

BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | March 31, 2016

The Board of Directors met by conference call on March 31, 2016 at 9:05 EST. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand, Brian McCarthy, Jim Weidenbaum and Peter Zekert.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Vice President and COO, Mindi Pfannenstiel, Senior Director of Finance, Howard Duncan, Senior Director of Rally/Solo and Heyward Wagner, Director of Experiential Programs.

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

CHAIRMAN'S UPDATE

Chairman John Walsh expressed his condolences from the board to President Noble in the passing of her mother. Howard Duncan, Rick Myers and Lee Hill traveled to Puerto Rico to explore revitalizing programs for the Puerto Rico Region of SCCA. Walsh thanked Hill and staff for the outreach and moving things forward.

Walsh is tasking the planning committee and some members of staff to look at tiered membership business model. Lee Hill mentioned that in 15 months there have only been 4 discussions on this topic. The real issue is that membership revenue is a big part of the current business model. The Board needs to look at a broader view than just membership including the upside to all programs and build on that

Heyward Wagner, Director of Experiential Programs gave an update on the website and registration program since his department took over the project. The biggest challenges in the project are process and communication. Each team member has been tasked with a part of the project. Wagner is the project lead and interface with the board, developers, and staff. In-staff resources are Michael Fitzgerald as the new IT Director and Jon Krolewicz who will be working with the Regions, Rick Myers is working on the Registration System as expert resource and Randall Prince with Wagner as the "end user advocate".

Wagner reported his team is on a repetitive 30-day window with ACME to get primary tasks focused and be able to identify primary tasks not completed. In March the following were completed: Solo Timing Report, Event Audit Report, PWC Timing Screen and Majors Timing Screen. In April, they will be working on an Event Template, Shopping Cart improvements, Advertising Program, and Runoffs Parking.

The registration system is being tested; New England Region has an April 5th go -no-go date to use the system. There are a dozen regions testing the system to date and they have a target of June 1st to bring on more regions to test. The plan is to launch the system to all regions on Oct 1st for use in 2017.

Wagner also discussed the cost component of the website. There are 2 types, labor and development which is a 1 time cost as well as monthly service. Randall Prince is promoting advertising programs to partners. Wagner and Pfannenstiel will give updated web site reporting on marketing and financials to the Board at their May meeting.

Lee Hill reported on the planning committee's March meeting. The difficulty is in the mid-states with entries. The planning committee will have a recommendation at the May face to face meeting with various ideas that are being considered with Eric Prill's input to improve the mid-states participation. The next planning committee meeting in April will be discussing classes for the Runoffs. There will be a full report at our May face to face meeting.

MOTION: Steve Harris made a motion that the BOD grant a waiver to GCR 9.1.1.I.13 for FE competitors for the MSR Houston Majors race on April 29 – 30, 2016 to allow the use of alternative tires. Seconded by Lee Hill. Discussion was held a vote taken. PASSED.

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MOTION: Lee Hill made a motion to adjourn, seconded by Tere Pulliam. PASSED.

Meeting Adjourned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | March 23, 2016

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

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

Recommended Items for 2017

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

Street

#17128 996 Turbo and Turbo S to SS

Remove from the exclusion list and add to SS, effective 1/1/2017:

Porsche

996 Turbo, Turbo S (2001-2005)

Street Touring

#17131 Differential Covers and Coolers

Add the highlighted language to 14.10.A:

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

Note: This language adds an allowance for differential coolers.

Member Advisories

Street

#19013 Using module (Vag Com) to disable ESC

Disabling the stability control by altering the ECU code with a VAG-COM or similar is not compliant, per 13.9.G.

Street Touring

The SEB thanks David Whitener for his service as a STAC member.

Street Modified

The SEB thanks Jinx Jordan for his service as a member of the SMAC.

Modified

#17810 cockpit bodywork requirements

Per the SEB, the purpose of 18.4.a.1 is to outline the requirements for firewall, floor, belly pans and cockpit measurements. We encourage all competitors to follow all the rules. In the event of a disagreement of interpretation or ignoring a rule we believe the autocross community can self-police each other with favorable outcomes. If all else fails, the protest process is available to settle issues that cannot be resolved in any other manner.

As outlined in Appendix F, the Advisory Committees and the SEB can clarify specific questions of rules interpretation. The answer to your question is, there are no rules that can be ignored.

Change Proposals

Street

#19112 Harness Bar in C6 Corvette Grand Sport

The following rule change proposal is provided for member review and comment:

Change last sentence of 13.2.H as follows:

“Truss type harness bars *with more than 2 attachment points* are not allowed.”

Modified

#18845 Traction control rules change

To address comments regarding traction control and modern ECU's, the MAC is proposing the following rules revisions, which are provided here for member review and comment:

18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars *may compete in Modified Classes A through F (AM through FM). Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM). Rules for Automatic Braking Systems (ABS) and Traction Control Systems (TCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM. TCS is specifically prohibited in AM, BM, DM and EM, except that RPM ramp rate limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from this ban and are allowed in these classes. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use any ABS and/or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (GCR)~~ Section(s).*

Note: the SEB is also considering modifying the Section 12 definition of Traction Control to encompass the above issues.

Other Items Reviewed

Street

#14899 2009-12 Cayman S/Boxster S to AS

Thank you for your input. Please see item #17283 in the March Fastrack.

#18414 Support for Cayman/Boxster moves

Thank your input. The SAC has recommended moving the '09-'12 Boxsters/Caymans down a class. Other Porsche moves have been put out for member comment at part of items #17283 and #17901 in the March Fastrack.

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

Thank you for your input; please see item #15002 in the March Fastrack.

#18632 Move V6 ponycars from FS to GS

Thank you for your input

#18691 Letter #17179 Input

Thank you for your input.

#18692 Letter #17901 Input

Thank you for your input

#18697 Classification of my BMW 525i wagon

Thank you for your input.

#18705 981 Porsche Cayman 2.7 (base) to BS

Thank you for your input.

#18986 Moving 2006-2008 Cayman S from AS to BS

Thank you for your input.

#19046 6th Gen (2016+) Camaro V8 out of FS

The SAC has clarified the FS listing for this generation Camaro.

Please see the response to letter 19193.

#19078 2016-17 Camaro 1LE V8 & V6

The SAC is waiting until the 1LE's are officially released before classing them.

#19118, 19120, 19128, 19137 Feedback on #17748 (Base C7 Corvette to AS)

Thank you for your input.

#19193 6th Gen Camaro to AS

Thank you for your input. The SAC feels the 2016 SS is classed appropriately and we will class the additional variants as they are released.

Street Touring

#19063 February Fast Track #16000

Thank you your letter and for your feedback on these topics.

#19123 Turbo Buicks to STP

Since STP is a brand new category, the STAC and SEB need to make sure that the original vision, participation, and competitive balance can be achieved with the already classed cars before adding additional cars, even if they appear to be a good fit for the class.

Thank you for your letter and feedback.

#19144 M3 to STR?

Thank you for your letter and feedback - While we understand that this move appears counter to STR's formative vision, the STAC and SEB think that it is important to take this opportunity to ensure expanded classing options for the category as a whole, to best serve the membership's expectations for equitable and diverse competition offerings within each ST class.

#19166 NSX ST Classing.

Thank you for your letter and feedback. While it may seem logical to extend the MR classing to similar types of cars, the STAC does not think that it is in the membership's interest to expand this classing to include halo cars that are limited in production and expensive to obtain and maintain.

#19167 Comment about #17171, Reclass E36 M3

Thank you for your letter and feedback. Please see the response to item #19123.

#19170 STP Inclusion of newer vehicles for '16 Rulebook

Thank you for your letter and feedback. Please see the response to item #19123

Not Recommended

Street

#18990 2009-2011 Nissan GTR Classing (move to AS)

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

#18973 Staggered width wheels sizing

Per the SAC, allowing changes to factory wheel widths is not consistent with the philosophy of the Street category.

Street Touring

#19180 Fender Rolling Rule 4.2.E

Thank you for your letter. The STAC does not support additional bodywork allowances at this time.

Street Modified

#18856 Request to class non-USDM vehicles

The SMAC feels it is not in the best interests of the category to allow JDM cars into Street Modified.

Tech Bulletins

Street

#18992 Chevrolet SS sedan classing,

Per the SAC, add the following new listing to FS, effective immediately upon publication:

Chevrolet

SS Sedan (2013-2016)

#19193 6th Gen Amaro to AS

The SAC has provided the following corrections regarding the Camaro listings in FS:

Chevrolet

Camaro SS (2010-2016)

Camaro SS 1LE (2013-2015)

Street Touring

#18993 Chevrolet SS Sedan classing

The STAC recommends adding the following vehicle listing to STU in Appendix A, effective immediately upon publication:

Chevrolet

SS Sedan (2014-16)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 5, 2016

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

Member Advisory

FE

1. #19375 (Formula/Sports Racing Committee) FE New Spec Tire

Thank you for your letters. The CRB recommends all FE competitors contact their Enterprise CSRs for information (where to purchase, pricing, setup suggestions, etc.) about the new American Racer spec tire.

The CRB thanks the following authors for their feedback: 19288 Ferrara, 19288 Maxwell, 19291 Smith, 19304 Corsico, 19307 Walthew, 19314 and 19363 Maxwell.

No Action Required

FP

1. #19211 (Curtis Wood) Please List Throttle Body Sizes for New Prod Classifications

Thank you for your request. The CRB and the Production Advisory Committee agree that stock throttle body sizes should be listed when classifying vehicles. All reasonable efforts will be made to obtain and list this information for current and new classified vehicles.

Not Recommended

AS

1. #18888 (American Sedan Committee) RP Mustangs: 94-95 Cobra and GT; Cobra R, and All 4.6L Cars

The Club Racing Board and American Sedan Advisory Committee recommend these cars remain classified in American Sedan.

The CRB thanks the following authors for their comments:

19003, Ted Warning; 19024, Scott Olsen; 19041, Mark Muddiman; 19072, Allison Palitz; 19101 Mark Wheaton; 19104, Tim White; and 19124, James Ray.

F5

1. #19366 (Jim Murphy) Motor Inequality

Thank you for your letter. The CRB, FSRAC and F5 Ad Hoc Committee continue to monitor the on track performance of the various engines in F5 and will adjust as needed.

