

BOARD OF DIRECTORS

BOARD OF DIRECTORS | December 4-5, 2015

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

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

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

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

The meeting was called to order by Vice Chair Helman.

Executive Team Report and Staff Action Items

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

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

Finance and 2016 Budget

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

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

Liaison Reports

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

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

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

CONTENTS

BOARD OF DIRECTORS	1
SOLO	31
SEB Minutes	31
CLUB RACING	35
CRB Minutes	35
Technical Bulletin	44
Court of Appeals	55
Divisional Time Trials Comm.	56
RALLY	57
RallyCross	57
Road Rally	59
LINKS	60

SCCA Road Rally:

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

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

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

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

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

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

E) Safety Precheck

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

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

A) Consistency

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

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

A) Eligibility

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

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

F) Membership Requirements

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

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

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

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

A) Definition of an SCCA **RoadRally**

- 1) An SCCA **RoadRally** in the National championship series shall be an automotive test in which skillful and thoughtful driving and navigational skills are stressed. For NTR, ~~DTR, and NCR and DCR~~ only each vehicle must individually follow a prescribed common route at specified legal and reasonable averagespeeds.
- 2) **NTR and DTR Only** - Events shall contain no course following or timing 'traps'. The route instructions shall be completely straightforward, so that the entire emphasis of the competition shall be to remain on time on a clearlydefined course.
- 3) **NCR and DCR Only** - Events may contain course following and timing exercises ('traps').

B) Duration

- ~~1) An NTR or NCR shall have a minimum road course of 200 miles and employ a minimum of 18 timing controls, of which at least 12 must be open or passage controls. An NGR shall have an allowable run time of at least 6 hours.~~
- ~~2) Regional GTA events in the SCCA **RoadRally** National Championship series shall have an allowable run time of at least 3 hours.~~
- ~~3) Regional tour and course events in the SCCA **RoadRally** National Championship series shall meet at least two of the following criteria:~~
 - ~~a) A minimum of 4 timed controls b) A minimum run time of 3 hours c) A minimum distance of 60 miles~~

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

- ii) 2) Decisions to discard parts of the rally will not be a basis for de- sanctioning the event even though the discard causes the rally to be less than the above minimums.
- iii) 3) Any SCCA-sanctioned **RoadRally** shall be so constructed as to ensure that participants will not be required to be on the road more than 16 hours in any 24-hour period. In each 24-hour period containing a major phase of a rally there shall be a rest stop of at least eight consecutive hours.

**APPENDIX A
Rally Requirements
by Type**

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

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

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

SCCA RallyCross

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

SCCA RallyTrials/ RallySprint® Rules

I. Purpose

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

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

II. Definitions

- A RallySprint and RallyTrials are motorsports events in which one vehicle at a time navigates a clearly defined course, with elapsed time plus penalties for course deviations being the determining factor for awards. Although side-by-side competition is not allowed, more than one vehicle may be on course at the same time provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation.
- B A RallyTrials is similar to a RallyCross event but with longer courses and higher speeds allowed. Like RallyCross, RallyTrials events are run on primarily flat, expansive dirt or gravel surfaces with minimal fixed objects, exposures and hazards on the course site. Examples include large dirt/gravel parking areas or other appropriate open areas such as fields or off road parks. Also like RallyCross, the entire RallyTrials course is delineated by upright and pointer cones
- C A RallySprint is similar to a rally-type stage but with a relatively short stage length and lower speeds than typically encountered in stage rally. RallySprint events are run on sections of dirt, gravel or snow-covered roads or trails that are closed to the public. The course is primarily delineated by the roadway, with upright and pointer cones placed at key locations for way-finding and hazard-warning purposes. RallySprint events are typically run on off-road/rally school sites and short sections of dirt/gravel roads

III. Procedure for SCCA® Sanction

- A Organizers must submit a sanction application to the SCCA National Office for event approval. First time events should allow 60 days for Sanction approval. Repeat events should be submitted 30 days prior to event date.
- B The sanction application must include a proposed scale course design map with course, hazards and surrounding areas indicated. The sanction application must also include the event's safety plan.
- C All new sites must be reviewed to determine suitability. Previously approved sites do not require review unless there have been material safety or surface changes to the site.

IV. Site Selection and Course Design

A Site and Course Design Requirements

- 1 The RallyCross Board or their representatives will review sites and courses via the sanctioning process to ensure that each event site and course meets safety requirements.
- 2 Since there are many variables among sites and courses, it is impractical to mandate arbitrary course design parameters, such as average speeds, maximum speeds, and maximum course length. Per the RallyCross rules, course speeds should be reasonable and prudent for the conditions encountered. Courses should emphasize vehicle handling and not top speed.
- 3 It is inherent that course conditions and individual vehicle preparation may cause one or more of a vehicle's wheels to momentarily leave the ground, however, jumps and other course design features intended to cause a vehicle to become airborne are prohibited.
4. A sufficient number of marshal stations shall be placed at appropriate and safe locations along the course to ensure every portion of the course

B RallyTrials Courses

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

- 2 Maximum speeds on straights should not normally exceed 60 miles per hour for the fastest vehicles.
- 3 A 30 second penalty will be given if a course marker/pylon is upset or totally displaced. A 50 second penalty will be given for each missed gate.
- 4 Courses should be designed so that the entire course may be observed by course officials from one location. It is recommended that RallyTrials courses not exceed 1.5 miles in length.
- 5 Like RallyCross, the course will be designated by upright and pointer cones. It is recommended that cone positions be marked with landscape flags (or similar) to ensure displaced cones are replaced in the proper location.
- 6 The course must be located a reasonably safe distance from fixed objects and hazards, such as trees, poles, barriers, buildings, mounds, holes and ponds. The minimum recommended set-back for hazards on the inside of turns and along straights is at least 25 feet. The minimum recommended set-back for hazards on the outside of corners is at least 50 feet.

C RallySprint Courses

- 1 RallySprint courses may be run on RallyTrials -type sites (e.g. large dirt/gravel parking lots) or on sections of dirt, gravel or snow-packed roads. Course design may allow somewhat faster speeds than RallyTrials events, but the emphasis should remain on vehicle handling, not top speed.
- 2 Maximum speeds on straights should not normally exceed 70 miles per hour for the fastest vehicles. Chicanes may be used to control speeds on longer straight sections.
- 3 Penalties should be minimally the same as RallyTrials.
- 4 For RallySprint courses that are set up on large, open areas, the course will be designated by upright and pointer cones. For RallySprint courses that are set up on roads or trails, the roadway itself will designate the course and cones may be used to mark key course features, such as corner entries, hazards, gates and intersections.

V. SCCA® Insurance

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

VI. Event Officials

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

VII. Entrant Eligibility and Licensing

- A To be eligible, a driver must be an SCCA® member, at least 16 years old, possess a "full privilege" operator's (driver's) license from their state of residence, and meet at least one of the following requirements:
 1. For RallyTrials, competed in a minimum of four (4) RallyCross events within the last two (2) years.
 2. For RallySprint, competed in a minimum of two (2) RallyTrials events or ten (10) RallyCross events or holds or has held a competition license in any road racing, rally or hill climb series issued by a sanctioning body recognized by SCCA;
 3. A driver who does not meet the requirements of sections 1, 2 above, but who has relevant rally or equivalent motorsports competition experience may be approved to compete upon submitting appropriate documentation of such experience to event officials.

