

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 28, 2015

The Solo Events Board met by conference call October 28th. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Connors, Dave Hardy, Eric Hyman; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

Recommended Items for 2016

The following 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

#16801 Air Oil Separator

Per the SAC the following previously-published change to 13.10.E is recommended to the BOD:

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

Street Touring

#14254 RWD Wheel Width Limit Proposal

Change the following language in 14.4 WHEELS:

STU -~~unlimited~~ *11inches*

Change the following language in 14.3 TIRES:

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

STU (2WD, Other) - 285mm

STU (AWD) - 265mm

Member Advisories

General

#17747 Sound limits at the Pro Finale

The SEB and Staff wish to clarify that the sound regulations do apply to all run groups at the Pro Finale and Solo Nationals. There was an oversight in the administration of that area at the Pro Solo Finale this year.

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SDC Vacancy

The Rocky Mountain Division Solo Development Coordinator position is anticipated to have an opening for 2016. Members interested in serving the club in the capacity are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Advisory Committee Vacancies

Advisory committee openings will be impending for a variety of categories. Members with interest in serving on a particular AC are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com, in case a vacancy does arise on that committee.

In particular at this time the SEB is seeking someone for the STAC with "pony car" experience, and someone for the SPAC with SSP/ASP experience.

Street

#17475 Comment on proposal #16834

Errors and Omissions: It was the SAC's intention to class the CLA45 AMG in BS instead of AS. Please see TB item #16834 in the November Fastrack.

#17835 BRZ-FRS Twins

Under the current wording of port installed options, the SAC cannot make an exception for the BRZ to install the TRD springs and bars.

Street Touring

#15277 Clarify if caster is allowed to be changed in ST

In the opinion of the STAC, caster is an alignment parameter and is specifically allowed to be changed per 14.8.J.

Street Prepared

#17108 Street Prepared Spoiler Clarification

Per the SPAC, spoiler curvature following the rearmost portion of the body is considered acceptable per rule 15.2.I.2.b.

Street Modified

#17676 request clarification on legality of touring class cars.

Super Touring cars (STO, STU, STL) are not eligible for Street Prepared. Therefore, they are not included in 16.1.A and are not eligible for Street Modified unless all Street Modified allowances/restrictions are met.

#17704 Radiators in SM Clarification

Per the SMAC, the cooling system is a drivetrain component and is therefore unrestricted in accordance with 16.1.d

Prepared

#17714 PAC Resume

The SEB has approved the addition of Matt Tuhro to the PAC.

Change Proposals

General

#17773 Prohibit Tire Warmers before first runs

Add to Supplemental Regulations for Solo Nationals:

"No tire blankets, or tire insulation of any type, may be used before the car has taken a competitive run in the run group for which it is gridded."

Street

#15730 Non-factory/Non-standard Body Reinforcement Allowance Proposal

In accordance with the recommendation of the SAC, the SEB proposes adding a new paragraph to 13.1, as follows:

“Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones.. Reinforcements that are not visible to the exterior of the car are allowed provided they do not serve any other purpose. Modifications that change the exterior appearance in any way are not permitted.”

#17179 Porsche Boxter/Cayman Street Classing

The SAC would like member feedback on moving the Porsche Boxster (non-S, non-Spyder) (2009-2012) and Porsche Cayman (non-R, non-S) (2009-2013) from AS to BS.

#17748 Reclass base c7 Corvette to AS

The SAC would like to request member comment on a proposal to move the 2014-2015 Corvette Stingray (non-Z06) to AS.

#17901 2010 Porsche Cayman S still in SS for 2016

The SAC would like member feedback on moving the Porsche Boxster S (2009-2012) and Porsche Cayman S (2009-2013) from SS to AS.

Street Prepared

#17104 BMW 128i to DSP

The SPAC agrees with splitting the BMW 128 from the 135 in ASP, but does not agree that DSP is the proper destination.

The SPAC is seeking member input regarding a proposal to class the 128 in BSP.

Street Modified

#17411 Request for modification on mirror size

Per the SMAC, the following rule change proposal is submitted for member review and comment:

Update 16.1.R to say

“OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than **13.5** sq. in. (**87.1** cm²) per mirror”

Prepared

#14325 VW in EP Proposal

The PAC recommends publishing for member comment the following listing change for 2017, in Appendix A, E-Prepared:

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, **8v**) (1975-92)

Note: The PAC/SEB believe that this brings E-Prepared into conformity with the F-Street Prepared rules, clarifies a potential path from FSP into EP for the VW vehicles utilizing the A1 chassis, and provides members with multiple competition opportunities. The compression ratio and cylinder head update/backdate changes among the models sharing this chassis do not appear to upset the competitive balance of Preparation Levels 1 (Full-prep) or 2 (Limited prep) in the EP class.

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

The PAC recommends the following revisions to Section 3.3.2 for membership comment. The intent of this rule change, outside of Section 17, is to permit open car competitors to participate in Prepared and Modified classes at Local, Regional, and National Touring/Series events where their base class is under attended without negatively impacting Safety Inspections under 3.3.3.

“3.3.2 Roll Bars

A. Roll bars or roll cages are strongly recommended in all cars. *Open cars which do not exceed the preparation allowances of the Street, Street Touring®, Street Prepared, or Street Modified category may participate in the appropriate Prepared Category, and in D Modified (DM) or E Modified (EM) class without a rollbar or hardtop, provided they comply with all allowances of the applicable Street, Street Touring®, Street Prepared, or Street Modified class, including using DOT-approved tires.*

B. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of the Club Racing General Competition Rules (GCR Section 9.4, Roll Cages For GT And Production Based Cars, and/or GCR Section 9.4.5, Roll Cages For Formula Cars and Sports Racing Cars) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and **all** open cars *competing using non-DOT racing slicks* in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars *competing using DOT-approved tires* in the Street, Street Touring®, Street Prepared, and Street Modified categories, *and under 3.3.2.A, the Prepared category, D Modified (DM) and E Modified (EM) classes*, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place. Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car.”

Other Items Reviewed

General

#17342 Fix your identity management.

Thank you for your input; this matter is under discussion.

#17346 Include names of submitting members in Fastrack

Thank you for your input; this and related areas are under discussion.

#17347 Prevent witchhunts by keeping Fastrack letter writers anonymous

Thank you for your input; this and related areas are under discussion.

#17367 Fastrack publishing letter authors

Thank you for your input; this and related areas are under discussion.

#17448 Database for Member Suggestions, and Decisions.

Thank you for your input; this area will be a subject of future discussions.

#17754 Add affirmation / oath as part of national-level tech inspection

Thank you for your input.

Street

#14994 Corvette Classing Comments

Thank you for your input. The subject proposal was withdrawn.

#17731 Fiesta ST and Abarth

Thank you for your input. Please see the response to letter 15002.

#17616 SPEC ND Miata

Thank you for your input.

#17718 Engine Performance Info for Audi FSI and TSI 2.0L Ref: Letter #17

Thank you for your input.

#17766 17128, Feedback, Ref: 996 Turbo and Turbo S to SS

Thank you for your input.

#17780 Cayman GT4

Please see the response to letter 17912.

Street Touring

#15806 2015 WRX Classing Comments

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

Street Prepared

#16805 Porsche Boxster/Cayman classing

Thank you for your input. The SPAC will continue to evaluate Porsche classing in SP.

#17160 16443 - remove touring cars from SP

Thank you for your input. A proposal addressing this issue was published by the SEB but withdrawn before being voted on by the BOD. A revised proposal will be forthcoming.

#17163 16443 Touring Car Clarification

Thank you for your input. Please see item 16443 in November Fastrack. This proposal was withdrawn before being voted on by the BOD; a revised version will be forthcoming.

#17167 Feedback on #15078

Thank you for your input, please see Letter 15078 in an upcoming Fastrack.

#17395 Proposal #16965

Please see FasTrack for an update on letter 16965. Thank you for your input.

#17416 E30 16v to FSP

Thank you for your input. Please see the November Fastrack, item 14920.

#17427 Feedback on BMWs to FSP

Please see the November Fastrack, item 14920. Thank you for your input.

#17458 Support for the Fender Liner Removal Proposal #16965

Please see the November Fastrack for an update on letter 16965. Thank you for your input.

#17612 Proposal 14920

Please see the November Fastrack, item 14920.

Street Modified

#17177 #16721 Subframe Bushing Clarification

Thank you for your input.

Not Recommended

Street

#17551 Wheel width

The SAC feels that the current wheel width rules are appropriate for Street, the entry level category.

#17558 OEM size wheel usage in any location for staggered diameter/width

The SAC feels that the current wheel allowance is appropriate.

#17723 new MINI (F56) to HS

The SAC feels that the Mini (F56) is appropriately classed.