GCR

1. #19142 (Chris Morgan) Furling Black Flag

Thank you for your letter. The current flag rules allow the needed flexibility to communicate with drivers. However, the CRB will send your comments to the Starters' Division Administrator Coordinator to share with the Divisional Administrators for starters.

2. #19161 (Marcia Ulise) Surface Condition Flag Definition

Thank you for your request for clarification. The definition for a debris flag is adequate as written. It is intended as an advisory flag to drivers that the track condition ahead has changed either due to slippery surface or obstacles and that caution is appropriate.

3. #19190 (Eric Heinrich) Runoffs Qualifications - Please Define

Thank you for your request for clarification. A participant is a driver who turns a wheel at any time during an event. If a driver participates only in a practice session, they should check with timing and scoring to ensure that they are listed as having participated. Requesting a copy of the results of a practice session is also a good idea.

FP

1. #18962 (Rick Haynes) Review the Lotus 7

Thank you for your request. To date this car has not shown dominance in FP. As a result, no competition data presently exists to warrant adjustment of this car.

2. #19055 (Philip Royle) Dual Class the 1986-'90 RX-7 in FP (Currently EP)

Thank you for your request. Based on the performance potential of the engine in this car, the weight at which the car would race to be within the performance envelope of FP would be excessive both with respect to other components of the car (for example the brakes) and for the accepted range in the class.

3. #19171 (Keith Church) Ford Mustang III (Foxbody)

Thank you for your request. There is no competition history for this car on which to base the impact of the requested change. The competitor is encouraged to campaign the car and provide results in support of this request if made in the future.

4. #19172 (Keith Church) Ford Mustang III (Foxbody) Front Brakes

Thank you for your request. Based on the research (see for example the IT specifications) conducted by the CRB and Production Advisory Committee, it is believed the brake specifications are correct and the diameters mentioned in the letter are not for the base model of this car (which is the model classed).

5. #19175 (Keith Church) Ford Mustang III (Foxbody) Alternate Head

Thank you for your request. If you submit documentation that the stock cylinder heads cannot stand up to the stress of competition, as well as how the suggested alternate heads compare to the stock heads, this request will be reconsidered.

HP

1. #19089 (Mike W. Ogren) Track Correction Please

Thank you for your letter. Based on the stock track specifications for these cars, adjusted using the Production formula, the only possible change would be to the rear track. The issue is the impact on the stock track dimension of the possible use of a different size wheel for a limited period of time by the manufacturer. If, in fact, the alternate wheel size was available, the increase in the width of the rear track is insignificant.

STL

1. #19260 (Bob Clark) Allow Honda/Acura B16 and B18 Cylinder Heads to be Interchanged

Thank you for your letter. The CRB is not prepared to allow mix-and-match of heads and bottom ends in STL at this time.

2. #19370 (Rich Walke) Weight Adjustment for Cars with Front Strut Suspensions

Thank you for your letter. The CRB does not wish to reduce STL's RWD adder for front strut-equipped cars. The CRB will continue to monitor class performance.

STU

1. #19162 (James Slechta) Eligibility of 1993 Nissan 300ZX Twin Turbo

Thank you for your letter. The CRB is not prepared to manage TIRs on twin-turbo cars at this time in STU. In order to compete in STU, it is recommended that the engine be converted to a single turbo per 9.1.4.1.B.2.

Recommended Items for 2016

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

FV

1. #19354 (Bruce Livermore) Allow Legitimate Repairs for FV

Thank you for your letter. If approved by the Board of Directors, the CRB recommends implementing this rule **6/1/2016**.

Add 9.1.1.C.5.D.37: *37. In addition to repairs and modifications specifically authorized in the FV rules, engine cases and cylinder heads may be repaired within the definition of "repair" in Appendix F. Technical Glossary. Any such repairs shall provide no competitive advantage and shall not allow the fitment of any alternate part unless specifically authorized in the FV rules.*

GCR

1. #18954 (Daniel Miklovic) Annual Technical Inspection

Thank you for your request. If approved by the Board of Directors, the CRB recommends implementing this change **6/1/2016**.

Change 5.9.2.A.:

5.9.2. Inspecting Automobiles

A. Annual Inspection

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional, ~~or~~ National *or Senior* license once a year (12 months). If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook; he then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3.20.A.)

Recommended Items for 2017

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

GCR

1. #19099 (Brett Whisenant) Docol R8 Tubing as an Alternative to DOM and 4130
Thank you for your request.

Change 9.4.F.1: 1. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended), ~~or~~ alloy steel tubing (SAE 4130 or T45), *or Docol R8 tubing* must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

Change 9.4.5.C.1. Second Paragraph: Two (2) seat Sports Racing cars with full width main hoops must incorporate a lateral brace to prevent lateral distortion of the of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness, ~~or~~ Chromoly 4130, *or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter.

Change 9.4.5.C.2. Second Paragraph: Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by 080" wall thickness, ~~or~~ Chromoly 4130, *or Docol R8 tubing* 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness. When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same.

Change 9.4.5.E.4.a.: a. Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, ~~or~~ alloy steel tubing (SAE, 4130 or T45), *or Docol R8 tubing* shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.

FP

1. #19150 (Keith Gillespie) Re-Classify 1999-2000 Honda Civic Si from EP to FP
Thank you for your request. Re-Classify this car from EP to FP with the following changes: *weights 2250, 2306 and 2363, compression ratio 11.0:1 and valve lift .450.*

Taken Care Of

AS

1. #19003 (Ted Warning) Response to WDYT #18888 RP Mustang
Thank you for your comments. Please see the response to letter #18888.

2. #19024 (Scott Olsen) Mustangs in Restricted Prep
Thank you for your comments. Please see the response to letter #18888.

3. #19041 (Mark Muddiman) WDYT 18888 - Do Not Support Removal
Thank you for your comments. Please see the response to letter #18888.

4. #19072 (Allison Palitz) WDYT #18888 (American Sedan Committee) RP Mustangs
Thank you for your comments. Please see the response to letter #18888.

5. #19101 (Mark Wheaton) WDYT Letter 18888 RP Mustangs in AS
Thank you for your comments. Please see the response to letter #18888.

6. #19104 (Tim White) #18888 (American Sedan Committee) RP Mustangs
Thank you for your comments. Please see the response to letter #18888.

7. #19124 (James Ray) American Sedan Committee Inquiry #18888
Thank you for your comments. Please see the response to letter #18888.

8. #19186 (Alex Szilagyi) SMG Mustang in American Sedan
Thank you for your letter. Please see the response to letter #18971, April 2016 Fastrack Minutes.

F5

1. #19390 (Jim Murphy) Addendum to Letter #19366 - Motor Inequality
Thank you for your letter. Please see the response to your letter #19366.

FE

1. #19252 (Michael Mueller) Formula Enterprise Tire Rule Change
Thank you for your letter. Please see the response to letter #19375.

2. #19288 (Dennis Ferrara) Tire Rule Change
Thank you for your letter. Please see the response to letter #19375.

3. #19289 (Clifford Maxwell) Proposed FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

4. #19291 (Daniel Smith) FE Spec Tire Change
Thank you for your letter. Please see the response to letter #19375.

5. #19304 (Jonathan Corsico) Proposed Tire Change
Thank you for your letter. Please see the response to letter #19375.

6. #19307 (Mark Walthew) Opposed to FE Tire Change from Hoosier to American Racing
Thank you for your letter. Please see the response to letter #19375.

7. #19314 (Carl Martin) FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

8. #19363 (Clifford Maxwell) FE Tire Change
Thank you for your letter. Please see the response to letter #19375.

GCR

1. #19202 (Greg Amy) Opposed, Letter #18687 FIA Seat Back Braces
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

2. #19203 (Steve Linn) Opposition to April 2016 #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

3. #19208 (Brett Whisenant) Destruction of FIA Seats
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

4. #19209 (James Pettinato) Opposition to Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

5. #19210 (Scott Lunder) Opposition to Tech Bulletin Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

6. #19217 (Kenneth Brewer) Say No to Adding Seat Back Brace to FIA Seats
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

7. #19218 (Chuck Baader) Proposed Change, Letter #18687
Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

8. #19230 (Aaron Anselm) Against Technical Bulletin, Letter #18687

Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

9. #19313 (Tim Myers) Troubled by FIA Seat Back Brace Ruling

Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

10. #19315 (David Gran) FIA Seat Rule

Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

HP

1. #19082 (Steven Hussey) Correction to the HP Lotus 7/Lotus 7 America Rear Track

Thank you for your letter. Please see the response to letter #18745.

2. #19103 (Mike W. Ogren) VW Track Update

Thank you for your letter. Please see the response to letter #19089.

SM

1. #19222 (Scott Krzastek) Technical Bulletin, Letter #18687

Thank you for your feedback. Please see Racing Memo 16-02. The implementation of this clarification has been delayed to 1/1/2017.

T1

1. #19194 (David Mead) Re: 18565 in April Prelim

Thank you for your letter. Please see the April 2016 Fastrack, letter #18565, as your requested items were added.

2. #19195 (David Mead) Letter 18880 Clarification

Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

3. #19196 (Touring Committee) 2015 Mustang

Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

4. #19201 (Touring Committee) 2015 T1 mustang

Thank you for your letter. Please see the response to letter #19200, Technical Bulletin.

What Do You Think

STU

1. #19258 (Patrick Lipsinic) Turbos and Exhaust Clarification

The CRB is considering a rule change to wastegates/boost controllers in STU. Please provide feedback at <http://crbscca.com>

Add 9.1.4.1.B.9:

Boost control/wastegate actuation is free, subject to 9.1.4.G.19. Modifications to turbocharger are limited to only that necessary for wastegate control.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2016
 NUMBER: TB 16-05
 FROM: Club Racing Board
 TO: Competitors, Stewards, and Scrutineers
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
 All changes are effective 4/30/2016 unless otherwise noted.

