. Having the upgrade and renewal requirements listed in each of the Specialty Manuals allows flexibility of handling licenses for each of the Specialties. We may have a very proficient race official that can only attend 2-3 events per year and at the same time a weaker skills race official that attends every event a year. Basing the license level purely on attendance does not address this issue.

1.3. Licensing Requirements

A. Only SCCA members may be licensed.

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

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

~~D. Following the initial year, the renewal minimums are as follows:~~
~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.~~

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

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

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

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

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

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

3. #23577 (GCR Committee) Change Split Start Procedure to Allow Gap Starts
The CRB recommends this become effective March 1, 2018

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

remain the same.

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

Change the following GCR Sections:

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

A. Execution of the Event

The Chief Steward shall:

1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.

2. Determine whether Officials are at their posts and report any absences to the SOM.

3. Ensure that all Officials and workers are provided with necessary information.

4. Collect all reports and other official information to determine the results.

5. Provide any information required to enable the Chairman SOM to prepare the Observer's Report.

6. Authorize a change of driver or car.

7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for
approval.

8. Prevent an ineligible driver from competing.
9. Modify the Split Start procedures.

6.5.5. Split Starts

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

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

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

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

ST

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

Change 9.1.4.G

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

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

Change
9.1.4.C Bodywork

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

T2
1. #23068 (Harley Kaplan) Motor Mounts
The CRB recommends this to be effective March 1, 2018.

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

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

2. #23353 (Joe Aquilante) Increase Front Wheel Size for 2016/2017 Camaro SS
Thank you for your letter. The CRB recommends this be effective March 1, 2018. Change the specification line:

Chevrolet Camaro, 1LE (2016-)
Wheels: ~~18x10 (F) 18 x11 (R)~~ *18 x 11*

T2-T4
1. #23190 (Raymond Blethen) Fix Car Classifications Rules to match what CRB is doing
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Clarify T2-T4 car classification:
E. Car Classification

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

the following calendar year.

2. #23254 (Touring Committee) 2018 Rule Recommendation Rear Toe Links
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

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

1. T2-T4: A maximum of 3.0 degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment maybe achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only. *Adjustable toe links are permitted. Spherical bearings/bushings are not permitted in T2-T4 except for adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.*

3. #23536 (Touring Committee) Clean Up Air Conditioner Section
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

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

4. #23537 (Touring Committee) Clean Up Gauges in Touring
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

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

5. #23538 (Touring Committee) Add NACA Duct Language to T2-T4
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add 9.1.9.D.9.a.2,b: *b. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.*

Taken Care Of
AS
1. #22363 (Kevin Fandozzi) Fourth Gen Camaro Restricted Prep
Thank you for your letter. Please see the response to letter #22348.

F500
1. #23515 (Brad Smith) Proposal #22380 (Rub Strip)

Thank you for your letter. Please see the response to Letter #22380, September 2017 Fastrack Minutes, which was approved as recommended, December 2017 Fastrack Board of Directors Minutes.

FC

1. #23185 (Paul MacFarlane) Proposed Changes to Formula Continental - Pinto Engine Specs
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

2. #23187 (Troy Tinsley) Letter #23185
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

3. #23195 (Gray Fowler) Changing the Pinto Formula Continental
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

4. #23197 (Richard Kirchner) Paul McFarlane's letter #23185
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

5. #23324 (Cade Wilson) Proposal to Investigate Pinto Parity Issues
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

FV

1. #23381 (Raymond Carmody) Disc Brakes
Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #22456, October 2017 Fastrack Minutes.

2. #23383 (Robert Murray) Disk Brake Package
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

3. #23385 (Matthew Garwood) Disc Brakes
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

4. #23392 (Susan Ryan) Disc Brake Considerations
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

5. #23407 (Jack Maloney) Disc Brake Package For FV
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

6. #23423 (Desmond Ennis) Disc brakes
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

7. #23438 (Dermot Ennis) Disc brake in Formula Vee
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

P1

1. #23284 (Thomas Hamilton) Allow 2.5 Liter Engines With Old Restrictions
Thank you for your letter. Please see the response to letter #23121, December 2017 Fastrack

Technical Bulletin.

GCR
1. #21994 (Tyler Brown) Impound Requirement for On Track Contact
Thank you for your letter. Please see the response to letter #21912.

2. #22257 (Peter Olivola) Feedback for #21912: Impound Requirement for On Track Contact
Thank you for your letter. Please see the response to letter #21912.

3. #22262 (Eric Heinrich) Reply to WDYT #21912 Contact Impound
Thank you for your letter. Please see the response to letter #21912.

4. #22327 (Paul Gauzens) Feedback for Letter #21912: Add an Impound Requirement
Thank you for your letter. Please see the response to letter #21912.

5. #22408 (Darren Seltzer) Automatic Impound for On Track Incidents- Letter #21912
Thank you for your letter. Please see the response to letter #21912.

6. #22562 (Greg Amy) Feedback, Letter #22432
Thank you for your letter. Please see the response to letter #22432.

7. #22567 (Christopher Childs) Letter #22432
Thank you for your letter. Please see the response to letter #22432.

8. #22568 (Mark Wheaton) Contact Impound
Thank you for your letter. Please see the response to letter #21912.

9. #22569 (Mark Rozycki) Contact Article by Jim Wheeler
Thank you for your letter. Please see the response to letter #21912.

10. #22619 (Jim Drago) Adjustments
Thank you for your letter. Please see the response to letter #22432.

11. #22638 (James Bell) On Track Contact
Thank you for your letter. Please see the response to letter #21912.

12. #22723 (Lansing Stout) #22432 BOP
Thank you for your letter. Please see the response to letter #22432.

13. #22779 (Ann Chamberlain) Comment on Oct. 2017 SportsCar Article
Thank you for your letter. New Yellow Flag Rules will be effective 1/1/2018. Please see the response to letter #20619, September 2017 Fastrack Minutes. Thank you for your observation on the flag presentation in the SPORTSCAR Article.

GT2
1. #22100 (Guy Laidig) BMW M235iRacing into GT3
Thank you for your letter. Please see the response to letter #19250.

GT3
1. #19436 (Tom Noble) Amendment to Letter #19250
Thank you for your letter. Please see the response to letter #19250.

2. #19666 (Patrick Womack) BMW M235R
Thank you for your letter. Please see the response to letter #19250.

3. #21192 (David Fedler) World Challenge TC Class BMW M235iR
Thank you for your letter. Please see the response to letter #19250.

4. #21193 (David Fedler) BMW M235iR National Classification
Thank you for your letter. Please see the response to letter #19250.

5. #21316 (Toby Grahovec) 16 BMW M235i Racing
Thank you for your letter. Please see the response to letter #19250.

6. #21459 (Toby Grahovec) BMW M235iRacing in GT3
Thank you for your letter. Please see the response to letter #19250.

7. #21461 (David Fedler) BMW M235iR for GT3 - On Club Racing Board Agenda for 2/10
Thank you for your letter. Please see the response to letter #19250.

8. #21468 (Jason Hart) BMW M235i Racing in GT3
Thank you for your letter. Please see the response to letter #19250.

9. #21913 (Michael Heintzman) Response to Letter #21760
Thank you for your letter. Please see the response to letter #19250.

