

BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | May 20-22, 2016

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

The Board of Directors met at the Hilton Kansas City Airport Hotel on May 20-22, 2016.

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.

SCCA, Inc. staff participating were: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, and Heyward Wagner, Director of Experiential Programs, Michael Fitzgerald, Director of Information Technology and Aimee Thoennes, Executive Assistant.

Guests participating were: Jennie Boden, Quantum Governance; Jim Wheeler, CRB Chairman and Robey Clark, SCCA Enterprises President.

MOTION to approve the March 31 conference call minutes. Pulliam/Coleman. PASSED. minutes published in FasTrack. Pulliam/Coleman. PASSED.

CHAIRMAN'S REPORT

Chairman Walsh introduced Robey Clarke, President, SCCA Enterprises and Michael Fitzgerald, Director of Information Technology, SCCA Inc. Walsh stated that Pirelli World Challenge staff will be working with CRB Chairman, Jim Wheeler and SCCA Inc. and SCCA Pro Racing staff regarding classification of PWC cars into club racing.

SCCA ENTERPRISES

Steve Harris provided an update on Enterprises. Robey Clark has done a great job with the transition and management of new leadership for Enterprises. Clark addressed the board and thanked them for the opportunity. He stated that they have a small staff of 6 who are working well together. Moving forward the Gen3 combination with Hoosier Tire has created excitement in the spec racer and SCCA communities. His says they will be selling 8-9 new cars for the year and have several other inquiries. Working to get FE's back on track and running as well. CSR's are in good shape and Clark is talking with them weekly about what they want/need. A July 11 meeting is set in Centennial to update business plan etc.

PRESIDENT'S REPORT

Noble addressed the Quantum performance review process and is looking forward working together collegially to improve the organization.

Board members Christopher, Hill, McCarthy and Weidenbaum were at the office on Thursday. Noble extended the welcome to the board to visit the office and meet the staff prior to their board meetings.

Mobil 1 contract has been renewed and will continue to be a good partnership for the club. Noble and Prill met with Hoosier and toured their Indiana plant earlier in the week.

A partnership has been signed with Chevrolet as the "Official Truck of SCCA".

An announcement will be made at the 100th running of the Indy 500 about a Greenpower USA driven by SCCA event at the 2017 Indy 500 Community Day. There is a STEM program tie in. SCCA will oversee the coordination of the event. There will be an application process for drivers.

CONTENTS

BOARD OF DIRECTORS	1
SOLO	11
SEB Minutes	11
CLUB RACING	22
CRB Minutes	22
Technical Bulletin	27
Court of Appeals	30
Divisional Time Trials Comm.	None
RALLY	33
RallyCross	33
Road Rally	35
LINKS	38

Paul Pfanner and Philip Royle from Racer Media and Marketing were in the office this week to refine the goals of our partnership.

STRATEGIC PLAN REPORT

President Noble and Director Harris provided an overview of the Strategic Plan (STRAP) process as well as its purpose to the organization. The STRAP is our road map for the future and is vital to the health of the organization. This is both a long range view and a living document as the organization responds to the changing economy, needs of its members, industry climate, etc. Noble gave an update of completed tactics, ongoing tactics and incomplete items since the implementation of the plan.

Earlier in May, the Strategic Planning Committee met to review the current STRAP and update the main elements using the latest SWOT analysis. Harris, Coleman and Hanushek and the National Staff's Executive Team comprised the committee. The intent is for the Board to provide feedback and direction on the main elements (Vision, Mission, Values and Goals) to the staff as they develop a supporting tactical plan for implementation and accountability. The main elements need to resonate with all levels of our organization: members, regions and divisions. The main plan elements will be published and shared with our regions through webinars and discussion in the initiation of region development programs.

FINANCE REPORT

Pfannenstiel reported a net loss 4/30/16. The biggest contributor to the loss is revenues lower than budgeted, mostly in entry fees (some canceled events) and sponsorship, some is recoverable. Note that additional sponsorship revenue on the recent contracts have not been recognized.

Staff will be working on forecast with first four months of actuals to determine plans for the remainder of 2016.

SCCA Pro presents challenges and the Finance Department will work with management of Pro racing to look at their forecast.

SCCA Enterprises is doing very well.

It was brought up that the licensing number on the dashboard was high. Further review revealed there was a discrepancy in Novice Permits and there is a plan in place to solve the issue.

A full audit was completed in early April; it was clean and went well. There were not any reclasses requested by auditors which means that the financials provided to the Board by staff are accurate.

Department of Labor just released some employee classifications including a change in salary threshold. There will be an impact on the organization and how we do business; several employees that may need to be reclassified. This takes effect Dec 2016.

Management reporting by program is underway with the goal to use this as a tool to make good strategic business decisions. For instance, allocation of resources to fit the needs of our strategic plan.

SCCA will present a Tuition Assistance program to the Board at a later date. This would provide educational assistance to employees.

BUDGET AND FINANCE COMMITTEE REPORT

Christopher reported that there is one year of data from the management reporting and the committee is happy with the results. A reminder that this is one tool for the board and staff to use when making program and resource decisions.

Mize Houser presented the full audit report to the Budget and Finance Committee. No problems or issues during the audit.

MOTION to accept 2015 audit as presented. Christopher/Weidenbaum. PASSED. Unanimous.

WEBSITE AND REGISTRATION PROJECT UPDATE

Heyward Wagner and Michael Fitzgerald were present at the meeting for a question and answer session. They have been working with Liaisons Lee Hill and Jim Weidenbaum who provide a conduit of information on the project to the Board.

Pfannenstiel provided a financial review of the project. Wagner reported that a contract had been signed with Randall Prince to develop our own advertising plan so we are in control of our web presence, we would still use Google as backup. Discussion was had on ideas to attract regions to use the website, one advantage for regions is it would eliminate the need for a web master.

Wagner and Fitzgerald are meeting with the developers next week to prioritize and problem solve. Wagner will provide an update to the board post meeting.

Coleman suggested that a video be created to demonstrate an event search from google.

The Board requests monthly updates from Wagner to the full board. The regular receipt of information should assist in change management.

SCCA LEADERSHIP ACADEMY

Heyward Wagner reported on a new Program for region assistance which would be titled SCCA Leads or SCCA Leadership Academy. The purpose of this program is to unify training within SCCA to build strong leadership skills within our Regions and create program consistency. With the rapid change in programs and technology and the momentum from the 2016 convention, there is a need to have a structure in place to help all regions and identify regions in crisis. This program will be structured with members acting as SME (subject matter experts), and staff. The intent is to have monthly webinars and other resources that would be available 24/7/365. The board will be getting a formal presentation including a budget at a later date.

BOARD PORTAL

Upon the request of the Board of Directors via a recommendation by Quantum Governance, staff researched board portal services. Tere Pulliam and Aimee Thoennes presented the results of the research and recommended a product that would best meet the needs of the Board. The purpose of the portal is to centralize meetings, documents and activities relative to Board management. It would be possible to roll this service out beyond the Inc Board in coming months.

MOTION: To approve the engagement with Streamlink Software for a three year service agreement with BoardMax Strategy portal service. Pulliam/Christopher. PASSED.

SCCA FOUNDATION

Arnie Coleman presented a proposed update to the SCCA Foundation ByLaws.

MOTION: To accept the SCCA Foundation ByLaws as presented in the Briefing Book and included as Appendix A to these Minutes. Coleman/Weidenbaum PASSED.

CLUB RACING

PITT RACE WAIVER

MOTION: To allow waiver requests from competitors who had a qualifying time on Sunday morning but were not able to race due to force majeure for groups 3- 7 at the May 15th Pitt Race. Hanushek/McCarthy. PASSED.

MOTION: To permit the Director of Club Racing to grant the waiver requests for one race start participation requirement for those competitors affected by the force majeure May 15th, 2016 Pitt Race. Hanushek/Hill. PASSED.

TRANSFER OF CREDIT FROM TOURING 3 TO TOURING 2

MOTION: For 2016 only, permit drivers running cars with dual classification in T3 and T2 to transfer credit for 2016 T3 races run prior to May 31 to T2. Upon transferring from T3 to T2, participation of that event and any points scored in T3 will be removed from the T3 Conference and Nationwide point standings. Points scored in T3 that are transferred to T2 are done solely for the purpose of Runoffs qualification for that driver. A driver transferring points to T2 shall neither displace another driver from Runoffs eligibility nor displace a driver from a Conference or Nationwide Championship.

For example:

- A driver falls out of the top half of Nationwide points, or top 10 (or half if more than 20 participants) in Conference points, because a driver using T3 points for T2 moved ahead of him. Invitations would then extend by one driver beyond the top half (or top 10, whichever is applicable). So if 40 drivers score points and one driver transfers T3 points in to put him into the top 20, the number of invitations will go from the top 20 to the top 21.
- Driver A finishes first in a Conference or Nationwide point standings, but achieved that position by transferring T3 points into T2. Driver B finished second in points, but achieved all of his points in T2. Driver A is ineligible for the points Championship because the point total that allowed him to surpass Driver B includes points earned in T3. Because of this, Driver B would be crowned the Champion.

This is done in recognition of the mid-season Touring 3 class realignment and dual classification of several cars. Transfer will only be done upon written request to Deanna Flanagan (dflanagan@scca.com or fax 844-237-0096) no later than August 17, 2016. All point and participation transfers are final. McCarthy/Helman. PASSED 12-1.