VIII. Workers

- A Events will operate primarily utilizing competitors and volunteers as course workers, similar to RallyCross events.
- B Non-competitors may serve as course workers but must be SCCA members (weekend memberships allowed).
- C All workers must attend a course worker operations & safety briefing prior to the start of competition at the event.

IX. Event Safety Requirements

- A At least one safety vehicle shall be provided at each event to respond to emergencies. The safety vehicle must carry a fire extinguisher(s) and an approved first aid kit.
- B An ambulance must be on site or on call and available to respond and arrive at event location within five (5) minutes of a telephone call from the event site. A cellular phone must be available on-site to contact authorities in the event of an emergency. For RallySprint events, at least one medical first responder (e.g. EMT, Paramedic, RN, Physician) must be on site during competition runs.
- C The approved safety plan to address emergencies must be posted on the official notice board at the event.
- D Marshal stations shall be set up in designated locations along the course and each station must have a line-of-site view of its adjacent (up course and down course) marshal stations or have a system in place of accountability for competitor's vehicles.
- E Each marshal station must have at least one dry chemical fire extinguisher with a minimum total capacity of 20 lbs. and one red flag.
- F Two-way radio communication shall be provided between event control and all marshal stations.
- G Each marshal station shall have at least two (2) workers. Marshals must be SCCA members and at least 16 years of age.
- H Each marshal station shall be positioned a reasonably safe distance from the course. Stations should not normally be placed on the outside of corners.
- I Spectating areas for those not working or competing must be at least 75 feet from the course. It is recommended that any such spectating area have at least one marshal in place.
- J Approved photographers are allowed along the course during competition runs but must be accompanied by an approved spotter and located in safe locations, preferably marshal stations.

X. Vehicle Safety Equipment Requirements

A RallyTrials-

- 1 Each competition vehicle must complete and pass a vehicle safety ("Tech") inspection conducted in accordance with the RallyCross rules. The purpose of the safety inspection is to ensure that vehicles meet safety requirements; it is not intended to verify whether a vehicle meets the preparation allowances for a particular class.
- 2 At a minimum, all vehicles must be in good mechanical condition.
- 3 The Current SCCA Time Trial rules for Hill Climbs for Rollbars, Driver Restraint, Seats and Fire Suppression will be used.

B RallySprint-

- 1 Each competition vehicle must complete and pass a vehicle safety ("Tech") inspection conducted in accordance with the RallyCross rules. The purpose of the safety inspection is to ensure that vehicles meet safety requirements; it is not intended to verify whether a vehicle meets the preparation allowances for a particular class.
- 2 At a minimum, all vehicles must be in good mechanical condition with the following safety equipment:
 - a As a minimum, a roll cage meeting the current SCCA GCR requirements for Showroom Stock/Improved Touring roll cages (per Appendix I: 2007 Roll Cage Rules) or the current requirements of another sanctioning body approved by the SCCA. Events can require a higher level of protection in Supplemental Regulations.
 - b 5, 6, or 7-point driver's restraint system meeting SCCA standards (GCR Section 9.3.19.) shall be used at all times while on the track.
 - c Driver and co-driver seats shall be firmly mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. Seats must be intended by their manufacturer to be for competition use.
 - d A hand-held fire extinguisher or on-board system that complies with the current SCCA GCR requirements;

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

XI. Driver Safety Equipment Requirements

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

1. A helmet meeting the current RallyCross requirements. If the vehicle does not have a front windshield, the driver shall wear goggles or a face shield;
2. All occupants must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot. SCCA-compliant fire resistant clothing as listed in the current Club Racing GCR is highly recommended. This includes suits, gloves, socks, and shoes.
3. Head and neck restraint systems (HANS) are highly recommended but not mandatory.
4. Driver/passenger arm restraints are required for any vehicle that does not have a side window adjacent to the driver/passenger. Windows must be rolled up during competition
5. One passenger is allowed in the front passenger seat of a vehicle during competition. Passengers must be at least 15 years of age, current SCCA members and complete the required event waiver. Passengers must wear safety equipment that meets the driver's safety equipment requirements of this section. The quality and rating of the passenger's seat and restraints in the vehicle must be at least equal to those of the driver's seat and restraints.

B RallySprint:

1. A helmets approved by the Snell Foundation with Snell sticker *SA2010/SAH2010*, or *SA2015/SAH2015*, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR.2.
2. All occupants must wear a driving suit that effectively covers the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label. (see SCCA GCRs section 9.3.20.C.1)
3. All occupants are required to use a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. (from SCCA GCRs section 9.3.20.C.2)
4. One passenger is allowed in the front passenger seat of a vehicle during competition. Passengers must be at least 15 years of age, current SCCA members and complete the required event waiver. Passengers must wear safety equipment that meets the driver's safety equipment requirements of this section. The quality and rating of the passenger's seat and restraints in the vehicle must be at least equal to those of the driver's seat and restraints.

XII. Vehicle Classifications

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

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

- 1 **RallyTrials** vehicles will be classified as per current SCCA RallyCross Rules.
- 2 **RallySprint** vehicles will be classified into one of four categories:
 - a **RallySprint Two-Wheel Drive Under 2.5 Liters (R2U)** – for front- or rear-wheel drive vehicles with adjusted engine capacity under 2.5 liters.
 - b **RallySprint Two-Wheel Drive Over 2.5 Liters (R2O)** – for front- or rear-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.
 - c **RallySprint Four-Wheel Drive Under 2.5 Liters (R4U)** – for all- or four-wheel drive vehicles with adjusted engine capacity under 2.5 liters.
 - d **RallySprint Four-Wheel Drive Over 2.5 Liters (R4O)** -- for all- or four-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.

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

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

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

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

XIII. Event Supplemental Regulations

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

Appendix A Supplemental Regulations

1. Event Description:

Name:

Location:

Event Date:

Sanction: this event is sanctioned by the Sports Car Club of America (SCCA), and hosted by the XX Region of SCCA

Insurance: this event is insured through the Sports Car Club of America (SCCA).

2. Purpose:

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

4. Entry:

4.1 Entry Schedule and fees:

4.2 Payment:

4.3 Refunds:

4.4 SCCA Membership:

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

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

4.7 Number of Entrants:

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

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

4.8 Entry Paperwork:

4.8.1 for an entry to be considered complete, the following must be submitted:

- fees: entry, weekend membership – submitted on-line
- required driver, co-driver and crew information –submitted on-line
- rally vehicle information

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

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

5. Organizing Committee:

Event Steward:

Chief Steward:

Registrar:

Safety Steward:

Control Captain: If needed

Spectator Captain: If needed

Communication Chief: If needed

Scrutineer:

Sweep Captain: If needed

6. Day of Event Schedule:

9. Competition Classes:

10. Log Books

10.1 Issuing of Log Book:

11. Required Vehicle Safety Equipment:

11.1 Rollbar/rollcages

11.2 Padding

11.3 Seats:

11.4 Harnesses

11.5 Emergency Triangle:

11.6 Fire extinguishers:

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

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

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

13.1 Helmets:

13.2 Head and Neck Restraint Device

13.3 Driving suit:

14. Stage and Transit Notes:

15. Recce:

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

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

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

17. Service:

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

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

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

17.2 Fueling:

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

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

17.3 Repairs: Jack stands must be placed under the vehicle when more than one wheel is in the air.

Jack stands are to be used any time a person is to work under a jacked vehicle.