10. #21917 (Chris Howard) Response to the Current GT3 Proposal
Thank you for your letter. Please see the response to letter #19250.

11. #21949 (John Mills) Do Not Add Cars That are Non-Compliant in GT3
Thank you for your letter. Please see the response to letter #19250.

12. #21956 (Jerry Lustig) New Additions to GT3
Thank you for your letter. Please see the response to letter #19250.

13. #21972 (Craig Allen) BMW M235iR in GT3
Thank you for your letter. Please see the response to letter #19250.

14. #21980 (Tom Wedel) BMW M235iR to GT3
Thank you for your letter. Please see the response to letter #19250.

15. #21999 (Bill McGavic) Concerned About Adding New Cars in GT3
Thank you for your letter. Please see the response to letter #19250.

16. #22023 (Bill Davis) Response: BMW M235iR Cars and Other TCR Series Cars in GT3
Thank you for your letter. Please see the response to letter #19250.

GTL
1. #22524 (Kyle Disque) 24mm SIR Cars Taking the +100lbs/UNR Option
Thank you for your letter. Please see the response to letter #22523, Technical Bulletin.

2. #22528 (Peter Zekert) Error in Current Rule 9.1.2.k GTLite Weights and SIR Size
Thank you for your letter. Please see the response to letter #22523.

3. #22537 (Rusty Bell) 3 Valve Honda Engine Adjustment Error
Thank you for your letter. Please see the response to letter #22523.

SM
1. #23290 (David Wheeler) Slotting Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.

2. #23304 (Tyler Brown) Rear Upper Control Arms Modification
Thank you for your letter. Please see the response to letter #23312.

3. #23313 (Eric Matoy) Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.

4. #23319 (Kyle Webb) Slotted Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.

5. #23364 (Michael (MEATHEAD) Collins) Rear Upper Control Arm Slotting
Thank you for your letter. Please see the response to letter #23312.

6. #23367 (Eric Jones) Slotted Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.

7. #23427 (David Ciufo) Slotting Rear A Arm
Thank you for your letter. Please see the response to letter #23312.

8. #23441 (Steve Scheifler) Slotting of Upper Rear Control Arms As Proposed
Thank you for your letter. Please see the response to letter #23312.

9. #23463 (Mike Higgins) Slotted Control Arms for Camber
Thank you for your letter. Please see the response to letter #23312.

10. #23467 (William Keeling) Slotted Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.

11. #23486 (Frank Todaro) Slotted Rear Upper Control Arm
Thank you for your letter. Please see the response to letter #23312.

12. #23489 (Brandon Fetch) Rear Upper Control Arm Allowance
Thank you for your letter. Please see the response to letter #23312.

13. #23501 (Jim Drago) Slotted Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.

14. #23545 (Ron Gayman) Upper Rear Control Arm Slots
Thank you for your letter. Please see the response to letter #23312.

15. #23548 (Campbell Charlie) Rear Camber Via Offset Bushing Not Slotting
Thank you for your letter. Please see the response to letter #23312.

STU
1. #23311 (Jeronimo Esteve) Wheel Widths
Thank you for your letter. Please see Letter #20795, January 2017 Fastrack Minutes.
The Super Touring class is managed through “commonizing” as many parts of the vehicles as possible. Wheels, tires, maximum cam lifts, maximum brake rotor size, etc. It is understood that lower displacement cars will benefit from the tires size more than larger displacement cars. However, the expectation is that the larger displacement cars will make more power.

T1
1. #22995 (Michael Pettiford) Help the Corvette C6
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin, for adjustments for this car for T-1.

2. #23378 (Joseph Gaudette) Adjust Restrictor Plate Size for LS6 Engine in C5
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin.
3. #23379 (Joseph Gaudette) Reduce Weight of LS6 Powered C5
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin.

4. #23380 (Joseph Gaudette) Remove 5mm Penalty for Full Aero on C5 Corvette
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin, for adjustments for this car for T-1.

T2
1. #21584 (Ron Randolph) Clarify Porsche Cayman Rear Wing Allowance
Thank you for your letter. Please see the response to letter #21574, Technical Bulletin.

2. #21899 (Craig Anderson) Porsche 997.2 Carrera S 2009-2012
Thank you for your letter. Please see the response to letter #22887, Technical Bulletin.

3. #22226 (Allen Davis) Porsche 3.8 RSR Wings in Spec Lines
Thank you for your letter. Please see the response to letter #21574, Technical Bulletin.

4. #22529 (Ken Billimack) BMW E46 Cold Air Intake
Thank you for your letter. Please see the response to letter #22662, Technical Bulletin.

5. #22874 (Donald Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. Please see the response to letter #23605.

6. #23067 (Jim Leithauser) Kaplan Request Concerning E92 M3
Thank you for your letter. Please see the response to letter #23605.

7. #23071 (Curtis Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. Please see the response to letter #23605.

T2-T4
1. #22839 (Eric Heinrich) Another Year of Nissan and Toyota Dominance
Thank you for your letter. Please see the response to letter #23605.

T3
1. #22898 (Marshall Mast) Weight/Restrictor Change Ford 11-14 V6 Mustang
Thank you for your letter. Please see the response to letter #23605.

2. #23117 (Scotty B White) Balance of Performance
Thank you for your letter. Please see the response to letter #23605.

T4
1. #23055 (Steve Strickland) Support letter #22834
Thank you for your letter. Please see the response to letter #23605.

2. #23064 (Scotty B White) Allow a Rear Toe Link Replacement Adjuster for 86
Thank you for your letter. Please see the response to letter #23254.

3. #23246 (David Mead) Class Parity in T4
Thank you for your letter. Please see the response to letter #23605.

4. #23257 (Jon Yanca) Review BOP for Scion FRS/Subaru BRZ/Toyota 86 - Add Restrictor
Thank you for your letter. Please see the response to letter #23605.

5. #23402 (Jon Yanca) Correct Model Year for Subaru BRZ Restrictor in T4
Thank you for your letter. This has been corrected, please refer to letter #23399, Technical Bulletin.

6. #23461 (Thomas Hart) Allow RX8 Rear Hubs/Uprights on the NC MX-5
Thank you for your letter. Please see the response to letter #23276, Technical Bulletin.

What Do You Think
None.

RESUMES
None.

CLUB RACING TECH BULLETIN

DATE: December 20, 2017
NUMBER: TB 18-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2018 unless otherwise noted.

