

## BOARD OF DIRECTORS

### BOARD OF DIRECTORS | October 9-10, 2015

The SCCA National Board of Directors met in Kansas City, Friday, October 9 and Saturday, October 10, 2015. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, Reece White, Senior Manager of Marketing/Communications and Aimee Thoennes, Executive Assistant. Heyward Wagner, Director of Experiential Programs and Robert Clarke, SCCA Pro Racing participated via conference call.

Guests attending the meeting were Jim Wheeler, Chairman of the CRB, Brian Conners, Chairman of the SEB and Brent Seebohm and Ken Ungar of US/SA and Michael Daigneault, Quantum Governance.

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

The meeting was called to order by Vice Chair Helman.

### Chairman's Update - John Walsh

On behalf of the Board, Walsh issued a general thanks to Staff and BoD for their support at the Club's multiple national championship events. Walsh provided a standard reminder regarding the process for BoD members about how to handle legal inquiries or challenges. The process is for Directors to forward incoming correspondence to BoD Chair Walsh and SCCA Legal counsel. Individual BoD members are not to engage in e-mail or conversation relative to legal inquiries or challenges. Walsh also noted that the BoD Handbook requires ongoing training for the BoD to assist in providing effective governance. To that end the BoD hosted a governance consultant to evaluate BoD activities for this meeting.

### Quantum Governance - Michael Daigneault

Quantum is a not for profit organization that helps non-profits to achieve more effective governance. Daigneault presented an overview of Quantum and its capabilities to assist governing boards. The first objective is to provide the BoD with recommendations that will make SCCA Inc. BoD more effective.

### U/S Sports Advisors - Brent Seebohm, Ken Ungar

U/S SA is a marketing and communication organization brought in to review, evaluate and recommend directions for SCCA marketing and communication efforts, including [SportsCar](#), web presence, social media, etc. The extensive review included benchmarking SCCA marketing/communications activities against other membership organizations such as American Motorcycle Association and Experimental Aircraft Association. [SportsCar](#) is viewed by U/S SA as an asset for communication with SCCA members with its own identity.

### Executive Team Report and Staff Action Items

Noble provided an update to the BoD on progress around core programs, change management for our 71 year old organization, expanding our enthusiast base and outreach to partners. SCCA will formally announce on 10/14 that the 2017 Runoffs will be at Indianapolis Motor Speedway. Update provided on partner and potential partner relationships. Presented an updated overview of the new SCCA registration system and issues around rollout as well as steps going forward to implement and correct issues. Noble briefly reviewed staff training and education opportunities, both formal classes as well as cooperative information sharing with other organizations.

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Wagner participated via conference call to share program updates on TNIA, Starting Line Solo, Starting Line Track School, Bracket Enduro, Time Trials, SCCA.com. TNIA update: 89 TNIA events completed, 4,182 total entries, 2,862 were unique participants and over 68% were non-SCCA members. Media reports have been universally positive. The program achieved financial break even.. 2016 plans to expand partner potential and reaching out to the high participation groups - millennials and novice. Wagner also expressed his plan to increase region involvement.

#### **Financial Update - Pfannenstiel**

As of August 31, SCCA Inc total revenue is within 1% of overall budget prepared in December 2014. Net operating income is slightly below budget but still positive. All variances are well understood. Projecting cash flow positive year end forecast. Currently working on insurance renewal program for 2016. SCCA Pro Racing and SCCA Enterprises have net positive income and are expected to meet budget. Joint effort underway with Staff and BoD (Treasurer and Budget and Finance committee members) to accurately provide cost allocation data for programs, activities and services. This will allow better data driven decisions by Staff and aid strategic decisions by BoD.

#### **Championship Season Report - Prill**

Prill reported on RallyCross, Solo Nationals and Runoffs. Both RallyCross and Solo Nationals broke competitor attendance records. Prill presented pros/cons of each event as well as solution planning for the cons. Friday Night Lights Presented by Mazda at Runoffs was a big success.

#### **Majors Report - Prill**

Highlighted changes coming for 2016 Majors. Event schedule flexibility planned to be more open to allow regional components and input. Event format suggestions for 2 and 3 day layout as well as minimum times for practice + qualifying and racing.

#### **Club Racing Motions:**

A coordinating position for specialties has not existed since the National Administrator position was eliminated some years ago. The following is designed to take a Divisional Administrator and have that person provide coordination and input for specialties. It does not create a new position or create a new hierarchy.

