

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 22, 2016

The Solo Events Board met by conference call June 22nd. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Raleigh and Velma Boreen; Al Hermans; Terry Hanushek and Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

Recommended Items for 2017

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

Street Prepared

#17104 BMW 128i to DSP

The SPAC recommends the following listing changes:

From:

ASP

BMW

128, 135, 1 Series M (2008-13)

to:

ASP

BMW

135, 1 Series M (2008-13)

and

BSP

BMW

128 (2008-2011)

Member Advisories

Street

#18188 2016 BMW M2 Class

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It is beyond the date to class this car for National competition in 2016. The SAC anticipates classing the car after the 2016 Solo National Championships so that we can utilize the 12 month rule (3.2) if required. For regional competition, the SAC recommends running this car in BS.

#18557 Focus RS to B Street

At this time it is too late to class the Focus RS for National events in 2016. The SAC anticipates adding the car to BS for 2017 and suggests that the car be run in BS for Regional competition for the remainder of 2016.

#19732 Eligibility of Updated Rival S for 2016 National Solo Competition

BF Goodrich has announced that they will be releasing an update to the Rival S tire. Based on details provided by BF Goodrich and Tirerack, the SEB has determined that this new version of the tire has undergone significant changes. Section 13.3-B-4 of the Solo Rulebook requires the eligibility test to be reset. Therefore the updated version of the Rival S is not eligible for competition use in Championship Tours or the Solo National Championships.

It may be eligible for regional competition depending on your local region's practices.

Here is how to identify the new tire:

- The speed rating molded in the sidewall will be a V rating instead of the previous W rating.
- The part number will not match the previous models.

The Tire Rack has a good supply of the current model tire and does not have a scheduled date for the new tire to arrive. BFGoodrich will not release the new model tire until the old supply sells out.

Street Touring

#19708 Alternate camshafts due to parts unavailability

Thank you for your input. Members are advised that out of production parts must meet the requirements of 14.11.

Street Prepared

#19183 OEM spoiler clarification

Per the SPAC, for the purposes of 15.2.B, the hydraulic components and mounting hardware for adjustable wings are considered part of the wing and can be removed per 15.2.B.

Change Proposals

Street

#17283 Rethinking Street Classing

In order to help clarify the current state of the proposal, the SAC has provided this list of specific items which were changed between the first draft of the proposed Street category reclassifications and the second draft:

Move from Exclusion list to SS

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)

Move from CS to DS

BMW

M3 (E36 chassis) (1995-1999)

Move from FS to DS

Chrysler

Crossfire (non SRT)

Move from CS to ES

~~Mazda~~

~~MX-5 Miata (2006-2008)~~

Porsche

~~Boxster (non S) (1996-2004)~~

#19245 Bump Stop Allowance Clarification

The SAC would like member feedback on the following proposal:

“13.5.DA suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened ~~for the purpose of installing non-standard shocks~~. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.”

#19608 Ford Taurus SHO (1989-95) move from GS to HS

The SAC would like feedback on the following proposal:

Move *from GS to HS*:

Ford

Taurus SHO (1989-95)

Street Prepared

#19715 Proposed wording for new spoiler rule.

The SPAC requests member comment on the following proposed changes to 15.2.1.2.b:

“b) It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10” (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4” (101.6 mm) from the original bodywork in any direction. The spoiler ~~may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.~~”

#19923 Reliability improvement

The SPAC has provided the following rule change proposal package for member review and comment:

Add new 15.10.DD as follows:

“15.10.DD

Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

- 1. Replacement components may not be lighter than the original component.*
- 2. Replacement components must install without modification to the mating part.*
- 3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
- 4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*

5. *Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.*
6. *Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
7. *Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.*
8. *Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle.”

Add new 15.8.L as follows:

“15.8.L

Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

1. *Replacement components may not be lighter than the original component.*
2. *Replacement components must install without modification to the mating part.*
3. *Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
4. *Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*
5. *Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
6. *Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.*
7. *Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.*
8. *Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component.”

Add new 15.2.S as follows:

“15.2.S

Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

1. *Material may only be added, not removed.*
2. *Mounting locations may not be moved in any direction.*
3. *The method of attachment to other components may not be changed.*
4. *Any added material may not inhibit any motion that would otherwise be uninhibited.*
5. *Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.*

6. *Modifications may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes.”

Prepared

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

Add to 3.3.3 as follows:

“Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:

- They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.

- No allowances from Sections 17 or 18 are utilized.

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized.”