American Sedan

AS

1. #19246 (John Blanchard) Classification of Dodge 2009 Dodge Challenger
 In AS, classify as follows:

| AS | Wheelbase | Gear Ratios Std. (or Alt.) | Brakes (Max) (in/mm) | Weight (lbs) | Notes: |
|--|------------|--|--|--|--|
| <i>Dodge Challenger (08-14) Restricted Preparation 5.7L V8 (Aluminum block, Aluminum heads), 2 valves/cylinder</i> | <i>116</i> | <i>2.97, 2.1, 1.46, 1.00, 0.74, 0.50</i> | <i>(F) 360 mm Vented Disc, 32 mm thick (R) 350 mm Vented Disc, 28 mm thick</i> | <i>275 Tire: 3500 295 Tire: 3550</i> | <i>Max. Wheel Size 18 X 10. Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L)); rear caliper (R1542564 (R) and R1542565 (L))) must be retained when using authorized wheels larger than 17 X 8". Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8". Compression Ratio: 9.7:1 max; Cylinder Bore, 3.9170 inches; Stroke, 3.5780 inches; Intake Valve Diameter, 2.050 inches; Exhaust Valve Diameter, 1.550 inches; Camshaft Lift @ Lobe, Intake (12 mm), Exhaust (11.7 mm), Camshaft Duration at .05 inches valve lift, (Intake, 192 degrees), (Exhaust, 196 degrees); Throttle Body Bore, 81 mm; Rocker Arm Ratio, 1.650:1. (Camshaft Lift tolerance .076 mm) Minimum ride height, 4.00 inches. Dodge 1GL20RXF and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted.</i> |

B-Spec

None.

Formula/Sports Racing

FV

1. #19350 (Bruce Livermore) Clarification of FV Engine Valve Size Rules

In GCR section 9.1.1.C.5.D.11., remove the following language:

"The following standard dimensions are included for information only and must be observed:

- Exhaust valve diameter: ~~1.102~~ or 1.18 inches
- Intake valve diameter: ~~1.18~~ or 1.24 inches
- Reprofiling of valves is not permitted."

P2

1. #19174 (Erik Skirmants) ESR in P2 Tire Rule Removal Request

Effective April 29th, 2016, remove GCR section 9.1.8.H.13. and re-number:

"13. Tires

Tires must run in sets of 4 as stated below:-

Hoosier R45, R45A, or R45B (SCCA Labeled) Compound

Front: PN: 43270, 21.5 in X 8.0 in X13.0 in

Rear: PN: 43301, 22.0 in X10.0 in X 13.0 in

Hoosier Wet Compound

Front: PN: 44195, 21.5 in 7.5 in X 13.0 in

Rear: PN: 44217, 22.0 in 9.0 in X13.0 in

a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g.-

on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.

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

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

d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four."

GCR

1. #18098 (Paul MacFarlane) Novice Permit 2 Years to Complete Rule

In Appendix C, section 2.7.C, make the following changes:

"A Novice Permit holder who does not complete requirements to upgrade to a Full Competition or Vintage License by the expiration date of the Permit ~~must start over with no credit for previous schools or races~~ *may renew the Permit. Credit for schools or races completed in the previous 24 months will carry over to the renewed permit, if it is renewed within 3 months of the expiration date.*"

2. #18120 (Anne Kumor) Starter Defined in Two Places

In GCR section 3.1.1.C., make the following changes:

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

In GCR section 3.7.3.A.1.a, make the following changes:

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

In GCR section 6.10.2, remove the language as follows:

"One of the following conditions must be met for a car to be considered a race starter ~~and receive credit for a finish.~~"

3. #18121 (Anne Kumor) 6.10.2. Additions Unnecessary

In GCR section 3.1.1.C., make the following changes:

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

In GCR section 5.10.4.B.3., make the following changes to the second paragraph:

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

In GCR section 6.10., change the title as follows:

"TIMING LINE; STARTERS, ~~FINISHERS~~ *AWARDING OF POINTS*, AND WINNERS"

In GCR section 6.10.2., remove the following language:

"One of the following conditions must be met for a car to be considered a race starter ~~and receive credit for a finish.~~"

4. #19345 (SCCA Staff) Update FIA Spec. for Safety Harnesses in Section 9.3.19.E.

In GCR section 9.3.19.E., make the following changes:

"All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/98, *8853-2016* or 8854/98."

Grand Touring

None.

Improved Touring

None.

Production

1. #18745 (Steve Hussey) Lotus 7 Rear Track for H Production

In HP, Lotus 7 & 7 America, make the following changes:

Track: 50.9 *51.5*/52.0 *52.5*

1. #19416 (Production Committee) Valve Stem Dimension Rule

In GCR section 9.1.5.E.2.f.4., add the following language:

"Any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter can be used. *The diameter of the portion of the valve stem between the bottom of the guide (with the valve on the seat) and the valve head may be up to .005" less than the stock diameter.* Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, Lash Pads, valve keepers, seals and adjustment shims are unrestricted."

Spec Miata

None.

Super Touring

ST

1. #19076 (Anthony Cuthbert) Optional Fiberglass Sunroof Panel

In GCR section 9.1.4.F.13., remove the following language and re-number:

~~“Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed.”~~

2. #19216 (Matt Wolfe) Fuel Pressure Regulator Placement

In GCR section 9.1.4.G.12., remove the following language:

~~“The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.”~~

3. #19244 (SCCA Staff) Brake Corrections in ST and STL

In GCR section 9.1.4.2.E.1, remove the following language and re-number:

~~“Unless otherwise allowed in these regulations, all OEM brake system components must be used.”~~

STL

1. #18896 (Greg Amy) Approve SR20DET Block for RWD Nissan Use of SR20DE

In STL, Table B, classify as follows:

| STL | Maximum Displacement (cc's) | Minimum Weight | Notes |
|----------------------------------|-----------------------------|----------------|--|
| <i>Nissan SR20DE (USDM spec)</i> | <i>chart</i> | <i>chart</i> | <i>SR20DET block, part number 10103-50FMO, allowed for purpose of installation in Nissan/Infiniti RWD chassis only. All other components must meet STCS regulations.</i> |

2. #19005 (Christopher Childs) Renesis Restrictor Change

In STL, Table B, Mazda Renesis, change the restrictor size in the notes as follows:

~~“No porting or port matching is permitted. 45mm~~ **55mm** ~~flat plate restrictor required.”~~

3. #19151 (Keith Gillespie) Please Remove the Weight Penalty for the Honda B16A Engine

In STL, Table B, Acura/Honda B16A, make the following changes:

Platform: ~~Acura~~/Honda B16A (*JDM*)

Weight: Chart ~~+2%~~

Notes: “Must meet all STL engine regulations. *May not take advantage of over-cam or over-compression allowances per 9.1.4.2.B.4 or 9.1.4.2.B.5.*”

4. #19331 (adam jabaay) Please Allow the Use of the JDM Honda D15B Engine

In STL, Table B, classify as follows:

| STL | Maximum Displacement (cc's) | Minimum Weight | Notes |
|-------------------------|-----------------------------|----------------|--|
| <i>Honda D15B (JDM)</i> | <i>1493</i> | <i>Chart</i> | <i>Must meet all STL engine regulations. May not take advantage of over-cam or over-compression allowances per 9.1.4.2.B.4 or 9.1.4.2.B.5.</i> |

5. #19389 (Kevin Ruck) Redundant Lines & Aluminum 2-piece Rotor Hats

In GCR section 9.1.4.N., remove the following language:

~~“Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in-line, pressure-limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.”~~

In GCR section 9.1.4.N.8., add a new entry and re-number the old language accordingly:

“Alternate brake rotors are allowed. Rotors may be 1- or 2-piece rotors made of ferrous material. If a 2-piece design hat and rotor is used, the hat must be made of ferrous or aluminum material. Rotors may be cross-drilled and/or slotted. Maximum allowed rotor sizes are noted within class specifications.”

In GCR section 9.1.4.1.E.1., make the following changes:

~~“Rotors 1 or 2 piece ferrous rotors that do not exceed~~ *Maximum rotor size* 331mm in diameter, ~~or 32mm in thickness are permitted.”~~

In GCR section 9.1.4.2.E.2., make the following changes (STL, April GCR, will be .1 in May version):

~~“Rotors 1 or 2 piece ferrous rotors that do not exceed~~ *Maximum rotor size* 300mm in diameter, ~~or 28mm in thickness are permitted.”~~

STU

1. #19220 (Matt Spicuzzi) Add 04 - 09 S2000 to STU

In STU, Table B, Honda S2000, make the following changes:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|-------------|-----------------------------|----------------|---|
| Honda S2000 | <i>2000</i> | <i>3100</i> | HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm. |
| | <i>2157</i> | <i>3150</i> | |

Touring

T1

1. #18872 (Touring Committee) T1 Viper E and O's

In T1, Dodge Viper, incl. Comp Coupe, ACR/ACR-X, 8300 OEM, remove the following language from the chassis notes:

~~“OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body allowed using (2) 52mm flat plate restrictors.”~~

2. #18874 (Touring Committee) Viper E and O's

In T1, Dodge Viper, incl. Comp Coupe, ACR/ACR-X, 8300, remove the following language from the Chassis Notes:

~~“OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body allowed using (2) 33 mm flat plate restrictors.”~~

3. #19200 (Touring Committee) 2015 T1 mustang

In T1, Ford Mustang/ Thunderbird Coyote (2015-2016), make the following changes:

Platform: Ford Mustang/ Thunderbird Coyote *OEM* (2015-2016)

Displacement: 5000 *OEM*

Restrictor: ~~65mm flat plate restrictor required.~~

4. #19224 (Sean Reilly) Rule Contradictions

In GCR section 9.1.9.1.A.11, remove the following language:

~~“Fenders and wheel openings shall remain unmodified.”~~

5. #19406 (SCCA Staff) Ford Mustang Spec Lines

In T1, make the following changes due to the high number of engine options for the Ford Mustang/ Thunderbird:

| T1 | Maximum Displ. | Min. Weight | Restrictor | Engine Notes | Chassis Notes |
|------------------------------|-----------------------------------|-------------|---|--|--|
| Ford Mustang/ Thunderbird | 2260 | 3000 | 44mm TIR | 2.3 GTDI (2015 EcoBoost) Any aftermarket turbo allowed | Aftermarket K members are permitted. OEM independent rear suspension is permitted. |
| | 3700 | 3200 | | Rotrex 38-81 Supercharger Permitted | Aftermarket K members are permitted. |
| | 4000 | 3000 | | Rotrex 38-81 Supercharger Permitted | Aftermarket K members are permitted. |
| | 4600 | 2800 | | | Aftermarket K members are permitted. Ford Mustang/ Ford Mustang Challenge/ Thunderbird |
| | 5000 Pushrod | 2850 | | | Aftermarket K members are permitted. OEM independent rear suspension is permitted. |
| | 5000 Coyote "CobraJet" | 3525 | (2) 50mm flat plate restrictors required. | 12.5:1 compression allowed. Must use one of these approved throttle bodies: Ford Racing Part #M-9926-CJ65 or 07 - 14 FORD RACING MUSTANG GT500 SVT 60MM THROTTLE BODY ASSEMBLY M-9926-MSVT, Cobra Jet manifold permitted M-9424-M50CJ. T1 engine prep allowed at T1 rule limits. | Aftermarket K members are permitted. |
| | 5000 "Cammer" | 3350 | | | Aftermarket K members are permitted. |
| | 5000 Coyote | 3475 | 70mm flat plate restrictor required. | | Aftermarket K members are permitted. OEM independent rear suspension is permitted. |
| | 5000 Coyote Boss 302 | 3525 | 70mm flat plate restrictor required. | Allow Laguna Seca intake manifold and throttle body. | Aftermarket K members are permitted. OEM independent rear suspension is permitted. |
| | 5000 Coyote Boss 302 OEM | 3425 | | Allow Laguna Seca intake manifold and throttle body. | Aftermarket K members are permitted. OEM independent rear suspension is permitted. |
| | 5000 Coyote (15-16) | 3450 | 65mm flat plate restrictor required | | Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs. |
| | 5400 | 3000 | | | Aftermarket K members are permitted. OEM independent rear suspension is permitted. |
| | 5800 | 3120 | | | Aftermarket K members are permitted. OEM independent rear suspension is permitted. |

6. #18828 (Eric Thompson) Converting STU Vehicle to Run T1 or GT2/ST (STO)
 In T1, classify the Toyota Celica Trac Turbo as follows:

| T1 | Maximum Displacement | Minimum Weight | Restrictor | Engine Notes | Chassis Notes |
|------------------------------|----------------------|----------------|------------|---------------------------|---------------|
| Toyota Celica All-Trac | 2000 | 2900 | 46 mm TIR | Alternate Turbo permitted | |

T2

1. #19197 (Touring Committee) 2015 mustang
 In T2, Ford Mustang GT 5.0L (15-), make the following changes:
 Weight: ~~3700~~ 3600

Notes: "Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M-5872-M, Dampers in Handling Pack part#M- 18000-F, Performance Package Brembo front BBK 380mm permitted at +100lbs. base weight. Stock brakes 352mm permitted -100lbs. 53mm flat plate restrictor required."

2. #19239 (Peter Lewis) 5th Gen Camaro - Z/28 Rims
 In T2, Chevrolet Camaro SS/1LE (10-14), change wheel size as follows:
 20x10 (F) 20x11 (F)

T3

1. #19309 (Touring Committee) T3 Class Restructuring
 Effective 6/1/2016, In T3 make the following changes:

| T3 | Bore x Stroke(mm)/ Displ. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|-------------------------|--------------------------------|-----------------|--------------------------|-----------------|---|-----------------------|--|-------------------------|--|
| Acura TL Type S (07-08) | 89.0 x 93.0 3474 | 2740 | 17 x 9 | 275 | 3.93, 2.48, 1.70, 1.25, 0.98, 0.77 | 3.29 | (F) 310 Vented-Disc (R) 282-Solid-Disc | 3600 | H&R front springs (1627 lb/in) #180-60-180, rear springs (1827 lb/in) #120-60-320, and 24 mm rear sway bar Progressive Technology #62.0110 allowed. 48mm flat plate restrictor |
| Acura TL SH-AWD (10-13) | 90.065 x 96.1 3664 | 2776 | 19 X 9 (F) 19 x 9 (R) | 275 | 3.63, 2.12, 1.53, 1.13, 0.85, 0.69 | 3.84 | (F) 320 x 28 Vented (R) 334 x 11 Solid | 3550 3600 | 1000 lb./in. springs maximum permitted (F&R), part numbers H&R R25081000 or RF200180 or Eibach 0800.225.1000. 24mm rear anti-sway bar permitted, part number Progress 62.0111. The glass sunroof must be replaced with a metal panel; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color. Brake package may include the following StopTech part numbers: 36.061.7419, 39R.061.7413, 39R.061.7414, 31.737.1101.87, 31.737.1102.87, 379.438.8131, 379.438.8132. |
| Audi S4 (10-11) | 84.5 x 89.0 2995 | 2809 | 18 X 9 (F&R) | 275 | 3.68, 2.16, 1.52, 1.13, 0.92, 0.78 | 3.88 | (F) 345 Vented (R) 330 Vented | 3675 3725 | 50mm 60mm flat plate restrictor required - 40 mm 46 mm flat plate restrictor required. S tronic trans- mission permitted at 3480 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. |
| Audi S4 (12-14) | 84.5 x 89.0 2995 | 2809 | 18 x 9 (F&R) | 275 | 3.68, 2.16, 1.52, 1.13, 0.92, 0.78 | 3.88 | (F) 345 Vented (R) 330 Vented | 3675 3725 | 40mm 46 mm flat plate restrictor required. S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. |
| Audi S5 (13-14) | 84.5 x 89.0 2995 | 2751 | 18 x 9 F&R | 275 | 3.68, 2.16, 1.52, 1.13, 0.92, 0.78 | 3.68 | (F) 345 Vented (R) 330 Vented | 3675 3725 | 40mm 46mm flat plate restrictor, 800 max F&R spring rate. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360 S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24 1.56 1.18, 0.92, 0.75, 0.62. Brembo brake Kit PN: 3K2.8032A permitted. |
| Audi TTS Coupe (10-11) | 82.5 x 92.8 1984 | 2468 | 18 X 9 (F&R) | 255 | 2.92, 1.96, 1.40, 1.03, 1.08, 0.87 | 4.77 (1-4) 3.44 (5-6) | (F) 340 Vented (R) 310 Vented | 3200 | 32mm 28mm turbo inlet restrictor required. Max spring rate 600#/in front and rear. |

| | | | | | | | | | |
|-----------------------------------|---------------------|------|--------------------------------|--------------------|--|--------------------------------------|--|--------------|---|
| BMW M3 (01-06) | 87.0 x 91.0 3246 | 2731 | 18 x 9 (F) 18 x 9 (R) | 275 | 4.23, 2.53, 1.67, 1.23, 1.00, 0.83 | 3.62 | (F) 325 x 28 Vented Disc (R) 328 x 20 Vented Disc | 3450 3400 | Factory paddle shifter is permitted. Front sway bar #TMSF23.235, rear sway bar #TMSR23.327. Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed. 52mm 40mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allow 600 lb. max front and 650 lb. max rear springs. Alternate rear lower control arm part #TSU9940B77 allowed. |
| BMW 135i (08-13) | 84.0 x 89.6 2679 | 2761 | (F) 18 x 9 (R) 18 x 9 | (F) 245 (R) 275 | 4.00, 2.40, 1.58, 1.19, 1.00, 0.87 | 3.08 | (F) 348 Vented Disc (R) 336 Vented Disc | 3400 | ZSP suspension package allowed. Sport seat package allowed. (2) 25 mm Turbo Inlet Restrictor required. Max spring rate 600#/in front and rear. |
| BMW 335i (08-13) | 84.0 x 89.6 2679 | 2761 | (F) 18 x 9 (R) 18 x 9 | (F) 245 (R) 275 | 4.00, 2.40, 1.58, 1.19, 1.00, 0.87 | 3.08 | (F) 348 Vented Disc (R) 336 Vented Disc | 3400 | ZSP suspension package allowed. Sport seat package allowed. (2) 25 mm Turbo Inlet Restrictor required. Max spring rate 600#/in front and rear. |
| BMW 330i/CI (01-06) | 84.0 x 89.6 2979 | 2726 | 17 x 9 (F&R) | 245 | 4.21, 2.45, 1.66, 1.24, 1.00 | 2.93 | (F) 325 x 28 Vented Disc (R) 325 x 20 Vented Disc | 3235 | Max spring rate 600#/in front and rear. 27mm F max, 24mm R max sway bars are permitted. |
| BMW SpecE46 | | | | 225 | | | | 2950 | Must conform to all SpecE46 rules in Appendix N. SpecE46 spec tire permitted per SpecE46 appendix rules. |
| BMW Z4 3.0L (03-04) | 84.1 x 89.7 2986 | 2494 | 17 x 8 (F&R) | 245 | 4.35, 2.50, 1.66, 1.24, 1.00, 0.85 | 3.07 | (F) 300 Vented Disc (R) 294 Vented Disc | 3000 | Detachable hardtop shall be installed (latches shall be replaced with positive fasteners); convertible top shall be removed. |
| BMW Z4 M Coupe (2007) | 87.0 x 91.0 3246 | 2497 | 18 x 9 | 275 | 4.35, 2.50, 1.67, 1.23, 1.00, 0.85 | 3.62 | (F) 345 Vented Disc (R) 328 Vented Disc | 3450 3400 | Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Ground control # MZ4Swaybar set permitted. 40mm 54mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allowance of 600 lb. max front, 650 lb. max rear. M3 front lower control arms 31122229453 left, 31122229454 right. E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint. Alternate rear lower control arm part #TSU9940B77 allowed. |
| BMW Z4 3.0si Coupe (07-08) | 85.1 x 87.9 2996 | 2495 | 18 x 9 | 275 245 | 4.35, 2.50, 1.66, 1.23, 1.00, 0.85 | Roadster: 3.23 Coupe: 3.46. | (F) 325 x 12.8 Vented Disc (R) 294 x 11.6 Solid Disc | 3400 3200 | Rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm. Max spring rate F: 600lbs, R: 650lbs. |
| Buick Regal (2011-) | 86.0 x 86.0 1998 | 2634 | 18 x 8 | 255 | 3.38, 1.76, 1.18, 0.89, 0.70 | 4.05 | (F) 315 Vented Disc (R) 292 Solid Disc | 3000 | 36mm Turbo Inlet Restrictor required Front control arms # CCS636 and CCS637 permitted. Any spring up to a maximum spring rate of 800 pounds may be used. |
| Cadillac ATS (2015) | 86.0 x 86.0 1998 | 2775 | 18 x 9 | 275 | 4.12, 2.62, 1.81, 1.30, 1.00, 0.80, 0.70 | 3.27 | (F) 321mm (R) 315mm | 3300 3300 | 37mm 32mm TIR required. GM 23497689 package springs allowed. 23315239 sway bars allowed. Lower front bumper running lights/ decorative bars removal allowed. |
| Chevrolet Camaro V6 (10-15) | 94.0 x 85.6 3564 | 2853 | 18 x 10 18 x 9 | 275 | 4.48, 2.58, 1.63, 1.19, 1.00, .75 | 3.27 | (F) 337 x 30 Vented Disc (R) 315 x 23 Vented Disc | 3500 3450 | 800lb max spring F&R. SS front fascia, spoiler allowed. 1LE-SS Track Pack permitted part #23123398. Tower Brace 22756880, red. TPR rear upper shock mount #22122. Pfadt lower control arm reinforcement # 1410135, # 009-92200, Brake Kit SS (p/n 23120542) or 2011 cars adaptor kit p/n (23484878). 50mm flat plate restrictor required. 18x10 wheel allowed +100 lbs |
| Chevrolet Cobalt (05-07) | 86.0 x 86.1 1998 | 2629 | 18 X 8 | 255 245 | 3.38, 1.76, 1.18, 0.89, 0.71 | 4.05 | (F) 296 Vented Disc (R) 270 Solid Disc | 3050 3100 | The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. Stage Three Supercharger kit, part #88958719 permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Any spring up to a maximum spring rate of 800 pounds may be used Brake calipers and rotors from Chevrolet Cobalt SS (08-10) permitted. |