PLANNING COMMITTEE REPORT

The Planning Committee presented a proposal that has been developed by the CRB to implement a market driven class management structure that includes the possibility that all RunOffs eligible classes may not be invited to the RunOffs in any given year. The Board agreed that the CRB should continue developing this proposal to include (1) clear and transparent requirements to be met by a regional class for it to be considered for promotion to RunOffs eligible status, (2) clear and transparent methodology by which those classes to be invited to the RunOffs in a given year will be determined, and (3) clear and transparent circumstances under which a class may be lose its RunOffs eligible status. The CRB was asked to be prepared to present their detailed plan to the Board of Directors in the fall.

CRB RULE CHANGES

Jim Wheeler, CRB Chairman, presented the rule changes to be voted on.

MOTION: Approve the CRB rules changes as presented in Appendix B. Lindstrand/McCarthy. PASSED.

MOTION: Approve CRB rule change item 18931 as presented in Appendix B. Lindstrand/McCarthy. PASSED. Zekert abstained.

Motion: Adjourn the meeting. Coleman/Hill. PASSED.

Appendix: A SCCA Foundation ByLaw Changes

PURPOSE: This proposal is being forwarded to the SCCA Board of Directors to present suggested changes to the SCCA Foundation Bylaws for the BoD's consideration and approval.

KEY DEFINITIONS:

- CORPORATION - Any reference to "Corporation" in the SCCA Foundation Bylaws refer to the SCCA Foundation itself.
- SOLE VOTING MEMBER - Any reference to "Sole Voting Member" in the SCCA Foundation Bylaws refer to SCCA Inc, and its governing body – the SCCA Inc. Board of Directors.

FORMAT: The suggested changes are presented in the following format:

- Current Bylaws Language – in *italics*
- Proposed New Language – in **bold** type
- Reason for Change – in normal type

SUGGESTED CHANGES:

1. Current Bylaw Language:

Article 3. Members

The Corporation shall have one (1) Sole Voting Member that shall be (sic) Sports Car Club of America, Incorporated. The powers and duties of the Sole Voting Member shall be to amend or repeal, in whole or in part, when deemed necessary by the Sole Voting Member, the Corporation's Articles of Incorporation or these Bylaws, and to appoint and to remove, with or without cause, directors of this Corporation. The Corporation may develop various classifications of non-voting memberships as a form of recognition. The entire voting power for all others purposes shall rest in the Board of Directors.

Proposed New Language:

Article 3. Members

The Corporation shall have one (1) Sole Voting Member that shall be Sports Car Club of America, Incorporated. The powers and duties of the Sole Voting Member shall be to amend or repeal, in whole or in part, when deemed necessary by the Sole Voting Member, the Corporation's Articles of Incorporation or these Bylaws, and to appoint and to remove, with or without cause, directors of this Corporation. The Sole Voting Member will appoint two (2) members from its Board of Directors to the SCCA Foundation Board. These two (2) members shall act as liaisons to the SCCA Foundation Board, representing the Sole Voting Member. They are not voting members of the SCCA Foundation Board. All members of the SCCA Foundation Board shall be SCCA members in good standing.

Reason for Change:

This change incorporates the requirement to appoint liaisons from the Sole Voting Member to the Foundation Board, as is already in effect for other program boards.

2. Current Bylaws Language:

Article 4. DIRECTORS

4-A. Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) or more than five (5) voting individual persons to be selected by the Sole Voting Member. At least three (3) directors of the Corporation

shall be members of the Board if (sic) Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Should the Sole Voting Member not then be in existence, then such selection shall be made by the Board of Directors of the Corporation. Directors need not be residents of the State of Colorado. Directors shall hold office for a term of three (3) years, or, if later, until their successors have been elected or appointed and qualified; except that the terms of the initial directors shall be staggered at the next meeting of the Board of Directors so that two (2) directors shall serve for one (1) year, two (2) directors shall serve for two (2) years and one (1) director shall serve for three (3) years. There shall be no limit on the number of consecutive terms that a director may serve.

Proposed New Language:

Article 4. Directors

4.A. Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) and no more than seven (7) voting individual persons to be selected by the Sole Voting Member. At least two (2) directors of the Corporation shall be members of the Board of Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Directors of the Corporation will serve a term of three (3) years. Directors may serve any number of terms, but may only serve two (2) terms consecutively.

Reason for Change:

The foundation board has experienced difficulty in the past with having sufficient personnel resources to adequately perform their role as a fund raising organization, hence the suggested increase from 5 to 7 members maximum. The current bylaw language relating to terms of service is thought to be unnecessarily complicated.

3. Current Bylaws Language:

Article 4-B. Annual Meeting. An annual meeting of the Board of Directors may be held with notice as provided in 4-D. below as such place as determined by the Board of Directors. The annual meeting of the Board of Directors, if any, shall be for the purpose of transacting such business as may come before the meeting.

Proposed new Bylaws Language:

Article 4.B. Annual Meeting. An annual face-to-face meeting of the Board of Directors shall be held for the purpose of transacting such business as may come before the meeting. Whenever possible, the meeting will be held in conjunction with the SCCA Annual Meeting. In the event that the SCCA does not have an Annual Meeting, the Foundation board will hold a face-to-face meeting at their convenience, at a time and location agreeable to the board.

Reason for Change:

This change will give the foundation the ability to conduct a face-to-face meeting in the event that such a meeting cannot be held in conjunction with the SCCA Annual Meeting.

4. Current Bylaws Language:

Article 4-C. Regular Meetings. Regular meetings of the Board of Directors shall be held at the same place as the regular meetings of the Board of Directors of the Sole Voting member, with notice as provided in 4-D below.

Proposed new Bylaws Language:

Article 4.C. Regular Meetings – The Foundation will hold a conference call meeting once every month during the calendar year. Notice of such meetings may be given in writing or by electronic transmission (e-mail) or by telephone.

Reason for Change:

Approximately one third of the regular meetings of the Sole Voting Member are held face-to-face, at or near SCCA Headquarters. It is logistically impractical and financially imprudent for the foundation to follow this bylaw. The suggested change eliminates this requirement. This change also allows for the use of e-mail for notification of meetings.

5. Current Bylaws Language:

Article 4-D. Special Meetings. Special meetings of the Board of Directors may be called at any time by the Chairman of the Board of Directors, or any two (2) of the directors then in office with at least ten (10) days notice given in writing or by facsimile ("fax") transmission or by telephone. If the Chair of the Board so calling the meeting in his or her sole judgment determines that emergency circumstances require a more immediate special meeting, in such case the required notice shall be reduced to 24 hours by fax or by telephone.

Proposed new Bylaws Language:

Article 4.D. Special Meetings. Special meetings of the Board of Directors may be called at any time by the Chairman of the Board of Directors, or any two (2) of the directors then in office with at least ten (10) days notice given in writing or by electronic transmission (e-mail) or by telephone. If the Chair of the Board so calling the meeting in his or her sole judgment determines that emergency circumstances require a more immediate special meeting, in such case the required notice shall be reduced to 24 hours by electronic transmission (e-mail) or by telephone.

Reason for Change:

This change permits the use of e-mail as a method of notification of special meetings of the foundation.

6. Current Bylaws Language:

Article 4-G. Quorum and Written Proxy. A quorum at all meetings of the Board of Directors shall consist of a majority of the directors then in office, but a smaller Number may adjourn from time to time without further notice, until a quorum is secured. All matters to be voted upon require an act of the majority of directors in attendance at a meeting at which a quorum is present unless otherwise provided for in the Corporation's Articles of Incorporation, these Bylaws or by law. As provided by C.R.S. § 7-128-205(4), for purposes of determining a quorum and for purposes of casting a vote for or against a particular proposal, a director may be deemed present and to vote if a director grants a signed, written proxy to another director. The proxy must direct a vote to be cast with respect to a particular proposal that is described with reasonable specificity in the proxy.

Proposed Bylaws Language:

Article 4.G. Quorum and Written Proxy. A quorum at all meetings of the Corporation's Board of Directors shall consist of a minimum of three (3) of the directors then in office. All matters to be voted upon require an act of the majority of directors in attendance at a meeting at which a quorum is present unless otherwise provided for in the Corporation's Articles of Incorporation, these Bylaws or by law. As provided by C.R.S. § 7-128-205(4), for purposes of determining a quorum and for purposes of casting a vote for or against a particular proposal, a director may be deemed present and to vote if a director grants a signed, written proxy to another director. The proxy must direct a vote to be cast with respect to a particular proposal that is described with reasonable specificity in the proxy.

Reason for Change:

This change sets the number of foundation director's required to be present to constitute a quorum.

APPENDIX B: CLUB RACING RULE CHANGES

Below items will become effective on the dates specified in each letter.

FS

1. #18790 (April Fastrack - Scott Woodruff) Remove Side Panel Fastener Spacing Limitation

Thank you for your letter. The CRB recommends removing the 6" center-to-center fastener restriction on cockpit anti-intrusion side panel attachment for FS ONLY. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Change 9.1.1.F.13.C.2 second paragraph:

~~For either method, fasteners shall be no closer than 6 inch centers (no stress-bearing panels).~~ The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

FV

1. #19354 (May Fastrack - 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 (May Fastrack - 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.)