American Sedan
AS
1. #23471 (American Sedan Committee) 9.1.6.D.1.k.1.g and 9.1.6.D.1.k.1.h. Clarifications

In GCR section 9.1.6.D.k.1.g., clarify intake manifold modifications as follows:
"Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from *or added to* the cylinder head(s) further than one (1) inch in from the manifold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. *Cutting (and subsequent welding of) the intake manifold to facilitate internal porting is not permitted."*

In GCR section 9.1.6.D.1.k.1.h., clarify the cylinder head language as follows:
"The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than 1.100 inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. *No material shall be removed, added or manipulated in any area of the heads beyond the 1 inch in port matching. The heads shall not be blended by hand, machined or chemically processed for any reason (including, but not limited to) to create a smooth or resurfaced appearance. The heads shall not be cut (and subsequently re-welded) for any reason.* Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications. *Where possible, the SCCA will specify dimensions. The lack of dimensional specifications does not negate the restrictions outlined here with respect to the heads and intake manifold.*"

2. #23549 (American Sedan Committee) Adjust Weight of 1979-1993 Mustang

In AS, Ford Mustang Included. Cobra & Cobra R(79-93), change the weight as follows:

~~3150~~ *3250*
Over 313 CID, ~~3450~~ *3550*

Note from the ASAC: Data analysis indicates that the 79-93 Mustang is at least comparable to all other Full Preparation cars.
B-Spec
1. #23112 (Derrick Ambrose) Mazda 2/Ford Fiesta Rear Beam Bushings

In B-Spec, Ford Fiesta 5dr Hatchback (11-16), add alternate suspension bushing to the notes as follows:
"*Powerflex PFR19-1511BX2 rear suspension bushing allowed.*"

In B-Spec, Mazda2 (10-14) add alternate suspension to the notes as follows:
"*Powerflex PFR19-1511BX2 rear suspension bushings allowed.*"

2. #23129 (Joseph Gersch) Cusco camber plate for Toyota Yaris
In B-Spec, Toyota Yaris (07-12), add a camber plate to the notes as follows:
"*Allow Cusco Camber Plate 901 65R 015 for camber only adjustment.*"

3. #23306 (B-Spec Committee) Rules update and bop

In GCR section 9.1.10.E.6, clarify as follows:
"All adjustments shall be at the manufacturer's specification and/or within the manufacturer's specified tolerances *unless they are specifically allowed in the GCR (example camber angle).*"

In GCR section 9.1.10.E.7, clarify as follows:
"Tires: ~~*Maximum*~~ tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the tire manufacturer's dealer network. The brand of tire and tire pressures are unrestricted."

In GCR section 9.1.10.E.34, clarify as follows:
"Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed. Original radio/stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, *and* hoses,~~and all duct work~~ must remain except duct work under seats. *Duct work behind the dash may be trimmed but not removed to allow for roll cage installation.*"

In GCR section 9.1.10.E.35, clarify as follows:
"Maximum 3.0 degrees negative chamber is allowed on front and rear suspensions. Strut suspensions may adjust camber by the use of eccentric bolts (crash bolts) at the strut-to-spindle, slotted strut mounting holes at the spindle, and/or by use of *any* slotted camber only adjuster *plate* at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. Modifications to the *top of the* strut tower may be made to allow for camber adjustment only. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts)."

In GCR section 9.1.10.E.36, clarify the first paragraph as follows:
"Suspension: competitors ~~must~~ *may* use the OEM suspension, ~~or~~ *any part of* the manufacturer upgraded suspension kit *or the B14 Bilstein shock and strut kit* with no modifications *except as required for mounting. Adaptors for mounting are permitted for the B14 kit, and these mounting adaptors must be submitted for approval by the CRB.* Any spring up to a maximum spring rate of 500 pounds may be used ~~with the upgraded manufactures suspension kit~~. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit. Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected."

4. #23315 (B-Spec Committee) hood pins
In GCR section 9.1.10.E. add a new section as follows:
"*41. Optional Hood Pins may be added to supplement the original hood latch system. All parts of the original hood latch system must remain in the car.*"

5. #23316 (B-Spec Committee) fog lights
In GCR section 9.1.10.E, add a new section as follows:
"42. Fog light holes may be completely covered. Fog lamps may not be removed."

6. #23330 (Fritz Wilke) Allow Eibach Rear Sway Bar for Ford Fiesta
In B-Spec, Ford Fiesta 5dr Hatchback (11-16), add an alternate sway bar as follows:
"*Eibach rear sway bar #35143.312 is allowed.*"

Formula/Sports Racing
FV
1. #23554 (Formula/Sports Racing Committee) Minimum weight of pressure plate
In GCR section 9.1.1.C.5.C.15. add the following:
"Pressure plate, or alternate SACHS 211 141 025 DAM pressure plate*, with a minimum weight of 6.25 lbs*."

P1
1. #23268 (Formula/Sports Racing Committee) Remove redundant provisions from GCR Section 9.1.8.C.J.1
In GCR Section 9.1.8.C.J, make the following corrections as follows and renumber the section accordingly:

1. Applicable minimum weights are specified in the P1 Engine Table 1 ~~, Table L,~~ Table 1 (Spec Line Cars).
~~2. Fuel injected engines shall use the same size venturi or restrictors as the specified carburetors.~~

2. #23296 (Formula/Sports Racing Committee) Remove unused lines from P1 Engine Table
In P1, Engine Table, remove Lines I and M and renumber accordingly.

3. #23347 (Formula/Sports Racing Committee) Clean up P1 restrictor language

In P1, Engine Table, change the restrictor column description as follows:
"~~Unless otherwise noted restrictors are Flat Plate Intake Restrictors~~"

In P1, Engine Table, Line D, clarify the restrictor type as follows:
"Staudacher cars homologated before 1-1-2014 utilizing 1005cc may run 38.5mm *flat plate intake* restrictor at 950 lbs. min. weight"

In P1, Engine Table, Line F, clarify restrictor type as follows:
"May run 38mm *flat plate intake* restrictor at 1075 lbs. min. weight"

In P1, Engine Table, Line G, clarify restrictor type as follows:
"33mm *flat plate intake restrictor*"

In P1, Table 1 (Spec Line Cars), change the restrictor column description as follows:
"~~Unless otherwise noted restrictors are Flat Plate Intake Restrictors~~"

4. #23365 (Formula/Sports Racing Committee) Revise P1 and P2 Flat Plate Intake Restrictor language
In GCR Section 9.1.8.C.J., add a new section 11 as follows and renumber the following sections:
"*11. Where a flat plate intake restrictor is required, fairings may be used above and below the plate to create an inlet venturi. Compliance with the restrictor size specified will be measured in the round orifice of the flat plate restrictor.*"

In GCR Section 9.1.8.D.L.h., add a new section as follows:
"*4. Where a flat plate intake restrictor is required, fairings may be used above and below the plate to create an inlet venturi. Compliance with the restrictor size specified will be measured in the round orifice of the flat plate restrictor.*"

P2
1. #23354 (David Ferguson) GCR Error -- Section 9.3.35 should not include P2
In GCR Section 9.3.35, make the following correction:

“Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, P1, ~~P2, S2,~~ FS and FA.”

2. #23462 (Formula/Sports Racing Committee) Revise P2 Engine Table Line B.2
In P2, Line B.2, make the following changes to the P2 Engine Table:
Engine Series: “4 cycle Motorcycle-based Yamaha 2002 and older ~~w/carbs 2004 and older~~ Suzuki GSXR *2004 and older*”

GCR
None.