| | | | | | | | | | |
|--|------------------------------------|--------|--------------------------------|-------------------------------|---|-----------------|---|--|---|
| Chevrolet Cobalt SS (08-10) | 85.3 x 86.1 1998 | 2631 | 18 x 8 | 255 245 | 3.38, 1.76, 1.18, 0.89, 0.70 | 3.82 | (F) 315 Vented Disc (R) 292 Solid Disc | 3050 3100 | Rear sway bar max 42 mm (body and suspension mounting same as OEM), GM Part #55206797 sensor allowed, and any spring up to a maximum spring rate of 800 pounds may be used. Front control arms # CCS636 and CCS637. Turbo Inlet Restrictor 35mm. ZZP-intercooler #ZZ-LNFIG-permitted |
| Dodge SRT-4 (03-05) | 88.0 x 101.1 2458 | 2667 | 17 x 8 (F&R) | 255 245 | 3.47, 2.05, 1.37, 0.97, 0.76 | 3.53 | (F) 280 Vented Disc (R) 220 Solid Disc | 3000 | C & R Heavy Duty Radiator a/ Spal fan, part # 4051110300-DP allowed. 35mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 800 pounds may be used. Rear sway bar max 42 mm (body and suspension mounting same as OEM), 328mm Max front rotor with 4 piston caliper allowed. |
| Ford Focus ST (2013-) | 87.5 x 83.1 2000 | 2649 | 18 x 8 (F&R) | 255 245 | 3.38, 2.00, 1.32, 1.00, 0.675 | 3.xx | (F) 315 Vented Disc (R) 292 Solid Disc | 3100 | 35mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 800 pounds may be used. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM) |
| Ford Mustang Mach I (03-04) | 90.2 x 90.0 4601 | 2720 | 18 x 9 (F&R) | 275 | 3.38, 2.00, 1.32, 1.00, 0.62 | 3.55 | (F) 316 / 355 Vented Disc (R) 300 Vented Disc | 3500 | Bullitt springs allowed p/n 1R3Z-5310-CA (F), 1R3Z-5560-AA @. Steeda springs (F) 223-121-1000, (R) 223-SAM350RSR, rear sway bar 006-470, front sway bar bushings 122-4-5135-G, strut brace 555-5714, clutch cable 555-7041 and 555-7025, Cobra R brakes permitted. A flat plate restrictor with two 40 mm holes required directly behind throttle body. |
| Ford Mustang Coupe GT & Shelby GT 4.6L (05-10) | 90.2 x 90.0 4601 | 2720 | 18 x 9 (F&R) | 275 | 3.38, 2.00, 1.32, 1.00, 0.675 | 3.55 or 3.73 | (F) 316 / 355 Vented Disc (R) 300 Vented Disc | 3400 3450 | The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M-5300-K, sway bars M-5490-A, damper kit M-18000-A. A flat plate restrictor with two 40 mm holes required directly behind throttle body. Rear Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M-18183-C allowed. An Aluminum driveshaft is allowed. Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A Front, M5560-A Rear), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. |
| Ford Mustang GT (01-04) incl. Bullitt (2001) | 90.2 x 90.0 4601 | 2573 | 17x9 (F&R) | 275 | 3.37, 1.99, 1.33, 1.00, 0.67 | 3.27 | (F) 330 x 28 Vented Disc (R) 295 x 18 Vented Disc | 3300 3350 | Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs. /in. allowed front and rear. Springs may be mounted as a "coil over" configuration. Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted. |
| Ford Mustang V6 (11-14) | (95.490) x (86.70) / 226 CID | 107.1 | 18 x 10 18 x 9 | 275 | 4.24, 2.54, 1.67, 1.24, 1.00, .70 | 3.31 or 3.55 | (F) (316) x (30.0) Vented (R) (300) x (19.2) Vented | 3425 | The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover #M-4033-K, max spring rate of 500 lbs. /in. front, 300 lbs. /in. rear (rear spring relocation to shock permitted), Strut Tower Brace #M-20201-F, Sway bar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A, Boss 302R Steering EPAS Steering rack #M-3200-EPAS, Boss 302R/SABS Module #M2353-C. 14" Brembo Brake Kit #M-2300-S permitted. Driveshaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. Gold air kit #JLT-CAIFMV6-11 permitted. GT/CS Front Fascia #BR3Z-17626-AA, or CR3Z-17626-AB, GT/CS front bumper cover #AR3Z-17D957-BA, allowed if used with front fascia, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted. 50mm flat plate restrictor required. 18x10 wheel allowed +100 lbs |
| Honda S2000 (all) (00-09) | 87.0 x 90.7 2157 | 2400 | 17 x 8.5 (F/R) | (F) 245 (R) 275 (R) 245 | 3.13, 2.05, 1.48, 1.16, 0.97, 0.81 or 3.13, 2.05, 1.48, 1.16, 0.94, 0.76 | 4.1 | (F) 300 Disc (R) 282 Disc | 2.0L @ 2750 2825 2.2L @ 2800 2925 | Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Factory bolt-in roll bar may be removed to facilitate the installation of the required roll cage. Comptech differential housing part #550-040 allowed. Springs and sway bars from 2008 S2000 CR allowed. CR front fascia, rear deck lid, and wing are permitted. Spring rate 600 lbs. /in. maximum allowed. Updating and backdating of flywheels between engine types is prohibited. 2.2L engine 54mm flat plate restrictor required. |
| Hyundai Genesis Coupe (2010-) | 86.0 x 86.0 1998 | 2819.4 | 19 x 8 (F) 19 x 8 (R) | 255 245 | 4.23, 2.47, 1.67, 1.23, 1.00, 0.79 | 3.91 | 340.4 (F) 330.2 (R) | 3200 | 34mm 32mm Turbo Inlet Restrictor required; Track Pack allowed |

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|---|-----------------------|------|-----------------------------------|------------------------|---|------------------------------|--|--|---|
| Infiniti G35 (03-08) | 95.5 x 81.4 3498 | 2649 | 18 x 9- (F) 18 x 10- (R) | 275 | 3.79- 2.32- 1.62- 1.27- 1.00- 0.79 | 3.54 | (F)- 296/324 Vented- Disc (R)- 292/332 Vented- Disc | DE Motor:- 3300 HR Motor:- 3400 | The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z30US, Nismo sway bar kit #99996-RS230US. |
| Lotus Exige S / S220 / Elise SC (07-10) | 82.0 x 85.0 / 1796 | 2301 | 16x6.5- (F) 17x7.5- (R) | 215 (F) 245- (R) | 3.17- 2.05- 1.48- 1.47- 0.92- 0.81 | 4.53 | (F) 288- Vented- Disc (R) 288- Vented- Disc (F) 308- Vented- Disc (R) 288- Vented- Disc | 2350- S220:- 2500 | The floor may be modified to facilitate the rollcage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #otac05377 allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed. Lotus Exige (2006) may be supercharged by meeting all specifications in this classification. |
| Lotus Elise (05-10) | 82.0 x 85.0 1796 | 2301 | 16x8 (F) 17x8 (R) | 215 (F) 245 (R) | 3.12, 2.05, 1.48, 1.17, 0.96, 0.82 | 4.53 | (F) 288 Vented Disc (R) 288 Vented Disc | 2150 2300 | Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. The floor may be modified to facilitate the rollcage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #otac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed. |
| Lotus Exige (2006) | 82.0 x 85.0 1796 | | 16x6.5 (F) 17x7.5 (R) | 215 (F) 245 (R) | 3.12, 2.05, 1.48, 1.17, 0.96, 0.82 | 4.53 | (F) 288 Vented Disc (R) 288 Vented Disc | 2150 2300 | The floor may be modified to facilitate the rollcage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #otac05377 allowed. Swaybar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed. Sector 111 Eliminator V3 permitted to re-place rear panel. |
| Mazda Mazdaspeed3 (07-09) | 87.5 x 94.0 2260 | 2639 | 18 x 8 (F & R) | 255 245 | 3.54, 2.24, 1.54, 1.17, 1.09, 0.85 | 1-4: 3.94 5-6: 3.35 | (F) 300 Vented Disc (R) 280 Solid Disc | 3000 3100 | 35mm Turbo Inlet restrictor required. Rear sway bar max 42 mm (body and suspension mounting same as OEM). Any spring up to a maximum spring rate of 800 pounds may be used |
| Mazda Mazdaspeed3 (10-13) | 87.5 x 94.0 2260 | 2309 | 18 x 8 (F & R) | 255 245 | 3.21, 1.91, 1.37, 1.03, 0.95, 0.79 | 1-4: 4.19 5-6: 3.53 | (F) 320 Vented Disc (R) 300 Solid Disc | 3000 3100 | 35mm Turbo Inlet restrictor required. Rear sway bar max 42 mm (body and suspension mounting same as OEM). Any spring up to a maximum spring rate of 800 pounds may be used. |
| Mazda MazdaSpeed Miata (04-05) | 83.0 x 85.0 1839 | 2266 | 18 x 8 (F) 18 x 8 (R) | 245 | 3.76, 2.27, 1.65, 1.26, 1.00, 0.84 | 4.10 | (F) 269 Vented Disc (R) 277 Solid Disc | 2600 | Detachable hardtop shall be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed. Mazdaspeed radiator part #0000-01-5503 and suspension kit #K-SPEC-M5-SUS9 allowed. Canton Accusump #24-026, Flex-a-lite install sandwich #3965, and related hoses, valve, and bracket allowed. Bell Engineering (BEGi) intercooler kit permitted #67022. Complete kit includes throttle inlet tube, cool air box and Forge Motorsports diverter valve. Kit must be used as a whole, including all hardware. |
| Mazda MX-5 Cup | 87.4 x 83.1 2000 | 2330 | 17 x 7 | 225 | 3.82, 2.26, 1.64, 1.18, 1.00, 0.83 or 3.82, 2.26, 1.64, 1.18, 1.00, 0.79 | 4.10 | (F) 290 (R) 280 | 2600 | Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request. |
| Mazda MX-5 Global Cup Miata (2016) | 2000 | 90.9 | 17 x 7 | 205 | 5.09, 2.04, 2.99, 1.59, 1.29, 1.00 | 2.87 | (F) 280 Vented (R) 280 Solid | 2370 | Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. |