**Motion:** Patullo/Harris - Update the Operations Manual to recognize a new Divisional Administrator Coordinator roll as shown below. PASSED Unanimous

##### **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.

**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.

**Motion:** Kephart/Butler - Change 3.3.3.E.2 in the following fashion: At least one race for each race group will be a minimum of ~~45~~ 50 miles. PASSED Unanimous

**Motion:** Patullo/Hill - As presented in briefing book, change all GCR references for Series Chief Steward to Race Director. PASSED Unanimous

**Motion:** Patullo/Hill - Change 5.12.2 to read as shown below. PASSED unanimous.

##### **5.12.2 US Majors Tour ~~Series Chief Steward~~ Race Director**

In addition to the Chief Steward's responsibilities and duties detailed in 5.12.3, the US Majors Tour ~~Series Chief Steward~~ Race Director has the power to change the Schedule and/or Race Groups, in agreement with the organizing Region, ~~and~~ to correct any typographical or clerical errors or omissions (see 3.1.1.D.2.d and 3.1.1.D.2.e), ~~or place a driver on probation per 7.2.G.~~

## Club Racing Rules - Wheeler

**Motion:** Butler/Lindstrand - Accept as presented CRB rules except for 16946, 17493, 17907. Effective 1/1/16 PASSED Unanimous. Note: Approved package is shown at the end of these Minutes.

Letter 16946 (Short Shift Kit) will be revised and come back to BoD for December 2015 meeting.

**Motion:** Butler/Lindstrand - Approve 17493 FF spec tire as presented. Effective 1/1/16. PASSED. 9-1-3. Against: Hanushek. Abstain: Kephart, Helman, Zekert. Note: Approved package is shown at the end of these Minutes.

**Motion:** Lindstrand/Helman - Approve 17907 FM spec tire as presented. Effective 1/1/16. PASSED 12-0-1. Abstain: Zekert. Note: Approved package is shown at the end of these Minutes.

Kephart brought up current GCR requirements that there must be 10 cars to Award a National Championship. Some discussion that this penalizes the wrong group, ie the attendees vs the non-attendees. This came up specifically regarding the T3 race in particular where race winner was awarded but not a National Championship. Some discussion that this is a function of small class counts for classes in question vs a Runoffs specific issue.

**Motion:** Kephart/Butler - Award National Championship retroactively to T3 race winner. FAILED 5-8 For: Kephart, Butler, Zekert, Walsh, Pulliam.

## Budget and Finance Report - Kephart/Hill

Kephart provided status update on financial reporting improvement project. Financials in use in the past, while numerically correct, did not provide the granularity needed to provide data driven decisions for spending on programs, services, activities. Treasurer created a B&F subcommittee to build tracking and allocation cost accounting methodology. Breakdown areas included staff salaries and benefits, building and IT infrastructure, fixed administrative costs etc. The Finance department is working towards preparing a P&L for each activity.

## Solo Events Board – Brian Conners

Conners provided an update to BoD on Solo. Solo held first online Town Hall using Gotowebinar. This event was successful, hosting over 200 people for 2 hours. SEB plans to continue use. Event was recorded for later listening as well. Presented overview of street tire class growth showing very good positive growth. Presented overview of 2016 rules season. Plans to move Solo Nationals rules ratification to December to allow more time for feedback after Solo Nationals and request extension of 6 year SEB term to 8 years in the Ops Manual to assist with continuity.

**Motion:** Hanushek/Christopher - Approve SEB rules package as presented with the exception of Item 17 (withdrawn), effective 1/1/16. PASSED Unanimous. Note: Approved package is shown at the end of these Minutes.

**Liaison Reports** - Exec Stewards: Pulliam/Christopher, RallyCross: Hill/Pulliam, Zekert:CoA. RoadRally: Hill/Hanushek, TTAC: McCarthy.

**Motion:** Pulliam/Hill - Nominate Will McDonald as the Rocky Mountain Divisional RallyCross Steward. PASSED Unanimous

McCarthy discussed TTAC reorganization proposal and rules changes and roll bar changes in Time Trials Rules.

**Motion:** McCarthy/Hill - Approve TTAC reorganization as presented in briefing book. PASSED Unanimous. Note: TTAC Reorg language and structure is shown at the end of these Minutes.