#17752 Broaden stability control disablement rule phrasing

The SAC continues to monitor the state of electronics with regards to vehicle stability and performance.

#17756 Remove allowance for disabling stability and traction control

The SAC continues to monitor the state of electronics with regards to vehicle stability and performance.

#17772 Fiesta ST Classing

The SAC believes these cars are both appropriately classed.

#17813 Solo, TNIA and Oil Coolers

The SAC does not feel that an oil cooler allowance is appropriate for Street, which is the entry level category.

#17837 Change wheel allowance to +1/-2

The SAC feels the current wheel allowances are appropriate.

#17881 GS and HS proposals

Thank you for your input. The SAC is currently monitoring the competitive mix and participation levels in HS and GS.

#17911 Move 2015+ WRX to BS

The SAC feels the 2015+ WRX is appropriately classed at this time. Thank you for your input.

Street Touring

#15802 2015 WRX Classing Comments

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

Street Prepared

#17140 Lexus IS300 Move to ESP Proposal

The SPAC believes that classing for the IS300 is correct in DSP.

#17355 Make CSP Interesting

The SPAC believes that the Honda Civic, CRX, and del Sol classing is appropriate. Thank you for your input.

#17491 Move 128 and 328 to DSP

Thank you for your input. Please see item 17104.

#17506 Reclassification

Per the SPAC, the current SP classing for the first generation z31/z32 300zx is appropriate.

#17782 Move Mitsubishi Evo's to SSP

The SPAC feels that the Mitsubishi Evo is classed appropriately at this time. Thank you for your input.

#17812 Coil Overs

Please see item 17521 regarding spring relocation.

#18039 Request to have Nissan Juke classed in Street Prepared

Section 3.1 currently precludes the classing of any vehicle classified as an SUV, such as the Nissan Juke.

Street Modified

#17371 Tire Size Weight Break

At this point the SMAC has seen healthy growth within the SSM class. We are watching current results, but at this time does not see a need to adjust weights.

#17376 Mid Engine Modifier

At this point the SMAC has seen healthy growth within the SSM class. We are watching current results, but at this time does not see a need to adjust weights.

Prepared

#17374 Tire modifier

The PAC and SEB note that Street Modified and other Prepared classes have single wheel/tire width "maximums" that incur weight penalties. However, graduated wheel/tire width penalties are NOT believed to be appropriate for XP. The PAC and SEB are open to suggestions regarding other methods of improving competitive balance.

#17774 Supercharged MR2 classing

The PAC and SEB believe that the 1988-89 Toyota MR2 SC (SuperCharged) is appropriately classed in F-Prepared and does not require further engine allowances. The member is thanked for their input.

Junior Kart

#17210 Comer K-80 clutch

The KAC believes changing the allowed clutches for the K-80 would not be consistent with the intended direction for the JB program. Thank you for your input.

Handled Elsewhere

Street

#17316 CLA45 class change request to BS

Please see the comments with item #16834 in the November Fastrack. Thank you for your input.

#17584 Classing change question

Please see the response to letter 17723.

#17608 Please move the C5 to AS

Thank you for your input. Please see the response to letter 14979.

#17660 Chevrolet Corvette C5

Thank you for your input. Please see the response to letter 14979.

#17831 Add an R. since there is no option to do so.

Please see the response to letter 17796.

#17725 Move C5 Corvette out of BS to AS

Thank you for your input. Please see the response to letter 14979.

#17726 Classification of 2016 Audi TTS

Please see the response to letter 17300.

#17744 Non-Z06 Corvette C5 should stay in B-Street

Thank you for your input. Please see the response to letter 14979.

#17781 Please keep 99-04 C5 in B Street.

Thank you for your input. Please see the response to letter 14979.

#17784 Keep Non-Z06 in B Street

Thank you for your input. Please see the response to letter 14979.

#17793 Request to class 2013 Audi S6

Please see the response to letter 17807. Thank you for your input.

#17905 987.1 Porsche Boxster/Cayman S in AS

Please see comments on letter 17901.

Street Modified

#17384 Weight modifier

Please see the response to item #17371.

Tech Bulletins

Safety

#17801 Can we add ECE R22-05 helmets as allowed?

The SSC recommends approval of the ECE R22-05 rated helmets for Solo. Thus section 4.3.1 of the Solo Rules is amended as follows:

“All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, SA2000, M2015, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, *ECE R22-05*, or British spec BS6658-85 type A/FR are acceptable.”

In addition, the SEB has approved an extension of eligibility for Snell 2000 helmets to 1/1/2017, so the “SA2000” and “M2000” references in the above rule will remain in place for 2016.

Street

#17348 2016 Viper ACR - please allow into SS

The SAC would like to make the following adjustments to the listings in SS.

SRT

Viper/Viper GTS (*non-ACR, non-TA*) (2013-14)

Dodge

Viper SRT (*non-TA2.0, non-ACR*) (2015-16)

#17598 Classing 2016 VW Golf GTI

The SAC would like to add the 2016 model year to the GS listing for the VW Golf GTI.

#17807 I need a classification for an Audi S6

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

BS

Audi

S6 (2013-2016)

#17912 Classing for the 2016 Porsche GT4

Per the SAC, the following is added as a new listing in Appendix A class SS:

SS

Porsche

Cayman GT4 (2016)

Note: with regard to SSR, please see the response to item 14979 under Member Advisories in the November 2014 Fastrack.

#17921 Classing the 2016 Audi TT Quattro

Per the SAC, the following new listings are added in Appendix A:

BS

Audi

TT Quattro (2016)

DS

Audi

TT (2WD) (2016)

Street Prepared

#16851 S2000 hardtop/soft top clarification

Add to Appendix F under Street Prepared Category Clarifications:

On the S2000, Honda considers the soft top and hard top are equivalent parts and the tray and the tonneau equivalent parts. Per 15.1.C, the soft top can be swapped to the hard top and/or the tonneau can be swapped to the tray.

By Honda documentation, this allows an S2000 owner to run the car with the rear tray in place, with either the soft top or hard top. Letter #9431's earlier clarification ([SCCA Fastrack News, August 2013, page 13](#)) is reversed per the Honda parts assembly diagrams and assembly details.

#17943 Classify the Audi R8 into SSP

Initial classing into SSP:

Audi R8 (2008-2015, all except GT)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 3, 2015

The Club Racing Board met by teleconference on November 3, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

None.

No Action Required

FM

1. #18222 (Moses Smith) FM Track Records Reset

Thank you for your suggestion. The SCCA will request that Timing and Scoring officials in all regions remove old FM track records and to establish new ones in 2016.

FV

1. #17575 (Guy Bellingham) Valve Adjuster Screws

Thank you for your letter. Alternative adjuster screws, like a ball socket type, offer no performance advantage. They are easier to use and, therefore in this application, considered a fastener covered under sub section 10, Non Standard Parts.

P1

1. #17760 (Bill Crowley) P1 Rules Clarification

Thank you for your letter. Group CN cars are eligible to compete in the P1 class in the Group CN-compliant bodywork configuration in which they were manufactured. The P1 bodywork rules are intended to ensure that single-seat cars maintain the appearance of sports prototype racing cars.

GCR

1. #17897 (Lans Stout) Runoffs Format

Thank you for your suggestion. The CRB has shared this proposal with the Board of Directors Planning Committee.

2. #17913 (Rob May) Approve Recaro P1300 GT for Use With Sliders

Thank you for your letter. Any seat/slider combination assembly currently certified by the FIA is approved.

GT3

1. #17805 (Jared Still) Why Not an SCCA Sanctioned iRacing Series?

Thank you for your suggestion. The CRB has forwarded your idea to the SCCA staff.

EP

1. #17792 (Wayne Hussey) Aftermarket Fuel Injectors - Unrestricted As to Size

Thank you for your letter. Aftermarket fuel injectors may be used and the rules do not limit their capacity.

FP

1. #17717 (Jared Cromas) Participation

Thank you for your letter. Based on the rule adopted earlier this year, IT cars may compete in the production classes for which those IT cars are listed, using the IT preparation rules.

SM

1. #18025 (Kyle Webb) Not in Favor of Changing Tire Size

Thank you for your letter. The CRB has no plans to change the specification on tire size.

2. #18090 (Sean Hedrick) Delete the Redundant Lubrication Language

Thank you for your letter. The rule is adequate as written.

STU

1. #17679 (Alan Leshner) Supports Removal of Twin Turbo Cars

Thank you for your letter.

T1

1. #15294 (Bill Capogeannis) Weight INCREASE to Solstice/Sky for Competitiveness

The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #17559 (Alan Kossof) Porsche 996/997 Needs Immediate Change for Runoffs - Gear Ratios
No action required.

3. #17705 (Preston Calvert) Proposed Weight Changes for the Viper
Thank you for your letter. The CRB appreciates the time you took to write the letter.