17.4 Service vehicles:

18. Sweep:

19. Food and beverages:

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

20. Spectating:

21. Lodging:

22. Results:

23. Awards:

Appendices:

Incident procedure:

Radio frequencies for event:

Tech sheet:

Stage maps:

Region Development

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

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

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

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

Solo Events Board

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

Approved rules package follows the minutes.

Club Racing Rules Changes - Prill

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

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

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

3.7.3. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Divisional Championship participants who meet the invitation qualifications. The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

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

1. U.S. Majors Tour Championship Events

A competitor must meet both participation and performance requirements.

b. Performance Requirements

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

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

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

2. Division Championship Events

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

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

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

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

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

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

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

3.7.3. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Divisional Championship participants who meet the invitation qualifications. The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

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

1. U.S. Majors Tour Championship Events

A competitor must meet both participation and performance requirements.

a. Participation Requirements

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

b. Performance Requirements

A competitor must meet one of the following:

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

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

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

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

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

c. Nationwide Point Standings

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

2. Division Championship Events

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

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

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

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

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

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

3. Defending National Champions

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

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

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

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

~~d.~~

- de. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a National Champion.
- ef. Eligibility not covered by these criteria will be resolved by the CRB.

4. Additional Requirements

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

B. Refusal Of Entry

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

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

3.7.3.C. Invited Runoffs Classes

All Runoffs eligible classes are invited to the Runoffs.

1. A class *Runoffs-eligible class* with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.
2. A class *Runoffs-eligible class* with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs ~~may race as a supplemental class, but will not name a National Champion~~ *but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion.*
3. Classes *may* be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

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

SRF as a regional class - Hill

The 2015 GCR says "*It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) become part of SRF3 as one class.*"

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

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

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

Club Racing Board - Wheeler

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

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

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

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

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

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

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

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

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

CRB

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

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

EXECUTIVE STEWARDS

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

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

COURT OF APPEALS

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

Secretary position to remain vacant for 2016.

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

SOLO EVENTS BOARD

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

Bob Davis
Mike Brausen

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

SOLO DEVELOPMENT COORDINATORS

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

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

SOLO SAFETY COMMITTEE

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

ROAD RALLY BOARD

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

BOARD STATEMENT: The Board extends its appreciation to Len Pincton for his service to the Club.

DIVISIONAL ROAD RALLY STEWARDS

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

RALLYCROSS BOARD

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

DIVISIONAL RALLYCROSS STEWARDS

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

SCCA FOUNDATION

Arnie Coleman
Duane Rost
John Zuccarelli
Carla Russo

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

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

Meeting adjourned.

APPROVED CRB RECOMMENDED RULE CHANGES

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

American Sedan

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

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

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

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

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

B-Spec

None.

Formula/Sports Racer

None.

GCR

1. #17613- (December Fastrack - John Bauer) Change the Scale Certification Time Period

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

Grand Touring

GT2

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

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

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

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

16385 Goughary, 16807 Myer, 16878 Nazario, 16986 Lentz

GT2/ST

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

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

Front Bumper - RDT0-001

Side Skirt - RDT0-002

Front Fenders - RDT0-006

Front Splitter - RDT0-007

Rear Fenders - RDT0-009

Front Fender Panel - RDT0-013

Improved Touring

None.

Production

FP

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

Reclassify the following vehicles from EP to FP:

Dodge Neon (95-99) SOHC:

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

Notes: "Comp. Ratio limited to ~~12.0:1~~ **11.0:1**, Valve lift limited to ~~.500~~ **.450**."

Dodge Neon (95-99) DOHC:

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

Notes: "Comp. Ratio limited to ~~12.0:1~~ **11.0:1**, Valve lift limited to ~~.500~~ **.450**."

Dodge Neon ACR (01-02) SOHC:

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

Notes: "Comp. Ratio limited to ~~12.0:1~~ **11.0:1**, Valve lift limited to ~~.500~~ **.450**."

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

Prd

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

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

Spec Miata

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

Thank you for your request.

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

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

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

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

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

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

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

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

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

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

Super Touring

ST

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

Delete 9.1.4.2.B.7

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

Add to 9.1.4.G Engines

25. Piston rings are free.

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

27. Engine bearings are free.

28. Engine coatings are free.

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

Add to 9.1.4.L Drivetrain

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

4. Drivetrain coatings are free.

STL

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

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

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

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

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

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

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

STU

1. #16949 - (December Fastrack - Eric Heinrich) Oil Storage Tank

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

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

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

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

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

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

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

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

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

Renumber subsequent sections appropriately.

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

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

Add to 9.1.4.1.H.3:

Garrett GT2254R, p/n 471171-3

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

Table B

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

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

Touring

T1

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

T1: Add to Toyota Supra notes:

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

T2

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

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

T2-T4

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

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

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

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

T4

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

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

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

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

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

Remove from Notes for 2015 Mazda 3:

~~Eibach 5557-140, 5557-320. OR Mazdaspeed suspension# (part TBA).~~

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

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

Subaru BRZ (2013-)

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

Scion FR-S (2013-)

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

GT2

1. #17626 - (January Fastrack - Steven Pounds) Improve Performance and Availability for 996 GT3 Cup

Thank you for your letter. Add to the Notes for the Porsche 996 GT3 Cup: *Aftermarket exhaust header is allowed.*

2. #18144 - (January Fastrack - Rob May) Allow Paddle Shift System on 997

Thank you for your request. Add to the Notes for the GT2 Porsche 997 Cup: *Paddle shift system allowed with 100 lb. weight penalty.*

3. #18223 - (January Fastrack - Scotty White) Viper Roadster

Thank you for your letter. Add *Viper Roadster* to the body spec line. Add to Notes: *Roadster must run windscreen and frame per "stock" dimensions.*

CRB Addendum

GT2/ST

1. #18142 - (January Fastrack - Rob May) Allow ABS for GT2/ST

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

SM

1. #18236 - (January Fastrack - Jason Isley) Update the Muffler Rule

Thank you for your letter. Change 9.1.7.C.1.m.4.c:

No expansion chambers. ~~A single~~ *Up to two* muffler(s) may be added. The muffler(s) shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches. The muffler(s) shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car). In addition, the sum of the length and width of the muffler(s) shall not exceed 40 inches.

T1

1. #18515 - (January Fastrack - Bill Damron) Weight INCREASE to Solstice/Sky for Competitiveness

In T1, Chevrolet Cobalt, Pontiac Fiero, Pontiac Solstice, Saturn Sky, add to engine notes: *OEM unmodified turbo permitted with no restrictor.*

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

"All cars may replace the hood, hatch, doors and/or trunk/deck lid with nonmetallic composite parts provided that the panel maintains the OEM profiles."