IT

1. #18791 (April Fastrack - David Boles) Short Shift Kits

Thank you for your request. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Add to 9.1.3.D.4.e.: e. Shift lever may be bent or cut above tunnel or floor. *The use of a Short Shift Kit is permitted.*

SM

1. #18779 (April Fastrack - Tom Berndt) Exhaust Manifold Repair for 1.8 NA

Thank you for your letter regarding exhaust manifold repair for the 1.8L NA cars. If approved by the Board of Directors, the CRB recommends this become effective 6/1/16.

Repairs are permitted as follows:

Insert between the two paragraphs of 9.1.7.C.I.1

1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

Recommended Items for 2017

Below will become effective 1/1/2017.

F5

1. #19530 (June Fastrack - Formula/Sports Racing Committee) Bodywork revisions

Thank you for your letter. The CRB recommends the following changes/revisions to the F5 bodywork rules.

Change 9.1.1.D.9 to read as follows:

9. Bodywork

A. All mechanical components of the car, forward of the roll cage, shall be covered by suitable bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. *The* driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

B. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. *A sports car nose shall be closed across the front and top except for air duct openings ducted to heat exchangers, provided that ALL air directed to heat exchangers shall pass through those exchangers, except for ducts directed at brake assemblies.*

C. Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the **front** tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The sidepod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The sidepod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The sidepod(s) may be open to the rear. Sidepod(s) is (are) intended to restrict wheel entanglement between cars.

D. Lateral protrusions of the bottom of the nose or of the floor of the required sidepods, beyond the shape of the nose in front of the front tires and beyond the floor under the required sidepods, are allowed, provided that they do not extend, respectively, more than one inch beyond the shape of the nose or beyond the floor under the required sidepods, and provided that the overall length and width of the car conforms to the dimensions provided in these rules. (The areas between the rear of the front tires and the front of the sidepods, and between the front of the rear tires and the rear of the sidepods, are exempt from the one inch maximum, but any protrusions in those areas must not violate the minimum distance requirements between the sidepods and tires.)

E. The purpose of these rules is to **limit** the use of “ground effects” to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) *Except for rub strips within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle.* Seat bucket or other protrusions shall not circumvent this rule.

F. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. *It is not permitted to duct any air through the downward facing surface of the nose of the car or through the lower surface of the car between the front and rear axles.*

G. Ducts through the side or top of the body and/or sidepods to duct air to and through heat exchangers or to allow cooling air into the engine compartment are permitted, provided that they are not used to generate aerodynamic downforce. Engine air intake ducts and scoops are permitted, provided that they are not used to generate aerodynamic downforce.

H. Wings are prohibited.

I. Diffusers are allowed, *with or without strakes, provided that the overall length and width of the car conforms to the dimensions provided in these rules.*

J. Splitters are allowed, provided that they extend at least to and do not extend more than one inch beyond the line(s) defined by the leading edge(s) and corners of the nose and the sponsons of the sports car nose, and provided that the overall length and width of the car conforms to the dimensions provided in these rules.

GCR

1. #18931 - (March Fastrack - SCCA Staff) Increased Fire System Requirements

For 1/1/17, in section 9.3.23, require T1, T2, and STU to have fire systems. These cars easily run the speeds of GT and Production cars that are required to have fire systems.

2. #19099 (May Fastrack - 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.

3. #18265 (June Fastrack - Eric Heinrich) Drive Train Definition - Technical Glossary

Thank you for your letter. Change the Technical Glossary:

~~**Drive Train** — Those components in a car which produce and convey the driving power to the ground, and the housings containing these parts.~~

***Drive Train** – Those rotating components in a car that convey the driving power from the engine flywheel to the ground and the housings containing these parts. This is inclusive of the clutch, transmission, driveshaft, differential, halfshafts/axles or any systems providing such functionality. Wheel bearings, driveshaft carrier bearings, wheels, and tires are specifically excluded.*

Add to the Technical Glossary:

***Power Train** – Consists of the combination of an internal combustion Engine and Drive Train components. The Engine specifically includes induction systems (carburation, fuel injection, forced and natural, intake manifolds) and exhaust systems (manifolds, headers, turbochargers) up thru and including the flywheel. Ancillaries such as electrical (charging or ignition) or cooling are specifically excluded.*

4. #18689 (June Fastrack - GCR Committee) Clarify Class Compliance Chief & Compliance Checking Crew

Delete 5.12.5.:

~~**5.12.5. Compliance Checking Crew**~~

~~When assigned to an event by the Club Racing Department, each member of this crew will have the official status of an Assistant Chief Steward. Their sole responsibility is to advise the Series Chief Steward Majors Race Director or Chief Steward of cars not in compliance with the GCR and/or the Supplemental Regulations for the event. The Series Chief Steward Majors Race Director or Chief Steward may delegate all or any part of his powers under 5.12.3.C and 8.1.1 to them. Note: Class Compliance Technical Specialist (CCTS) duties and authorities are set forth in GCR 5.11.4 and are not a part of this rule.~~

Replace 5.11.4:

(Existing):

5.11.4. Class Compliance Chief (CCC)

When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. The CCC will report any findings of vehicles not complying with the GCR to the *Race Director* or the Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Decisions made by the CCC regarding compliance are non-protetable. Penalties assessed by the *Race Director*, Chief Steward or Stewards of the Meet (SOM) may be subject to protest or appeal.

(New):

5.11.4 Compliance Staff

A. Members of the compliance staff are assigned by the head of Club Racing and designated subject matter experts for particular classes or categories. As part of the technical inspection team, their sole responsibility is to advise the Chief Technical Inspector of cars not in compliance with the GCR and/or the Supplemental Regulations for the event.

B. Class Compliance Chief (CCC)

A member of the compliance staff may be specifically designated by the head of Club Racing as the CCC for a class. The CCC will work under the guidance of the Race Director or Chief Steward and with the event technical staff to provide consistent compliance checking across all events for the designated class. The CCC will report any findings of vehicles not complying with the GCR to the Race Director or Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Findings of the CCC regarding compliance items specific to that class are non-protetable. Decisions made by and/or penalties assessed by the Race Director, Chief Steward or Stewards of the Meeting (SOM) may be subject to protest or appeal.

FP

1. #19150 (May Fastrack - 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.*

STU

1. #18520 - (March Fastrack - Greg Amy) De-List Spec E46 from STU

Thank you for your letter. The Spec E46 cars have been classified in Touring 3 for the 2016 racing season. The CRB recommends de-listing from STU for **2017** to avoid competitor confusion.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | May 25, 2016

The Solo Events Board met by conference call April 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek, KJ Christopher, 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. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

General

#19138 Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

The following rule change proposal is recommended for approval:

"7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun. If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~

7.8.2

A competitor encountering a downed or displaced pylon on course has the option of continuing the run at their own risk of incurring the penalty or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must thereafter proceed per Section 7.4. ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand but may be subject to penalty for the downed or displaced pylon. ~~In the case in which a competitor is red-flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule."~~

Prepared

#14325 VW in EP Proposal

Based on member feedback, the following rule change, effective 2017, is recommended in Appendix A, E-Prepared:

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

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

#15817 Oil Breather Clarification

The PAC recommends making the following rule change, effective 2017:

“3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase *vents* and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited. All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.*”

Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 *So long as it meets the requirements in section 3,* the installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~17.10.R—All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.”~~

The PAC believes that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

#18193 Trunk Alternate Panel

The PAC recommends the following rule change for X Prepared in Appendix A section 1.c, effective in 2017:

“c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both.*”

The PAC believes this clarifies and excludes the implementation of rear spoilers under rear wings.

Modified

#17892 Exomotive Exocet in DM/EM

Modify 18.1.A.1 as follows:

- re-letter the second subsection group in 18.1.A.1 to be g, h, i, j, and k

- modify what will then be subsection i in 18.1.A.1 to read as follows:

“i. They will be allowed all, *but no more than,* the modifications that production-based cars are permitted, *with the exception that minimum width for all kit cars shall be no less than 65” as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.*”

- add new subsection l as follows:

“l. *They must compete with full standard bodywork and that body must remain recognizable as that of the*

approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.”

- add new subsection m as follows:

“m. Functional wings are not permitted even if they are part of the original kit manufacturer’s specification and/or components. If present they must meet 18.1.F.6.”

Modify 18.1.F.6 as follows:

“6. If the **a** factory production **or kit car** was supplied with tunnels or wings, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels or on wings to ruin their shape or to stop airflow.”

Note: if this change proposal is implemented, the specifications added to the listing for the Exomotive Exocet will be removed, since these changes have the same effect.

Member Advisories

Safety

#19519 Clarification of Loose Items

Per the SEB, when dealing with possible “loose items” Tech inspectors are reminded to use common sense.

Awards

The SEB is seeking nominations for the Driver of Eminence award (http://www.scca.com/pages/solo-awards#accordion_item_1965372) and the Solo Cup (http://www.scca.com/pages/solo-awards#accordion_item_1965370). Please submit these nominations in writing via www.soloeventsboard.com

General

The SEB is requesting that members interested in serving on the SEB submit their qualifications in writing via www.soloeventsboard.com

Street

#19514 Clarification of legality of moveable spring perches

Bearing mounted and hydraulic spring perches are not currently permitted by Section 13, and are not considered to be in the spirit of the Street Category.