**Motion:** Patullo/Zekert - Approve TTAC roll bar changes as shown below. PASSED Unanimous

Under TIME TRIAL RULES, Track Trials & Hill Climb, Driver Information, Page 3 Roll Bar Specifications change:

All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop. It is strongly recommended that two such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. ~~It is required that roll bars include a transverse diagonal brace from the bottom of the hoop on one side to the top of the hoop on the other side.~~ *Diagonal lateral bracing of equal dimension tubing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient. Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative,*

*there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable.*

#### **SCCA Pro Racing Update - Clarke**

Presented SCCA Inc BoD with update on support for FIA Formula 4 in Pro Racing. Targeted as the first step formula for competitors coming out of karts. Car uses modern F3 carbon chassis with wings and crash structures, and production based, long life engine. Series will provide FIA Super License points. Drivers will have both SCCA Pro and FIA licenses. F4 presented as a very cost effective series with substantial manufacturer financial support.

#### **Executive Stewards Chairman Appointment – Steve Harris**

**Motion:** Harris/Zekert - Appoint Jim Rogaski as Executive Stewards Chairman for 2016. PASSED Unanimous.

#### **Planning Committee Report – Brian McCarthy**

Explained Champions Program to be called Help Desk to identify and provide subject matter experts in all regions to assist regions or programs in specific areas. Planning Committee is also investigating new technology and process that will assist regions.

#### **Insurance Discussion – Dan Helman**

Briefly reviewed insurance coverage renewal steps underway, types of insurance coverage, and risk management. Decision made to include risk management responsibility oversight into Budget and Finance committee responsibilities as opposed to identifying a specific risk management position in SCCA Inc staff.

**Motion:** Kephart/Christopher - Add risk management responsibilities oversight to B&F Committee duties. PASSED Unanimous.

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

Meeting adjourned.

**APPROVED OCTOBER 2015 SOLO EVENTS BOARD RULE CHANGES**  
**Rules package below effective 1/1/16.**

**Safety Items**

**ITEM 1) #13838**

Change Solo® Rules Section 1.3.2.D (page 24):

“1.3.2.D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old *or is at least 57” tall;*
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet.”

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**ITEM 2) #16864**

Change Solo® Rules Section 1.3.2.D by removing the paragraph following section D.4 (page 24):

~~“In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted.”~~

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**ITEM 3) #16947**

Add to Section 1.3.2.M. (page 26):

“Pressurized gas and air bottles with a pressure in excess of 200 psi (1380 kPa) must have a protective structure around the gauge and valve assembly. *Prescribed medical oxygen bottles/tanks are exempt from this requirement.*”

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**ITEM 4) #15820**

Insert a new third sentence to Section 1.3.2.O (page 26):

“Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start, finish, and course areas. Drivers from five (5) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Section 19.2 are exempt from this prohibition during their run group. *Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding.* Otherwise, they also are prohibited from these areas. Furthermore, staging, grid, start, finish, and course workers should be at least sixteen (16) years of age. Drivers from eight (8) to sixteen (16) years of age should be assigned to other worker duties as outlined in Appendix H.II.B.4.”

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**ITEM 5) #16563**

Change the 2<sup>nd</sup> paragraph of Solo® Rules Section 2.1 (page 28):

“Generally, maximum speeds in the mid 50s to *low mid* 60s (mph) are contemplated for Street; *and* Street Touring®, and category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving.”

Change Section 2.2.A (page 29):

“Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the *low mid* 60s (mph) for the fastest Street; *and* Street Touring®, ~~and Street Prepared~~ category cars.”

NOTE: The intention of this change is not to speed up courses, but rather to update the Solo® Rules to reflect today’s reality. The capabilities of the fastest Street Prepared cars have increased dramatically since this rule was written, which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.  
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**ITEM 6) #16984**

Change Appendix E, Section V.E, Solo Safety Steward Guidebook (page 244):

~~“Following an initial one-year licensing as a SSS, SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. *Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.*”~~

NOTE: Because regular enforcement of the mandatory move to 3 year SSS licenses, the SSC and SEB recommend:

- 1) Elimination of the One Year license.
- 2) Issuing Three Year licenses to all new Safety Stewards.
- 3) Requiring all renewals to be for three years and meet the continuing education requirement.

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**General Items**

**ITEM 7) #15749**

Modify Section 3.3.3.B.2 (page 36):

“Pedal operation must not be impeded. Driver’s side floor mat must be removed *unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order.*”

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**ITEM 8) #17064**

Remove Section 7.5, Timer Failure (page 54):

~~*If the timer fails to start or fails during a run, the driver must be flagged off the course as soon as possible.*~~

NOTE: This section no longer reflects current practice at a majority of Solo® events.