T2

1. #18389 - (January Fastrack - Touring Committee) T2 Adjustment Porsche 911 / 996 (98-05)

Thank you for your request. Add to Notes for Porsche 911 / 996 (98-05): *Cold air intake allowed.*

T4

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

Subaru BRZ (2013-)

Change weight: ~~2900~~ *2850*

Add to Notes: *Header permitted with +100 penalty (2950).*

Scion FR-S (2013-)

Change weight: ~~2900~~ *2850*

Add to Notes: *Header permitted with +100 penalty (2950).*

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



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

Street Category

ITEM 1) #16801

Change Section 13.10.E (page 79):

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

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

Street Touring® Category

ITEM 2) #14254

Change Sections 14.3 and 14.4 (page 83):

14.3 TIRES

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

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

STF, STS, STR (AWD) – 225 mm

STX, ~~STU (AWD)~~ – 245 mm

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

STX (2WD), *STU (AWD)* – 265 mm

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

STP (Solid Axle Rear Suspension) – 315 mm

14.4 WHEELS

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

STF, STS, STR (AWD) – 7.5”

STX (AWD) – 8.0”

STX, STR (2WD) – 9.0”

STU – ~~unlimited~~ 11.0”

STP (Independent Rear Suspension) – 10”

STP (Solid Axle Rear Suspension) – 11”

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



Street Prepared Category

ITEM 3) #16443

Change to original proposal:

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

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

SCCA Fastrack News July 2015 Page 10

Street Modified Category

ITEM 4) #16721

Remove Section 16.1.H (page 110):

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

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

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



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

Street Category

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

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

Street Touring® Category

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STF, STS, STR (AWD) – 225 mm

STX, ~~STU (AWD)~~ – 245 mm

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

STX (2WD), *STU (AWD)* – 265 mm

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

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



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SCCA Fastrack News July 2015 Page 10

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

Street Touring® Category (new item)

ITEM 5) #15045 & 15087

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

Fiat
500 Abarth
500 Turbo (2013-14)
Lexus
SC300

SCCA Fastrack News April 2015 Page 8
SCCA Fastrack News April 2015 Page 9
SCCA Fastrack News July 2015 Page 6

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 23, 2015

The Solo Events Board met by conference call November 23rd. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Dave Hardy, Eric Hyman; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2017.

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

Recommended Items for 2016

The following subject has been recommended to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Prepared

#16443 Touring Cars

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

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

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

Member Advisories

Street

#17753 Stability Control Defeat

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

Other Items Reviewed

Street

#17790 FS classing

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

#17803 F-Street Lincoln Test Report

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

Street Touring

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

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

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

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

Not Recommended

Street

#17143 E92 M3 ZCP Competition Package bump to BS?

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

#17284 Ecoboost Mustang from FS to DS

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

#17884 V6 pony cars

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

#17889 Move V6 Mustangs and Camaros out of FS

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

#17930 Mustang EcoBoost to DS/GS

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

#17975 Subaru Impreza reclassing

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

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

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

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

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

#18315 SSR eligibility

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

Handled Elsewhere

Street

#17561 Ford Mustang GT350 classing

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

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

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

#18165 2016 Camaro SS classing

Please see the response to letter 17890.

#18172 6th gen camaro to FS

Please see the response to letter 17890.

Street Touring

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

Thank you for your comments. See letter #14254.

#18116 E36 M3 Street Touring Comments

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

Tech Bulletins

Street

#17392 Classing request for 2015 Audi A3

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

2015 Audi A3 1.8T FWD - GS

2015 Audi A3 2.0T FWD, AWD - DS

2015 Audi S3 Quattro - BS

#17890 New car classing

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

FS

Chevrolet

Camaro LT, SS (2016)

#18206 classing request/clarification

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

HS

Kia

Forte5 (2014-2016)

Street Touring

#18111 Initial classification of 2016 Mazda MX-5 Miata

Add the following new listing to Appendix A:

STR

Mazda MX5 Miata (2016)

Prepared

#18271 Please create a classification for the 944 turbo

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

Appendix A, Class F-Prepared

Porsche

944 Turbo (1985-1991)

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

Modified

#18580 Proposed wording for Modified

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

"A roll bar conforming to Appendix C is required.

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

And move the requirement to Appendix C as follows:

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

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

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

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 1, 2015

The Club Racing Board met by teleconference on December 1, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

FV

1. #17504 (James Phoenix) Supports Spec Tire

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

The CRB thanks the following letter writers for their input:

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

No Action Required

SRF

1. #18282 (Patrick Goolsbey) 2016 Runoffs

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

GCR

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

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

GT2/ST

1. #18284 (Cheyne Daggett) Missing Cars

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

STU

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

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

T1

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

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

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

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

T2

1. #18406 (Carl Fung) Roll Cage Modifications

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

T4

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

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

Not Recommended

AS

1. #18273 (Steve Martin) 2015 Mustang GT

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

P1

1. #18060 (Rod Markowicz) P1 and P2 Designation

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

P2

1. #17951 (Doug Piner) Reduce Weight for 1300 Engine

Thank you for your letter. Please see the response to Letter #18272 (Technical Bulletin) for changes.

2. #18217 (Stan Clayton) Please Reduce Weight for the Hayabusa-Powered Cars in P2

Thank you for your letter. Please see the response to Letter #18272 (Technical Bulletin) for changes.

SRF3

1. #18235 (Terry Hanushek) Spec Racer Dry Break Fuel System

Thank you for your letter. At this time the CRB does not recommend allowing a fuel system dry break for the Enterprise Spec Racer outside of endurance racing. SCCA Enterprises is currently working on "spec" dry break parts to make sure all cars run identical systems. Racers will be notified when those parts are available.

GCR

1. #17442 (Ken Patterson) Fuel Testing Specs

Thank you for your letter. Fuel can have various additives in it put there by the manufacturer. Competitors should always have fuel tested prior to use.

GT2

1. #16748 (Barry Melhorn) Classification of C7 Corvette and Body Allowances

Thank you for your letter. The requested bodywork exceeds what is allowed in GT2/STO.

2. #18145 (Rob May) Classify 2010-2012 Porsche 997.2

Thank you for your request. The CRB will look to possibly include these cars in the future. The CRB is currently working on the necessary adjustments to create parity which will allow these later Cup cars into GT2.

GT2/ST

1. #18112 (Joe Aquilante) Corvette GT 2 7.0 Liter LS7 Restrictor

Thank you for your letter. The car is competitive as classified. The CRB will continue to monitor performance over a wide range of tracks.

GT3

1. #18092 (Anthony Parker) Include BMW Mini W10B16 Engine in Triumph Engine Specification Lines

Thank you for your letter. The GT class philosophy does not include engines crossing from one chassis manufacturer to another.

EP

1. #18278 (Matthew Reynolds) Restore E Production Parity

Thank you for your letter. Due to moving the Runoffs every year, the CRB is not making competition adjustments based solely on performance at the Runoffs.