Street Touring

#19434 Fiat 500 Turbo

The car is currently listed in STX. Since there presently is no SSF data available on the Turbo, the car as competed in must meet the width/height requirement of 3.1.A.

Street Prepared

The SEB is requesting members interested in serving on the SPAC to submit their qualifications in writing via www.soloeventsboard.com

Modified

#19446 Bodywork question

As the requested modification removes bodywork, not bumper(s), and also makes the rear of the car unrecognizable as a Sprite, the MAC believes the proposed revision is not compliant with the rules.

Change Proposals

Street

#17283 Rethinking Street Classing

The SAC would like to thank the membership for the thoughtful comments and responses regarding the classing

change proposal that was published in the April Fastrack. Taking into account those comments and responses, the SAC has made adjustments to the proposal, detailed below. Please note, this is still only a proposal, and member feedback is requested.

The committee is proposing the following individual line-item moves; They will be considered independently based on feedback from the membership.

Change 3.4 Option Packages as follows:

"The SEB may ~~designate limited-availability~~ limit or offer separate classing for option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes)."

*Move from Exclusion list to SS *** NEW*

Nissan

GTR (excluding Nismo, black edition, track edition) (2012+)

Move from AS to BS

Porsche

Boxster (Non S) (2009-2012)

Cayman (Non S) (2009-2012)

Boxster S (2005-2008)

Cayman S (2005-2008)

Move from BS to CS

Porsche

Boxster (987 chassis non-S) (2005-2008)

Boxster S (986 Chassis) (2000-2004)

Cayman (non-S) (2005-2008)

Move from CS to DS

BMW

*M3 (E36 chassis) (1995-1999) *** NEW*

Scion

FRS (w/o TRD suspension components)(2013-2016)

Subaru

BRZ (2013-2016)

Move from BS to FS

Cadillac

ATS (3.6 V6)

Move from FS to DS

BMW

128i (2008-2013)
228i (F22) (2014-2016)
328 (F30/F31/F34, including diesel) (2012-2016)
3-Series (E46, non-M3) (1999-2006)
3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)
428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)
CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)
*Crossfire (non SRT) *** NEW*

Dodge

Challenger V6 (2011-2016)
Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)
Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)
Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)
G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)
IS250/350 (2006-2016)
GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)
CLK V6 (1998-2009)

Move from FS to GS

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

Jaguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

Move from GS to HS

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

#19537 2013 SLK55 AMG to B Street

Per the SAC, the following class change proposal is submitted for member review and comment:

Move from *SS to AS*

Mercedes

SLK55 AMG (2012-2016)

Street Prepared

The SPAC is currently working on a rules change proposal which would change certain allowances in the category in order to permit competitors to more appropriately address reliability issues. Specific language changes will be published for member review in the next Fastrack.

Street Modified

#18554 Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

The SMAC proposes the following change to 16.0.B.1.b

Remove the Datsun Z car 2+2 from 16.0.B.1.b excluded vehicles list.

Prepared

#14898 XP boosted displacement equivalence and min weight

In view of past results and member input, the PAC believes that the following weight formula amendment provides a competitive adjustment between naturally aspirated and forced induction powertrain options of varying displacements in X-Prepared. The PAC has provided the following proposed amendments to Appendix A, X-Prepared, Section 9, for member comment:

Executive summary of the changes:

- Increase FI multiplier from 1.4 to 1.5.

- Change NA formula to prevent some larger engines weighing less than slightly smaller engines.
- Change NA formula to give a weight break above 5.0L. A 7.0L NA motor equals the 2300lb weigh limit
- Change wording of "engine behind driver" to "with 51% or more weight on the rear axle"
- Set a minimum weight for NA vehicles.

Specific language:

9. MINIMUM WEIGHTS

a. ENGINE CLASSIFICATIONS

1. 4-stroke cycle and 2-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ **1.5** times the actual displacement.
3. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

b. MINIMUM WEIGHT CALCULATIONS

All listed weights are without driver. All weights are calculated based on displacement as listed above.

Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver is $1200 + [(1.796 \times 1.5) \times (200 + 20)] + \text{ABS} = 1843 \text{ lbs.}$

Engine displacement less than 4.0L

FWD.....	1200 lbs. + 150 lbs. per liter
RWD.....	1200 lbs. + 200 lbs. per liter
AWD.....	1200 lbs. + 250 lbs. per liter

Engine displacement of 4.0L or greater

<i>FWD.....</i>	<i>1600 lbs. + 50 lbs. per liter</i>
<i>RWD.....</i>	<i>1600 lbs. + 100 lbs. per liter</i>
<i>AWD.....</i>	<i>1600 lbs. + 150 lbs. per liter</i>

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds

- Cars with ABS + 50
- Cars with traction/stability control + 50
- Cars with active/reactive suspension + 100
- Cars with greater than **51% weight on rear axle + 20 per liter**

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following minimum weights (lbs.):

	<i>Naturally Aspirated</i>	Supercharged/Turbo
FWD.....	<i>1425</i>	1575
RWD.....	<i>1550</i>	1700
AWD.....	<i>1675</i>	1825

Modified

#18845 Traction control rules change

The MAC has provided the following rule change proposal, submitted 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), Traction Control Systems (TCS) and Stability Control Systems (SCS) 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, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are exempted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use **ABS or TCS any ABS, TCS and/or SCS with no weight penalty** 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)~~ ssection(s).”

- Also add in Appendix A, under D Modified, in Subsection C:

TCS Add 200 lbs

ABS and/or SCS (no additional TCS penalty) Add 250 lbs

- Also add in Appendix A, under E Modified, in subsection B:

TCS Add 300 lbs.

ABS and/or SCS (no additional TCS penalty) Add 375 lbs

#19119 response to letter 17810 (cockpit bodywork)

Per the SEB, the following rule change proposal, affecting 18.4.A.1 and adding a new 18.4.B.14, is submitted for member review and comment:

A. Bodywork

“1. Any bodywork used must be made of metal, fiberglass, or other suitable fire resistant materials. ~~The sides, front, and back of the cockpit area must be at least as high as the driver’s waist. Solid body panels are not required except as specified in section 18.4.A.3.~~”

B. Chassis

“14. The sides, front, and back of the cockpit area must be at least as high as the driver’s waist.”

Note: These changes remove the requirement for bodywork on the front and sides of the cockpit area and would be effective in 2017.

Kart

#19145 19.1.D.1.j Clutch Basket Allowance

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

19.1.D.1.j

“Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate ~~must be OEM~~ *may be aftermarket parts*. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket parts. Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.”

Other Items Reviewed

General

#19117, 19127, 19129 Letter #17285, Vehicle operation after downed cone or red flag

Thank you for your input.

Street

#19332, 19453, 19518, 19578 #17283 Rethinking Street Classing

Thank you for your input.

#19442, 19487, 19494 #17283 - Boxster and Cayman

Thank you for your input.

#19444, 19550, 19560 #17283 – FRS, BRZ

Thank you for your input.

#19454 Lexus IS proposed class move

Thank you for your input.

#19456 Input on Re-class Proposal #17283

Thank you for your input.

#19481 Support #17283

Thank you for your input.

Street Touring

#19516 #17062 Added Fuel Allowance

Thank you for your input.

Street Prepared

#19143 991 GT3 should be in SSP

Thank you for your comment supporting letter number #17461, classification of 991 GT3 to SSP.

#19329 response to April Fastrack solo Porsche reclassing

Thank you for your input supporting #18433

Not Recommended

Street

#19430 If you move the Porsche 987S to BS, move the Porsche 996 too

The SAC believes that the 996 Porsche 911 is appropriately classed at this time.

#19465 VAG COM, VW's, and 13.9.G

Thank you for your input. The SEB is not in favor of allowing any modifications to ECU's at this time.

#19532 Brake Line Upgrades

The SAC does not want to expand the brake hose allowance that currently exists.

Street Touring

#19422 Street Touring Pony

We will continue to monitor the participation and performance levels of FS and STP vehicles. Thank you for your input.

#19443 Toyota MR2 Turbo into Street touring

Based on car age, limited availability, and current competitive balance and participation, the STAC does not feel that it

would be prudent to class the MR2 turbo in STU.

#19483 Proposal to Add FWD LSD class to STREET TOURING

Thank you for your input.

Street Prepared

#19204 Question concerning front aero design

The SPAC believes that the splitter rules are sufficient as written.

Prepared

#18841 46mm turbo restrictor

The PAC is not in favor of adjusting the turbo restrictor diameter at this time. We will continue to monitor the competitive balance within the class.

Modified

#19155 Weight engine addition

Thank you for your input. The MAC does not believe that a change of this magnitude is in the best interests of the class as a whole.

#19475 FM Weights

Thank you for your input. At this time the MAC does not believe that changes to keep pace with ongoing GCR updates are in the best interests of the class as a whole, which the committee believes benefits more from rules stability.

#19496 Solo Vee engine

Thank you for your input. The MAC does not believe this change is in the best interests of the class as a whole.

Kart

#19429 SKUSA Spec Honda and CRF250

Thank you for your input, the KAC is planning to have further discussions about Stock Moto but it is not recommended at this time.

Handled Elsewhere

Prepared

#16756 Force Induction treatment in XP Comments

The PAC thanks the member for their comments, which have been considered in the proposal for 14898.

Modified

#19280 Proposal 17892

Please see the updates to item #17892.