T2-T4

1. #13214 (J. Robert Henderson) Classify Hyundai Genesis Coupe
The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #18180 (David Mead) Clarification of OE Aero Allowances
Thank you for your letter. The rule is properly written. If no specific model or options are listed on a car's specification line, the classified car shall be the base model with no options. Unless listed on the specification line, no models or factory options are eligible.

T3

1. #16152 (Derek Kulach) Classification of 2014-2015 Kia Optima
The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #17879 (Eric Heinrich) Umm, What Happened to T3?
Thank you for your letter. The CRB is looking at T3 to determine how to increase participation.

T4

1. #17485 (Matt Downing) Allow Aftermarket Wheels for T4 Pontiac Solstice
Thank you for your letter. Please see the response to letter #16712, May 2015 Fastrack Minutes. This change has been approved by the Board of Directors for implementation 1/1/16.

2. #17513 (Anthony Cuthbert) Allow Alternate Wheel Size for Fiat 500 Abarth
Thank you for your request. A 17x7 maximum wheel size is allowed. Your 16x6.5 is already a permitted wheel size.

3. #17624 (Ralph Porter) Letter # 17243
Thank you for your request. Camber plates are already permitted for T4.

Not Recommended

AS

1. #17701 (Cheyne Daggett) 2011-14 Mustang GT - RP
Thank you for your request. The CRB believes no weight change is required for this car.

2. #17703 (Cheyne Daggett) Alt Transmission for 2011-14 Mustang GT RP
Thank you for your request. The CRB has offered suggestions for shifter changes to solve the author's shifting issues and does not recommend allowing alternate transmissions for Restricted Preparation American Sedan cars.

3. #17902 (Cheyne Daggett) Lexan Windshields
Thank you for your request. The CRB has no plans to approve Lexan style windshields for American Sedan.

FV

1. #17822 (Bruce Fuchiwaki) Rear view monitors
Thank you for your letter. Back-up video monitors or any other type of video device are not recommended in place of rear view mirrors. Mirrors are required per GCR 9.3.35.

P1

1. #17732 (Ralph Provitz) P1-P2 Weight Allowance/Adjustment for Smaller Wheel Widths
Thank you for your letter. The CRB does not recommend this change. P1 and P2 are new classes and, where possible, SCCA data boxes will be used to monitor performance. Competitors are encouraged to assist by requesting the SCCA data boxes be at a specific Majors event where they have arranged for a class specific volunteer group to install and remove the data boxes. Over time it is planned for the newly created Data Specialty to take on this role and responsibility.

2. #17918 (Garrett Kletjian) Addition of 1150cc Motorcycle Engine to the Table at 1050 lbs
Thank you for your letter. At this time the CRB does not recommend adding a new specification line to the P1 Engine Table for the engine configuration requested. Please see the response to Letter #18024, Technical Bulletin for changes.

GCR

1. #17844 (Greg Amy) Please Clarify/Codify PUY

Thank you for your letter. The current rules are adequate as written when applied appropriately. The CRB believes this would be a good training item for the Stewards Program.

2. #17953 (Dave Gran) Revision in the Protest Procedures for Driver Misconduct

Thank you for your letter. The proposal recommends that a protest could be filed as late as 5 days after an event. This would create a logistical nightmare attempting to gather information after all evidence pertaining to the protest would have left the event.

GT2

1. #17710 (David Seuss) Clarify the GCR Regarding Porsche Cup 3.8L Engines

Thank you for your letter. The 997 is classified in GT1 because it exceeds GT2 performance perimeters.

2. #17891 (Richard Smith) GT2 Rule Change

Thank you for your letter. This car is competitive as classified.

GT2/ST

1. #17817 (Amir Haleem) Allow OEM ABS Retrofitting

Thank you for your letter. Your request is against the GT2/STO philosophy which does not allow swapping parts between manufacturers.

2. #17868 (Craig Anderson) Corvette Competition Adjustment

Thank you for your letter. This car is competitive as classified.

3. #17883 (Jorge Nazario) Remove Restrictor or Increase Diameter for LS6 engines

Thank you for your letter. This car is competitive as classified.

GT3

1. #17915 (Steven Wright) Disenfranchised GT2 Mazda RX7 Moving to GT3

Thank you for your letter. To run in GT3, you must add 150 lbs. to the GT2 specified weight for this car or convert to full GT3 specifications.

2. #17954 (Wolfgang Maike) GT3 Weight Reduction for the Small Bore Piston Engines

Thank you for your letter. The small bore GT3 cars seem to be competitive across a wide range of tracks.

LC

1. #16595 (David Parker) 9.1.C.2.b

Thank you for your request. The rule is adequate as written.

EP

1. #17713 (Aaron Anselm) Alternative Engine for BMW E30

Thank you for your letter. This request involves an engine change which is contrary to class philosophy and not recommended.

2. #17904 (Scott Lunder) Z4 Wheel Size

Thank you for your letter. The stock wheel for the base model is 7" wide. The GCR lists a maximum wheel width of 8". This car, therefore, already has wheels larger than the base model. The GCR is correct and the CRB has no plans to increase this wheel size.

3. #18059 (Sam Halkias) Competition Adjustment for Triumph TR6

Thank you for your letter. The requested increase in choke size will provide this car with too great a power increase. With respect to caliper selection, the CRB remains willing to consider any alternative OEM style caliper suggested by the competitor.

4. #18110 (Dave Kavitski) Removal of 1994 Mazda Miata Weight Penalty of 75lbs

Based on the performance of this type of Miata during the past three seasons, the CRB believes the weight of this car is appropriate. However the CRB will monitor the performance of this type of Miata based on competition results for 2016.

FP

1. #17665 (Curtis Wood) FP Alfa Spider and MGA Displacement Alternative Request

Thank you for your letter. The request involves engine changes for two cars. This is contrary to class philosophy and is not recommended.

2. #17964 (Kevin Ruck) Fix OEM valve size specs for FP Integras

Thank you for your letter. The sizes listed are the correct dimensions.

HP

1. #18055 (Keith Church) Competition Adjustment

Thank you for your request. With the recent allowance of aftermarket rods for this and other HP cars, the CRB believes the performance of this car should be monitored to determine if other competition adjustments are warranted.

Prd

1. #17586 (Mike Ogren) Air Dam Simplify Please..

Thank you for your letter. The rule is appropriate as written and does not impose an inconvenience on competitors.

2. #18058 (Keith Church) Cowl Induction

Thank you for your letter. The CRB believes that the wording of the involved rules: 9.1.5.E.9.a.1, 2 and 6 are adequate to address this concern.

SM

1. #17301 (Brandon Fetch) Permit Aftermarket Rings

Thank you for your concern. Parts are now available through Mazda.

2. #17682 (Ralph Provitz) Hard Top Mounting to Cage

Thank you for your letter. The rules are adequate as written.

3. #17935 (Mark Nichols) Raise the Rev Limiter for 94-97 1.8 Cars

Thank you for your request. Modifying the ECU is not in the spirit of the class. The CRB will continue to monitor parity among the various model years.

ST

1. #17240 (Chris Jurkiewicz) Weight Adders for OEM Aero Non Compliance

Thank you for your letter. The CRB has no plans to change this.

STL

1. #17933 (Buzz Marcus) Weight STL

Thank you for your letter. The CRB will continue to monitor performance.

2. #17946 (Marc Crellin) Nissan 200 SE-R

Thank you for your letter. The 2L SR20DE Nissan 200 SE-R must meet all STL specifications, or it can compete meeting all Improved Touring A specifications.

3. #17963 (David Lempert) Make RWD More Competitive VS. FWD

Thank you for your letter. The CRB will continue to monitor performance.

STU

1. #17267 (Eric Heinrich) Classify Touring 3 Audi S4/S5 in STU

Thank you for your request. The CRB does not recommend this classification at this time. The author plans to gather data and re-submit in the future.

2. #17460 (Eric Heinrich) Increase TIR Chart 1mm for Turbos in STU for 2016

Thank you for your request. Based on the performance of turbocharged cars from the 2015 season, the CRB does not recommend changing the TIR chart at this time.

3. #17711 (Michele Abbate) Weight Requirement

Thank you for your request. Additional composite body panels are not recommended at this time.

4. #18050 (Dale Shoemaker) 1.8L N/A Miata TB and Intake Modification

Thank you for your request. The CRB does not recommend alternate intake manifolds in Super Touring at this time.

T1

1. #17696 (Ian Stewart) Increase Performance For S2000

Thank you for your request. The CRB does not recommend this change and suggests looking at GT2 or one of the existing classification allowances for this car already permitted in T1.

2. #18036 (Cheyne Daggett) Cars Without ABS Weight Break

Thank you for your request. The CRB does not recommend this change.