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|--|---------------------|------|---------------------------------|-------------------|---|-------------------|--|--|---|
| Mazda MX-5 Miata (2016) | 2000 | 2309 | 17 x 7 | 245 | 5.09, 2.99, 2.04, 1.59, 1.29, 1.00 | 2.87 | (F) 280 Vented (R) 280 Solid | 2520 | Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted. |
| Mazda RX-8 Base/R3 (04-12) | 2600 | 2703 | TBA | 255 | 3.76, 2.27, 1.65, 1.19, 1.0, .084 or 3.82, 2.26, 1.54, 1.18, 1.00, 0.79 | 4.44 Alt: 4.78 | (F) 323 Vented Disc (R) 303 Vented Disc | 2650 2900 | Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted. |
| Mazda Spec MX-5 | | | | | | | | | Car must comply with the SCCA Mazda Spec MX-5 rules found in GCR section 9.1.11 |
| Mitsubishi Lancer Ralliart (09-11) | 86 x 86 1998 | 2635 | 18 x 8 | 265 | 3.15, 4.94, 4.39, 1.06, 0.81, 0.63 | 4.06 | (F) 305 Vented disc (R) 278 Solid disc | 3400 | 37mm turbo inlet restrictor required. Springs up to 800 #/in allowed. Rear sway bar max 42 mm (body and suspension mounting same as OEM). |
| Mitsubishi Lancer Evo 8/9/RS/GSR /MR (03-06) | 85.0 x 88.0 1997 | 2624 | 18 x 10 | 275 | 2.93, 4.95, 4.41, 1.03, 0.72 or 2.91, 4.94, 4.43, 1.10, 0.87, 0.69 | 4.53 | (F) 320 /350 Vented Disc (R) 300 /330 Vented Disc | 3300 | AMS front and rear springs #AMS-SCCA01 or #AMS-SC-CA02 including Genesis Technologies 2" spacer allowed. Max spring rate (F) 800lbs./in., (R) 900 lbs./in. Alternate AMS front sway bar permitted #AMS-SCGA-SBF02, alternate rear sway bar permitted #AMS-SCGA-SBR02. Evo X brakes allowed. AMS Mitsubishi Lancer Evo VIII/ VIII/ IX Front Mount Intercooler allowed. 35mm TIR restrictor required. |
| Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) | 95.5 x 81.4 3498 | 2649 | 18 x 9 (F) 18 x 10 (R) | 275 245 | 3.79, 2.32, 1.62, 1.27, 1.00, 0.79 | 3.54 | (F) 296/324 Vented Disc (R) 292/323 Vented Disc | DE Motor: 3200 3300 HR Motor: 3450 3300 | The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDC, Nissan MtSpts. Nissan heavy duty spring kit part #99996-65Z30US, Nismo sway bar kit #99996-RS230US. SPC Control Arms 72125 allowed. Springs up to 700 lbs./in. allowed front and rear. HR Engine: Two 40mm flat plate restrictors required. |
| Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08) | 95.5 x 81.4 3498 | 2649 | 18 x 9 (F) 18 x 10 (R) | 245 | 3.79, 2.32, 1.62, 1.27, 1.00, 0.79 | 3.54 | (F) 296/324 Vented Disc (R) 292/323 Vented Disc | DE Motor: 3200 3350 HR Motor: 3350 3350 | Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111-SZ350 & rear E6210-SZ350, Springs front P/N 54010-SZ350 & rear 55020-SZ350, F&R 5600S-SZ350, Front roll bar #54611-SZ350, Rear roll bar #562300-SZ350, Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms 72125 allowed. HR Engine: Two 40mm flat plate restrictors required. |
| Nissan 370Z (09-13) / 370Z NISMO Edition (09-11) | 95.5 x 86.0 3696 | 2550 | 19 x 9 (F) 19 x 10 (R) | 275 245 | 3.79, 2.32, 1.62, 1.27, 1.00, 0.79 | 3.69 | (F) 320 x 28 Vented (R) 320 x 16 Vented | 3425 3300 | 5300S-SS370 T-2 Spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. 2 - 50mm 40mm flat plate restrictors required. SPC Control Arms 72125 allowed. |
| Pontiac Solstice GXP Coupe / Convertible (07-09) | 85.3 x 86.1 1998 | 2415 | 18 x 8 | 245 | 3.75, 2.26, 1.51, 1.00, .73 | 3.73 | (F) 296 Vented (R) 278 Solid | 3200 3250 | Detachable hardtop GM part #PCS-0664 may be installed (if a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed). Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. 32mm TIR required. |
| Porsche Boxster S (00-04) | 92.9 x 77.9 3179 | 2415 | 18 X 8 (F) 18 x 8 (R) | 275 245 | 3.82, 2.20, 1.52, 1.22, 1.02, 0.84 | 3.44 | (F) 318 x 28 Vented (R) 299 x 24 Vented | 3200 3250 | |
| Saturn Ion Redline (04-07) | 86.0 x 86.1 1998 | 2629 | 18 x 8 | 255 245 | 3.38, 1.76, 1.18, 0.89, 0.71 | 4.05 | (F) 296 Vented Disc (R) 270 Solid Disc | 2950 3050 | The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit #CCS644. Griffin radiator #9D-18194-01 allowed. Stage Three Supercharger kit, part #88958719 permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Any spring up to a maximum spring rate of 800 pounds may be used Brake calipers and rotors from Chevrolet Cobalt SS (08-10) permitted. |

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| Saturn Sky / Convertible (07-09) | 85.3 x 86.1 1998 | 2415 | 18 x 8 | 245 | 3.75, 2.26, 1.51, 1.00, .73 | 3.73 | (F) 296 Vented (R) 278 Solid | 3200 3250 | Detachable hardtop GM part #PCS-0664 may be installed (if a hardtop is used, latches shall be replaced with positive fasteners and convertible top shall be removed). Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. 31mm 32mm TIR required. |
| Subaru WRX TR (06-07) | 99.5 x 79.0 2457 | 2525 | 17 x 8 | 245 | 3.17 1.88 1.30 0.97 0.74 | 4.11 | (F) 292 Vented Disc (R) 287 Vented Disc | 3360 | 35 mm 35mm Turbo Inlet Restrictor is required. Any spring up to 800 lbs. may be used. Nukabe non-adjustable swaybars (F) 667311a22 and (R) 666311bj22 allowed. |
| Subaru WRX (11-14) | 99.5 x 79.0 2457 | 2624 | 17x8 | 245 | 3.17 1.88 1.30 0.97 0.74 | 3.90 | (F) 326 (R) 316 | 3350 | Whiteline 24mm front and 22mm rear sway bars allowed. ST1 Brembo brake package allowed. Max F/R spring rate 500 lb. /in. 36mm 35mm Turbo inlet restrictor required. |
| Subaru WRX STI (03-07) | 99.5 x 79.0 2457 | 2540 | 18 X 40-9 | 275 | 3.64 2.38 1.76 1.35 0.97 0.76 | 3.90 | (F) 323 Vented Disc (R) 313 Vented Disc | 3400 | The following parts are allowed: Phoenix Performance brake duct kit # IPBK01. AMS front and rear springs #AMS-SCCAST11 allowed. Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed. Racecomp Brake duct kit part #RCE-CFKBK is allowed. Baldwin Motors spring package part BMI-T2SP1, permitted. Max spring rate (F) 800 lbs. /in, (R) 900 lbs. /in. Aftermarket Intercooler allowed. 35mm TIR required. 18x10 wheels allowed +100 lbs. |
| Toyota Camry (11-15) | 3.70" x 3.27" 211.0 | 109.3" | 18 x 9 | 275 | 3.30, 1.90, 1.42, 1.00, 0.71, 0.81 | 3.46 | F: 11.65 (vented) R: 11.0 (solid) | 3300 3350 | |
| Volkswagen GTI, Jetta GLI (06-10) | 82.5 x 92.8 1984 | 2578 | 18 x 8 | 255 245 | DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92 STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93 | DSG: 4.10 / 3.14 STD: 4.00, 3.09 | (F) 312 Vented Disc (R) 286 Solid Disc | DSG @ 3130 STD @ 3100 | Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed. |
| Volkswagen Passat 3.6 VR6 (2012-) | 88.9 x 96.5 3588 | 2804 | 18x8- Alum | 255 | 2.92- 1.79 1.19 0.83 0.86- 0.69 | 4.77 / 3.44 | (F) 312- Vented- disc (R) 272- Solid- Disc | 3450 | Rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 lbs. may be used. Cold Air Kit allowed. The glass sunroof must be replaced with a metal panel; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color. |
| Volkswagen GTI (2013) | 82.5 x 92.8 1984 | | 18 x 8.5 | 245 | DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92 STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93 | DSG: 4.10 / 3.14 STD: 4.00, 3.09 | (F) 312 Vented Disc (R) 288 Solid Disc | DSG @ .3130 STD @ 3100 | Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed. |

T4

1. #19231 (Stan Czacki) Alternate Front Sway Bar- Acura RSX/RSX-S

In T4 Acura RSX/ RSX Type-S (02-06), make the following changes to the notes:

"The following items must remain stock: original wheels. Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used. Header allowed; Front strut tower brace allowed; **Alternate 27mm (max) front sway bar allowed**, 32mm OEM style and configuration rear sway bar allowed. OBD2 requirement for ECU does not apply. 55mm flat plate restrictor required."