#19293 Exocet classing

Please see the updates to item #17892.

#19447 Bodywork Question

Please see item #19446.

Tech Bulletins

Street

#19500 Assign Nissan Leaf to HS

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

Nissan

Leaf (2010-2016)

#19502 Buick Verano / Verano Turbo classing in street.

Per the SAC, add the following new listings, effective immediately upon publication:

GS

Buick

Verano Turbo (2013-2016)

HS

Buick

Verano (Non Turbo) (2013-2016)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 7, 2016

The Club Racing Board met by teleconference on June 7, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Jim Weidenbaum, BoD, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

FV

1. #19573 (Bruce Livermore) FV Ad Hoc Committee Request for More Direct Interaction with SCCA

Thank you for your letter. The CRB recommends forming an official Ad Hoc Committee for Formula Vee to address specific issues concerning the class. Resumes may be submitted to www.clubracingboard.com for consideration.

P1

1. #19739 (SCCA Staff) CN Chassis Engine Limits

The P1 rules permit Group CN two-seat cars that comply with FIA Appendix J, Article 259, to compete in the P1 class with certain specific allowances. The P1 engine table specifies in column heading "Required Restrictor", Spec Line J "Unrestricted". This column specifies the size of the restrictor in the intake system and is not to be interpreted as allowing an unrestricted engine build. The P1 rules allowances for Group CN two-seat cars include 2 engine options:

Option 1 P1 Engine table Spec Line J:

Engine maximum displacement of 2000cc's, no intake restrictor required, and the engine must comply with Group CN two-seat cars FIA Appendix J, Article 259 engine rules. These engine rules are very specific in their allowances and include and are not limited to: the engine's original ignition system, the original injection system (with certain allowances), the original interior dimensions of the exit from the original exhaust manifold, a head gasket of the same thickness as the original head gasket, etc. See Group CN two-seat cars FIA Appendix J, Article 259 for the complete engine allowances.

Option 2 P1 Engine table Spec Line L:

Line L references Table L, which has an extended list of engine configurations.

No Action Required

FE

1. #19409 (Dean Oppermann) New Tire Rule

Thank you for your letter. The American Racer is the designated spec tire for FE for the 2016 season. Please consult your Enterprise CSR for more information on these tires.

FV

1. #18582 (Gregory Bruns) Shiny Gears

Thank you for your letter. Formula Vee is a restricted class. Parts may not be modified unless specifically authorized, per 9.1.1.C.1.B. If in doubt, don't. Please see letter 19573 in this Fastrack announcing the formation of a FV Ad Hoc Committee reporting to the Formula Sport Racing Advisory Committee and the CRB. The FV Ad Hoc will work issues, such as this, that are important to the class stakeholders.

P1

1. #18045 (Jim Downing) Rules Suggestion

Thank you for your letter. The CRB has noted your comments on the P1 class and appreciates your contribution to the sports racer classes.

2. #18381 (Jim Downing) P1 Rules Follow-up

Thank you for your letter. The CRB has noted your comments on the P1 class and appreciates your contribution to the sports racer classes.

GCR

1. #19455 (Clifford Maxwell) Concerns Over Rulemaking and Governance

Thank you for sharing your comments and suggestions with the CRB.

2. #19566 (Steve Elicati) Seat Back Brace

Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

3. #19583 (Chip O'Toole) Please Change FIA Seat Language

Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

4. #19662 (John Kish) FIA Seat Request

Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

STL

1. #19557 (David Mead) Letter #19348 BMW S14B20 Restrictor

Thank you for your letter.

T1

1. #19485 (David Mead) Remove Laguna Seca Manifold/TB from Boss 302 Spec Lines

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

T2

1. #19599 (Peter Lewis) RE: Letter #19239 - Z/28 Production Wheel Spec Clarification

Thank you for your request. The Z/28 model is not classed in T2 therefore Z/28 wheel sizes are not permitted for the T2 Camaro.

T2-T4

1. #19574 (Ryan Kowalewski) Heat Shield Removal with Catalytic Converter Delete

Thank you for your request. This is already permitted in T2 under insulation, sound deadening areas, or as part of the cat removal.

T3

1. #19358 (Eric Heinrich) T3 Adjustments and MX5 Global Car

Thank you for your letter. The CRB has made changes for T3 which have been published and will be monitored.

2. #19378 (Eric Heinrich) Audi S4/S5 in New Adjusted T3

Thank you for your letter. The CRB has made changes for T3 which have been published and will be monitored.

Not Recommended

GCR

1. #19421 (Rich Olsen) Add SFI 28.1 to GCR Section 9.3.27

Thank you for your letter. SFI has indicated that fuel cells meeting 28.1 are not comparable to the 28.3 spec (currently in the rulebook). SFI Spec 28.3 was created to mirror the FIA FT-3 spec. The testing methods for SFI 28.1 are different than the 28.3 spec. The 28.1 spec is intended for drag racing.

2. #19522 (Stephen Hyatt) Waiver for Expired Safety Equipment

Thank you for your letter. GCR Section 9.2.1.H. is adequate as written.

3. #19523 (Stephen Hyatt) No Waiver of Driver's Restraint System

Thank you for your letter. GCR Section 9.2.1.H. is adequate as written.

ITS

1. #19605 (Joseph Stadelmann) Minimum Allowable Weight

Thank you for your letter. The vehicle is correct as classified.

EP

1. #19489 (Philip Royle) Reduce the Weight of the 1986-1991 Mazda RX-7

The differences between this RX-7 and the first generation RX-7 (this car has a theoretically better rear suspension design and bigger front and rear brakes) warrant the existing weight spread between it and the first generation RX-7.

2. #19591 (Ben Phillips) Letter #19116 Response

The default wheel size for this and many newer cars in EP is 18"x8". Some cars have been allowed wider wheels as an alternative, however this is due to the fact that the alternative size was a stock wheel size for the particular car. Based on the committee's research it is not believed this car was ever offered from the factory with a 17"x8.5" wheel.

FP

1. #19675 (Larry Savage) Lotus Europa Window Net

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

HP

1. #19587 (Michael Finnie) Homologate Unlisted Make/Model

Thank you for your request. Classing a truck in production is contrary to class philosophy.

STL

1. #19498 (Andrie Hartanto) Clarification/Rule Request

Thank you for your letter. The Acura Integra Type R were all delivered with 5-bolt wheels. If you wish to run a Type R in STL, you must retain all original Type R equipment except as allowed by the STCS.

STU

1. #19606 (Eric Heinrich) Delist Undeclared Overdog Lotus from STU

Thank you for your letter. The CRB is not interested in de-listing the Lotus from STU. The CRB will continue to monitor class performance.

T2

1. #19458 (John Schertzer) Increased LS6 Longevity

Thank you for your request. Your request is not recommended as it is against class philosophy.

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. #19787 (Club Racing Board) Change 9.3.41 SEATS language:

9.3.41. SEATS

~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross-bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA Standard 8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross-bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back if a folding seat, it shall be securely bolted or strapped in place. *Effective June 1, 2016 - Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross-bracing.*~~

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA Standard 8862-2009 or higher may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back, if a folding seat, it shall be securely bolted or strapped in place.

ST

1. #19612 (Eric Heinrich) ST Category - Remove Allowance for Centerlock Hubs

Thank you for your letter. Remove 9.1.4.O.3 in its entirety.

~~3-Wheel Attachment~~

~~a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.~~

~~b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.~~

STU

1. #19588 (Luis Rivera) 12a STU Carburetor
Adjust 9.1.4.1.H. (STU) Table B, Allowances

Mazda 12A Street Port

Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with ~~38mm~~ **42mm** chokes on a "dual-Y" manifold.

Taken Care Of

FE

1. #19528 (Eric Cruz) Increase FE Minimum Weight

Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

2. #19535 (Mark Walthew) Raise Minimum Weight for FE Due to Increased Weight of Spec Tire

Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

3. #19541 (Clifford Maxwell) Opposed to Weight Increase

Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

FV

1. #19568 (Bruce Livermore) Please Remove the Word

Thank you for your letter. Please see the June 2016 Fastrack, Member Advisory, letter #19377.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2016

NUMBER: TB 16-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/2016 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FE

1. #19488 (Mike Davies) SCCA Enterprises FE / ESR Changes

In GCR section 9.1.1.1.5., add the following language:

"NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.

b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed. Definition of cockpit is: area between the front roll hoop and rear roll hoop.

c. Painting or powder coating of the chassis is allowed.

d. Enterprises foot drop box part # WM180020 may be installed.

e. Transponder must be used per SCCA Enterprises Technical Bulletin 002-2016"

In GCR section 9.1.1.1.15., make the following changes:

"Weight

The car shall weigh ~~4250~~ *1270* lbs. minimum, including the driver."

In GCR section 9.1.1.1.16., add the following language:

"Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack."

ESR

In GCR section 9.1.8.H.5., add the following language:

"NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.

b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed. Definition of cockpit is: area between the front roll hoop and rear roll hoop.

c. Painting or powder coating of the chassis is allowed.

d. Enterprises foot drop box part # WM180020 may be installed.

e. Transponder must be used per SCCA Enterprises Technical Bulletin 002-2016"

In GCR section 9.1.8.H.6.j., add the following language:

"The front splitter overhang may be increased a maximum of 4 inches and this piece may be manufactured by the car owner. Any front splitter end plates may be added with a maximum forward length equal to the front splitter length and a maximum rearward length to the front of the front tire fender opening. *Splitter and attached diffuser panel may be trimmed for tire clearance.* Front splitter end plates (fences) may not have a height of more than 5 inches above the splitter top surface and may not extend below the splitter bottom surface."