T2

1. #18221 (CJ Moses) Evo Adjustments in T2/T3

Thank you for your letter. The Evo is currently classed in T1 with any alternate turbo permitted. There has not been a precedent to change a component such as a turbo. It is against the category specs to do so. If you want to run an alternate turbo, may we suggest T1.

For T3, there has been a recent weight change to increase performance. The power potential for the car (HP/TQ) is on par with the current classifications in the category.

T2-T4

1. #18034 (Lynne Griffiths) SMG to T3?

Thank you for your request. SMG cars have too many modifications that do not fall within T3 rules.

T3

1. #17424 (Chad Gilsinger) Reduce Weight on Acura TL SH-AWD

Thank you for your letter. The car is competitive as classed.

T4

1. #17955 (Don Knowles) Request Competition Adjustment

Thank you for your letter. The CRB will continue to monitor performance.

2. #17993 (Christopher Childs) Solstice Exhaust Header

Thank you for your request. The CRB does not recommend this change.

3. #18198 (Toby Grahovec) Request for Non Adjustable Shocks/Struts for BMW Z4

Thank you for your letter. The CRB will continue to monitor the performance of the class.

Recommended Items for 2016

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

AS

1. #17874 (Philip Smith) Reduce Dog Box Weight

Thank you for your request. Testing and data gathered throughout the 2015 season show that, due to the wide stock gear ratios, the benefit of the dog box is minimal and the appropriate penalty weight should be 50 lbs. Although the dog box may show reduced maintenance costs, it should not show a performance advantage at the 50 lb. penalty.

Change 9.1.6.D.3.a.1.a.: a. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at an ~~80~~ **50** lb. weight penalty. Any first gear ratio greater than 2.5 is permitted.

2. #18208 (American Sedan Committee) VIN Requirement for Restricted Preparation AS cars

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

GCR

1. #16946 (Club Racing Board) Transmission Short Shift Kit

Change 9.3.49 and re-number 9.3.49 through 9.3.55 to 9.3.50 to 9.3.56:

9.3.49. TRANSMISSION SHORT SHIFT KITS

Transmission short shift kits are allowed on all cars unless restricted by individual class rules.

Add to Appendix F. Technical Glossary:

Transmission Short Shift Kit - A mechanical modification or replacement of shift lever or shift linkage parts to modify the throw of the shifter. It does not change the pattern from its original.

2. #17613 (John Bauer) Change the Scale Certification Time Period

Thank you for your suggestion. Change 5.9.4.C.1: 1. On-site certification by a commercial scale service within ~~90 days~~ *one calendar year* prior to the event, OR

GT2

1. #16385 (James Goughary) Option for SIR Restricted GT2 Cars

Thank you for your letter. Add to 9.1.2.F.4.L GT2 Rules Concerning alternate weights and SIRs:

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

The CRB thanks the following authors for their comments on this WDYT:

16385 Goughary, 16807 Myer, 16878 Nazario, 16986 Lentz

GT2/ST

1. #17968 (Amir Haleem) Allow Ridox Body Kit for 1993-1998 Toyota Supra

Thank you for your letter. Add parts as listed to specification line Notes:

Front Bumper - RDT0-001

Side Skirt - RDT0-002

Front Fenders - RDT0-006

Front Splitter - RDT0-007

Rear Fenders - RDT0-009

Front Fender Panel - RDT0-013

FP

1. #17875 (Kolin Aspegren) Move EP Neon to FP

Reclassify the following vehicles from EP to FP:

Dodge Neon (95-99) SOHC:

Weight: "~~2000, 2050, 2100~~ *2200, 2255, 2310*"

Notes: "Comp. Ratio limited to ~~42.0:1~~ *11.0:1*, Valve lift limited to ~~.500~~ *.450*."

Dodge Neon (95-99) DOHC:

Weight: "~~2000, 2050, 2100~~ *2250, 2306, 2363*"

Notes: "Comp. Ratio limited to ~~42.0:1~~ *11.0:1*, Valve lift limited to ~~.500~~ *.450*."

Dodge Neon ACR (01-02) SOHC:

Weight: "~~2000, 2050, 2100~~ *2275, 2332, 2389*"

Notes: "Comp. Ratio limited to ~~42.0:1~~ *11.0:1*, Valve lift limited to ~~.500~~ *.450*."

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

Prd

1. #18029 (Christopher Childs) 2.3 Mustang 79-93

Thank you for your letter. Reclassify this car to FP. All specifications will be the same except weight which will be *2200, 2255 and 2310*, compression ratio which will be *11.0:1*, and valve lift which will be *.450*".

SM

1. #17222 (Eric Matoy) 1.6 L SM Intake Air Temperature

Thank you for your request.

The CRB thanks the below authors for their feedback on this topic:

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

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

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

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

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

2. #17569 (Cameron Conover) Allow Removal of EVAP Components

Add 9.1.7.C.1.l.2: *2. Fuel filler tube venting may be defeated (loop or block vent lines in trunk).*

3. #17931 (Ralph Provitz) Shifter and Linkage to Be OE

Add 9.1.7.C.2.f.: *f. Updating or backdating of transmissions (inclusive of shifters) from 90-05 is permitted; OE shifters must be retained.*

ST

1. #18011 (Super Touring Committee) Additional Engine Prep Rules

Delete 9.1.4.2.B.7

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

Add to 9.1.4.G Engines

25. Piston rings are free.

26. Rotary engines: Alternate rotor seals and springs are permitted.

27. Engine bearings are free.

28. Engine coatings are free.

29. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

Add to 9.1.4.L Drivetrain

3. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

4. Drivetrain coatings are free.

STL

1. #16326 (Christopher Blough) Add Valve Lift Exception to ST

Add 9.1.4.2.B.4.a: 4. Compression ratio is limited to 11.0:1.

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

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

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

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

a. On Spark-Ignition engines, in those cases where the stock compression ratio is greater than allowed above, stock compression ratio may be used. 1.8% shall be added to the engine base weight for every 0.50 point of additional compression ratio (e.g.,

12.01:1-12.50:1=+1.8%, 12.51:1-13.00:1=+3.6%). Competitor must provide proof of stock compression ratio being greater than 12.0:1 in order to utilize this allowance.

STU

1. #16949 (Eric Heinrich) Oil Storage Tank

Remove 9.1.4.1.B.8 and .9 in their entirety and re-number appropriately.

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

~~9. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.~~

~~10.8. Clutch and pressure plate is free. Carbon clutch components are prohibited.~~

2. #17135 (Chris Jurkiewicz) Change Weight Multiplier for Normally Aspirated Cars

Change 9.1.4.1.H.1: 1. Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is the ~~factory~~ **stock** displacement for the installed engine. For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc). ~~Normally aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight by 9%.~~

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

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

Renumber subsequent sections appropriately.

3. #17262 (Eric Heinrich) Remove Allowances for Twin Turbos on a Case by Case Basis

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

4. #17560 (Peter Federlin) Clarification to STU Single Turbo ruling

Thank you for your request. Letter #17261 (September 2015 Fastrack Minutes) was approved by the Board of Directors in their October 2015 meeting effective 1/1/2016. Please add the below to the turbo list in the already approved letter:

Add to 9.1.4.1.H.3:

Garrett GT2254R, p/n 471171-3

4. #17919 (Super Touring Committee) Adjust S/C Pulley Size on Lotus

Change 9.1.4.1

Table B

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

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

T1

1. #17517 (Amir Haleem) Toyota Supra Turbo Bodywork Allowance

T1: Add to Toyota Supra notes:

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

T2

1. #18276 (Club Racing Board) 2016 SMG Rules

The proposed changes for SMG in 2016 can be found at: <http://www.scca.com/pages/cars-and-rules>.

T2-T4

1. #16944 (Dave Wheeler) Allow Mazdaspeed Hardtop in Place of OEM Hardtop on 2006

Add to notes for T4 Mazda MX-5 / Club Model (06-14): *Mazdaspeed MX-5 Roof permitted #0000-07-5901 with +20lb increase to base weight.*

2. #17854 (John Buttermore) Allow Removal/Modification of Inner Fender Liners

Thank you for your letter. Add to 9.1.9.D.8.5: *Non-metallic inner fender liners may be removed.*

T4

1. #17708 (Anthony Cuthbert) Front Sway Bar for Fiat 500 Abarth

Thank you for your request. Add to the specification line notes: *Front sway bar up to 25mm allowed.*

2. #17929 (Derrick Ambrose) Alternate Mirror for the 2014+ Mazda 3

Thank you for your request. Add model year for Mazda 3: *2014-2015*. Add to Notes: *Any year OEM Mazda 3 mirrors allowed.*

3. #17938 (Derrick Ambrose) 2014+ Mazda 3 Request

Remove from Notes for 2015 Mazda 3:

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

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

4. #18179 (David Mead) FRS/BRZ Rear Upper Shock Mounts

T4 Add to specification line Notes:

Subaru BRZ (2013-)

Raceseng, part # raceseng-ft86-r-shock-top permitted.