Grand Touring
GT2
1. #19207 (Amir Haleem) Classify Nissan GT-R (2009+) in GT2/ST

In GT2/ST, classify the 2009- Nissan GT-R as follows:

GT2/ST	Max. Displacement	Min. Weight	Restrictor	Notes:
Nissan GT-R (2009-)	*3799cc*	*3500*	*2 x 32mm TIR*	*OEM twin turbochargers required.*

In GT2, Nissan Cars, classify the Nissan GT-R bodywork as follows:
Nissan GT-R/2009-/2dr/RWD/

2. #22676 (Amir Haleem) Classify the Toyota Supra with OEM 2JZGTE engine
In GT2/ST, classify the 93-98 Twin Turbo Toyota Supra as follows:

GT2/ST	Max. Displacement	Min. Weight	Restrictor	Notes:
Toyota Supra (93-98)	*2997cc*	*2950*	*2 x 29mm TIR*	*OEM twin turbochargers required.*

3. #22893 (Scotty B White) classify ford V6
In GT2, Ford Engines, classify the Ford V6 as follows:
DOHC/3.76 x 3.41/3726/Alum. Crossflow/4//2380/

4. #22894 (Scotty B White) Help the Viper
In GT2/ST, reduce all Dodge Vipers’ weight by 75 lbs.

5. #23176 (Mark Kibort) Porsche 928S4 928GTS to be classed in GT2 SCCA
Letter #22270 added the Porsche 928S4 and 928GTS to the GT2/ST spec line with an incorrect displacement during the August BoD meeting. Correct the engine displacement to 5397cc.

6. #23607 (Grand Touring Committee) Allow Porsche 996/997.1 Exhaust header
In GT2, Porsche Cars, Porsche 996/997.1 GT3 Cup, add to the notes as follows:
“*Exhaust header permitted.*”

7. #23608 (Grand Touring Committee) Change Porsche 991.1 Restrictor
In GT2, Porsche 991.1 GT3 Cup, change the restrictor as follows:
"3.8L flat six. 3000lbs. w/~~62mm~~ *67mm* Throttle Body Restrictor (TBR)."

8. #23609 (Grand Touring Committee) Porsche 997.2 GT3 Restrictor
In GT2, Porsche 997.2 GT3 Cup, remove the restrictor as follows:
"3.8L flat six. 3000lbs.~~ w/70mm Throttle Body Restrictor (TBR).~~"

GT3
1. #23078 (John Mills) Differentiate between 13B bridgeport and 13B peripheral port.
In GT3, Mazda Engines, 13B Bridge/Peripheral Port 2250lbs, remove "Bridge /' from the spec line.
In GT3, Mazda Engines, add a new spec line as follows:

Engine Family	Engine Type	Bore x Stroke	Displ. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight	Notes
13B	*Bridge Port*		*2616*			*(1) auto-type 2bbl w/ 44mm choke(s)*	*2250*	

GTL
1. #22523 (Graham Fuller) +100lbs option for 24mm SIR cars
In GCR section 9.1.2.F.7.k.1, add an optional race configuration:
"Allow *all* currently restricted 2V and 3V engines less than 1400ccs to run ~~unrestricted~~ *1mm larger SIR as an option* at a 100 lb weight penalty."

Improved Touring
1. #22648 (Improved Touring Committee) simplify spec lines
Reduce the number of columns in the ITCS spec lines as follows:
make/model, engine type (designation), bore x stroke and displacement, weight, notes

Production
1. #23069 (V GARY SEMERDJIAN) VOLKSWAGEN CORRADO VR6 CLASSIFICATION
In EP, classify the Volkswagen Corrado as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
VW Corrado (1992-1995)	*2*	*2450 * 2511 ** 2573*	*6 Cyl. DOHC*	*3.19"x3.56"*	*2782cc*	*iron*	*Alum*	*(I) 1.54" (E) 1.35"*	*Fuel injection*	*97.2"*	*61.7"/61"*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
VW Corrado (1992-1995)	*15x7*	*5*	*(F) 11.0"x.87" vented (R) 8.9"x.39 solid*		*Comp. Ratio limited to 12.0:1, Valve lift limited to .500"*

Spec Miata
None.

Super Touring
ST
1. #23153 (Super Touring Committee) Redundant language
In GCR section 9.1.4.G.16, remove the section in its entirety and renumber as appropriate:
16~~. The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).~~

STL
1. #22938 (John Schmitt) Honda B Series engine restrictor

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and

Euro Type R), B18C7 (Australia Type R), add a restrictor to the notes as follows:
"*53mm flat plate restrictor required.*"

In STL, Table B, Honda B16A (JDM), add a restrictor to the notes as follows:
"*54mm flat plate restrictor required.*"

In STL, Table A, classify the following Acura/Honda engines:

STL	Max Displacement	Min. Weight	Notes
Acura/Honda B16		*Chart*	*54mm flat plate restrictor required.*
Acura/Honda B17		*Chart*	
Acura/Honda B18		*Chart*	*53mm flat plate restrictor required.*

STU
1. #23258 (Super Touring Committee) Engine Rule Consistency
In GCR section 9.1.4.1.B, add a new section 10 as follows
"*10. Valve seat and valve head angles are free.*"

2. #23265 (Greg Amy) E&O: STU Turbo Weight Chart Clarification
In GCR section 9.1.4.1.H.6, add the following:
"All turbocharged engines shall use a turbo inlet restrictor~~/weight combination from the following table.~~ *Vehicle minimum weight is determined by TIR size selected from the following table.* ~~Twin turbo engines are allowed on a case-by-case basis only.~~ Turbocharged engines of greater than 2.7L displacement shall use the weight *either* as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater."

Touring
T1
1. #23595 (Touring Committee) Recommended adjustments T1 2018

Effective 3/1/18, in GCR section 9.1.9.1.M.4, change the sequential shift weight penalty as follows:
"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~~ *an additional 4%*."

Effective 3/1/18, in T1, Chevrolet Corvette/Cadillac XLR (04-09), 5665cc @ 3250 lbs., change the restrictor as follows:
~~65mm~~ *70mm*

Effective 3/1/18, in T1, BMW M3 E92 (08-13), add to the spec line as follows:
"*2 X 40mm diameter hole inlet restrictor plate required.*"

Effective 3/1/18, in T1, Ford Mustang/Thunderbird, 5000 Coyote, change the restrictor as follows:
~~70mm flat plate~~ *60mm throttle inlet restrictor*

Effective 3/1/18, in T1, Ford Mustang/Thunderbird, 5000 Coyote Boss 302,
~~70mm flat plate~~ *60mm throttle inlet restrictor*

Effective 3/1/18, in T1, Mazda MX-5 Miata MazdaSpeed, 1800, change the weight as follows:
~~2250~~ *2350*

T2
1. #21574 (John Bauer) Porsche Spec Line RSR Wing Allowance

In T2, make the following change to the Porsche spec line notes:

Porsche 911/ 997 (06-08):
"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher *than the roofline*. ~~, relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed."

Porsche 911/ 996 (98-05):
"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Removal of rotor dust shields is allowed. Sway bar size and configuration is free Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher *than the roofline.* ~~, relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. Cold air intake allowed."

Porsche Carrera S(06-08):
"65mm flat plate restrictor required. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher *than the roofline.* ~~, relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.

Porsche Cayman S, Spyder(10-12):
"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed . Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher *than the roofline*. ~~, relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed."

Porsche Cayman S(13-14)
"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed . Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Spoilers & bumper/air dams are free provided they

do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher *than the roofline*. ~~, relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed."

2. #22107 (carl fung) T2 Spec-Line Corrections in June Prelims
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to the notes as follows:
"Automatic transmission option 4L60-E permitted."