In GCR section 9.1.8.H.13., add a new section and re-number the following sections as follows:

"13. *Tires*

Tires must run in sets of 4 as stated below:

Dry: Any commercially available "Dry Slick Racing Tire"

Wet: Any commercially available "Wet Racing Tire"

Left and right front tires will be the same size; left and right rear tires will be the same size.

14. Electrical System”

In GCR section 9.1.8.H.16., add the following language:

“45 16. Updates

Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack.”

FV

1. #19056 (Mike Kochanski) FV Intake Manifold Rule Clarification

In GCR section 9.1.1.C.5.D.20.d, make the following changes:

“All exterior surfaces shall be in original condition. Bead blasting is permitted for cleaning only. Manifolds must remain unpainted with color but may have a thin, transparent coat of rust proofing material or clear coat type material applied. *Other than the allowed clear coat for rust protection, any type of coating including conversion coatings or the addition of color are prohibited.* Removing material from the outside of the manifold to achieve the legal dimensions is not permitted.”

P1

1. #19547 (Lee Kaiser) CN Chassis Engine Limits

In GCR section 9.1.8.C.B.4.i., add the following language:

“Engines must comply with line J or line L (Table L) from the P1 engine table. *If an engine from line J is used, the engine build restrictions in FIA Appendix J, Article 259 must be met.* If an engine from Table L is used, the appropriate weight and restrictor must be used.”

In GCR 9.1.8.C., P1 Engine Table:

In the Req'd Restrictor column replace the word “Unrestricted” with “None Required”

Note: For more information please see letter #19739 in Fastrack's Club Racing Board Minutes.

P2

1. #19448 (robert christensen) Add F-500-600 Converted Cars

In P2, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, add the following language:

Marque: “*Converted F5 cars see notes*”

Notes: “*Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches.*”

SRF3

1. #19478 (Lawrence Winkelman) Clarification of Bodywork/Tail Rule

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

“a. Bodywork crash-damage may be repaired, but exterior dimensions, shapes, thicknesses, and profiles shall remain unaltered. The addition of material to increase rigidity and/or the weight is prohibited. Use of the nose front center body pin is optional. Sections shall meet the following weight requirements:

Minimum Maximum

Front 35 lbs. 65 lbs.

Center 25 lbs. N/A

Rear 27 25 lbs. 60 55 lbs.”

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

“f. Ballast plates may be manufactured or purchased providing:

1. Ballast plates may be no more than 20 inches long, 10 inches wide ~~or~~ *and* ½ inch thick.

2. ~~They shall be mounted in the same manner as the Enterprises' part.~~ *Alternate location Ballast plate must be 27.650” +/- .150” total width, including 1.5” tall mounting tabs on each end no less .125” thick, 5” to 7” long and up to ½” thick. Must be bolted to the lower longitudinal chassis tubes. Shift linkage pivot bracket may be bolted on top of the ballast plate. Alternate location is forward or rearward of the “Sub Seat Belt” mount bar, under or in front of the seat.*

3. ~~They shall be mounted only in approved locations.~~ *All ballast must be securely fastened on both ends or sides with nuts and washers or no less than “4” 5/16” bolts, washers and nuts.*

4. They shall be fastened securely with nuts on both ends.”

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

“Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack.”

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

"Transponder must be located on the right rear frame post, see SCCA Enterprises Technical Bulletin 001.2-2015. (Mandatory 6/1/2015)

-The TB was updated to allow for a wider mounting angle +/- 5 deg. / instead of +/-1.5 deg."

In GCR section 9.1.8.E.2.B. (SRF3), make the following changes:

"Current SRF body rules with the exception as noted:

Tail: can be used in any legal SRF configuration until the start of the 2018 competition season. Final SRF3 configuration: *For muffler clearance, a minimum 4" cut and a maximum of 8" X 62.5 +/- .500"* with a 1" radius in the upper corners. Measured from the bottom up and centered left to right. No *Roush Exhaust* Scoop. Min weight 27 *25* lbs. Max 60 *55* lbs."

GCR

1. #19572 (SCCA Staff) Add Language on Expired Seat Belts

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

"At each event, this Logbook and the Certificate of Approval (for cars required by these rules to have one) must be presented at Technical Inspection with the signature of the driver/entrant for that event in the space provided. During Technical Inspection, any deviations in compliance shall be noted in the logbook by the Technical Inspector. ~~If the Race Director or Chief Steward allows a waiver for the event, the duration of the waiver must be noted and the competitor is obligated to comply with the duration.~~ *The Race Director or Chief Steward may issue a waiver for the noted compliance deviation for the current event only by making a notation in the competitor's log book. Competitor must remediate before any subsequent events."*

Grand Touring

None.

Improved Touring

ITB

1. #19513 (Kyle Keenan) Updates to Mitsubishi Lancer Classification

In ITB, Mitsubishi Lancer/ Ralliart 2.0L (02-07), make the following changes:

Platform: Mitsubishi Lancer/~~Ralliart~~ 2.0L (02-07)

Brakes: (F) 256 x 24 ventilated Disc (R) 205 Drum *alt. 262 x 10 mm solid disc*

Production

1. #19703 (Production Committee) Confusing Descriptions of Austin Healeys and Midgets

In HP, Austin-Healey Sprite Mk I,II,III, IV MG Midget Mk I,II, III, IV (948), remove the following language:

Austin-Healey Sprite Mk I,II,III, IV MG Midget Mk I,II, III, IV (~~948~~)

In HP, Austin-Healey Sprite Mk I,II,III, IV MG Midget (All) (1275), remove the following language:

Austin-Healey Sprite Mk I,II,III, IV MG Midget (All) (~~1275~~)

In HP, Austin-Healey Sprite Mk I,II,III, IV MG Midget (All) (1098), remove the following language:

Austin-Healey Sprite Mk I,II,III, IV MG Midget (All) (~~1098~~)

1. #19533 (Ron Bartell) Return to Previous Wording on Piston Pins for Level 2 Motors

In GCR section 9.1.5.E.2.h.2., make the following changes:

"Pistons and Connecting Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons must be constructed of metal.

2. Alternate ferrous connecting rods, of the same crank pin center to piston pin center dimension and crank pin ~~and piston pin~~ bore ~~dimensions~~ *dimension* as stock, are permitted.

3. Connecting rod bolts and nuts are unrestricted."

Spec Miata

None.

Super Touring

None.

Touring

T2

1. #19543 (William Moore) Camaro Competition Adjustment

In T2, Chevrolet Camaro SS/1LE (10-14), make the following changes:

Weight: "~~3675~~ *3700*"

Notes: "1LE-SS Track Pack permitted. Tower Brace 22756880, oil air separator 12653074, ~~70mm~~ *75mm* flat plate restrictor

required. Springs up to 800#/in front and rear allowed. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part #23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #: MT-Camaro-5-R-Race1 allowed. ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13."

2. #19665 (Patrick Womack) Z4M Air Intake Allowance

In T2, BMW Z4M (06-08), add the following language to the notes:

"BMW cold air intake part #8299520 and #8299525 with ducting are permitted."

T2-T4

1. #19480 (Brian Husting) Chevy Cobalt SS: 50# Weight Reduction

In T4, Chevrolet Cobalt SS, Sport Coupe (06-10), reduce the weight as follows:

~~2800~~ **2725**

T4

1. #19473 (Dan Hardison) Final Drive - GCR Spec Line for 96-02 Pontiac Firebird (T4)

In T4, Pontiac Firebird V-6 (96-02), make the following changes:

Final drive: ~~3.42 Effective 1/1/16 3.23~~ **3.42 alt. 323**

2. #19648 (Mark McCaughey) 00-05 Toyota Celica GTS/GT Weight Reduction

In T4, Toyota Celica GTS/GT (00-05), reduce the weight as follows:

~~2825~~ **2775**

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Stan Czacki vs. SOM
COA Ref. No. 16-03-SW
June 2, 2016

FACTS IN BRIEF

On April 30, 2016, at the Motorsports Ranch Houston Fun in the Sun Majors race for Group 7, Lowell Huston, driver of T4 #15, filed a protest against Stan Czacki, T4 #00, for starting the race from an incorrect grid position which gave Mr. Czacki an unfair advantage in the race. James Place, T4 #138, filed a protest against Ken Patterson, Race Director, for permitting Mr. Czacki and others to be put in the wrong grid positions which resulted in Mr. Czacki starting the race with an unfair advantage.

The Stewards of the Meeting (SOM), James Smith, Larry Svaton, Jon Stautberg, and James Foyle, Chair, met, determined the protests should be heard in a combined hearing, reviewed the evidence, and heard testimony from the protestors and the Chief of Timing and Scoring. The SOM determined Mr. Czacki improperly started ahead of the other T4 competitors and, therefore, did start the race with an unfair advantage. The SOM rendered a decision amending the finishing order using an elapsed race time calculation. The ruling moved Mr. Czacki from second (2nd) to fourth (4th) finishing position in class. The SOM did not cite Mr. Czacki or Mr. Patterson for violating any General Competition Rules (GCR). Further, the SOM did not cite a General Competition Rule to support the decision that was issued. Mr. Czacki appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on May 19, May 26, and June 2, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Stan Czacki, received May 9, 2016.
2. Official Observers Report and related documents, received May 18, 2016.