2. #19249 (Touring Committee) 2016 MX5

In T4, Mazda MX-5 Miata (2016), make the following changes:

Platform: Mazda MX-5 Miata/**Club** (2016)

Wheel Size: ~~16x6.5~~ 17x7

Add to the notes: "**The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below.**"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Mark Montero vs. SOM

COA Ref. No. 16-01-SE

March 31, 2016

FACTS IN BRIEF

On February 14, 2016, at the Sebring Cabin Fever Cure race for Group 4, Leland Miller, Assistant Chief Steward, filed a Request for Action (RFA) against Patrick Bennetts, FB #63, for passing multiple cars and the Pace Car under a full course yellow flag condition.

The Stewards of the Meeting (SOM), John Switzer, Wayne Quick, Jack Hanifan, Steve Gauding, and Michael Finn, Chair, met, reviewed the evidence, and heard testimony from three witnesses. The SOM determined Mr. Bennetts violated 2016 General Competition Rules (GCR) 6.1.1.B and 6.6.2.B, as cited in the RFA. The Court of Appeals notes the decision section of the RFA cites a portion of the penalties imposed rather than a decision on the violations and does not list the GCR sections Mr. Bennetts violated. Mark Montero, Chief Steward, appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on March 10, March 24 and March 31, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mark Montero received February 23, 2016
2. Email from Mark Montero received March 2, 2016
3. Edited video from Mark Montero received March 2, 2016
4. Official Observers Report and related documents, received March 4, 2016
5. Email from Michael Finn, SOM Chairman, answering questions posed by the COA received March 21, 2016

FINDINGS

On February 23, 2016, Mr. Montero filed an appeal contesting the wording used on the Probation Notification (dated February 14, 2016) sent to SCCA Club Racing. On March 2, 2016, Mr. Montero followed with a second email letter requesting the COA reopen and revise the SOM ruling. In his second letter Mr. Montero stated the penalties imposed by the SOM were too lenient based on Mr. Bennetts' driving conduct. Mr. Montero submitted edited video evidence that he contends supports imposition of additional penalties.

The wording with which Mr. Montero takes exception is that portion of the Probation Notification that is forwarded to the SCCA Club Racing Department. At issue is the inclusion of the phrase "and/or."

The "Probation Notification (for national office) does include an "and/or" phrase that may lead to misunderstanding. However, in this instance, the COA finds the SOM clearly stated "no racing until completion of a SCCA drivers' school" in the Request for Action decision section and repeated the decision wording on the Probation Notification. While the SOM did not cross out "or" on the Probation Notification form, the intent of the ruling is clear.

In addition, wording on the Request for Action - Hearing and Decision page stipulated Mr. Bennetts was to work three sessions on a corner station as part of his probation. However, that was not stated on the notification form sent to SCCA Club Racing and the SOM was unable to conclusively confirm that it was conveyed to Mr. Bennetts on his notification.

There is no disagreement that Mr. Bennetts' failure to abide by the Full Course Yellow Flag condition violated the GCR and that he was on probation from an earlier event in 2016. Documentation in the file clearly reflects the SOM fully considered his failure to follow the rule, the severity of his actions, and that he was on probation in arriving at their ruling.

DECISION

The SOM imposed penalties within the authority granted by the GCR based on a full understanding of the facts. The Court of Appeals upholds the ruling of the SOM and affirms the probation penalty with the following stipulations:

Before being allowed to resume competition, Mr. Bennetts must satisfactorily complete the SCCA sanctioned and conducted drivers' school imposed under the probation of January 15, 2016. Mr. Bennetts may fulfill this requirement with a traditional drivers' school (GCR 3.1.3) or an alternative drivers' school (GCR 3.1.3.C; GCR Appendix C.2.7.E.3). Upon return to competition, Mr. Bennetts must serve a six (6) event weekend probation.

The COA recommends that the National Executive Steward and the Club Racing Department review the Probation Notification form and revise as deemed appropriate.

Mr. Montero's appeal is well founded. The full appeal fee will be returned to Mr. Montero.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Thomas Hart vs. SOM
COA Ref. No. 16-02-SE
April 7, 2016

FACTS IN BRIEF

On March 12, 2016, at the March Into Spring event at Virginia International Speedway, Thomas Hart, driver of ceSM #44 filed a protest against Shawn Hinds, driver of IT7R #8. Mr. Hart alleged that Mr. Hinds committed multiple GCR violations, and in doing so, caused a multi-car incident at the start of the Endurance Championship Racing (ECR) Race 1.

The Stewards of the Meeting (SOM), James Shoemaker, Chris Current, Tony Broglin, and John Willes, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed three videos. The SOM determined there was insufficient evidence to uphold the protest. Mr. Hart appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Gerald Wannarka, Spencer Gorham, and Laurie Sheppard (Chairman) met on March 31 and April 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Thomas Hart, received March 19, 2016.
2. Video from SM #26 posted on YouTube on March 13, 2016.
3. Official Observers Report and related documents, received March 24, 2016.
4. Video from Car #13, Car #44, and Car #48, received on March 29, 2016.
5. Response from Shaun Hinds, received on March 31, 2016.
6. Additional input from James Shoemaker, received April 3, 2016.
7. Additional input from John Willes, received April 6, 2016.

FINDINGS

Mr. Hart's protest states that in conducting a pass on Car #74, Mr. Hinds in Car #8 left the racing surface, violating GCR 6.11.3. Upon returning to the course, Mr. Hinds failed to avoid contact with other racers and deprived others of racing room due to an abrupt change in direction, thus violating GCR 6.11.1. sections A, B, C, and D. The SOM disallowed the protest. Mr. Hart reasserted those claims in his appeal, and provided a video from Car #26 in support of those claims. The video was not available at the time of the initial protest hearing.

The three videos obtained by the SOM afforded good views from slightly different angles of the events leading up to the multi-car incident, which started with contact between Car #8 and Car #74. Two of the videos showed that as the field was accelerating after the green flag, Car #74's brake lights were on. Car #26 went partially off course and passed Car #74 on the left; Car #8 followed after first tapping his brakes. When Car #8 attempted to return to the course, Car #74 had moved to the left and contact occurred. This caused both Car #8 and Car #74 to lose control. Several other cars were caught up in the melee. The SOM determined that Car #26 and Car #8 leaving the paved course was an attempt to avoid Car #74 who was not accelerating or up to speed. They were unable to assign sole responsibility for the initial contact and resulting multi-car incident to Mr. Hinds based on available evidence and testimony. Therefore, they disallowed Mr. Hart's protest.

The COA reviewed the three videos examined by the SOM and affirmed the sequence of events above. In addition, the fourth video provided via a YouTube link by Mr. Hart, demonstrated that while both Car #26 and Car #8 went partially off course avoiding Car #74, as Car #8 attempted to return to the pavement, Car #74 was moving slightly to the left and there became less than a car width of track available. The COA also notes Car #8 did not try to complete the pass of Car #74, but attempted to return to the paved surface at the earliest suitable opportunity. His actions in doing so were not inappropriate, abrupt, or aggressive. The COA agrees that responsibility for the incident does not rest solely with Mr. Hinds.

DECISION

The Court of Appeals upholds the decision of the SOM. The COA finds that Mr. Hart's appeal is well founded. The appeal fee less the amount retained by SCCA will be returned to Mr. Hart.

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | April 12, 2016

Expected Participants:

Chuck Deprow (MidWest), Dave Deborde (NorPac), Lee Hill (BoD), Matthew Yip (NorthEast), Tony Machi (Central)

Reports:

- Board of Directors Report
 - Website updates
 - Social Media approach

Ongoing Business:

- 2017 Time Trials Rules
 - Changes/Revisions
 - Helmet Rules
- SCCA website
 - Time Trials page
- Novice TT Permit issuance
 - Language clarification
 - Change to allow anyone in Region to issue Permit

New Business:

- Convertibles
 - Review list of vehicles with factory rollover protection

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | April 5, 2016

The RallyCross Board (RXB) met via conference call on April 5. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam and Arnie Coleman, BOD liaisons, and Howard Duncan from the National office.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): The Safety Committee reviewed two incident reports in the past month. One was for a child falling down a dirt pile and bruising an arm, and the other was for a rollover. The Committee concluded no further action was required on either incident. The Committee is also working to provide informational updates to the PowerPoint presentation for Safety Steward Training available at SCCA.com.
- Rules Committee: All rule threads from the old forums have been migrated to the new forums at sccarallycross.com, where traffic has increased for 2017 proposals and related discussions. The submission period for new rule proposals and member comments will continue through June 15. The Committee clarified the allowance of retreaded and remanufactured tires in the Stock Categories and has posted it at the new forums.
- RallySprint Committee (Kito Brielmaier): The final draft of the sanction forms for RallySprint and RallyTrials events have been completed and submitted to the National office for approval. Two events have been run so far in 2016, with several events in the sanctioning or planning stages. Nathan Usher has agreed to serve as a third member of the Committee.

Hyatt proposed a standing subcommittee that will work with event organizers and the National office to approve sanctions for RallySprint and RallyTrials events. This committee will be reappointed each year. For 2016, the committee will be composed of Scott Beliveau, Chairman, Kito Brielmaier, and Nathan Usher.

Motion: Establish a RallySprint/RallyTrials subcommittee for event sanctioning and approval. Hyatt/Regan. PASSED 6-0-1 (Lightfoot absent).

- National Championship Committee (Mark Macoubrie): In its last meeting the Committee started naming core workers and chiefs for the RallyCross National Championship. Once all contacts are made and positions have been confirmed, a list will be given to the RXB for review. The Committee will begin work on the remaining action items for the event, including pre-event publicity and marketing.