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**ITEM 9) #15275**

Change the second paragraph under Appendix A, Automobile Classes (page 161):

~~“All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a “catch-all” description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. **Such unclassified cars will not be eligible for National Solo® Events or the Solo® National Championships. Members should look for a Tech Bulletin in an early current-year issue of the official SCCA® publication (Fastrack® News) at [www.scca.com](http://www.scca.com) for details or contact the National office.**”~~

In addition:

- Add a catch-all to Super Street as follows: “*All eligible unclassified cars not covered by another catch-all listing*”.
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

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**ITEM 10) #15360**

In Appendix C, Section B.2 (page 233), change the tubing size/car weight table:

“Under 1000 lbs: 1.000 x 0.060

1000-1500: 1.250 x 0.090, *1.375 x 0.080*

~~Over 1500~~ 1501-2500: 1.500 x 0.095, *1.625 x 0.080*

2501+: 1.500 x 0.120, 1.750 x 0.095, 2.000 x 0.080”

NOTE: This brings Solo roll bar material standards in line with GCR roll cage material standards without affecting previously compliant roll bars.

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### Street Category

#### ITEM 11) #15307

In Appendix A (page 164), delete *from BS*:

BMW

*M5 (2004-10)*

Add *to FS*:

BMW

*M5 (2005-10)*

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### Street Touring Category

#### ITEM 12) #16978

Replace Solo® Rules Section 14.2.D (page 81):

*“Alternate steering wheels are allowed except that steering wheels with an integral airbag may not be changed. Any steering wheel may be used. 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. An alternate wheel is not required to have a horn button.”*

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#### ITEM 13) #16682

Add a new section L to Section 14.10 (page 89):

*“Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:*

- 1. Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.*
- 2. Radiator must mount to OE radiator mounts.*
- 3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).”*

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#### ITEM 14) #16943

Amend Appendix A (page 176):

STF

MINI

Cooper (non-S)

to

STF

MINI

Cooper (non-S) *(2000-13)*

and add:

STX

*MINI*

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

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**ITEM 15) #14332**

In Appendix A (page 177), move *from STS to STX*:

Acura Integra (Non-Type R) (1994-2001)

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Fiat

500 Abarth

500 Turbo (2013-14)

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Lexus

SC300

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**ITEM 16) #16816**

In Appendix A (page 179), move *from STU to STX*:

Hyundai

Genesis (2.0T) (2010-12)

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**Street Prepared Category**

**Note: ITEM 17 was withdrawn**

**ITEM 18) #16965**

Modify Section 15.2.A (page 93):

“Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified *or removed* for tire clearance and for installation of fender flares as allowed herein.”

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**ITEM 19) #14955**

Remove the last sentence of Section 15.8.H.4 (page 99):

“4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~”

And add new Section 15.8.H.5

“*Changes in suspension geometry are not allowed except as incidental to the effective arm length change.*”

NOTE: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

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**ITEM 20) #15078 Oil Tank Clarification**

Add new Section 15.10.CC (page 105):



*“Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:*

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.”*

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**ITEM 21) #12572**

In Appendix A (page 182), move *from ASP to ESP:*

BMW  
M3 (2007-13)

NOTE: The SPAC feels that this car would not be an overdog in ESP.

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**ITEM 22) #13934**

In Appendix A (page 184), move *from CSP to FSP:*

Jensen-Healey

NOTE: The belief of the SPAC is that this car will not be a threat for FSP, and many of its contemporaries are already there.

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**Street Modified Category**

**ITEM 23) #16589**

Change Section 16.1.E (page 109):

*“Suspension components are unrestricted as long as they use the original attachment points. Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.”*

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**Prepared Category**

**ITEM 24) #16922**

In Appendix A, C Prepared (page 199), remove the last sentence of the 11<sup>th</sup> paragraph:

*“An alternate hood is allowed which has a bulge no more than 4” (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2” (50.8 mm) bulge, then an addition of 2” (50.8 mm) is allowed, if the base model has a 3” (76.2 mm) bulge, then 1” (25.4 mm) is allowed, etc. ~~There is no allowance for nonstandard heat extraction vents.”~~*

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**ITEM 25) #15583**

In Appendix A (page 217), move *from FP to EP:*

Volkswagen  
Corrado VR6 (1992-95).

NOTE: The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6-cyl engines to be a good fit in EP, without being an overdog.

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**Modified Category**

**ITEM 26) #14946**

Change the first paragraph of Solo® Rules Section 18:

“Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) *and cooling fans* are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s).”

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#### ITEM 27) #15029

Remove from Section 18.5, Formula SAE, Section 18.5.B:

~~Non-students may build, own, and compete in FSAE vehicles.~~

And Section 18.5.E.2:

~~Current year FSAE aerodynamic rules~~

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#### ITEM 28) #15280

Change Appendix A, C Modified, Section A, first sentence (page 220):

“A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~”

NOTE: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

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#### ITEM 29) #15397

(Changes from existing BM rules are in *red*. Deleted text crossed out in *purple*.)