Scion FR-S (2013-)

Raceseng, part # raceseng-ft86-r-shock-top permitted.

Taken Care Of

AS

1. #17956 (Cheyne Daggett) WDYT - RP 11-14 Mustang Transmission

Thank you for your letter. Please see the response to letter #17703.

2. #18010 (Mark Wheaton) Alternate Transmission for 2011 - 2014 Mustang

Thank you for your letter. Please see the response to letter #17703.

3. #18026 (Ted Warning) WDYT 11 - 14 Mustang GT in Restricted Preparation

Thank you for your letter. Please see the response to letter #17703.

4. #18028 (Christopher Childs) Tremec 6060 for LP Mustang

Thank you for your letter. Please see the response to letter #17703.

FF

1. #17615 (Garey Guzman) Supports FF Spec Tire

The CRB would like to thank the following authors for their input on the spec tire proposal for FF:

17615 Guzman, 17617 Rice, 17618 Wright, 17619 Duncan, 17620 Roux, 17621 Brumbaugh, 17622 Horan, 17625 Cerveny, 17627 Lee, 17628 Fritz, 17632 Robinson, 17640 Mackey, 17643 Maisey, 17644 Valet, 17647 Lee, 17648 Valet, 17649 Walthew, 17651 Zemke, 17652 Grooms, 17655 Valet, 17657 Brumbaugh, 17658 Reineck, 17659 Sauce, 17662 Davison, 17685

Hendrickson, 17688 Hazelton, 17811 Livingston, 17815 Scanlan, 17858 Livingston Sr. 17972 Erlandson.

2. #18230 (Steve Roux) Increase Minimum Weight to 1110 Pounds
Thank you for your letter. Please see the response to letter #18229.

P1

1. #18009 (Chris Young) 1150 Engine at 1050 lbs
Thank you for your letter. Please see the responses to Letter #17918 (Minutes) and Letter #18024 (Technical Bulletin).

2. #18018 (George Dean) P1 Additional Engine Size and Weight
Thank you for your letter. Please see the responses to Letter #17918 (Minutes) and Letter #18024, (Technical Bulletin).

P2

1. #18212 (Gary Hutchinson) Paddle Shifters
Thank you for your letter. Factory installed assisted shifting for the Radicals only has been recommended by the CRB. Please see the response to letter #17098 November 2015 Fastrack.

GCR

1. #17121 (Greg Amy) Letter #16946, Transmission Short Shift Kits
Thank you for your letter. Please see the response to letter #16946.

2. #17764 (David Gomberg) Response to WDYT #16154
Thank you for your letter. The CRB agrees with you that Sports Racer and Formula classes should be excluded from this potential rule change.

3. #18027 (Christopher Childs) Short Shifter
Thank you for your letter. Please see the response to letter #16946.

EP

1. #17908 (Rick Harris) Equality in E Production
Thank you for your letter. Please see the response to letter #18005, Technical Bulletin.

2. #17932 (Darryl Pritchett) Porsche 944 S2 Competition Adjustment
Thank you for your letter. Please see the response to letter #18005, Technical Bulletin.

STL

1. #16418 (Bobby Beyer) Engine Allowance
Thank you for your letter. Please see the response to letter #16326.

2. #16614 (Christopher Blough) Response to WDYT #16326 Add Valve Lift Exception to ST
Thank you for your letter. Please see the response to letter #16326.

3. #16719 (Eric Heinrich) Allow 2015 Honda Fit in STL
Thank you for your letter. Please see the response to letter #16326.

4. #16733 (Adam Jabaay) Remove Toyota 2zz Engine Compression Exemption
Thank you for your letter. Please see the response to letter #16326.

5. #16829 (Brad McCall) Response to Letter #16326
Thank you for your letter. Please see the response to letter #16326.

6. #17724 (Bobby Beyer) Please Allow Toyota Atkinson Cycle Engines
Thank you for your letter. Please see the response to letter #16326.

STU

1. #16309 (Michele Abbate) Car Classing
Thank you for your letter. Please see the response to letter #16326.

T2-T4

1. #18100 (David Ray) Spec Mustang in Touring Classes
Thank you for your letter. Please see the response to letter #18034.

2. #18122 (Mitch Marvosh) Consider Moving SMG to T3
Thank you for your letter. Please see the response to letter #18034.

T3

1. #17906 (Matt Slavens) Allow Spece46 Cars in T3
Thank you for your letter. Please see the response to letter #17979.

2. #18128 (Donald Van Nortwick) Consider Allowing SMG to Run in T3
Thank you for your letter. Please see the response to letter #18034.

3. #18135 (Darrell Anderson) Consider Allowing Spec Mustang to Move to T3
Thank you for your letter. Please see the response to letter #18034.

4. #18136 (Sean Wheeler) Proposal to Move SMG/T2 Spec Cars to T3
Thank you for your letter. Please see the response to letter #18034.

T4

1. #17707 (Anthony Cuthbert) Smaller Standard OEM wheels for 2012+ Fiat 500 Abarth
Thank you for your letter. This is already permitted. Please see the response to letter #17513.

2. #17802 (Tim Wise) Slow the Honda Civic Si SIGNIFICANTLY
Thank you for your letter. Please see the response to letter #17989.

What Do You Think

FV

1. #17504 (James Phoenix) Supports Spec Tire
The CRB has received a large number of letters on spec tires in FV however, with all of the different opinions there is no clear consensus on what the class wants. The CRB recommends a formal survey through the Club Racing Department to get a better understanding of what the class desires.

The CRB thanks the following letter writers for their input:

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

GCR

1. #18099 (Todd Butler) Spec Tire Contingencies - What Do You Think
The SCCA supports the concept of spec tire designations for specific classes to reduce costs to competitors where feasible (example single make, similar chassis, SCCA Enterprises etc). Historically, contractually obligating a tire vendor to pay tire contingencies adds \$5-7/per tire for all competitors. The SCCA is considering a general policy in the interest of keeping cost to the majority of class competitors lower, that when/if a spec tire is declared for a class SCCA will not require contingencies as part of the tire contract. This principal should apply to spec tire contracts going forward, recognizing that there are current contracts in place which may not adhere to this principal.

Please send your comments in support or against requiring contingencies when a spec tire is declared for a class through the CRB letter system at crbscca.com.

SM

What Do You Think

SM

1. #17680 (Ralph Provitz) 1.6 to 1.8 Clone
The CRB is seeking member input on the proposal below. Please provide feedback on crbscca.com.

1. 1990-1993 cars with the 1.6L engine may be updated to 1994-1997 cars (the source vehicle) with the 1.8L engine, provided:

a. Cars updated in this manner shall be re-classified to the model year corresponding to the source vehicle dash VIN plate.

b. A new log book shall be issued using the source vehicle dash VIN along with the source vehicle model year.

c. This updated car must conform to all rules governing the source vehicle's model year, including, but not limited to updating the following: complete engine assembly (from airbox to downpipe), ECU, wiring harness (in its entirety), dash including VIN plate, brakes, and differential.

2. #17843 (Jim Drago) Compliance Program

The CRB is seeking member input about the possibility of re-establishing a compliance fee on Spec Miata entries in 2016. Please comment on the following to crbscca.com

Establishment of a Spec Miata compliance fee:

1. Should a compliance fee be established? Yes or No
2. If Yes, should fee be charged at both Majors and Regionals and be used for compliance checks at all events?"
3. Should fee be charged at Majors only, and be used for compliance checks at Majors only?
4. Majors only - What fee would be appropriate?
5. Majors and Regionals - What fee for Majors and what fee for Regionals?

Use of funds:

1. Should part of the fund be used to compensate competitors for extended tech teardowns if they are found compliant?
2. Should fee be used to increase frequency of tech at more events?
3. Should a sealed motor program be instituted and funded by the fees?
4. Who should administer the program?

RESUMES

1. #17590 (Alex Krugman) Resume Submission - Alex Krugman

Thank you for submitting your resume. It will be kept on file for future consideration.

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2015

NUMBER: TB 15-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 12/1/2015 unless otherwise noted.

American Sedan

AS

1. #18209 (American Sedan Committee) Combine 04-05 and 06-07 Cadillac Specification Lines

In AS, combine the (04-05) and (06-07) Cadillac spec lines as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	LS6 275 Tire: 3470, 295 Tire: 3520 LS2 275 Tire: 3520, 295 Tire: 3570	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column). Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of <i>wheels no larger than 17 x 8</i> . <i>LS6 engine: Compression Ratio, 10.7:1max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm)</i> <i>LS2 engine: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm)</i> <i>Either engine may be used in any car in this specification line, at the appropriate weight.</i>

B-Spec

1. #17076 (Brian Kelm) Rear Axle Stiffener/Sway Bar for Ford Fiesta B Spec

In B-Spec, Ford Fiesta, add the following to notes:

"Rear axle bushing #000-04-2203-RR allowed."