Other Items Reviewed

General

#19570 Exhaust Turndown / Turn-away Clarification and Rule Proposal

The SEB has taken this input under advisement.

#19725 7.4 Reruns & 7.8.2 Displaced or Downed Pylons on Course

Thank you for your input.

Street

#16631 Standard Part Definition Clarification

Thank you for your input.

#16744 Port Installed Comments

Thank you for your input.

#16918 Clarify wording of rules regarding factory customization options

Thank you for your input.

#18127 Class 2016 Focus RS

Thank you for your input. Please see the response to letter #18557.

#19282 stiffer bump stops allowed?

Yes, the items about which you inquired are compliant with the rules. Please also see the response to letter #19245

#19452 Regarding adding the Boxster to ES

Thank you for your input.

#19477 2016/17 BMW M2 Classification

Thank you for your input. Please see the response to letter #18188.

#19585 Purchase price cap in SS

Thank you for your input.

#19586 V6 muscle/sports cars to DS is excellent

Thank you for your input.

#19593 Boxster 96-04

Thank you for your input.

#19595 2015+ BMW M3/M4 (F80/82) move to BS

Thank you for your input.

#19600 Response to proposal 17283 -Rethinking Street class

Thank you for your input.

#19601 Boxster/Cayman Classing - DC ProSolo Video Data

Thank you for your input.

#19603 Porsche 911 GT3 (991 chassis) (2012-16)

Thank you for your input. Please see the response to letter #19745.

#19604 Porsche Reclassification

Thank you for your input.

#19622 Porsche Boxster Proposals

Thank you for your input.

#19638 Support for #17283 Boxster S/Cayman S move from AS to BS

Thank you for your input.

#19650 Porsche 911 GT3 991

Thank you for your input. Please see the response to letter #19745.

#19661 2016 Review of Porsche Classing

Thank you for your input.

#19685 2016 BMW M2 to F-Street

Thank you for your input.

#19696 clarification of rule 13 A 3

The SAC believes rule 13.5.A.3 is adequate as written, and reminds competitors that the introduction to the Street category rules explicitly prohibits modifications other than the ones listed.

#19723 Ford EcoBoost Mustang from FS to DS

Thank you for your input.

#19727 2017 Acura NSX

Thank you for your input.

#19730 Do not move the FR-S and BRZ to DS

Thank you for your input.

#19742 Porsche 911 GT3 (991) classing

Thank you for your input. Please see the response to letter #19745.

#19744 Move Bone Stock Scions/BRZ away from TRD Equiped Cars

Thank you for your input.

#19745 Please prevent the death of SS.

Thank you for your input. The SAC is monitoring the performance of the 991 GT3 and retains the ability to use the 12 month rule (3.2) to re-class the car if its performance merits it.

#16782 Port Installed Comments

Thank you for your input. Please see the response to letter #17283

Street Prepared

#17324 Replacement hubs

Thank you for your input; the SPAC has been working on reliability improvements. Please look for a related rule change proposal elsewhere in this Fastrack (#19923).

#17406 4th Gen Camaro Hubs

Thank you for your input. Please see the response to item #17324.

#17408 Wheel bearing allowance in SP

Thank you for your input. Please see the response to item #17324.

#17463 SP participation levels and why they are dropping

Thank you for your input. Please see the response to item #17324.

#17577 4th Gen F-Body front wheel hub assemblies

Thank you for your input. Please see the response to item #17324.

#17607 Allowing for Improvements in Reliability and Safety

Thank you for your input. Please see the response to item #17324.

#17840 Proposal for wheel bearings in Street Prepared

Thank you for your input. Please see the response to item #17324.

#19121 BMW 128i from ASP to BSP

The SPAC thanks you for your input. Please see letter #17104.

#19276 Member comment on #18760

The SPAC thanks you for your input.

#19324 Porsche Boxster/Cayman reclassification

The SPAC thanks you for your input. Please see letter #18760.

#19472 Reliability in SP

Thank you for your input. Please see the response to item #17324.

#19503 SP class revisions

The SPAC thanks you for your input, and continues to monitor barriers to entry and class participation levels.

#19505 Feedback: Solo Town Hall-Street Prepared (Increase Participation)

The SPAC thanks you for your input.

#19511 Changes to improve SP participation

The SPAC thanks you for your input and continues to monitor barriers to entry and class participation.

#19683 Future Need of the Street Prepared Category

The SPAC thanks you for your input.

Street Modified

#18857, 18863, 18871 SM Electrical proposal feedback

Thank you for your input.