HP

1. #17945 (Jason Stine) Motor Prep Level 2 Rules Clarification

Thank you for your letter. The rules allow material to be removed from cylinder heads only to port match, to machine the deck to obtain a specified compression ratio, to fit valve seats, to install a permitted alternate component, to install an alternate camshaft, or to install permitted plugs.

2. #18369 (David Stephens) Valve Lift Measurement

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

3. #18370 (David Stephens) Competition Adjustment for Non-fuel Injected Cars

Thank you for your letter. For 2015, weight was added to a majority of four-valve fuel injected cars classed in HP. The impact of these adjustments will be monitored in 2016.

SM

1. #17820 (Jim Drago) Head Gaskets

Thank you for your suggestion. This is a Tech procedure. No new rules are required.

2. #18195 (Tom Scheifler) NA Suspension Upgrade

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

STL

1. #18353 (Nick Leverone) Slow Down the Honda Not the Rotary

Thank you for your letter. The CRB has never had any intention to restrict STL-compliant 13B engines. The CRB will continue to investigate options for effectively scrutineering non-compliant unported rotary engines, while continuing ongoing monitoring of the performance of the Honda engines.

STU

1. #18032 (Eric Heinrich) Change Supercharged Cars to Restrictor Based Classification

Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars in STU.

2. #18523 (Wade McBride) Factory Five 818R Classification

Thank you for your letter. The Factory Five 818R is not a "production-based vehicle", therefore is not eligible to compete in Touring or Super Touring. It can run in regional SP classes.

T1

1. #17870 (Craig Anderson) Corvette Competition Adjustment for OEM STOCK LS3

Thank you for your letter. Other recommended changes for T1 have been made. Please see the response to letter #18562, Technical Bulletin.

2. #18300 (Michael Pettiford) Restrictor size for Full Prep C6 Z06 Corvette

Thank you for your letter. Other recommended changes have been made for T1 for 2016. Please see the response to letter #18562, Technical Bulletin.

3. #18321 (Michael Pettiford) C6 Z06 Restrictor Plate Size

Thank you for your letter. Please see the response to letter #18562, Technical Bulletin.

T2

1. #17947 (Harley Kaplan) Evaluation of 200 lbs. M3 Penalty

Thank you for your letter. This weight is not a penalty. This car is classed at the appropriate weight. Alternatively you can remove the aftermarket brakes and drop 100lbs.

2. #17991 (Christopher Childs) Adjust Mustang Restrictor

Thank you for your letter. Other adjustments have been made to T2 cars. The CRB will monitor these changes. Please see letter #18560, Technical Bulletin.

3. #18294 (William Moore) 2014 Camaro Restrictor Plate Competitive Allowance

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

T3

1. #18306 (Derek Kulach) Improve DE 350Z Engine Parity

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

2. #18307 (Derek Kulach) 350Z DE Parity

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

3. #18322 (Richard Kulach) Nissan 370Z BOP

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

T4

1. #17922 (Chad Gilsinger) Classify 2004-2009 Honda S2000 in T4

Thank you for your letter. This car's potential is too great for T4.

2. #18152 (Kristina Etherington) Reduce Mustang Restrictions

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

3. #18166 (Steven Zink) Remove Restrictor on 2005-2009 V 6 Mustangs

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

4. #18177 (David Mead) T4 Class Parity

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

5. #18182 (Christopher Childs) Alternative Mustang Wheels

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

6. #18184 (Christopher Childs) Adjust Mustang Weight

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

7. #18186 (Christopher Childs) Reduce Mustang Restriction

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class.

8. #18386 (Steve Strickland) Weight Reduction for the Mazda MX5

Thank you for your letter. Based on data collected and analyzed at 2014 and 2015 events, this change is not recommended. This car is competitive as classed.

9. #18387 (David Mead) Weight Increase for MX5 with Aftermarket Hardtop

Thank you for your letter. The aftermarket hardtop is optional - you can run stock with no weight penalty. Since the aftermarket hardtop takes weight off high on the car, the 20lb weight increase is a good option for this allowance.

10. #18397 (Ali Naimi) 2006-2014 Miata Assistance

Thank you for your letter. Based on data collected and analyzed at 2014 and 2015 events, the CRB does not recommend this change. This car is competitive as classed.

Recommended Items for 2016

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

GT2

1. #17626 (Steven Pounds) Improve Performance and Availability for 996 GT3 Cup

Thank you for your letter. Add to the Notes for the Porsche 996 GT3 Cup: *Aftermarket exhaust header is allowed.*

2. #18144 (Rob May) Allow Paddle Shift System on 997

Thank you for your request. Add to the Notes for the GT2 Porsche 997 Cup: *Paddle shift system allowed with 100 lb. weight penalty.*

3. #18223 (Scotty White) Viper Roadster

Thank you for your letter. Add *Viper Roadster* to the body spec line. Add to Notes: *Roadster must run windscreen and frame per "stock" dimensions.*

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SM

1. #18236 (Jason Isley) Update the Muffler Rule

Thank you for your letter. Change 9.1.7.C.1.m.4.c:

No expansion chambers. ~~A single~~ *Up to two* muffler(s) may be added. The muffler(s) shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches. The muffler(s) shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car). In addition, the sum of the length and width of the muffler(s) shall not exceed 40 inches.

T1

1. #18515 (Bill Damron) Weight INCREASE to Solstice/Sky for Competitiveness

In T1, Chevrolet Cobalt, Pontiac Fiero, Pontiac Solstice, Saturn Sky, add to engine notes: *OEM unmodified turbo permitted with no restrictor.*

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

“All cars may replace the hood, hatch, doors and/or trunk/deck lid with nonmetallic composite parts provided that the panel maintains the OEM profiles.”

T2

1. #18389 (Touring Committee) T2 Adjustment Porsche 911 / 996 (98-05)

Thank you for your request. Add to Notes for Porsche 911 / 996 (98-05): *Cold air intake allowed.*

T4

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

Subaru BRZ (2013-)

Change weight: ~~2900~~ *2850*

Add to Notes: *Header permitted with +100 penalty (2950).*

Scion FR-S (2013-)

Change weight: ~~2900~~ *2850*

Add to Notes: *Header permitted with +100 penalty (2950).*

2. #18366 (Tom Thompson) Allow 16 inch Diameter Wheels on 2nd Generation Dodge Neon

Thank you for your request. In T4, for the Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99), change wheel size from ~~15x7~~ to *16x7*.

Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval at the 2016 Convention. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

FB

1. #18344 (Jerry Hodges) Capping Speed Increases

In GCR section 9.1.1.G.4.E., add the following language:

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

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

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

Engines Introduced On Or Before 2012	All	2012	N/A	
Engines Introduced On Or After 2013	All	2013-	N/A	
All Engines	All	2008 and newer, 2007 Suzuki	37.5	May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.
All Engines	All	2007 and older except 2007 Suzuki	None required may use 37.5	May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.