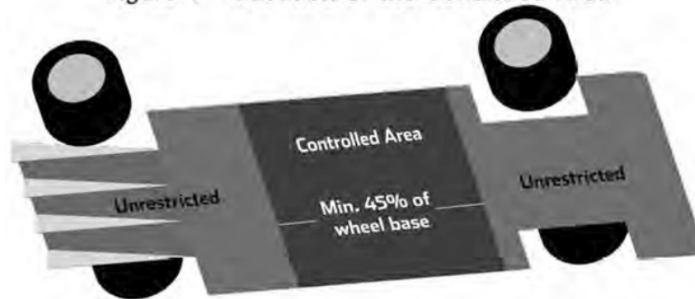
##### “B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the *current* Club Racing GCR *sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H* unless specifically classed elsewhere with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
  1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.  
Minimum weight with driver: 1020 lbs.
  2. May use any 2v/cyl automobile-based production engines up to 1615 cc.  
Minimum Weight with driver: 1110 lbs.
  3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.  
Minimum weight with driver: 1180 lbs.
  4. May use any naturally-aspirated engine up to 3000 cc.  
Minimum weight with driver: 1285 lbs.
  5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
  6. Minimum rim width: none.
  7. Maximum allowed rim width: 15 inches
  8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.*
  9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.*
  10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:*

- a. *All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.*
  - b. *Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.*
- D. Formula 2000, classed in Formula Continental per GCR/FCS:
- 1. Minimum weight with driver: 1090 lbs.
  - 2. Rim width: unrestricted.
  - 3. Airfoil maximum size per Formula Atlantic rules.
- E. Aerodynamic restrictions for Sports Racers:
- 1. The total area when viewed from the top of *front and rear* wings shall not exceed 8 square feet. *Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.*
  - 2. *Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of 50 lbs. and must be constructed within the following limitations:*
    - a. *For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.*

Figure 1 – Location of the Controlled Area



- b. *No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.*
- 4. The current GCR ~~CSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall also apply to *all Sports Racers ASR and* production cars as recognized in DM/EM running in BM as sports racers.
  - 5. *Production cars* running in BM must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.
- F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing *FA* GCR with the following Solo® allowances:
- 1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer *P2 GCR* maximum height (45.25 inches per *P2 GCR 9.1.8.C.1.D.2 Bodywork height*).
  - 2. Front wing width may match but shall not exceed overall front width as measured at the tires. *Front wing elements may not extend behind the front wheel centerline.*
  - 3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed *7 cm (2.756 inches)* additional width per side and shall not deviate more than 10° from vertical. *No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.*
    - a. *Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).*
    - b. *For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).*
  - 4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
  - 5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. Formula S—Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F.”

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**ITEM 30) #16236**

In Appendix A, D Modified, Section B (page 226), change:

“Weight w/ driver vs. *computed* Displacement:

*Normally-aspirated* piston engines up to & including 1800 cc.....1280 lbs.  
*Normally-aspirated* 12A rotary engines w/ porting restriction.....1280 lbs.  
*Normally-aspirated* piston engines 1801-2000 cc.....1380 lbs.  
*Normally-aspirated* 13B rotary engines w/ porting restriction.....1380 lbs.  
*All forced-induction engines with displacements per 18.0.B, up to  
2000cc (with inlet restrictor) .....1380 lbs.”*

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**Kart Category**

**ITEM 31) #17195**

Change Section 19.1.D.1.e (page 151):

“EXTERNAL MODIFICATIONS: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.

Change Section 19.1.D.1.f.1(page 151) :

“OE IGNITION: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.”

Change Section 19.1.D.1.f.2 (page 151) :

“NON-OE IGNITION: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.”

NOTE: The SEB and KAC are recommending this allowance for adding onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start ([http://www.hegar4.com/zc150/index.php?main\\_page=product\\_info&products\\_id=472](http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472)).

Electric start is compliant in KM on existing ICC-TaG motors, for example the TM-K9ES.

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**Informational Items**

**Junior Kart**

#16325

Effective 1/1/2016, change Section 19.2.A.3.a, Junior class C (page 156):

“Age: 5 to ~~7~~ 8 years.”

NOTE: This allows an overlap between FJC and FJB consistent with the overlap for FJB and FJA.



## **APPROVED CLUB RACING RULES PACKAGE**

These rule changes will become effective 1/1/2016, unless indicated otherwise.

### **American Sedan**

None.