Modified

#19520 Solo Vee additional info for request 19496

Thank you for your input. Please see the response to 19496 in the July Fastrack.

Not Recommended**General**

#19755 Combine SM, P, and DM/EM

Thank you for your input. The SEB does not agree that this change is in the best interests of the program.

Street

#19139 Classification of 2016 c7 Corvette z06

Thank you for your input. The SAC does not feel the C7Z would be a good fit for SSR.

#19724 Re-classification of the Tesla Roadster from SS to BS

Thank you for your input. The SAC believes the car is appropriately classed at this time.

Street Touring

#19179 Alternatives to VLSD in Miatas

Due to member feedback this proposal has been withdrawn and is no longer recommended.

#19526 Pontiac Solstice Gxp

Thank you for your input. The STAC believes the performance of the proposed car exceeds the potential of the suggested class.

#19620 Boost Controllers

Thank you for your input. The STAC does not support the proposed allowance for boosted vehicles in ST.

#19628 Change wheel allowance to 8in wide

Thank you for your input. The STAC does not see any need to change wheel widths in STS.

#19663 Legitimizing STO

Thank you for your input. No new classes for ST are being considered at this time.

#19672 Given recent additional allowances and proposals, bring back aero

Thank you for your input. The STAC does not support the proposal for additional bodywork allowances for ST.

#19709 Steering wheel weight

Per the SEB, changes to 14.2.D, with regard to steering wheel weight, are not recommended.

Street Prepared

#19321 Move the v6 Pontiac fiero (all) to dsp

The SPAC does not recommend this classification change.

#19476 Revise suspension bushing rule 15.8.C

The SPAC believes that the bushing rule is sufficient as written.

#19508 Surge Tanks for reliability

The SPAC would like to thank you for your comment. The committee believes that surge tanks are not in the spirit of reliability improvements.

#19509 Reducing Barriers to Entry

The SPAC thanks you for your input. Barriers to entry continue to be reviewed and evaluated.

Prepared

#18784 Subframe Replacement

The PAC is not in favor of allowing complete replacement of subframes. Current allowances provide a competitor with ample opportunity to fix suspension geometry or reduce weight.

Handled Elsewhere

General

#19905 BFG rival

Please see the response to item #19732.

Street Touring

#19621, 19624, 19626, 19627, 19636 , 19639, 19641, 19677, 19623, 19630, 19654, 19670, 19694, 19615, 19617, 19618, 19625, 19629, 19631, 19634, 19635, 19637, 19640, 19642, 19644, 19645, 19646, 19647, 19649, 19651, 19656, 19657, 19660, 19664, 19668, 19669, 19673, 19674, 19682, 19690, 19695 Limited Slip Differentials

Thank you for your input. This has been addressed in the update to the original item #19179.

#19701 Steering wheel weights

Thank you for your input. Please see item #19709.

Street Prepared

#18991 Clarification of section 15.I.1.b

Please see item #19715.

#19576 2016 Porsche 911 GT3 (991 chassis) classing

Please see item #17461.

Tech Bulletins

Street

#19607 HS Classing correction

Per the SAC, the HS listing for the Chevrolet Volt is corrected as follows:

HS

Chevrolet

Volt (2011-2016)

Street Prepared

#17263 Please class my car

The SPAC has recommended the following new listing, effective immediately upon publication:

SSP

McLaren

MP4-12C (all)

#17461 2014 Porsche GT3 classification

Per the SPAC the following new listing, effective immediately upon publication, is added:

SSP

Porsche

911 GT3 (991 chassis all)

Note: This initial classing adds the 991 to the already existing 996 and 997 classifications for the GT3.

#19376 Request for Classification: C7 Corvette (Stingray and Z06) in SSP

Per the SPAC, the following new listing is added effective immediately upon publication:

SSP

Chevrolet

Corvette (C7 chassis all)

Note: this is an initial classing of the C7 on a separate line from the C5 and C6.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 5, 2016

The Club Racing Board met by teleconference on July 5, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, 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, Chris Albin, Consultant, and KJ Christopher, visiting BOD member. The following decisions were made:

Member Advisory

AS

1. #19897 (American Sedan Committee) ASAC Ad Hoc Committee

The CRB and ASAC are assembling an Ad Hoc Committee to develop recommendations for the future of American Sedan. This will include, but is not limited to, ideas to bring additional cars into the class. If you are interested in participating on this Committee, please send your resume through the CRB letter system at www.crbscca.com.