T2-T4

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

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

Taken Care Of

FB

1. #18345 (Nicho Vardis) 2016 SeasonFB Restrictors Needed!
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
2. #18349 (Nick Mayer) Restrictor in FB
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
3. #18356 (Max Spector) 2016 Season FB Restrictors Needed!
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
4. #18363 (Alex Mayer) Capping Speed Increases
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
5. #18365 (Doug Hertz) Support for Restrictors as per Letter #18344
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
6. #18404 (JEREMY HILL) Support RESTRICTORS in FB
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
7. #18416 (Mike Signore) Support Letter # 18344
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
8. #18456 (Jose Gerardo) Engine Restrictors and Race What You Qualify
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
9. #18458 (Shawn McClure) Restrictors in FB
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.
10. #18474 (Tyler Thielmann) Restrictors in FB
Thank you for your letter. Please see the response to letter #18344, Technical Bulletin.

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

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

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

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

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

P2

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

GCR

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

GT2/ST

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

FP

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

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

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

Prd

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

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

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

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

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

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

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

SM

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

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

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

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

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

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

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

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

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

STL

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

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

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

STU

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

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

T1

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

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

T2

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

T4

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

2. #18178 (David Mead) Scion FR-S and Subaru BRX Weight

Thank you for your letter. Recent adjustments have been made to T4. The CRB will continue to monitor the performance of the class. Please see the response to letter #18216.

What Do You Think

GT2

1. #18355 (James Goughary) Compliance Chief for GT2 class

The CRB requests your feedback on the below recommendation for a GT2 Compliance Chief. Please send your feedback through the CRB letter system at www.crbscca.com.

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

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

AGT2 compliance chief would clarify any ambiguous specifications and deter non-compliance whether intentional or unintentional. This will tend to maintain strong participation, improve the image of the GT2 class, and encourage even more participation.

SM

1. #18342 (Ralph Provitz) Allow Turn Signal Removal in the 94-97 1.8

The CRB is seeking feedback on the following. Please respond through the CRB letter system, www.crbscca.com.

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

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

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2015

NUMBER: TB 16-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2016 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FF

1. #17394 (John Bauer) Clarify Exhaust Pipe Requirements

In GCR section 9.1.1.B.14.m.2, clarify the exhaust rules as follows:

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

P2

1. #18272 (David Locke) Change Max Displ., Req'd Restrictor, & Min. Weight of Engine Table Line B.5

In P2 Engine Table, B.5, make the following changes:

Max. Displ.: 4205 *1345*

Restrictor: 39.5 *40.5*

Weight: 4200 *1160*

2. #18396 (Mike Bachman) Unrestrict 03-04 GSXR

In P2, Engine Table, B.2, classify the Suzuki engine as follows:

"2004 and older Suzuki GSXR"

SRF3

1. #18469 (Erik Skirmants) SRF3 / SRF E&O Updates

In SRF/ SRF3, make the following updates:

In GCR section 9.1.8.E.D.e., clarify the fuel cell bladder language as follows:

"A 16 gauge steel plate measuring 10" x 28" may be ~~added~~ *stitch welded* under the fuel cell bladder above vehicle floor."

In GCR section 9.1.8.E.E.g., add the following language:

"Rub Rails - P/N 180557 LH; P/N 180558 RH, may be fabricated from .060" *to .090*" thick aluminum. Dimensions shall be 2-1/2" high x 3" wide x 72" long. Additional fasteners may be used."

In GCR section 9.1.8.E.E.i., replace language as follows:

~~"Floor Pans - P/N 180434 and 180434B, may be fabricated from .060" thick aluminum. Such floor pans shall be dimensionally and functionally the same as to the original floor pans furnished by Enterprises and shall perform no other function. Floor Pans - .060" thick aluminum only. Can be 1, 2 or 3 piece configuration. Pieces shall be joined on main 1.5" frame tubes. Must be continuously riveted, spacing no closer than 4" on center. Additional Bonding of floor to the chassis is allowed. Drain holes maximum size of .375 are allowed, Floor pan shall perform no other function."~~

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

~~"NO MODIFICATIONS ALLOWED. Required front air ducts shall be installed. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Original rubber brake lines may be replaced with braided metal-covered (Aeroquip type/size 3) brake lines. Replacement lines shall attach to all braking components with no modifications. Front brake ducts are required, attached to the openings in the lower radiator baffles, any flexible 4" duct material allowed, installed length minimum 12" maximum 36" in length. Must be securely fastened, Bracket Part # 800368 can be used. Shall serve no other purpose. An extension may be welded to the side of the throttle pedal to improve heel-and-toe braking. Aeroquip style -3 braided stainless flex lines only, must attach to all brake components without modification. Brake pad "anti-rattle" clips may~~

must be removed.”

In GCR section 9.1.8.E.J., add the following language:

“NO MODIFICATIONS ALLOWED. The steering rack may be shimmed with any combination of standard shims P/N 280286 *.030*” or P/N 280287 *.060*” to eliminate bump steer.”

In GCR section 9.1.8.E.K., replace language as follows:

~~“NO MODIFICATIONS or MACHINING ALLOWED except to mount valve stems. Wheels may be painted any color(s). Plating is allowed. All wheel bearings shall be run with grease (not oil), no special coating of the bearings is allowed, and the bearing grease seal shall be intact (unmodified). Only ferrous bearing housing and balls or rollers are permitted. Wheel spacers are not allowed.~~ *NO MODIFICATIONS or MACHINING ALLOWED except to mount valve stems. Wheels may be painted any color(s). Plating is allowed. No wheel spacers are allowed.*”

In GCR section 9.1.8.E.X., add the following language to the end:

“m. Wheel bearings “ONLY” ferrous housing, balls or rollers are permitted, shall be run with grease (not oil), no special coating of the bearings. Grease seals shall be intact (unmodified).”

In GCR section 9.1.8.E.V.f., make the following changes:

“Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. *Tape or vinyl may not close body seams or openings.* Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. ~~Tape cannot close body seams.”~~

In GCR section 9.1.8.E.W.p., make the following changes:

“The addition of a metal floor pan in the area of the foot pedals/ driver’s feet, size shall be 27.87” x 21.56” x 1.25” made from sixteen *16* gauge metal. *Must be securely fastened with rivets / bolts or 27.87 X 21.56 if Stitch welded.*”

In GCR section 9.1.8.E.X.j., make the following changes:

~~“Suspension linkage adjustments: No more than 9/16 inches of the threads showing on any spherical rod ends. This is a mandatory requirement to ensure sufficient engagement of the threads in the adjustable linkages. *.570” exposed thread from first formed thread to a STD jam nut on any Spherical rod end. This is minimum mandatory requirement to ensure sufficient engagement of thread in the adjustable linkages.* It is not permissible to remove any jam nut on suspension links.”~~

In GCR section 9.1.8.E.2.B., make the following changes:

“Current SRF *body* rules with the exception of the tail: *as noted*: Tail **Tail**: can be used in any legal SRF configuration until *Start of 2018* competition season. Final (required ~~1/1/2018~~) *SRF3* configuration is ~~no scoop and a 4” (measured from bottom edge) cutout of the rear panel.~~ *shall be 4” X 62.5” +/- .500” with a 1” radius in the upper corners cut from the lower rear panel of the tail. Measured from the bottom up and centered left to right. No Scoop.* Min weight 27 lbs. Max 60lbs.

Center section: Oil Cooler NACA Duct is optional for SRF3, if installed must be unmodified and functional. Trimming of the left engine duct or the airbox snorkel is permitted for fitment, no sealing of the joint.