3. #22218 (John Buttermore) Balance the T2 Corvette Configurations
In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the notes as follows:
"LS2: ~~57mm~~ *53mm* flat plate restrictor is required."

4. #22534 (OSCAR HERNANDEZ) Weight reduction for Porsche 996 in T2
In T2, Porsche 911 / 996 (98-05), change the weight as follows:
~~3100~~ *3050*

5. #22662 (Ryan Upham) Allow Alternate Cold Air Intake
In T2, BMW M3 (01-06), add to the notes as follows:
"*BMW cold air intake part #8299520 and #8299525 with ducting are permitted.*"

6. #22824 (William Moore) 2014 Chevrolet Camaro SS/1LE Springs #21668
In T2, Chevrolet Camaro SS/1LE (10-14), change the notes as follows:
"Springs up to ~~800lbs.~~ *1200lbs.* front and rear permitted."

7. #22866 (John Buttermore) Increase Restrictor Size for LS3 Engine Corvette C6

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the restrictor as follows:
3525 (w/~~55mm~~ 50mm flat plate restrictor)

In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the third and fourth to last sentence as follows:
"LS2: ~~57mm~~ 53mm flat plate restrictor is required. LS3: ~~51mm~~ 48mm flat plate restrictor is required and must be placed in the front of the factory throttle body manifold opening."

8. #22887 (Ken Billimack) Classify the 09-11 Porsche 997

In T2, classify the 09-12 Porsche 997 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:**

Porsche 911 / Carrera S 997.2 (09-12)	99.0 x 82.8 (3824)	2355	18 x 8.5 (F) 18 x 11 (R)	215 (F) 255 (R)	3.91, 2.32, 1.56, 1.28, 1.08, 0.88	3.44	(F) 330 x 34 Vented (R) 330 x 28 Vented	3275	60 mm 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. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs.

9. #22962 (Joe Aquilante) Revisit 2015 Mustang GT Weight, Restrictor and Tires
In T2, Ford Mustang GT 5.0L (2015-), make the following changes:
Rescind tire changes: ~~until 12/31/17:~~ 295 ~~effective 1/1/2018: 275~~
Notes: "Performance Package Brembo front BBK380mm permitted at +100lbs ~~53mm~~ *48mm* flat plate restrictor required."

10. #22979 (Joe Aquilante) Allow Dry Sump for Camaro SS 2016
In T2, Chevrolet Camaro, 1LE (2016-), make the following changes:
Wheels: ~~18x10 (F) 18x11 (R)~~ *20x11*
Notes: "Brake kit part numbers: 84004136, 23301611, 19352519, 19180514, 23245471 allowed at +100 lbs. ~~60mm~~ *53mm* flat plate restrictor required. Springs up to 800#/in front and rear permitted. ~~swaybar kit (part number tbd) permitted.~~ *Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry sump permitted. Any front sway bar 35mm front and 30mm rear permitted.*"

11. #22996 (Michael Pettiford) Solstice GXP adjustments
In T2, Pontiac Solstice GXP Coupe/ Convertible (07-09), change the notes as follows:
"*Any 2-piece rotor allowed. Any aftermarket 4-piston caliper allowed. Any OEM GM 6-piston caliper allowed.*"

12. #23167 (Kurt Rezzetano) 2016-2018 Camaro SS rear suspension update
In T2, Chevrolet Camaro, 1LE (2016-), add to the notes as follows:
"*Rear spring relocation to shock permitted.*"

13. #23177 (CJ Moses) 2003-2006 Viper T2 spec restrictor adjustment request
In T2, Dodge Viper SRT-10 incl. coupe (03-06), change the restrictor as follows:

“Throttle restrictor between each throttle body and plenum is mandatory: .060” flat steel plate with one ~~36 mm~~ *40mm* hole.”

14. #23360 (Touring Committee) 2018 Touring 2 Recommendations

In T2, Ford Mustang GT 5.0L (11-14), change the notes as follows:
“~~56mm~~ *52mm* flat plate restrictor required.”

In T2, Chevrolet Corvette Z06 (06-12), change the notes as follows:
“LS2: ~~56 mm~~ *52mm* flat plate restrictor is required.”

In T2, Porsche Carrera S (06-08), change the notes as follows:
“~~65mm~~ *60mm* flat plate restrictor required.”

15. #23387 (Derek Zalewski) 2016-up Camaro (T2) Spec Line Corrections

In T2, Chevrolet Camaro, 1LE (2016-), change the notes as follows:
“~~Brake kit p~~*P*art numbers: 84004136, 23301611, 19352519, 19180514 *allowed. OEM brake kit* 23245471 allowed ~~at +100 lbs.~~ 60mm flat plate restrictor required. Springs up to 800#/in front and rear permitted. Swaybar kit (part number ~~tbd~~ *84242386*) permitted.”

T2-T4
1. #22665 (Lansing Stout) Clarify Carrying Ballast

In GCR section 9.1.9.2 C.5, make the following changes:
“In order to equate competition potential, the Club ~~may~~ will specify a competition weight for the vehicle. ~~Additionally, and to this same end, it may direct that a specific amount of ballast be mounted in the vehicle in a specific location. Refer to Section E.2. of these Rules for additional details.~~

In GCR section 9.1.9.2 E.1.a, make the following changes:
“The weight ~~as listed on an~~ *is defined by the* automobile’s Specification Line. ~~, shall be with driver and required ballast. Refer to GCR Section 9.3 Weight. If a cool suit system is utilized, it shall be weighed with the car as it came off the track.~~

In GCR section 9.1.9.2 E.2.a, make the following changes:
Automobiles may carry ballast to achieve their specification’s minimum weight. Refer to GCR section 9.3 Ballast. ~~Some vehicles may be required to carry specific amounts of ballast. If such ballast is specified for an automobile, in addition to the requirements of GCR Section 9.3 Ballast, the following requirements shall also be met:~~

~~1. All specified ballast shall be securely mounted in the passenger footwell of the vehicle, aft of the firewall and any footwell angle, and forward of the passenger seat unless otherwise so permitted on the vehicle’s TC Specification Line.~~

~~2. It shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds,and shall be capable of being weighed apart from the vehicle.~~

2. #22841 (Derek Kulach) allow alternate external slave cylinder for Nissans

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to the notes as follows:
“*Zspeed and Z1 alternative clutch slave permitted.*”

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to the notes as follows:
“*Zspeed and Z1 alternative clutch slave permitted.*”

In T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to the notes as follows:
"*Zspeed and Z1 alternative clutch slave permitted.*"

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to the notes as follows:
"*Zspeed and Z1 alternative clutch slave permitted.*"

In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), add to the notes as follows:
"*Zspeed and Z1 alternative clutch slave permitted.*"

3. #22873 (Donald Harrington) Clarify Ride Height Measurement
In GCR section 9.1.9.2.D.5.b.2.c, clarify ride height measurement as follows:
"Ride height to be measured without driver at the lowest point of the rocker ~~panel~~, but not to include welded seams or fasteners."

4. #22919 (Darren Seltzer) Clarification and Request - Wheel Material
In T2-T4, remove all references to wheel material in the spec lines.