2. #17136 (Lee Niffenegger) 2015 Honda Fit VTS Update
 In B-Spec, Classify the 2015 Honda Fit as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Honda Fit (2015)</i>	<i>73.0 x 89.55 1499</i>	<i>2530</i>	<i>3.46, 1.87, 1.235, 0.95, 0.81, 0.73</i>	<i>4.63</i>	<i>(F) 10.3 (R) 7.9 drum</i>	<i>2575</i>	<i>32mm Flat Plate Restrictor. Damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring FR 51401F23SA20, Spring RR 52441F23SA80, Helper spring FR 5 1 4 0 2 F C 4 Y A 0 0 , Spring spacer FR 5 1 4 0 3 F C 4 Y A 0 0 , Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper 51920F23SA82, Damper wrench kit 89211F23SA80, Hose Set, FR & RR Brake 0 1 4 6 4 F 2 3 S A 8 1 0 , Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80</i>

3. #17234 (Chi Ho) Sonic B-spec Restrictor
 In B-Spec, Chevrolet Sonic (2012), change the restrictor size in the notes as follows:

“33 mm ~~36 mm~~ flat plate restrictor required.”

4. #17478 (Derrick Ambrose) Allow Open ECUs
 In GCR section 9.1.10.E.37., make the following changes:

“ECU/PCM: OEM ECU/PCMs is required. ~~Manufactures may provide an approved ECU/PCM re-flash for off non road use.~~ Alternate engine calibrations are allowed. The car may meet federal emission standards, but shall provide OBD II compliant data to the data link connector. Manufacturers may provide a stability control override procedure or module.”

5. #18301 (Lee Niffenegger) 2009-2013 Honda Fit FR Damper Mount
 In B-Spec, Honda Fit (09-12), add language to the notes as follows:

“Front Damper Mount P/N 51920-F23S-A30 is allowed.”

6. #18359 (B-Spec Committee) Update Mini spec lines with part numbers
 In B-Spec, add the following to the notes:

Mini Cooper (07-10)

“Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed.”

Mini Cooper (2011-)

“Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed.”

Formula/Sports Racing

F5

1. #17826 (James Weida) Restrictor change
In F500, make the following changes:

Honda CBR600RR (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor
Suzuki GSXR600 (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor
Yamaha R6 (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor

Note: the CRB is forming an ad hoc committee made up of active F5 competitors to work on parity between the multiple engines allowed in the class along with other issues that have been mentioned this year.

FF

1. #18109 (Brandon Dixon) Please Include the F1600 Pro Series Tire Numbers
In GCR section 9.1.1.B.10.e., add the F1600 Pro Series tire as follows:

Dries:

Front-Hoosier Radial 43322 *or* **43321** 185/60R13
Rear-Hoosier Radial 43327 *or* **43326** 205/60R13

2. #18229 (Steve Bamford) Spec Tire Weight Increase

In GCR section 9.1.1.B.20, adjust weight as follows:

Ford Cortina Engine: ~~4050~~ **1060** lbs.

Ford Kent and Honda Fit Engines: ~~4400~~ **1110** lbs.

P1

1. #18024 (David Locke) Adjust Minimum Weights for 1355cc and Unrestricted 1455cc Lines

In P1 Engine Table, Spec Line E, change the minimum weight as follows: ~~4425~~ **1075**.

In P1 Engine Table, Spec Line F, change the minimum weight as follows: ~~4225~~ **1175**.

P2

1. #18035 (Jay Novak) Errors in P2 Engine Table

In the P2 Engine Table, Spec Line B.4, correct the minimum weight as follows: ~~4300~~ **1100**.

In the P2 Engine Table, Spec Line B.5, correct the minimum weight as follows: ~~4300~~ **1200**.

GCR

None.

Grand Touring

None.

Improved Touring

None.

Production

EP

1. #17246 (Zach Arnold) Classify the 01-05 BMW E46 330i

In EP, classify the BMW E46 as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>BMW E46 328i (2001-2006)</i>	<i>2</i>	<i>2775</i> <i>* 2844</i> <i>**</i> <i>2912</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x3.31"</i>	<i>170.37</i> <i>c.i.</i>	<i>Alum or Iron</i>	<i>Alum</i>	<i>(I) 1.30"</i> <i>(E) 1.20"</i>	<i>Fuel injection</i>	<i>107.3"</i>	<i>61.2"/62.7"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>BMW E46 328i (2001-2006)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 12.79" vented (R) 12.60" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

2. #18005 (Darryl Pritchett) GCR Mistake on Porsche 944S2/Needs Correction

In EP, Porsche 944S2 (89-91), change the valve sizes as follows:

Porsche 944S2 (89-91) (I) 4.52" *1.46"* (E) 4.48" *1.30"*

HP

1. #17816 (JOHN Kish) ADD 2011-15 FORD FIESTA TO HP

In HP, Ford Fiesta (12-13), add the following model years:

Ford Fiesta (~~12-13~~ *11-15*)

Spec Miata

1. #17818 (Ralph Provitz) Throttle Body/Restrictor Gaskets

In GCR Section 9.1.7.C.1.k.1.d., add the following language:

"...and must not be modified. *An OE (or equivalent) gasket shall be used on both sides of the restrictor plate.*"

2. #17821 (Jim Drago) Compression and Carbon

In GCR section 9.1.7.C.1., remove section j. (compression ratio table) and re-letter the following sections.

In SM spec line, add "*(without carbon)*" to the Bore x Stroke column.

Super Touring

ST

1. #17673 (Michael Holland) Clarify Intake Rule

In GCR section 9.1.4.G.3.21., remove the following redundant language:

~~"All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free."~~

Note: section 9.1.4.G.1.e allowance applies only to situations where the vehicle is using an allowed alternate engine. Otherwise, per 9.1.4.A, the stock intake system must be used.

STU

1. #17823 (Greg Amy) Basic Scrutineering Measurement for FRS SC Kit

In STU, Table B, Subaru BRZ/ Scion FRS, add to the notes as follows:

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

Touring

T1

1. #17735 (Steven Pounds) BMW E92 M3 Clarification

In T1, BMW M3 E92 (08-09), make the following changes:

Add model years: (08 - ~~09~~ *13*).

Add to chassis notes: "*Factory DCT transmission allowed.*"

2. #18132 (Cheyne Daggett) Ford Mustang Coyote/Boss Aftermarket K-Member

In T1, make changes as follows:

Ford Mustang/Ford Mustang Challenge/ Thunderbird,

Delete from Chassis Notes: "~~OEM independent rear suspension is permitted.~~"

Ford Mustang/ Thunderbird ("Cobra Jet" engine),

Delete from chassis Notes: "~~OEM independent rear suspension is permitted.~~"

Ford 5.0L "Cammer",

Add to Chassis Notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird (pushrod),

Delete from Engine Notes: "~~Aftermarket K members are permitted. OEM independent rear suspension is permitted.~~"

Add to Chassis Notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird (Boss 302 & Coyote),
Delete from Engine Notes: "~~OEM independent rear suspension is permitted.~~"
Add to chassis notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird,
Delete engine notes: "~~Aftermarket K members are permitted. OEM independent rear suspension is permitted.~~"
Add to chassis notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird,
Delete from Chassis Notes: "~~OEM independent rear suspension is permitted.~~"

3. #18176 (david mead) Allow all T1 Cars Above 2800 lbs to Flare Fenders
In GCR section 9.1.9.1.A.1., add the following language:

"OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, doors and/or trunk/deck lid with nonmetallic composite parts *provided that the panel maintains the OEM profiles. Wheel arches may be flared up to 3" and must maintain the OEM profile.* The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified."