~~When available from Customer Service Representative at event, GEN3 Approved identification must be displayed on nose of car. Approved “Ford Racing” decals on each side of tail engine hump. Approved “Performance Electronics” decals on each side of tail.~~ *Mandatory identification. “SRF3” near the side car numbers, Approved (2) “Ford Racing” & (2) “Performance Electronics” on each side of the tail. “Hoosier” logo (4) on both sides front lower outer corners of the nose, each side of the tail.*

All SRF3 cars must have minimum 10” wide “Day Glow Orange” visible front and rear on the horizontal portion of the tall man kit.”

In GCR section 9.1.8.E.2.C., make the following changes:

~~“Recorded ECU data remains the property of SCCA Enterprises and must be surrendered when requested. ECU Data collection by the competitor is allowed ONLY by approved methods. No competitor data device may be active at any time with the Engine management system. All engine management sensors must be connected and functioning.~~ *by “CAN DATA STREAM ONLY” ECU tune file is “spec” may be checked or updated by SCCA Enterprises or CSR personnel at any time is not at the discretion of the competitor. An update is official when released by SCCA Enterprises. No competitor device at any time may be active with the Engine management system. All engine management sensors must be connected and functioning.* It is the responsibility of the competitor to maintain sensors in working condition.”

In GCR section 9.1.8.E.2.E., change weight as follows:

~~“4560~~ *1540* lbs. minimum with driver as raced. Cool suit tanks are to be removed upon weighing of car. Ballast in approved locations only.”

In GCR section 9.1.8.E.2.H., remove air box language as follows:

H. AIR BOX

~~“Airaid air inlet box and tube assembly, P/N G592230, is mandatory in stated location. Drain hole on bottom side of air box MUST REMAIN OPEN and un-obstructed. (Drivetrain Violation Item). Trimming of the center section of the body or the airbox snorkel is permitted, no sealing of the joint.”~~

In GCR section 9.1.8.E.2.I., replace the engine language and re-letter section H as follows:

“I. H. ENGINE

In GCR section 9.1.8.E.2.H., add the following language:

“24. Air Box: P/N G592230 Mandatory unmodified, except as noted under body work, Air Box floor vent must remain open and un-obstructed.”

GCR

1. #18046 (David Badger) Change in Fuel List

In GCR section 9.3.26, Chemical Compounds Prohibited or Restricted in SCCA Race Fuels table, make the following change:

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

2. #18175 (David Gomberg) Section 1.2.3.C Error & Omission

In GCR section 1.2.3.C.3., make the following changes:

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

3. #18375 (SCCA Staff) Clarify Homologation Language

In the April 2015 Fastrack, the Club Racing Board recommended to update the homologation requirements in section 9.2.2. The BoD approved the recommendation in their May meeting.

Additional language in the GCR requires updating to reflect the original recommendation as follows:

In GCR section 9.2.2., add the following sentence to the beginning of the second paragraph:

"Cars which do comply with the design criteria set forth for roll hoops (GCR 9.4.5) do not require a homologation certificate."

In GCR section 9.2.1.G, make the following changes:

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

In GCR section 9.1.1.A.1.a, make the following changes:

"A single seat, four open-wheeled racing car with firewall, floor, and safety equipment conforming to GCR Section 9. Homologation is **may be** required for ~~all cars registered after January 1, 1983.~~ *Refer to section 9.2.2. for details.*"

In GCR section 9.1.1.B.1.d, make the following changes:

"Homologation is **may be** required for ~~all cars registered after January 1, 1983.~~ *Refer to section 9.2.2. for details.*"

Remove GCR section 9.1.1.B.1.e as follows:

~~"All cars converted from one class to the other shall apply for homologation and comply with these rules."~~

In GCR section 9.1.1.C.1.B, make the following changes:

"Formula Vee is a **Restricted Class**. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation is **may be** required for ~~all cars registered after January 1, 1983.~~ *Refer to section 9.2.2. for details.*"

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

"A class for single seat, open wheel, rigid suspension race cars using either a snowmobile derived engine and drive components or a 600cc motorcycle engine. Specifications are restrictive in nature in order to emphasize driver ability, rather than design.

Formula 500 is a restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation is **may be** required for ~~all cars registered after January 1, 1983.~~

Refer to section 9.2.2. for details."

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

"A formula for purpose built, highly modified single-seat, open-wheel, open cockpit racing cars, which meet the general regulations of Section 9. of the GCR for Formula Category cars, yet are different in concept and specifications from the current SCCA Formula classes. Homologation is **may be** required ~~on ALL Formula S cars.~~ *Refer to section 9.2.2. for details.*

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

Exceptions to the FS specifications must be **made to the Club Racing Board** ~~requested with the homologation application and will be listed on the homologation certificate.~~ *Cars must have a letter from SCCA Technical Services documenting the exception.*"

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

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

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

1. Definition

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

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

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

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

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

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

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

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

~~Exceptions:~~

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

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

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

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

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

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

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

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

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

2.3.2.D. Concussion & Loss of Consciousness

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

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

Grand Touring

GT2

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

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

GT2/ST

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

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

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

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

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

- #18163 (Scotty White) Hybrid Manifold Error & Omission

In GT2/ST, Dodge Viper, incl. Comp Coupe, ACR/ACR-X, add the following language to the 8300 OEM notes:

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

GT3

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

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

GTA

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

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

In GCR section 9.1.2.G.VII.B., remove language as follows:

~~"Race tires American American Racer EC-85 (until 7/01/14)"~~

~~"Goodyear 2560 (until 7/01/14)"~~

GTL

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

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Insight</i>	<i>00-06</i>	<i>2dr</i>	<i>FWD</i>	<i>94.5"</i>	

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

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Insight</i>	<i>00-06</i>	<i>2dr</i>	<i>FWD</i>	<i>94.5"</i>	

2. #18280 (Tim Linerud) Error in GCR

In GTL, Volkswagen Corrado, correct the wheelbase as follows:

94.5" 97.3"

Improved Touring

None.

Production

1. #17873 (Jeff Young) Triumph TR8 Brakes

In EP, TR7, add a brake kit as follows:

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

In EP, TR8 (78-81), add a brake kit as follows:

"(F) 10.5 vented (R) 9.0 Drum or 10.5 x .78 disc, *JRT brake kit # STN 0068 and Rimmer Bros. brake kit #GRID007446.*"

2. #18543 (Production Committee) Correct Specifications for E46 BMW Listings

In EP, BMW 325 E46, revise the specifications as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>BMW E46 325i/is (2001-2006)</i>	<i>2</i>	<i>2575 * 2639 ** 22704</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x2.95"</i>	<i>152.1 c.i.</i>	<i>Alum or Iron</i>	<i>Alum</i>	<i>(I) 1.38" (E) 1.200"</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 325i/is (2001-2006)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 11.81"x.87" vented (R) 11.57"x.75" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