### **B-Spec**

#### **B-Spec**

1. #16450 (September Fastrack – Kyle Keenan) Allow Braided Stainless Steel Clutch Lines

Change 9.1.10.E.33: 33. Original brake *and clutch* hoses may be replaced by braided stainless steel brake lines *and clutch lines*.

### **Formula/Sports Racer**

#### **FF**

1. #17493 (September Fastrack – Club Racing Board) Spec Tires for 2016

Change 9.1.1.B.10: 10. Wheels *and Tires*

Wheels are unrestricted except that:

- a. Material must be metal.
- b. Diameter shall be thirteen (13) inches.
- c. Rim width:

Formula F: shall not exceed 5.5 inches.

Formula Continental: shall not exceed 6.0 inches front and 8.0 inches rear.

d. All measurements shall be taken between the beads.

*e. Formula F shall be limited to the following tires (front tires may not be used as rears):*

*Dries:*

*Front-Hoosier Radial 43322 185/60R13*

*Rear-Hoosier Radial 43327 205/60R13*

*Wets:*

*Front-Hoosier Radial 44421 185/60R13*

*Rear-Hoosier Radial 44426 205/60R13*

#### **FM**

1. #17907 (November Fastrack - Club Racing Board ) Spec Tire

Per letter #15554, January 2015 Fastrack Minutes, the Club Racing Board proposes the below spec tire rule for Formula Mazda.

Change 9.1.1.E.14:

#### **14. Tires and Wheels**

##### *A. Formula Mazda Tire Specification -*

*1. Dry Tire - Goodyear 470 Compound Tire*

*Front Tire - Goodyear P/N D2659 - 20.0x7.0 - 13 - 470 Compound*

*Rear Tire - Goodyear P/N 2660 - 22.0x9.0-13 - 470 Compound*

*2. Rain Tires - open*

*A: B.* A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (*eg. on the false grid*), during, or immediately after (*eg. as the car leaves the track*) after a qualifying session. On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second race.

*C.* For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.

*D.* If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

*B: E.* If a tire is damaged during a qualifying session, the competitor may replace that tire with a used tire upon approval by the Chief Steward. Should a tire be replaced for any *other* reason, the competitor shall forfeit his grid position and start at the back of the grid.

*E: F.* Rain tires may be used at any time. In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or

slicks which are other-wise compliant.

F. **G.** Use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

D. **H.** Any competitors deemed to have taken steps to circumvent these rules, or deemed to have used a foreign substance on the tire in order to gain an advantage shall be immediately disqualified from that event.

E. **I.** All cars shall run BBS (8" x 13") front and (10" x 13") rear wheels as specified by the manufacturer. Alternate BBS wheel center (Moses Smith Racing P/N 000-143 & 000-104) **are** permitted.

**P2**

1. #17098 (September Fastrack - John Lisk) Clarification of P2 Section J, Para.4 and Section M Assisted shifting as delivered from the factory on Radical Spec Line Cars (Table 1) is compliant for 2015.

Change 9.1.8.D.J.4: 4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed **except as allowed 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 are also prohibited. Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max		37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1005 < 1370 cc max		40.5mm	
Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	<i>Unrestricted</i>	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
Radical Club Sport, Pro- Sport, PR-6		Stock Engine 1000lb 1005cc		37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1370 cc max		40.5mm	

**SRF3**

1. #17630 (October Fastrack - Erik Skirmants) SRF3 Mandatory and Optional Low dB Muffler  
The CRB recommends allowing an optional muffler kit for the GEN3/SRF3 cars to help them meet required sound limits.

Change 9.1.8.E.2.J. EXHAUST

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

For tracks mandating usage of a muffler, or low sound requirements, a Spec Muffler P/N G390523 is required. **Standard Muffler**



*Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event.*

## GCR

2. #16791 (August Fastrack – Jim Wheeler) New Specialty: Race Data Technician  
Add new section to 5.11 ADDITIONAL OFFICIALS and list the new section in the Table of Contents:

### *5.11.5. Race Data Technicians*

*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.*

3. #16998 (October Fastrack - SCCA Staff) Race Starter-Finisher-Points Clarification  
Change GCR sections 3.1.1.C., 5.10.4.B.3., 6.10 (Title), 6.10.2 , 6.10.3 (Title)

3.1.1.C. Points are awarded to the top 20 *finishers that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

5.10.4.B.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 *finisher starter* is defined as any car that has taken the green flag in a race. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See ~~6.10.3.A~~ **6.10.2**.