T3
1. #22194 (Daniel Wold) Add Sedan Model to Infinity G35 Spec Line
In T3, Infiniti G35 Sport (03-08), add the coupe and sedan to the model and adjust the weight as follows:
Infiniti G35 *Coupe/Sedan/*Sport (03-08)
DE Engine:~~3300~~ 3350
HR Engine: ~~3300~~ 3350

2. #22231 (david mead) Remove the 50 lbs. That Was Added to the 99+ Mustang GT/Bullitt
In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the weight as follows:
~~3350~~ 3325

3. #22316 (Nic Piekarski) 2016 Global MX5 Wheels Options
In T3, Mazda MX-5 Global Cup Miata (2016), change the notes as follows:
"*Tires must comply with Touring rules (GCR section 9.3 Tires).*"

4. #22475 (Oscar Jackson) Add FR-S/BRZ/86 Spec Line to T3
Classify the T4 Scion FR-S, Subaru BRZ, and Toyota 86 in T3 with a weight of 2900 lbs.

5. #22842 (Eric Heinrich) Allows Audi S4/S5 Brake Cooling Option

In T3, Audi S4 (10-11), add to the notes as follows:
"*Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted.*

In T3, Audi S4 (12-14), add to the notes as follows:
"*Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."*

In T3, Audi S5 (13-14), add to the notes as follows:
"*Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."*

6. #23283 (Nicole Jacque) Wheel Size and Weight for Ford Mustang Coupe GT (05-10)
In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change the wheel size as follows:
~~18 x 9~~ *18 x 10*

7. #23331 (Jason Ott) Z4M Coupe T3 Restrictor
In T3, BMW Z4 M Coupe (2007), change the weight as follows:

~~3400~~ *3350*

8. #23337 (Scott Marcero) Classify the 2002 WRX/STI
In T3, classify the 2002-2005 Subaru WRX as follows:

T3	Bore x	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Subaru WRX (02-05)	*92.0 x 75.0 1994*	*2525*	*18 x 9*	*245*	*3.17, 1.88, 1.30, 0.97, 0.74*	*4.44*	*(F) 294 vented (R) 266 vented*	*3350*	*35mm TIR required.*

9. #23361 (Touring Committee) 2018 Touring 3 Recommendations

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change the notes as follows:
"HR Engine: Two ~~40mm~~ 37mm flat plate restrictors required. *DE Engine: 57mm flat plate restrictor required."*

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z
"HR Engine: Two ~~40mm~~ 37mm flat plate restrictors required. *DE Engine: 57mm flat plate restrictor required.*"

In T3, Porsche Spec Boxster, change the notes as follows:
"~~Effective 1/1/18: Tires must meet 2016 SPB rules or any 255 DOT tire permitted.~~"

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change the notes as follows:
"~~2~~ *Two* ~~40mm~~ 37mm flat plate restrictors required."

10. #23552 (Touring Committee) Adjust Infinity G35 in T3
In T3, Infiniti G35 /Sport (03-08), change the notes as follows:
"Springs up to 700 lb/in allowed (F/R). HR Engine: Two ~~40mm~~ *37mm* flat plate restrictors required. *DE Engine: Single 57mm flat plate restrictor required.*"

T4
1. #22850 (Derrick Ambrose) Allow 2014-Up Mazda 3 Header
In T4, Mazda3 (14-16), add to the notes as follows:
"*Header allowed at 125 lbs.*"

2. #22981 (David Woodle) Updating 05-10 mustang spec line
In T4, Ford Mustang V6 (05-10), change the notes as follows:
"~~The following items must remain stock: shock/struts (including mounts), and transmission differential - unless specified below.~~ ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M- 5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. *Any springs F: 500 and R: 400 permitted. Any sway bar up to F: 35mm and R: 22mm permitted.* Panhard bar, part # BAR-M-4264-A permitted or any pan hard bar permitted must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. ~~Auburn 542023 or Detroit 912A316 limited slip allowed. 50mm flat plate restrictor required. Aftermarket wheels permitted at 25 pounds.~~ Any LSD permitted. 55mm flat plate restrictor required."

3. #23100 (Touring Committee) T4 2018 adjustments
In T4, Acura RSX/ RSX Type-S (02-06), change the weights as follows:
2750 *2700*
Type S: ~~3000~~ *2950*

4. #23276 (Tim Wise) Allow the RX8 Rear Hubs/Driveshafts on the MX5 in T3/T4
In T4, Mazda MX5 / Club Model (06-15), allow alternate rear hubs in the notes as follows:
"Mazda Motorsports cold air intake part #0000-06-5150-KT allowed 2009-2012 Mazda RX8 front *and rear* hubs allowed."

5. #23399 (SCCA Staff) Add 13-16 BRZ Restrictions Missed in December Fastrack #23191
In T4, Subaru BRZ (13-16), add to the notes as follows:
"*55mm flat plate restrictor required. Only 17" wheels permitted.*"

RALLYCROSS BOARD

RallyCross Board Minutes | November 14, 2017

The RallyCross Board (RXB) met via conference call on November 14th, 2017. Attending were Steve Hyatt, Ron Foley, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison, Howard Duncan and Brian Harmer with National Office.

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

Steve Hyatt called the meeting to order at 7:08 pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt):.No report.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
  - Updates: There was one incident last month. There was a rollover in the Northwest Region. The Safety committee has reviewed the incident. There were no significant injuries. The committee is working with Jim Perrin to put together a quiz people can take to update their RallyCross Safety Steward license. The quiz will be offered as an online service. Deana has sent a list of current stewards to all Divisional Stewards. The renewal process is currently being worked on. Additional information will follow once the process is established.

- Rules Committee (Lightfoot)
  - Updates: Refer to rules review at the end of this report.

- RallySprint Committee (Brielmaier)
  - Updates: No Report

- National Championship Committee (Macoubrie)
  - Updates: Review of the National Championship has been delayed to the December Meeting.

- Divisional Steward Liaison (Foley)
  - DRXS meeting: Seven people attended the meeting. The Divisional Steward discussed the National Championship in detail. Charles Wrights from the Southeast Division was the chair and stepped down from his position. Leon Drake is the new Southeast Divisional Steward. The Stewards will rotate the chair quarterly.

- Growth and Development Committee (Hamilton)
  - Updates: Kent Hamilton met with Jim Rowland to discuss the content Jim has created for the RX Community. Kent and Jim also discussed what would be presented at the National Convention.

4. **Old business:**

- No report.

5. **New business:**

- The RXB shall bring Discussion Agenda Items for the National Convention to the December meeting. (Hyatt)

- Changes for the National Challenges were proposed by Howard Duncan. The RXB will review the proposal and provide comments to Howard within one week. The new challenge format will be determined by the end of 2017. (Duncan)

- Ron Foley resigned from the RXB: Ron has been on the board for five years. Ron has provided excellent support and guidance to the national program and RXB over his tenure on the Board. Ron has been a constant source or innovation and passion for the sport and all the people involved in the program. The RXB will miss his presence and wish him all the best going forward.

- The RXB reviewed a potential replacement for Ron Foley and has made a recommendation to the Board of Directors.

- The RXB solicited the RX Community for members to serve on several committees starting in 2018. Several members have sent information to the RXB expressing interest in participating The RXB has responded to the members. The RXB will be reviewing positions for committees and where to assign individuals in the next couple months. (Macoubrie)

- The RXB reviewed candidates for annually RallyCross awards including the Spark Plug, Dirty Cup, Region of the year and Divisional Achievement of the year. Selections have been made and will be presented at a later date.