3. #18544 (Production Committee) correction to BMW E46 specifications

In EP, BMW 328 E46, revise the specifications as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>BMW E46 328i/is (2001-2006)</i>	<i>2</i>	<i>2750 * 2819 ** 2888</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x3.31"</i>	<i>170.37 c.i.</i>	<i>Alum or Iron</i>	<i>Alum</i>	<i>(I) 1.30" (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 / is (2001-2006)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 11.81"x.87" vented (R) 11.57"x.75" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

4. #18289 (Production Committee) Clarify Mk. # for FP Austin Healey

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

5. #18297 (Brian Borshoff) 1973 Mercury Capri

In FP, Ford Capri 2000 (71-74), add the following language:

"Ford/*Mercury* Capri 2000 (71-74)"

6. #18259 (Steve Hussey) Correction to Spec Line for HP Lotus 7

In HP, Lotus 7 & 7 America, add the following to the notes:

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

7. #18314 (Michael Annis) HP Spec Line Error

In HP, Lotus 7 & 7 America, remove the following valve sizes:

(f) 1.30 (E) 1.20

8. #17965 (Kevin Ruck) Clarify Air Dam Height Rule & Undertray Allowance

In GCR section 9.1.5.E.9.a.9., make the following changes:

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

A front spoiler/air-dam can be fitted to the front of the car.

A. The spoiler/air-dam shall not protrude beyond the overall outline of the body when viewed from above, perpendicular to the ground, or aft of the forward most part of the front fender wheel opening.

B. The spoiler/air-dam can be mounted to the body, chassis and/or frame and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device may be used in locations where the front body-work is above the four inch maximum.

C. The spoiler/air-dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

D. If the spoiler/air-dam covers any portion of the stock grille, an opening must be created in the spoiler/air-dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the spoiler/air-dam must be symmetrically aligned in both planes of the grille.

E. Openings in the spoiler/air-dam are permitted for the purpose of ducting air to the brakes, radiator and/or oil coolers.

Openings can be cut in the front valance to allow the passage of up to a three (3) inch diameter round duct hose leading to

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

Add a new 9.1.5.E.9.a.10., and re-number the following paragraphs:

"An undertray may be added. The undertray may close out the area from the leading edge of the bodywork (including the spoiler/air-dam) back to the forward most part of the front fender wheel opening."

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

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

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

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

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

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

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

E. **C. Taillights** must be the **stock** type and mounted in the **stock** location.

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

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

Spec Miata

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

Mazda MX-5 / Miata (90-93):

Bore x Stroke: 78.0 x ~~83.6~~ **83.7** 1597 or alternate 78.25 x ~~83.6~~ **83.7**

Mazda MX-5 / Miata (94-97):

Bore x Stroke: 83.0 x **85.1** 1839 or alternate 83.25 x **85.1**

Mazda MX-5 / Miata (99-00):

Bore x Stroke: 83.0 x **85.1** 1839 or alternate 83.25 x **85.1**

Mazda MX-5 / Miata (01-05):

Bore x Stroke: 83.0 x **85.1** 1839 or alternate 83.25 x **85.1**

Super Touring

STL

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

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

STU

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

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

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

~~2970~~ *2850*

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

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

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

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

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

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

Touring

T1

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

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

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

"The M5 5.0L *V8* is permitted at ~~3000~~ *3500* lbs. 4.0L V8 permitted at ~~3400~~ *3200* lbs."

In T1, BMW E46 M3, Maximum Displ. 4000, change the weight as follows:
~~3400~~ *3200*

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

"OEM independent rear suspension is permitted."

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

"OEM independent rear suspension is permitted."

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

"OEM independent rear suspension is permitted."

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

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

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

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

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

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

Effective 3/1/16, in T1, BMW M3 E92 (08-13), change the weight as follows:
~~3450~~ *3250*

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

T1-LP

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

T2

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

2. #18560 (Touring Committee) T2 Class adjustments

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

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

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

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

T3

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

2. #18479 (david mead) Please Reinstate T3 04+ RX8 Classification
 In T3, classify the Mazda RX-8 Base/R3 (04-09) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Mazda RX-8 Base/R3 (04-09)	2600	2703	TBA	255	3.76, 2.27, 1.65, 1.19, 1.0, .084 3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.44 Alt: 4.78	(F) 323 Vented Disc (R) 303 Vented Disc	2850	Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted.

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

T4

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

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

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

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

3. #18333 (david mead) Sizing On 2016 T4 Miata Tires
 In T4, 2016 Mazda MX5, change the tire size as follows:
 245 225

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

COURT OF APPEALS

Judgment of the Court of Appeals

Ryan Pilla vs. SOM

COA Ref. No 15-07-NE

November 19, 2015

FACTS IN BRIEF

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

DATES OF THE COURT

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

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

FINDINGS

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

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

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

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

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

DECISION

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

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | December 10, 2015

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

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 1, 2015

The RallyCross Board (RXB) met via conference call on December 1. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): No incident reports were submitted since the last RXB meeting. Regan reported that an issue of incident reports not being distributed to all Committee members has been resolved. The Safety Committee composition will not change for 2016. Members will be Mark Utecht, Chairman, Hal Denham, Rebecca Ruston, and Bob Ricker.
- Rules Committee (Keith Lightfoot): All updates to the proposed rules changes for the 2016 RallyCross Rules have been submitted for BOD approval. The Rules Committee members for 2016 will be Keith Lightfoot, Chairman, Nathan Usher, Kathy Moody, Michael Byington, and Pete Remner.
- RallySprint Committee (Blakely): RallySprint and RallyTrials sanction and insurance fees for 2016 have not yet been determined but are not expected to increase significantly. Blakely reported that an event in Southern California is in the early planning stages. The Committee composition for 2016 will be determined in the next month or two.

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

- National Championship Committee (Stephen Hyatt): Since the last RXB meeting it was announced that the 2016 RallyCross National Championship will return to the National Balloon Classic site in Indianola, Iowa, September 30 through October 2. This will be the 10th running of the National Championship event. To generate excitement for the event, publicity for the event will focus on the 10th anniversary. The National Championship Committee has two returning members for 2016, Leon Drake and Mark Macoubrie. They have been tasked to find more members to fill out the Committee as needed.
- Divisional RallyCross Stewards Liaison (Ron Foley): There was no Divisional RallyCross Steward (DRXS) meeting in November, but Foley has maintained contact with the stewards through email. The RXB discussed encouraging Solo Safety Stewards to become RallyCross Safety Stewards, as the main variance between Solo and RallyCross events is course degradation issues. Foley will contact the RXDS and encourage them to look for Solo Safety Stewards who might be interested in becoming RallyCross Safety Stewards.

Old Business

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

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

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

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

New Business

- RallyCross forums format: Lightfoot pointed out the low traffic volume at the RallyCross forums and suggested that it could be improved with a better forum structure and subject areas offered. He also suggested that each RXB member be assigned a forum subject area to moderate.
- RXB tasks for January meeting: Hyatt requested that for the January meeting each RXB member consider 1) his 2016

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

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

Next meeting: January 5, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | December 11, 2015

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

November minutes were approved. John/Rich/pass.

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

Front Burner Items:

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

Meeting adjourned at 8:30 PM CST

Next meeting January 11, 2016, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

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

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

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

RALLY

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

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

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

SCCA NATIONAL CONVENTION

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

EVENT CALENDAR:

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