FINDINGS

Facts:

1. Ken Patterson, Race Director, directed that a split start would be used for race group 7 and advised Timing and Scoring to issue a split grid.
2. The drivers did not request a split start, but in fact had requested that a split start not be used.
3. Grid was staffed by only two volunteers.
4. Grid reported issues to Race Control, including a discrepancy in the split start grid sheets (two cars with same number and inaccuracy in where cars were to grid) and competitor complaints about the split start. Race Control acknowledged the duplicate numbers (which had been reported earlier and not corrected) and advised the Race Director and Chief Steward of the drivers' dissatisfaction. The Race Director directed the cars were to be positioned per the split start grid sheets.
5. Further complicating the grid process, Race Control directed a tractor carrying a disabled car to return to the paddock through the grid. This necessitated moving multiple cars out of their positions for safe passage by the emergency vehicle and then restarting the process.
6. Mr. Czacki was directed to his starting spot by the race officials (Grid Staff) based on grid sheets provided by Timing and Scoring. Mr. Czacki followed the directive of the race officials as required by GCR 2.1.5. (requirement to follow directions from an official) and started the race from the position he was assigned in the first group of the split grid.
7. As a result of an early on-track incident, the race was temporarily halted by a full course yellow followed by a black flag all. The race clock was stopped for some period of time. The field was compressed to allow a single file restart.

Messrs. Place and Huston filed protests on Sunday morning, May 1, 2016, at 8:20 AM. The provisional race results were posted on April 30, 2016, at 6:20 pm. Neither protest was signed by the steward who accepted the protest documents. The SOM did not take any action to correct this documentation deficiency. Additionally, in the ruling, the SOM did not cite any reason for good cause in accepting protests filed well beyond the deadline stated in GCR 8.3.1.F. (Protest Procedures, Time Limit).

The COA notes that two members of the SOM were competitors in the race under appeal. In addition, one of those two SOM members rented a car he owns to another competitor in the race under appeal. Both gentlemen served on the SOM in apparent violation of GCR 2.2.4.C. (Official's Conflicts of Interest). Stewards serving as SOM must avoid even the appearance of a Conflict of Interest.

The SOM determined Mr. Czacki was not properly gridded which provided him with an unfair advantage at the start. The SOM ordered the official results be amended and Mr. Czacki was moved from 2nd (second) finishing position in class to 4th (fourth) finishing position. The SOM ruling against Mr. Czacki was cited as resolution for both protests, even though Mr. Place protested the Race Director and not Mr. Czacki.

The reduction in finishing order (2nd to 4th in class) imposed against Mr. Czacki is a penalty as defined in GCR 7.2.F. (Penalties: Loss of Time, Lap, or Finishing Position). Even though the SOM called the ruling a race results correction, Mr. Czacki was severely penalized.

The COA finds no breach of any General Competition Rule by Mr. Czacki. In addition, the COA finds no GCR authority for the action taken against Mr. Czacki. Amendment of the finishing results authorized under GCR 5.12.1.A.8. (Powers of the SOM: Amend the results of a competition) is limited to three specific situations. The SOM justification for amending the results is not supported by any part of the rule.

The COA could return this case to the Executive Steward, Southwest Division, with a directive that a new SOM panel be assembled and the protests reheard. However, the COA concludes that would simply delay final resolution. Therefore, the COA retains jurisdiction and rules as follows:

- The SOM erred in penalizing Mr. Czacki for failures by the race officials to maintain control and provide a fair competition.
- The SOM ruling is a strained and tortured interpretation of GCR 5.12.1.A.8.
- The GCR provides no authority to the SOM or COA to provide any relief to Mr. Place and Mr. Huston. Timely corrective action by the race officials prior to starting the race would have prevented this situation.

DECISION

The Court of Appeals overturns the ruling of the SOM in its entirety. Mr. Czacki's original finishing position (2nd in T4) is reinstated. The provisional race results are declared official. Mr. Czacki is entitled to all championship points, trophies, prizes, and contingencies based on his official finishing position.

Mr. Czacki's appeal is well founded and the entire appeal fee will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Ken Patterson vs. SOM

COA Ref. No. 16-04-SW

June 2, 2016

FACTS IN BRIEF

On April 30, 2016, at the Motorsports Ranch Houston Fun in the Sun Majors, following qualifying for Group 3, Mid-States Conference Majors Series Chief Scrutineer Paul F. (Frank) Diringer submitted a Technical Inspection Report indicating that car #15 GT2, had roof rails that were non-compliant with General Competition Rules (GCR) Appendix L. (2013 TA2 Technical Regulations) Section 4.8.4.2.2. and 4.8.4.2.3. Asst. Chief Steward Art Tapley filed a Chief Steward's Action (CSA) against the driver of GT2 #15, John Vining, removing his qualifying times for 4/30/2016. Mr. Vining protested the CSA.

The Stewards of the Meeting (SOM), Larry Svaton, James Smith, Jon Stautberg, Lisa Kay Foyle, and James Foyle (chairman), met, reviewed the evidence, and heard witnesses. No part numbers were found on the rails and the GCR does not specify dimensions for roof rails. Additionally, no unmodified examples of roof rails were available. The SOM determined that the rules in Appendix L. were unclear and the protest was upheld. The SOM reinstated Mr. Vining's qualifying times.

Ken Patterson, Race Director for the Mid-States Conference is appealing the SOM decision to clarify the rules on the issue.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Michael West (Chairman) met on May 19, May 26, and June 2, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observers Report and related documents, received May 18, 2016.
2. Emails from Jim Wheeler (CRB Chairman), received May 25, 2016 and May 26, 2016.
3. Email from John Bauer (Club Racing Technical Manager), received May 25, 2016.
4. Phone call with Five Star sales for part information, May 26, 2016.

FINDINGS

In his protest Mr. Vining notes that ASA cars were delivered with roof rails, but he also acknowledges that ASA cars are not compliant per the TA2 rules under which Mr. Vining is competing.

Mr. Vining's car is a Monte Carlo which is an allowed stock car body per GCR Appendix L. 4.8.4.2.1. which also says: "Cars in the class must use 1997, through current year, commercially available stock car bodywork." GCR Appendix L. 4.8.4.2.2. states: "All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings. No 'one-off' or 'high down force' body packages are allowed." The roof rails on Mr. Vining's car did not have identifying part numbers on them.

Five Star, the company that supplies bodies to Howe (the supplier for ASA) stated that roof rails were manufactured and sold as "add on" accessories, with their part number stamped on them. They were never part of the manufactured body. Five Star stopped producing and selling roof rails in 2004 when the ASA series stopped. The accessory roof rails were made from aluminum and would have to be pop riveted on the car, which would cause the car to be in violation of GCR Appendix L. 4.8.4.2.3.: "Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein." Roof rails are not provided for in the GCR for the GT2 class, including those cars prepared to Appendix L. The COA finds the use of roof rails to be non-compliant with the rules.

The COA finds that the GCR sections are clear and understandable as written regarding the installation of roof rails and they are not allowed.

The SOM decision under appeal pertained to the qualifying session. The COA understands Mr. Vining raced with the roof rails in place. However, no action was filed by the Race Director against Mr. Vining following the race. Therefore, in accordance with GCR 8.4.6.C. (At no time shall the COA act as the SOM.) the COA takes no action against Mr. Vining for competing with roof rails in place and his finishing position is not affected by this ruling.

DECISION

The COA overturns the SOM's decision. No additional penalties will be issued. Mr. Patterson's appeal fee will be returned in full.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | June 7, 2016

The RallyCross Board (RXB) met via conference call on June 7. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam, Arnie Coleman, and Steve Harris, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): In addressing RallySprint incident reporting, Regan noted that at RallySprint events contact with objects can occur more often than at RallyCross events. All incidents should be reported, but safety stewards should not be overloaded by incident reporting. The focus of reporting should be on injuries, major incidents, and landowner property damage.

Regan also reported on the status of the Safety Committee. He is considering adding members to the committee to handle the required workload.

- Rules Committee (Keith Lightfoot): The rule change submission timeline is on track to close submissions on June 15, at which point Lightfoot will prepare a summary of all submissions for the committee to review and to draft all new rule proposals for 2017. Members will be able to comment on the proposed rule changes from August 1 to September 15. Hyatt requested that the committee clean up the Court of Appeals rules for 2017 by removing the calendar year verbiage and the 2009 effective date.
- RallySprint Committee (Kito Brielmaier): Brielmaier had no updates from the previous month, other than because of its success this year the Waste Management Winter RallySprint has been announced for Presidents' Day Weekend in 2017.
- National Championship Committee (Mark Macoubrie): The changes to the supplemental regulations discussed at the previous RXB meeting will be applied to the upcoming East Coast National Challenge. The committee is working on a SportsCar article to promote the RallyCross National Championship. The committee has also drafted and will send out a letter of commitment to all confirmed chiefs of the National Championship. Macoubrie is in contact with the Des Moines Region to make sure they have everything they need for the event. A draft flyer for the event has been sent to the SCCA marketing department for any possible improvements before printing. Brian Harmer reported that the opening date for the National Championship registration has changed to August 10 for past champions and August 17 for everyone else

The RXB received a clarification request from a competitor to have a backup car at National events. The RXB discussed the issue and decided to clarify in the National Supplemental Regulations that if a competitor withdraws a vehicle from competition, that competitor can only rejoin the competition that day in a class-legal vehicle that has been presented for class inspection. Furthermore, a competitor cannot register and class inspect more than one vehicle per event.