2018 PROPOSED RALLYCROSS RULE CHANGES FOR RXB REVIEW

1. Move studded tires rule from Stock section to Safety section so it applies to all classes.

FAILED 0-7

2. Clarify the duties of the Event Technical Inspector.

4.4.D. The Event Technical Inspector shall ascertain that competition ~~the~~ vehicles comply with the ~~RXR~~ requirements of Section 3.1 Eligible Vehicles and Section 3.2 Vehicle/Driver Safety ~~general vehicle eligibility requirements of~~ and any supplementary regulations. Technical inspectors are not responsible for determining a vehicle's compliance with the preparation allowances for that vehicle's class. Competitors are directed to Article 5.3.D for protest~~s~~ information regarding class eligibility.

PASSED 7-0

3. Add a rule to address car swapping.

FAILED 0-7

4. Consolidate the waiver requirements for spectators.

4.2.H. All **attendees** ~~participants~~, including competitors, workers, crew members, **spectators,** and guests must sign the SCCA waiver form. ~~Spectators should sign the waiver.~~

~~4.2.R. All spectators shall complete a waiver as required by SCCA and its insurance carrier. See www.scca.com for guidance on waivers~~.

PASSED 7-0

5. Specify that alternate mounting hardware for body panels and trim pieces is allowed as protective equipment and that OEM underbody panels may be removed if replaced by an allowed skid plate.

3.3.C.4. The addition of protective equipment is allowed with the following exceptions:

a. …and strut caps to prevent failure of strut mounts. Mounting hardware for bumper covers, fascias, body panels, undertrays, and trim pieces may be replaced with alternate components. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction. Examples of non-allowed modifications…

c. Skid plates protecting suspension and drivetrain components may only be made out of metal, composite materials or plastic derivatives. Skid plates may supplement or replace OEM skid plates or underbody protection**.**

PASSED 7-0

6. Prohibit vehicles not originally sold in the United States from competing in Stock categories or, in the alternative, require non-U.S. market vehicles to compete in Modified classes even if they meet the safety and preparation allowances of Stock or Prepared classes.

FAILED 0-7

7. All standing cones should count, not just those on course or within 50 feet of the finish line.

FAILED 0-7

8. In Modified classes, allow the exhaust to exit to the side of the vehicle in front of the driver.

FAILED 0-7

9. Specifically state that electric and hybrid vehicles are eligible to compete in Stock and Prepared classes.

3.1 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. This includes electric and hybrid vehicles, convertibles with a factory hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place

PASSED 7-0

10. Revise the windshield safety rule.

3.2.S. Cracks are permitted to the outside layer of the laminated windshield only. A windshield that has experienced object penetration and/or has deformation is not allowed. Any form of windshield separation or delamination from the body of the car is not allowed. ~~The windshield may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed~~.

PASSED 7-0

11. Allow wheel diameter changes of +/- 1" in Stock classes.

3.3.C.12. Any type wheel may be used provided it complies with the following:

a. Wheel diameter may be increased or decreased one inch (1") from the OEM wheel;
b. Wheels must be of the same ~~diameter and~~ width as the OEM wheel;
c. Wheel offset (backspace) must be within 0.394"(10mm) of the OEM ~~original equipment~~ wheel offset. Wheel spacers are considered part of the wheel.

PASSED 6-1, Hyatt opposed.

12. Allow front OR rear sway bar changes in Stock classes.

3.3.C.14. One ~~The front~~ sway bar may be added, replaced or removed. A replacement ~~front~~ sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the ~~front~~ sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.

PASSED 7-0

13. Allow glass sunroof panels to be replaced with fiberglass panels in Modified classes.

FAILED 0-7

14. Allow removal of the air conditioning system and its related components in Prepared classes.

FAILED 0-7

15. Allow body dress-up modifications in Prepared classes.

FAILED 0-7

16. Allow alternate pulley sizes on superchargers in Prepared classes.

> **3.3.D.5.** The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced. The pulley on the supercharger may be replaced with an alternate size along with the supercharger drive belt**.**

PASSED 7-0

17. Add the new Open category to the rules.

Add Section F. Open category to Section 3.3. VEHICLE CLASSIFICATIONS.

PASSED 7-0

18. Restructure Section 4.2.C to more clearly state that passengers are not allowed at National events.

> **4.2.**C. Passengers are not allowed during competition runs at National events. At non-National events, 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. …
>
> Participant waivers:
>
> The individual (parent/guardian, as appropriate) has completed … … an individual

would be allowed at events where a passenger is permitted. ~~Passengers are not allowed during competition runs in National Events.~~

PASSED 7-0

19. Revise the rules submission timeline to allow more time for members to submit rule change proposals. Member Comments: A slight majority of comments recommended approval.

Rules submission timeline shall be changed to the following

Member rule change submission and feedback January 1 to August 15
Member comment on proposed changes September 1 to September 30
Final review by Rules Committee October
Final review and approval by RXB at November meeting
Approval by SCCA Board of Directors and publish TBD
Publish revised R-X Rules – following approval by the SCCA Board of Directors

PASSED 7-0

20. Allow removal of convertible soft tops in Stock and/or Prepared.

FAILED 0-7

6. **Motion to adjourn: 9:14 pm CST**
7. **Next RXB Meeting December 5th, 2017.**

RallyCross Board Minutes | December 5, 2017

The RallyCross Board (RXB) met via conference call on December 5th, 2017. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Arnie Coleman, Terri Pulliam Chris Albin BOD Liaison, Howard Duncan with National Office.

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

Steve Hyatt called the meeting to order at 7:04 pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt):.Arnie Coleman will be leaving as a BOD liaison. Terri Pulliam will be joining as a BOD liaison. The 2018 rules package was passed by the SCCA BOD as submitted. All current RXB members have been reappointed by the BOD for 2018. Charles Wright has been appointed as a new RXB member. Brian Harmer is working on getting the rules reformatted. The rules will be posted after formatting has been completed.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
  - Updates: No reports. No additional training information created this month.

- Rules Committee (Lightfoot)
  - Updates: Refer to Chairman's Report for information on 2018 Rules.

- RallySprint Committee (Brielmaier)
  - Updates: Seven events were held in 2017 – Northwest Region held two, Houston Region held two, New England Region held two and Finger Lakes region held one. No Trials events were held.

- National Championship Committee (Macoubrie)
  - Review of National Championship (Macoubrie). Tow hooks requirement will be reviewed for the 2018 supplemental rules. Roles and responsibilities for the 2018 event will be discussed at the face to face meeting in January 2018. The 2017 Survey will be sent out within the next week. The RXB discussed the event including things than went well and things that will need work at future event. 2018 Championship will be at Indianola, IA. All information gather from past events will be sent to new committee to be incorporated into the next years events. The committee will be looking at duration of the event in 2018. Saturday is a full day and any delays can reduce the number of runs.

- Divisional Steward Liaison
  - DRXS meeting: No Report.

- Growth and Development Committee (Hamilton)
  - Updates: The committee has been emailing back and forth and getting ready for the convention.