T2

1. #17307 (Peter Lewis) Z/28 Aero Package Unavailable
In T2, Chevrolet Camaro SS 1LE (10-14), add to notes:
"*ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13.*"

2. #18062 (Harley Kaplan) Upright Modification Request
In T2, BMW E92 M3 (08-14), add to the notes as follows:
"*Rear upright may be reinforced so that the lateral arm is mounted in a double shear mount.*"

T2-T4

1. #18192 (Michael West) Error in T4 Spec Line
In T4, Honda Civic Si (14-15), change the wheel size as follows:
18 x 7 ~~7~~ **7.5**

2. #18228 (James Leithauser) Sunroof Panel Language
In GCR section 9.1.9.2.D.8.a.4.a., add the following language:

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

T3

1. #17653 (Mazda Motorsports) 2016 MX-5 Cup car classification request for T3
In T3, classify 2016 Mazda MX-5 Global Cup as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda MX-5 Global Cup Miata (2016)</i>	<i>2000</i>	<i>90.9</i>	<i>NA</i>	<i>17 x 7</i>	<i>205/45/17</i>	<i>5.087, 2.035, 2.035, 1.594, 1.286, 1.00</i>	<i>2.866</i>	<i>280mm Front Vented 280mm Rear Solid</i>	<i>2370</i>	<i>Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix.</i>

2. #17808 (Robert Van Epps) BMW 330i Sway Bar

In T3, BMW 330i/Ci (01-03), make the following changes to the notes:

~~"Racing Dynamics sway bar set (24mm & 21mm bars (one each)) is permitted.~~ *27mm F max, 24mm R max sway bars are permitted."*

3. #17809 (Robert Van Epps) BMW 330i/Ci

In T3, BMW 330i/Ci (01-03), make the following change:

~~(01-03~~ *06)*

4. #17979 (Charles Hurley) Add SpecE46 to T3

In T3, classify the SpecE46 as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW SpecE46</i>								<i>2900</i>	<i>Must conform to all SpecE46 rules in Appendix N.</i>

Add a new Appendix N to the GCR for SpecE46:

<http://www.scca.com/downloads/10024-spec-e46-rules-and-regulations-10-5-15/download>

In section 15.6, unstrike as follows:

~~6. Toyo RR or RA1 size 235/40-17 must be used.~~

5. #17995 (Christopher Childs) Mitsubishi Evo Weight Reduction / Restrictor Reduction

In T3, Mitsubishi Lancer Evo 8/9/ RS/GSR /MR (03-06), change the weight as follows:

~~3400~~ *3300*

In T3, Subaru WRX STI (03-07), change the weight as follows:

~~3600~~ *3500*

6. #18246 (Touring Committee) Classify T3: 2016 Mazda MX5 Miata

In T3, classify 2016 Mazda MX-5 as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda MX-5 Miata (2016)</i>	<i>2000</i>	<i>2309</i>	<i>NA</i>	<i>17 x 7</i>	<i>245</i>	<i>5.09, 2.99, 2.04, 1.59, 1.29, 1.00</i>	<i>2.87</i>	<i>280mm Front Vented 280mm Rear Solid</i>	<i>2520</i>	<i>Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted.</i>

T4

1. #17983 (Touring Committee) Track Measurements and Alternate Wheels
In T4, remove the Track specification column.

2. #18245 (Touring Committee) Classify T4 2016 Mazda MX5 Miata
In T4, classify the 2016 Mazda MX-5 as follows: see attachment

T4	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
	<i>2000</i>	<i>2309</i>	<i>NA</i>	<i>16 x 6.5</i>	<i>215</i>	<i>5.09, 2.99, 2.04, 1.59, 1.29, 1.00</i>	<i>2.87</i>	<i>280mm</i>	<i>2650</i>	<i>Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation.</i>

COURT OF APPEALS

Judgment of the Court of Appeals
Mark Johnston vs. SOM
COA Ref. No 15-06-NE
October 15, 2015

FACTS IN BRIEF

At the Summit Point Raceway MARRS 8 event on September 7, 2015, Assistant Chief Steward, Steve Pence, submitted a Request for Action (RFA) requesting that the Stewards of the Meeting (SOM) investigate contact at Turn 4 between ITA cars #17, driven by Mark Johnston, and #82, driven by Ted York. The SOM: Matias Bonnier, Jim Harrison (SIT), Jim Shoemaker, and Sara Snider, Chairman, heard testimony, viewed evidence and reviewed witness statements. The SOM found that Mr. Johnston (#17) violated GCR 6.11.1. (Rules of the Road) and penalized Mr. Johnston with a three (3) event probation. Three (3) automatic penalty points were assessed against Mr. Johnston's competition license. Mr. Johnston appealed the decision of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Laurie Sheppard, Rick Mitchell, and Spencer Gorham, Chairman, met on October 8 and 15, 2015 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mark Johnston, dated Sept. 15, 2015.
2. Official Observer's Report and related documents, received Sept. 21, 2015.
3. In-car video from Car #18.

FINDINGS

The COA determines there is sufficient evidence to support the ruling by the SOM that Mr. Johnston (#17) violated GCR 6.11.1. during the qualifying session. Mr. Johnston's witness statement showed that he left the racing surface off driver's right. After recovering control he reentered the racing surface at a slower speed. He noticed a faster car (#18) passing him on his left. He continued to move to the left into the path of car #82 that was following car #18. The car-to-car contact occurred on the left half of the racing surface. The contact could be plainly seen in the video from car #18. Mr. Johnston did not allow racing room to car #82 and initiated the contact between the two cars.

Mr. Johnston asserted that car #18 was guilty of GCR 6.11.D (overtaking drivers responsibility to pass safely). The COA sees no merit in this argument.

Mr. Johnston also claimed that procedural irregularities occurred during the SOM hearing. The COA determines that the SOM conducted a fair and equitable hearing.

DECISION

The COA upholds the decision of the SOM in its entirety. Mr. Johnston's appeal is well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL MINUTES | November 11, 2015

Participants:

BOD: Brian McCarthy, Lee Hill

EP: Heyward Wagner

DTTC: Chuck Deprow, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory

Reports:

- Heyward Wagner initiated a program to identify representatives from each SCCA Division who would then be included in the DTTC informational flow. Communication of all TT information to all the SCCA Divisions whether they have an active TT program or not is felt to be an important part of growing the SCCA TT Program.

Ongoing Business:

- Medical Requirements for a TT license can be met by completing the Applicant's medical history. A Doctor's examination is not necessary unless there are extenuating medical conditions. These new requirements are reflected in the TT License application instructions.
- The TTAC reorganization will become effective in January 2016. Thus this committee formerly known as the TTAC will henceforth be known as the Divisional Time Trials Committee (DTTC).

New Business:

- The 2016 Time Trials Rules Driver's Information for PDX/CT and TT/HC were reviewed and approved for submittal to the BOD. The vote was unanimous. The TTR updates reflected the Snell 2015 helmet requirements and retaining the Snell 2000 helmets due to the unavailability of the Snell 2015 rated helmets.
- A discussion was begun to review the roll bar requirements for Time Trials. Currently, the roll bar requirements more closely follow those of SOLO than of Club Racing.
- DTTC will begin to address the development of National Car Classifications exclusively for Time Trials.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | November 3, 2015

The RallyCross Board (RXB) met via conference call on November 3. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): The RXB discussed an incident in which a car struck an object that was too close to the course. There were no injuries. The Safety Committee will monitor the Region to ensure safety improvements have been implemented. Regan will issue a reminder to the RallyCross Safety Stewards to be vigilant in maintaining safe courses and events.
- Rules Committee (Keith Lightfoot): The proposed 2016 RallyCross Rules changes, as published in the previous Fastrack, erroneously referred to RallySprint I and RallySprint II. It should have referred to them as RallyTrials and RallySprint.

As the result of the decision by the RallyCross Court of Appeals, dated October 30, 2015, regarding DOT tires in the Stock categories and a member's questions regarding convertible hardtops, the RXB has released the following errors and omissions rules clarifications:

2016 RALLYCROSS RULES: ERRORS & OMISSIONS RULE CLARIFICATIONS

3.3 VEHICLE CLASSIFICATION

C. Stock Category Preparation allowances:

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

E. Modified Category Preparation Allowances

3. All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or balance with the following requirements:
 - e. Side and rear windows may be removed or replaced with Lexan or equivalent; however, a convertible hardtop must retain the OEM rear window ~~removal of the rear window from a convertible hardtop is prohibited~~. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.

Another change that will be made to the rules approved at the last meeting is the helmet allowances. The RXB has decided to follow Solo and extend the expiration date of "2000" rated helmets until December 31, 2016.

Lightfoot reported that the Rules Committee is fully staffed and that there would be no expected changes to its composition through 2016.

- RallySprint Committee (Blakely): The RXB approved a set of rules for RallyTrials and RallySprint. Once approved by the Board of Directors, these rules will go into effect January 1, 2016. Please watch Fastrack, the SCCA website and the Facebook page for more information as it becomes available.

Motion: Accept the RallySprint Rules as presented. Lightfoot/Regan. PASSED unanimous.

Composition of the RallySprint Committee for 2016 will consist of Scott Beliveau, Chairman, Kito Brielmaier and one additional member yet to be determined.

- National Championship Committee (Stephen Hyatt): Brian Harmer has been in contact with the National Championship site representatives and is hoping for a date confirmation soon. Plans for more community involvement for the 2016 event may include a cruise-in or parc expose. Harmer also reported that following the 2015 National Championship a trophy of

appreciation was sent to the Balloon Festival representatives, along with thank-you letters to the Balloon Festival board members.