## 6.10.TIMING LINE; STARTERS, FINISHERS ~~AWARDING OF POINTS~~, AND WINNERS

### 6.10.2 Race Starter

One of the following conditions must be met for a car to be considered a race starter *and receive credit for a finish*:

### 6.10.3. Race-Finisher *Awarding of Points*

4. #17146 (October Fastrack - Lindy Toland) Competition vs. Event

Change Appendix A. Administrative Glossary:

**12. Competition** A contest for driver and car, given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term "competition". A competition may also be referred to as a "race". ~~See also "speed event", "sanction", and "event".~~

**13. Event** An entire program of competitions. Also known as a "race event". This term includes all sessions run under a single, or multiple sanction numbers. ~~See also "competition", "speed event", and "sanction".~~

**16. Sanction** The documentary authority, granted by the SCCA, to organize and hold a competition. This term also is used to describe the event organized under a single sanction number, which is evidence of that documentary authority. ~~See also "competition", "speed event", and "event".~~

## Grand Touring

### GT1

1. #17272 (August Fastrack – Club Racing Board) Recommended Portion of Letter #17030, GT1 Front Spoilers  
Change 9.1.2.D.8.k.1:

#### k. Spoilers

1. A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to ~~two~~ *five (2-0-5.0) inches*. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 25.0 inch dimension*. The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved.



Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

### Improved Touring

1. #16164 (September Fastrack – Matt Miskoe) Addition of Jack Points to Improved Touring Cars

Add 9.1.3.D.8.I: *1. A maximum of two (2) jacking points may be reinforced. The reinforcement may be no larger than 12x6x6 inches and may not serve any additional purpose. Any added material must fit within the minimum ride height.*

### ITC

1. #17137 (September – Will Perry) 1984-1987 Honda CRX Plastic Body Panels

Change 9.1.3.D.8.i: i. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited. ~~In those circumstances where a~~ *Stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor. may be replaced with parts of alternate material provided they have the same dimensions as stock.*

### Production

None.

### Spec Miata

#### SM

1. #16474 (September Fastrack – Ralph Provitz) Driver Seating Position

Change 9.1.7.C.7.a.: a. The driver's seat shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. The passenger seat must be removed. The transmission tunnel may be modified for the purpose of installing a competition driver seat. *The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 24" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .060". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

2. #16519 (September Fastrack – Dave Wheeler) Allow Auxiliary Fan Switch for Radiator Cooling Fan

Add section 9.1.7.C.1.o.8.: *8. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the ECU. OEM control of the fan must remain functional.*

3. #16480 (October Fastrack - Kyle Webb) Taping of Grill

Change 9.1.7.C.1.o.2 and .5:

2. Any radiator (*and mounting brackets*) may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and mounted in the stock location. ~~The Fan shroud and brackets~~ *may be modified for installation.*

5. A radiator screen of ~~1/4~~ *.125* inch minimum mesh may be added in front of the radiator. The screen must be *a single layer and* installed behind the front bumper cover and attached to the air guide. ~~Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator.~~

### Super Touring

#### ST

1. #16858 (June Fastrack – Christopher Jurkiewicz) Driver Cooling NACA Duct Location

The removal of "NACA" from 9.1.4.F.7 and 9.1.4.F.10 can be found in letter #16938, Technical Bulletin.

Change 9.1.4.F.7: 7. 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.

2. #17028 (September Fastrack – Sean Reilly) Addition of Brake Cooling Ducts to Front Bumper

Replace 9.1.4.N.4:

~~4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.~~

*4. Brake duct inlets may be added, solely for the purpose of ducting air to the front brakes. These allowed ducts must be*

*incorporated in the front spoiler as standard, in light openings other than headlights, in an allowed air dam, and/or by the removal of the fog lights and/or stock false grills originally located in the front fascia.*

3. #17492 (October Fastrack - Eric Thompson) Variable Intake Runners  
In GCR section 9.1.4.G.17, clarify the cam timing language:

17. Variable cam timing (VTEC, VANOS, etc.) and variable-length *geometry* intake manifolds may be partially, or wholly, *removed or disabled*. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.