GT2

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

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

A GT2 Class Compliance Chief would clarify any ambiguous specifications and deter non-compliance whether intentional or unintentional. This will tend to maintain strong participation, improve the image of the GT2 class, and encourage even more participation. The expense covering a GT2 CCC would be covered by a specific compliance fee for GT2 Majors participants as is done in other classes. No new rules are required, the existing language in 5.11.4 Class Compliance Chief would cover creation of this position.

Club Racing will work with Club Technical Staff and determine the feasibility, scope, and scale that can be achieved for 2017 and recommend to SCCA BoD.

No Action Required

GCR

1. #19611 (Chris Jurkiewicz) Allow Better Unleaded Fuels

Thank you for your thoughtful letter. The CRB will look at the possibility of better unleaded fuels in the future, but not before the 2016 Runoffs.

IT

1. #19563 (Jose de Miguel) Request for Clarification IT Differential

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

ITA

1. #19386 (Greg Anthony) DOHC 1st Gen Neon Dyno Sheet

Thank you for this information.

STU

1. #19720 (Michele Abbate) Cam Lift Clarification

Alternate camshafts are allowed (GCR 9.1.4.G.7) as are other valve train components (GCR 9.1.4.G.6) with the only restriction being a maximum lift, as measured at the valve itself, of .600" (GCR 9.1.4.1.B.6).

T3

1. #19584 (Spencer Gorham) June Specification Changes

Thank you for your letter. A check with Hoosier has determined that your tire size will fit on your wheel size.

2. #19791 (Julian Macias) T3 Camber Rule, Specifically Related to the 2010 Acura TL

The stated rule under section 9.1.4.3.5.a.1 is sufficient as written. Please note that it allows the addition, or reduction in camber using the means stated in the rule.

Not Recommended

AS

1. #19753 (Joe Aquilante) Help For Restricted Prep 2011 Through 2014 Mustang GT

Thank you for your request. The 2011-14 Mustang GT Restricted Preparation car is correct as classified. The CRB is in the process of putting together an Ad Hoc Committee to develop recommendations for the future of American Sedan which includes

ideas to bring additional cars into the class. Your suggestion will be provided to the Committee for consideration. Please see letter #19897.

FC

1. #19510 (Augie Pabst III) Inclusion of Mazda MZR Engine into Formula Continental

Thank you for your letter. This request is not within the FC class philosophy. This engine is already classified in FA and P2.

GCR

1. #19689 (Eric Heinrich) Tire Warmers - E&O

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

2. #19706 (Romain Eugene) Additional Suit Certification

Thank you for your request. The SCCA requirements are specific to fire suppression and karting suits do not usually address this requirement.

GT2-ST

1. #18431 (Craig Anderson) C5 Corvette LS6

Thank you for your letter. The C5 LS6 is classified correctly.

GTL

1. #18746 (Jason Wade) Needing Help Classifying a Car

Thank you for your letter. The GT Advisory Committee made efforts to contact you by email requesting full engine specifications. The GTAC has not received a response. If you want this car classified, please write another letter including the requested specifications.

2. #19262 (Bob Clark) Remove 4 % Weight Penalty for 15 Inch Wheels

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

ITC

1. #19152 (James Bell) Allow Alternate Brake Rotors and Drums

Thank you for your letter. The rule is adequate as written. Parts appear to be available and alternate parts are not in the philosophy of Improved Touring.

EP

1. #19777 (Ben Phillips) Letter #19591 Clarification

IT cars can run in Production if they comply with IT specs. The requested wheel size was not available on the base model of this car and is not consistent with the wheel size that applies to newer cars that are classed in EP. The wheel size allowed for cars classed in Production is not based on sizes allowed in Improved Touring.

HP

1. #19794 (Mike W. Ogren) Standardize the 1.8VW Driveline Specs Please

Thank you for your letter. Production rules are based on the stock specifications of a car. Even if different models of a car are similar in some aspects, allowing parts to be used on a model that was never produced with those parts is inconsistent with class philosophy,

2. #19822 (Eric Heinrich) RE: Letter #19587: Trucks in Prod

Thank you for your request. The rules allow for discretion to be used in deciding whether to classify a particular car. Allowing trucks in Production would require consideration of an additional group of performance factors/adjustments which are not in the best interests of Production racing.