Two new members are needed for the Committee. These positions need to be filled as soon as possible so that the Committee can begin work and finalize the 2016 Supplemental Regulations prior to the first National Challenge event.

- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported on the Divisional RallyCross Stewards' meeting on October 22. Four stewards were in attendance. Discussions centered around rally tire allowances, RallySprint rules and National Challenges events. Those Divisions not involved with National Challenge events in 2016 were encouraged to host Divisional championships or other large events instead.

Old Business

- 2016 National Challenge plans and scheduling: Scheduling of 2016 National Challenge events will be planned around Solo Match Tour dates in an effort to keep within budgets. The National office will make contact with previous National Challenge organizers to coordinate sites and dates. The current plans are to finalize the schedule at the December RXB meeting.
- Year-end RallyCross awards: The RXB discussed and voted on the recipients of its annual awards to be presented at the 2016 National Convention. Those awards are the Regional RallyCross Achievement, Divisional RallyCross Achievement, Sparkplug Award and Dirty Cup. Recipients were chosen from several nominations.
- New RXB members: The RXB discussed and approved the recommendation to the BOD of two individuals for positions on the RXB.

Motion: Recommend the members of the 2016 RXB, including two new members. The members' names will be released after the SCCA BOD approves the list. Lightfoot/Foley. PASSED unanimous.

- 2016 National Convention: The RXB will conduct a full day of meetings on Wednesday prior to the Convention. Hyatt reminded RXB members to make travel plans accordingly. Planning is underway for the RallyCross sessions and presentations.

Next meeting: December 1, 2015

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS COURT OF APPEALS

DECISION OF THE SCCA RALLYCROSS COURT OF APPEALS

October 30, 2015

OVERVIEW

During the 2015 SCCA RallyCross National Championship event in Iowa the weekend of August 7-9, Car #331 in Stock Front Wheel Drive (SF) was the subject of an inquiry and formal protest. An inquiry was submitted alleging that Car #331 was equipped with "illegal rally tires". The Chief Steward inspected the tires and issued a decision stating that the tires had DOT labels and were not marked "for competition use only" and were therefor approved for use in SF.

After the inquiry decision was posted, five competitors submitted a formal protest alleging that the tires on Car #331 were not "DOT approved" because the tires did not conform with the federal tire labeling requirements of 49 CFR 574. The Protest Committee conducted a review and provided the driver of Car #331 with the opportunity to submit documentation from the tire manufacturer confirming that the tires were DOT approved. The driver was not able to provide verification from the manufacturer. The committee found that the tires in question did not meet the federal labeling requirements (DOT stamp followed by Tire Identification Number (TIN)) and were therefor not legal for use in Stock categories. Car #331 was disqualified and moved to last place in the final SF standings.

Following the decision of the Protest Committee, the driver of Car #331 submitted an appeal to the Court of Appeals. There are currently three members serving on the Court of Appeals. Two of these members participated in the 2015 R-X National Championship event and were thereby not eligible to hear this appeal. Two new members were appointed as replacements for this appeal. The COA met via conference call and follow-up emails to review this appeal. The COA reviewed the appeal information submitted by the appellant, the background information submitted by the Chief of Protest, the applicable federal regulations on DOT tire labeling requirements, and the websites for the tire manufacturer (MaxSport) and one of the tires' distributors (Demon Tweaks). In addition, the COA contacted MaxSport and Demon Tweaks to request confirmation as to whether the tires in question were U.S. DOT approved.

QUESTION TO BE DECIDED

The question before the COA is whether the tires on Car #331 were "DOT approved" per Article 6.2.C.2 of the SCCA RallyCross rules. As noted in the appeal document, the driver of Car #331 takes the position that the tires are "DOT approved" because the tires are not sold in the United States and therefor the "DOT" stamp alone, without the TIN, is sufficient to prove DOT certification.

FINDINGS

In reviewing this appeal, the COA reached the following findings:

1. "DOT approved" means the tires must meet applicable federal (U.S.) regulatory requirements, including the requirement that the label include the DOT stamp and the tire identification number in the prescribed format per 49 CFR 574. Although the tires have "DOT" stamped on their sidewalls and, in another location on the tire, what appears to be a European TIN, and in yet another location, what appears to be a date of manufacture, the labeling does not conform with the U.S. DOT labeling format.
2. Per the manufacturer's website, the tires are remanufactured/remolded tires. 49 CFR 574 requires that remanufactured tires are labeled with an "R" in the DOT stamp ("DOT-R"). The tires in question do not have the "R" label and therefor appear to not be properly labeled.
3. The tires are not sold in the United States, which may reasonably be interpreted to support the claim that the tires are not U.S. DOT approved.
4. While the manufacturer did not respond to the COA's inquiry regarding whether the tires are DOT certified, the distributor did respond and confirmed that "no MaxSport tire has DOT approval."

DECISION

Based on the findings above, the COA affirms the decision of the Protest Committee that the tires were not DOT approved and were not legal for use in Stock classes. Since the manufacturer's website states that "All our tyres are "E" marked and road legal" and the tires had "DOT" stamped on the sidewall, a reasonable person, without further inquiry, might interpret this information to mean the tires were DOT approved. As a result of this ambiguity, the COA authorizes the return of 50% of the appeal fee to the appellant.

For the Court of Appeals: Paul Eklund, Nathan Usher, Eric Genack

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | November 16, 2015

The RoadRally Board met via conference call on November 16, 2015; meeting called to order at 7:36 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Jeanne English, Clarence Westberg, Chuck Hanson, John Emmons, Len Picton, BOD liaisons Terry Hanushek and Lee Hill, NEC Chairman Mike Thompson; not present: Deena Rowland from the national office.

October minutes were approved. Chuck/Rich/pass.

Front Burner Items:

1. RReNewsletter – Last issue published November 6. Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. Road rally organizing committees should be encouraged to distribute it at the start of their events, and solicit subscriptions. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...).
2. Road Rally Planning Calendar. (Jeanne)
 - a. Latest version (October 31, 2015). Next one end of the month
3. USRRC Report (Jeanne) people seemed to enjoy the rallies, said they had fun; what about the 'Lite' concept? Jeanne thinks it is easier for committees; Mike said that he liked the 'laid back aspect' of the weekend; Clarence commented that this is what the original USRRC concept was – to have fun in a laid back atmosphere. There were 11 cars on the Friday rally (RT), 13 on Saturday (NC), and 8 on Sunday (NGTA).
4. 2016 Rules Changes Package
 - a. See attachments to agenda email – Terry formatted rules changes for BOD presentation, includes Appendix A which describes rally requirements by type; Mike said that the GTA divisionals should be 3 hours, not 4, and that he did some reordering to the table. Terry said that in formatting to the RRRs, he took some things out of Article 4 and put them in Appendix A, and renamed the current Appendices A and B to B and C.

Motion: Amend GTA divisional length to 3 hours. Jeanne/Chuck/pass (6-0)

Motion: Approve the changes, including reformatted Appendix A, and that they be sent to the BOD for their approval at their December meeting. Rich/Len/pass (5-1)
 - b. There was discussion about the sunseting of the GTA championship; this was a policy decision, a statement of intent, not a rule; should not the same standards be applied to the tour and course championships? Terry said that the BOD looks for fairness in programs, and would like to see equalness between the types of rallies. Rich – defer this to next month.
5. NEC Report (Mike) - the NEC feels that the proposed SP class is too complicated and will not be implemented at this time; they proposed that it be replaced with an SOP class; Clarence felt that with GPS, apps, and car on-board computers becoming more standard that they fit better with class S, not SOP; Len also said that SOP should be for regional rallies first to see how the class works; we will come back to this for future discussion. The NEC also felt that the 'no synching' of competitor's clocks rule should not be implemented for 2016, but the RRB disagreed primarily because not all clocks can be synched; WWV is the standard for setting clocks; no action is taken, i.e. the 'no synching' of competitor's clocks rule stands as is.
6. USRRC Events
 - a. 2018 STL - Positive response sent to Jim Heine. Target date for formal approval is June 2016.
7. New Business
RRB face to face meeting – after some discussion of various options, the RRB would like to meet on Sunday, Jan 24, in Las Vegas as part of the SCCA convention; Terry will get more info about the convention and send it to the RRB.
8. It's time to vote for the Gervais Award and the Best Tour Rally Award; Chuck will compile a list of eligible voters and send the list to Deena for processing.

Meeting adjourned at 9:34 PM CDT

Next meeting December 14, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

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

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

RALLY

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

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

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

SCCA NATIONAL CONVENTION

Event page:
<http://www.scca.com/events/1979922-2015-scca-national-convention>

EVENT CALENDAR:

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