1. Old business:

- The RXB shall bring Discussion Agenda Items for the National Convention meeting. (Hyatt)

- Rules for the electric vehicles.
- National Championship roles and responsibilities
- RXB Chair and internal changes

- RallyCross Challenge Format (Macoubrie)
  - The RXB discussed a proposed changed format for the 2018 RallyCross National Challenges. The Challenges will be organized and run by the host region. An Event Steward will be provided by the national office. There will be 3-5 events. The host region will have more flexibility to bring a local flair to the event.
  - Keith Lightfoot motioned to approve the proposal in principal. Kent Hamilton seconded the concept. Approved 7-0.
  - The proposal will also be sent to the Divisional Stewards for review from the Divisional perspective.
- Electric Vehicle Ruleset (Macoubrie)
  - The status of the electrical vehicle rules was discussed. A rough draft has been created but more refinement is needed before being presented to the community. The RXB will discuss in further detail at the face to face meeting in January.
- Open Class Ruleset with N/A motor requirement (Regan)
  - The RXB discussed the engine options for the 10th Class. The current rule set has no restriction on power adders. Chris Regan proposed the rule be amend to allow only naturally aspirated rules. Keith Lightfoot seconded the proposal. Chris Regan, Mark Macoubrie, Kent Hamilton and Steve Hyatt voted to amend the rule to NA engines. Kito Brielmaier, Keith Lightfoot and Charles Wright voted against. **Approved 4-3**
- Hardtop Requirements (Duncan)
  - A question was asked about if OEM hardtops sold in foreign countries are allowed in RallyCross. If the hardtop is an OEM hardtop provided from the factory it will be legal regardless of the country of origin. It is the responsibility of the competitor to verify the hardtop is an OEM hardtop.

2. New business:

- 2018 committee liaisons
  - Chris Regan – Safety
  - Keith Lightfoot – Rules
  - Kito Brielmaier – RallySprint and RallyTrials
  - Charles Wright – National Championship
  - Kent Hamilton – Growth and Planning
  - Mark Macoubrie – Divisional Stewards

4. **Motion to adjourn: 8:43 pm CST**

5. **Next RXB Meeting January 17, 2018.**

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
December 14, 2017

The RoadRally Board met via conference call on December 14, 2017. The meeting was called to order at 7:31 PM CST by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Clyde Heckler, Peter Schneider, Jeanne English, BOD liaison Earl Hurlbut, Jamie Mullin from SCCA Staff, guests Wendy Harrison and Pego Mack, and Mike Thompson, NEC chairman. Mike Bennett filled in as Secretary due to late arrival of Jeanne.

1) November Minutes were approved as published.

2) Planning Calendar was published 11/28/17 and is posted online.

3) RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.

4) SCCA Staff Report
   a) Gervais and Teter “Rally of the Year” Voting Status
      i) Rich reported that Gervais voting has been completed and the winner has been determined.
      ii) Rich stated that Teter ballots were mailed 12/13/17, with responses due by 12/30/17.
   b) 2018 SCCA Convention Logistics and Schedule
      i) Jamie reported that she has sent out the Reimbursement Form. She has provided all information on the Convention directly to Wendy.
   c) Championship Standings
      i) Jamie noted that all current standings are posted as of 12/13/17.
   d) USRRC and National Events listed on hardcopy, SportsCar Calendar
      i) Jamie stated that, with assistance from Jim, information was provided to SportsCar by the 11/30/17 deadline.
   e) Other items from SCCA HQ
      i) Jamie said that addition of Wendy to the RRB mailing distribution is in progress, but not yet complete. In the interim, she is sending all RRB communications directly to Wendy.
      ii) Jamie and Peter informed the group that the RRSS Knowledge Test and Application Process have been posted on the SCCA website in two locations (Downloads and RoadRally Rules & Documents)
      iii) Jamie noted that SCCA Marketing is working on a cover for the 2018 Road Rally Rules which may feature a photograph from this year’s USRRC. She also stated that the RRR content update is needed by next week. Scorekeeper Bruce Gezon is handling the content update.
      iv) Jamie reminded the group that the SCCA National Office will be closed between Christmas and New Years.

5) NEC Report
   a) Recent National Events
      i) Mike Thompson reported that he was unable to attend The Blacke. Jim described the event, which had good turnout and happy participants, and noted that it was the first National rally chaired by Jim Jurgenson.
   b) Upcoming Nationals
      i) Mike Thompson stated that the NEC has approved Sanctions for events to be held next March and June. He also noted that the overall schedule looks good for 2018.
   c) USRRC Report
      i) The USRRC was discussed by participants.

d) Old Business
    i) Rich reported that use of mobile communications was tried at his November events. A Facebook page was set up and all competitors were encouraged to follow it. His conclusion was that this approach was not workable as an alternative to emergency signs, due to poor cell phone coverage in remote areas visited by the rally.
    ii) Mike Thompson stated that the NEC will be working on a Checklist of Committee responsibilities in 2018.
    iii) Mike asked whether consideration could be given to moving the USRRC earlier in the year, so that it could receive more timely coverage in SportsCar. Rich stated that the "door is open", although dates have already been set for the 2018 event in St. Louis.
    iv) Mike reported that Bob Demerit has resigned from the NEC, and recommended Jim Heine as his replacement. It was noted that Jim will be the chairman of the 2018 USRRC, and Pego commented that he would be a good choice. Rich moved to appoint Jim Heine to the NEC, Jim Crittenden seconded the motion, and the appointment was approved 5 – 0. Rich will notify Jim Heine soon.

6) Old Business
a) 2018 Rule Changes
    i) Earl reported that all proposed 2018 Rules changes were approved by the SCCA Board of Directors. He noted that the BOD requests all future wording changes to be shown in red print.
    ii) Jim stated that the 2018 RRRs will be posted online first, then printed by the end of January. This approach allows the Gervais and Teter award winner names to be included after they are revealed at the Convention.
    iii) Earl also noted that the BOD approved Wendy as a new member of the RRB and Jim as the new chairman of the RRB.
b) New Road Rally Safety Steward Licensing Process
    i) Peter reported that he still has not received responses from about 50 current RRSS to his email. Pego will review the updated list, and provide whatever information she can about those members.
    ii) Peter noted that he has received a list of concerns regarding the RRSS program from Dave Head, and recommended that they be discussed in an RRB meeting next year.
c) Rally Development Fund
    i) Earl stated that he needs to confirm the status with Howard, and will call him tomorrow.

7) New Business
a) Membership Deadline
    i) Rich reported that Bruce Gezon has suggested moving the deadline for SCCA membership, to be eligible for a year-end award in a Championship RoadRally Series, to the end of the year. Jim noted that the current date is November 1st. Jeanne commented that November 1st is too early. Jim shared that John Emmons feels competitors should be members from the beginning of the year. Pego stated that Club Racing and Solo programs require membership prior to any points being counted toward championships. She was not sure about RallyCross and will check on it.
b) Any Other Business
    i) Jim thanked Rich for his six years of service to the RRB.

Meeting was adjourned at 9:20 PM CST
Next meeting to be January 21st at 8:00 AM at the Convention
Respectfully submitted,
Mike Bennett

QUICK LINKS

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

CLUB RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

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

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/events/1983542-2017-scca-national-convention

EVENT CALENDAR:

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