## **STU**

1. #17261 (September Fastrack – Eric Heinrich) Limit Alternate Turbos to One of Two Options for All of STU  
Insert 9.1.4.1.H.3. and re-number all subsequent: *3. Factory turbocharged cars must run the stock turbo or any turbo from the following list:*

- KKK/Borg-Warner K04*
- IHI VF30*

*Additional alternate turbos with similar specifications may be considered at a future date.*

## **Touring**

### **T1**

1. #16997 (September Fastrack – Marc Hoover) Mazdaspeed Miata Alternate Throttle Body  
For T1 Mazdaspeed Miata, add to Notes: *Mazda #0000-06-5999 throttle body allowed.*

2. #17096 (September Fastrack – Scotty B. White) One Last Look at Viper(s) for 2015  
In T1, change the weight of the following Dodge Vipers:

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 OEM weight: ~~3550~~ *3475*

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 weight: ~~3500~~ *3400*

Dodge Viper ACR-X 8400 OEM weight: ~~3700~~ *3600*

### **T2**

1. #16389 (June Fastrack – Kurt Rezzetano) Spring Rate Change for Mustang GT and Boss  
In Touring 2, please change the notes for the 2012 Boss 302 Mustang, the 11-14 Mustang GT, and the 05-10 Mustang Coupe GT and Shelby GT 5.0: *Maximum spring rate 500 lbs (front), 300 lbs (rear).*

2. #17389 (October Fastrack - CJ Moses) Return T2 Spec Line for Dodge Viper SRT-10 Incl. Coupe (03-06)  
Re-Classify *Dodge Viper SRT 10 incl coupe (03-06)*

*Bore and Stroke: 102.4 x 100.6 8300*

*Wheels 18x10 (F) 19x13 (R)*

*Tires (F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspension package*

*Gears 2.66, 1.78, 1.30, 1.00, 0.74, 0.50*

*Final drive 3.07*

*Brakes (F&R) 355 Disc*

*Weight 3600*

*Notes: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one 36 mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed: Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.*

### T3

1. #16493 (September Fastrack – David Mead) Allow 99-04 Mustang GT/Bullitt to Run Springs as Coilovers  
99-04 Mustang GT/Bullit  
Add to Notes:

Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. *Springs may be mounted as a "coil over" configuration.* Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted.

## APPROVED TTAC REORGANIZATION

### Director of Experiential Programs

The Director of Experiential Programs oversees both the Experiential Program and the Time Trial program, supports their goals and initiatives, and serves as their advocate to the Board of Directors. Responsibilities of this position include the oversight of all Time Trial and Experiential program proceedings and the intervention into any item believed to produce a negative consequence within another program.

**Time Trial** programs are defined as any PDX, Club Trials, Track Trials, or Hill Climb event operating under Time Trials rules and which is *sanctioned via submission by a region* of the SCCA.

**Experiential Programs** are defined as any event which is *sanctioned via submission by the experiential group*.

### National TT Committee (NTTC)

The NTTC shall consist of a total of 3-4 SCCA members selected by the Director of Experiential Programs who operate with a strategic view of the time trial program. Responsibilities include the promotion, marketing and growth for the TT programs and the implementation of proposed rule changes for all levels of time trial events.

All proposed rule language is to be developed and approved by the DTTC before submission to the Director of Experiential Programs. Prior to a rule being implemented and published, approvals must be obtained from the Board of Directors.

Additionally, NTTC members are tasked to explore the development of a National Time Trial Competition Program. The exploration process should address the formation of a national rules package (kept separate from divisional TT rules), the web presence, and the marketing required for implementation. If and when a national program is accepted, this committee would oversee the implementation of the program.

### Divisional TT Committee (DTTC)

The DTTC consists of the Divisional Time Trial Managers. Each Division participating in Time Trials will have a DTTC representative selected by the Division who is responsible for the operation of all Time Trial events sanctioned by any region within their division. Responsibilities include oversight of all regional and divisional Time Trial events, sanction approval, driver and worker licensing, and communications with the NTTC as necessary. The DTTC initiates language and forwards all requests for desired rule or policy developments to the National Time Trial Committee and coordinates TT operations. The DTTC is authorized to form additional subcommittees that operate for a finite period of time and that address a specific concern.

The responsibility of the DTTC is to develop the language for all rule changes and policy developments and to insure consensus of the finalized product from a majority of the divisional managers before forwarding to the National Time Trial Committee for implementation.

### Experiential Programs Committee (EPC)

Members of this committee are responsible for the overall operation of all Experiential Programs operating at the National, Regional and Divisional level. Responsibility includes collecting and distributing resources needed for but not limited to event operations, marketing, web presence, best practices and safety procedures. Proposed rule changes are to be developed from requests made by the Regional Experiential Managers. After acceptance by all Regional Experiential Managers and cleared by Director of Experiential Programs, finalized rule changes need approval from the Board of Directors before publication.

### Regional Experiential Managers

Oversee all regional and divisional Experiential events operating within their area and for the distribution of resources generated by the Experiential Programs Committee. Initiate and forward any requests for desired rule or policy developments and needed resources to the Experiential Programs Committee.