- Divisional RallyCross Stewards Liaison (Ron Foley): At their recent conference call the Divisional RallyCross Stewards discussed past and upcoming Challenge events, RallyCross sanction requests, RallySprint and RallyTrials sanctioning procedures, and the June 15 rules submission deadline.

Old Business

- Court of Appeals: The 2016 Court of Appeals appointments have been made and accepted.

Motion: Approve the 2016 Court of Appeals members Ron Foley, Mike Jiang, and Orion Fairman, with alternate members Karl Sealander, Jim Rowland, and Eric Genack. Lightfoot/Foley. PASSED 5-0-2 (Regan and Macoubrie absent).

- Marketing: Howard Duncan discussed the importance that RallyCross prioritize its marketing needs. There are several natural sponsors for RallyCross, but the size of RallyCross does not provide the millions of eyes most companies seek. The SCCA marketing department would like to resume weekly calls with the RXB representatives to discuss the RallyCross marketing strategy.

New Business

- East Coast National Challenge: Macoubrie has written a promotional article for the East Coast National Challenge highlighting the good location and its accessibility to a large number of RallyCross members. He is hoping to post it on as many Regional websites as possible, along with the SCCA website and Facebook pages.

- Payment options for National events: Macoubrie requested clarification on the policy to require payment be made at the time of registering for a National event. Brian Harmer explained that past experiences have led to the policy and that changing it is not possible.
- Fire extinguishers for National events: The hosting Region is contracted to provide the fire extinguishers for National events. The safety stewards are responsible to check the extinguishers and verify that they are in good working condition. As long as the gauge registers in the green the extinguisher should work properly.

Next meeting: July 5, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | June 6, 2016

The RoadRally Board met via conference call on June 6, 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, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, BOD liaisons Lee Hill, Bob Dowie, and Terry Hanushek, SCCA Staff Heyward Wagner and Jamie Mullin, and Jeanne English, RRB secretary.

Minutes: there are two corrections to the May minutes as published in FasTrack:

1. Jamie Mullin's email is: jmullin@cca.com
2. re Item 8.ii NEC Report Milwaukee Badger Burrow: the RRB received an email from a competitor clarifying that there was not a threat to file a claim if a leg was not discarded, rather it was a matter of principle that the leg was not consistent with the rest of the rally and that keeping it might alter other teams' final placements.

Front Burner Items:

1. SCCA Targa Program (Heyward Wagner): Heyward provided an overview of the Targa Program: the concept is a showcase of the various things that SCCA does, including road rally; he is planning a pilot of this August 11-14; it will feature racing, autocross, and road rally; it will travel from Atlanta Motorsports Park (northeast of Atlanta) to Chattanooga to the National Corvette Museum and Track in Bowling Green, Kentucky; the rally is currently planned for Saturday afternoon, Aug 13; the target is to get Track Night enthusiasts to dip their toes into a three-day program, showcasing all of SCCA. Rich said that we welcome the inclusion of road rally, and that the RRB is glad to help, especially with getting the appropriate people to organize the rally; Heyward said he should have asked the RRB months ago, but he wasn't certain until just 4 or 5 days ago that it was going to happen; there was some discussion about who would take the lead on the rally and what type of rally to have, keeping it simple! Jeanne and Rich will have further contact with Heyward to get things nailed down; Rich will post something on the Yahoo rally list asking for volunteers.
2. RReNewsletter – The latest issue was published May 24. Rich especially enjoyed Ian Holmes' article on the First Friday Night Series in LOL and Jim Crittenden's piece on his first rally.
 - a. June (July) Newsletter should be forthcoming any day now
 - b. Planning Calendar and Points Standings Updates have been sent to Cheryl Babbe.
3. Worker's Points on New Jersey Nationals
 - a. John said that the worker points have been adjusted. Do we need a new results form that asks what class the worker points should be in? Jim said that it should be up to the chairman to declare where the points go; he has revised the results form and will send it to Jamie. Rich asked Mike to remove the ambiguities in the RRRs about this.
4. SCCA Staff Attendees (Jamie)
 - a. Any items? Nothing to report
5. Regional Development Committee
 - a. Jay Nemeth-Johannes – sent Cheryl an item for the RReNewsletter asking for volunteers to be on the RDC; he is also working on a *SportsCar* article called Rally the Social Sport, a feature with lots of pictures, it was suggested that he contact *SportsCar* about this, and perhaps collaborate with Rick Beattie.
 - b. Still recruiting additional RDC members
 - c. Jay said that Cheryl set up a Google group as an email reflector; Jay wants to put material there, OK as a short term solution until an SCCA group is established
6. NEC Report (Mike)
 - a. Recent and Upcoming National events (Confirm dates at scca.com)
 - i. Steel Cities Steel Haul – May 14
 - ii. Milwaukee Roads Scholar – June 11
 - iii. NER Hurdle – August 6
 - iv. Land O Lakes Lacrosse – Oktober Rally/Badger Trails – Sept 16, 17
 - v. (not yet sanctioned) Two National Course Rallies, Folsom, CA – October 15, 16
 - vi. (not yet sanctioned) SoCal Highway Robbery – October 22
 - b. Liaisons for 2016 and 2017 USRRC
 - vii. Ron Ferris – 2016 (New England)
 - viii. Mike – 2017 (Arctic Alaska)
 - c. Pointskeeper status (John)

Mike reported on the NEC minutes, two main topics – points/equivalents and divisional rallies compliance with the RRRs

 - i. Should points/equivalents be limited? if so, how? Count best 5 of 9 Nationals? Clarence suggested 160 equivalents can be run, but capped at 100, Mike wants 180. RRB likes 160 points/equivalents; Mike will come up with wording.

- ii. What parts of the RRRs should apply to Divisionals? NEC suggested a list of exempt rules, e.g. no Official Observer, not the same awards requirements, sanction exceptions can just be listed, time frame for generals mailing, questions, issuance of RIs, drawing for car numbers, no pre-appointment of a claims committee. Divisionals will need to comply with everything else, i.e. conventions, course following, glossary. Or should the requirements be added to Appendix A about what must comply? Clarence said that divisionals should be as close to nationals as possible, but divisionals are not to grow the program (they will scare people away); John said that there needs to be structure for the championship, and agrees with Clarence's comments; Clyde agrees with Clarence about scaring people away, and said not to include all requirements. Mike will send the list of items to be excluded to the RRB, the RRB should send Mike suggestions; changes are close to ready for release for comments.

7. 2015 Awards

- a. The 2015 Gervais Award was presented to Chuck Larouere, rallymaster of Steel Haul, Steel Cities Region, at their recent event.
- b. The 2015 W. David Teter Award was presented to John Emmons, rallymaster of Badger Burrow, at the SCCA Convention.
- c. The Regional Achievement Award was presented to Milwaukee Region at the SCCA Convention.

New Business

- a. Clarence brought up a concern that it is time to talk about future plans; what about meeting on an off-Monday; Rich will send out note for date.
- b. Clyde wants to know what can be done to have national committees make their nationals more obvious, to make sure that possible competitors know about them?

Old Business (Place Holders)

- 8. Howard Duncan – Use of online training for Safety Stewards in other areas of SCCA.

- a. *** Time to pilot this for RR Safety Steward

9. New Business

- a. Reminder: June 30 deadline for 2017 Rule Change proposals.
- b. *** Proposal (John) Remove Divisionals from National Championship
 - ix. Divisionals required to follow RRRs
 - 1. Make organizing more complex
 - 2. Does not solve a problem
 - 3. May cost us some Divisionals
 - 4. Why
 - a. Clarence feels that Divisionals are for National competitors, put on by National competitors. They are both familiar with the RRRs
 - b. Jay feels that the two groups are looking through a different lenses
 - c. Mike said that maybe this is just Article 23 and 25 Conventions
 - d. John said go back to 2005 RRRs
 - x. Remove "no controls in no passing zone"
- c. *** RRSS Webinar?
- d. *** Town Hall Webinar?

10. Back Burner Items (Deferred for several months).

- a. Year end award determination. Pending Action for later in 2016: Need to clarify this language in the RRRs (Crittenden) Perhaps we move joining deadline for weekend members to a date earlier in the year.
- b. Scca.com web site reorganization: SCCA 2016 Convention Follow Up: First set of priority changes. Proposed list for discussion:
 - xi. Rally items are in File Cabinet and Downloads. Needs to be under the rally program
 - xii. Downloadable items need to be organized by
 - 1. Information for contestants
 - 2. Information for organizers
 - xiii. Information for new organizers (Jay's requirement)
 - xiv. Moderate, add delete, i.e. maintain our own content.
 - xv. Moderate our own forum.
 - xvi. Easy access to information on individual events. Links to info on a specific event.
 - xvii. 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.
 - xviii. Need a direct link to the RReNewsletter

Motion to adjourn at 9:40 PM CDT
Next meeting July 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/>