The RXB discussed reaction at the forums to the new timeout rule for National events. Concerns about the rule include that it might be abused and that the 5-minute time period is too short. The RXB concluded that the rule will be implemented at the National Challenge events and assessed after those events are completed. If the rule does not work well or is abused at the Challenge events, it may be changed for the National Championship event later in the year.

- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards (DRXS) met in early March with 6 of the 9 DRXS in attendance. Items discussed included the unanimous approval of the new forums, the 5-minute timeout rule, class run order at the National Championship, and procedures for organizing RallySprint and RallyTrials events.

Old Business

- RallyCross marketing: The RXB's funding request for RallyCross marketing was granted by the BOD. The RXB is considering using its budget for printed materials, videos, and website marketing. The National office has agreed that it can produce brochures and other promotional materials for RallyCross, but RallyCross program needs to produce its own content. The RXB is looking for good content writers. The National office will be hiring a video producer and editor who can help in producing promotional videos. A new SCCA employee will be reworking the website to improve the content and make it more user friendly. Additional content will be needed for those website improvements.
- NorPac RXDS: The RXB would like to thank Paul Eklund for his many years of valuable service as Northern Pacific Division RallyCross Steward.

Motion: Approve Rebecca Ruston as Northern Pacific Division RallyCross Steward pending a transition of duties to be completed no later than June 1. Regan/Foley. PASSED 6-0-1 (Lightfoot absent).

- Jim Rowland content review: Macoubrie requested that the RXB review during the next month the suite of documents created and maintained by Jim Rowland. These materials contain information and tools that would be useful to Region directors and event chairs. Macoubrie would like to make the information available at the website as a general resource for all membership.
- RallyCross forums: Macoubrie reported that all posts from the old forums have been migrated to the new forums at sccarallycross.com. The number of users and posts at the new forums is growing. New rules discussions should increase the traffic. Macoubrie also requested that all RXB members add contact information in the Contacts section.

New Business

- National & Regional event scheduling: Discussion will be tabled until the next RXB meeting.
- Crosskarts and other vehicles: There has been a continuing interest in allowing Crosskarts to compete in RallyCross. The RXB discussed the vehicles and the possible issues that would be created by allowing them in RallyCross. Major changes would be required in the RallyCross Rules to allow them. Those interested in allowing Crosskarts to compete in RallyCross should write and propose a set of rules that would be subject to approval by the RXB and SCCA Risk Management.
- Court of Appeals appointments: Hyatt requested that the RXB consider possible individuals to serve on the 2016 Court of Appeals and be prepared to discuss and approve at the next RXB meeting.

Next meeting: May 3, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | April 11, 2016

The RoadRally Board met via conference call on April 11, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, BOD liaison Lee Hill, guest BOD member Tere Pulliam, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, and Jeanne English, RRB secretary.

Minutes: March minutes approved as published in Fastrack.

Front Burner Items:

1. RReNewsletter – Another really good issue was published today, with a nice variety of content. Rally organizers are encouraged to support Cheryl Babbe's efforts by promoting the newsletter at their events and contributing articles.
2. Administrative Item Follow Up (Deena)
 - a. Planning Calendar – April 6, 2016 version posted.
 - b. GTA Safety Report form was omitted from the Download section on the new web site. It is now posted there.

Need to ensure that Lee Hill's email address is still in the list rrb@scca.com; it is.

3. Regional Development Committee
 - a. Jay Nemeth-Johannes
Jay went to the CenDiv Conference, not much attendance; trained two new Road Rally Safety Stewards; presented outline of regional development and 8 simple rallies; interest from Chicago Region about doing more rallies; Jay wants to set up a phone conference with Heyward Wagner, should be working more with him; going to start writing a series of articles for RReNews; been scouting and talking to people, not getting much response back; Lee asked if had any luck finding new members for the RDC, answer no
 - b. Action: Need a repository for materials (see item 7 in this agenda).
4. NEC Report (Mike)
 - a. Upcoming National events (Confirm dates at scca.com)
 - i. Teter March Lion, March Lamb – April 8-10 – rallies went well, except for one leg on the tour rally being thrown, contestants enjoyed the rallies
 - ii. Milwaukee Badger Burrow – May 7
 - iii. Steel Cities Steel Haul – May 14
 - iv. Milwaukee Roads Scholar – June 11
 - v. NER Hurdle – August 6
 - vi. Land O Lakes Lacrosse – Oktoberally/Badger Trails – Sept 16, 17
 - vii. (not yet sanctioned) Two National Course Rallies, Folsom, CA – new dates moved a week later to October 15, 16
 - viii. (not yet sanctioned) SoCal Highway Robbery – October 22

Mike said that since divisionals may be required to use the RRRs in 2017, is there any way to make them more readable? Here are a couple of ideas, not proposals yet: 1) maybe combine the parts of course and tour that are the same; 2) separate the parts of the RRRs into three volumes = 1 – admin, 2 – tour rallies, 3 – course rallies; Mike checked on printing costs, which could be \$8 per copy, with mailing and other costs it might go up to \$14; all this to be discuss at next NEC meeting. Mike prefers three volumes, print your own. The NEC is also working on RRRs updates, mostly minor editorial stuff.
 - b. Pointskeeper progress (John) – current as in Cheryl's newsletter, John will send new updated standings every month to Cheryl for publication.
5. USRRC Events
 - a. 2016 – NER Covered Bridge 50, Sanction Application forthcoming; it will be two Divisional Events.
 - b. 2017 – Proposal received from Arctic Alaska Region, discussed in Executive Session. 2017 USRRC is awarded to Arctic Alaska Region; Rich will contact Cheryl, to advise her of this decision, and to advise that the dates be finalized as soon as possible.
 - c. 2018 – St. Louis – formal approval pending – June action item.
6. Tracking National Points for SCCA Weekend Members
 - a. We've been requested to revisit this question by 4 members.
 - b. See April RReNewsletter Checkpoint Chat Column for Rich's view, summary: it doesn't work to get people to become regular members, if it did we would have more people signing up.
Motion: Continue to report complete standings of each championship event, which includes both regular and Weekend Members, as we have been doing in the past. Jim/Clyde/fail (2 yes, 3 no)
Discussion – Jim agrees with Rich that there is not a lot of evidence that SCCA has gained new regular members as a result of showing weekend members in the Championship standings. However, Jim

stated that there are other reasons to continue the tradition of showing the weekend members in the standings. These are: 1) The championship standings serve a purpose beyond just an accounting for end of year awards; the standings are the only official, published record of these rallies and there are people who want to see who ran, how they did and how many cars competed; by not reporting weekend members in the standings we are removing 70% of the people who competed and it presents an incomplete and distorted view of the event. 2) Points are assigned by competing in rallies regardless of whether the contestant is a regular member or a weekend member; the weekend members have actually earned these points by competing in these championship events and they deserve to have those points shown in the standings.

Lee asked if they are not in the standings, is there any other way to know who is doing what? This is valuable information to have, we don't want to lose the data. Rich responded that the Weekend Membership data goes to SCCA's Membership Department, and the audit has the number of cars.

Clyde said that the data requirements in 2016 are greatly reduced since regionals counted in 2015 and do not count in 2016; there are a limited number of Divisionals (which do count) in 2016; looking at Jeanne's planning calendar he sees the following number of Divisionals: course - 4, tour - 17, and GTA - 8. Jay said that while he was helping with the standings that one of the major problems he found was in knowing whether Joe Smith in Wisconsin was the same Joe Smith in Illinois – it was very hard to keep track of individual WMs; regular members have a unique number.

John said that the Operations Manual states that 'only members in good standing can win awards' and that 'Weekend Membership is membership recruitment tool', he does not understand why we should give WMs all the benefits of membership without joining. Tere said that one reason for Weekend Memberships is because it buys insurance for that person for that event, and also to encourage people to convert to regular membership with a discount available for 60 days, it was never intended as 'back door' to get awards. Clarence said that currently a WM could do well, join at the end of the year, and win a year-end award, perhaps displacing full member; there should be an earlier deadline for joining. Jim said that last month he understood that those who were opposed were opposed because it is a lot of work to add WMs and SCCA gets little in return; was that a correct assessment? Rich replied that it is shown to be ineffective, citing Texas and Detroit as examples. Clarence said it creates more problems than it solves. Lee asked is it even worth having the WM program? Clarence said that some people have quit because of the extra paper work with the WM program.

Vote: Rich -no, Clarence - no, John – no, Jim - yes, Clyde - y. Fail 2 - 3

Motion: After John does the standings without the Weekend Members, send the information to Jim who will add the Weekend Members to the standings and return it to John. Jim/Clyde/fail (2 yes, 3 no; same vote results as motion above)

7. Scca.com website reorganization: SCCA 2016 Convention Follow Up: First set of priority changes. Proposed list for discussion:
 - a. Rally items are in File Cabinet and Downloads. Needs to be under the rally program
 - b. Downloadable items need to be organized by
 - i. Information for contestants
 - ii. Information for organizers
 - iii. Information for new organizers (Jay's requirement)
 - c. Moderate, add, delete, i.e. maintain our own content.
 - d. Moderate our own forum.
 - e. Easy access to information on individual events. Links to info on a specific event.
 - f. Consistent, stable link to the Road Rally Planning Calendar. The improvements we make for the Road Rally program are applicable to other programs as well.
 - g. Need a direct link to the RReNewsletter
 - h. Fillable PDF for Sanction and Audit forms.

Jon Krolewicz, who works for Heyward Wagner, shares our frustrations with the website; Rich has put together list of priorities for the website (see above list), Rich will go to Jon to see about getting these done in the short-term.
8. New Business
 - a. Publicizing National Championship in additional avenues? (March artifact)
9. Back Burner Items (Deferred for several months).
 - a. 2015 Gervais Award Announcement and Presentation
 - b. Year end award determination. Pending Action for later in 2016: Need to clarify this language in the RRRs (Crittenden)

Motion to adjourn at 9:21 PM CDT

Next meeting April 11, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/pages/national-championship>

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

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

RALLY

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

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

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

SCCA NATIONAL CONVENTION

Event page:
<http://www.scca.com/convention>

EVENT CALENDAR:

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