Prod

1. #19846 (Anthony Cuthbert) Classify Fiat 500 Abarth in Production

Thank you for your request. The engine in this car is turbocharged. Cars with turbochargers are not being classed in Production at this time. The Production Advisory Committee will be looking into the future of the Production classes with regard to turbo cars.

STL

1. #19460 (Brian McGreevy) Dangerous Weight Addition

Thank you for your input. After reviewing data and membership input, the CRB has decided to leave overall class weights as published for 2017. The CRB will continue to monitor class performance and adjust weights as needed.

2. #19768 (Christopher Childs) Slow the Hondas

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

T3

1. #19504 (Michael Sullivan) Reconsider Changes to the T-3 Mustang

Thank you for your letter. The CRB has made definitive changes for the T3 class and these changes will be monitored for performance going forward.

2. #19538 (Michael Sullivan) Say Goodbye to +\$50K

Thank you for your letter. The CRB has made definitive change for the T3 class for the balance of 2016. The CRB will continue to monitor these changes.

T4

1. #19772 (Mark McCaughey) 05-06 Toyota Corolla XRS Weight Reduction

Thank you for your letter. Please bring the car out and race it so the CRB can monitor results and data before recommending additional adjustments for this car. The CRB has no information on this car in current T4 trim and allowances.

2. #19774 (Christopher Childs) Reduce Restriction on Mustang

The CRB will continue monitoring results and data before making additional changes in T4 and will monitor data and results from the Mid-Ohio Runoffs before considering additional changes.

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. #19536 (Dennis Dean) GCR 2.3.2.A, Medical Fitness of a Driver

Thank you for your suggestion. Add 3.2.3.A.3.d:

3. Changes in Medical Condition

When a driver experiences a change in their medical condition that could affect their fitness to participate they must:

- a. Notify the national office of the change in medical status.
- b. Discontinue participation until examined and approved by their physician.
- c. Submit a new completed and approved-for-competition medical form.

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

d. If a driver seeks (or receives) medical attention during an event, that in the opinion of the event Medical Officer may compromise his on track driving ability, the Medical Officer shall notify the Safety Steward. The Safety Steward will inform the National Office in writing. Upon receipt the SCCA Licensing Department will contact the driver, reminding him of the obligations stipulated under GCR 2.3.2.A.3.

2. #19684 (SCCA Staff) Update Waiver Language in the 2016 GCR

Change 2.2.3:

~~Anyone signing an event waiver for a minor is fully responsible for that minor.~~ *The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.*

Change Appendix C.1.4.B.1 and delete Appemdex C.1.4.B.2:

B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.5.B.1 and delete Appendix C.2.5.B.2:

B. With the approval of the Divisional Licensing Administrator, only the ~~Club Racing~~ *National Office* may issue a Novice Permit to a minor. In addition to the paperwork and fees indicated in Table 1, a Minor applicant must submit the following to the ~~Club Racing~~ *National Office*:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

2. A completed ~~Minor's Assumption of Risk Acknowledgment.~~

Change Appendix C.2.6.A.:

A. Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 14 or 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 14 or 15 Year-Old Novice Permit be issued. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed *Minor's Assumption of Risk Acknowledgment* must be submitted to the Club Racing Office (*note: forms vary by state and witnessing method*). The requirement of AppC.2.5.B.3 may be waived by the Divisional Driver Licensing Administrator.

Change all but first paragraph of 1.3.1 as shown below:

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

~~IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:~~

~~1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.~~

~~2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.~~

~~3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.~~

~~4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or~~

~~working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.~~

~~5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.~~

~~6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.~~

~~I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.~~

IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA OR SCCA PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the UNDERSIGNED'S INJURY OR DEATH, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the State or Province in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

3. #19787 (Club Racing Board) 9.3.41 Seat Back Language Update Effective 1/1/2017

NOTE: Update to this letter (originally posted in July 2016 Fastrack)

As posted in July Fastrack:

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.~~

Recommended wording in July Fastrack:

~~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.~~

(August 2016 Fastrack) The CRB recommends an updated version of this rule change, to be effective 1/1/2017. Please note that this recommended rule change has been modified several times as a result of member input and comments. The CRB has included all of the changes that resulted in the final recommendation.

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. Passenger seat back, if a folding seat, shall be securely bolted or strapped in place.

GT2-ST

1. #18977 (Amir Haleem) For the 93-98 Toyota Supra, Please Allow Tundra Intake

Thank you for your request. Add to the Notes for the 93-98 Toyota Supra (Gt2/ST): *Toyota OEM intake manifold part #00647-17101-001 permitted.*

IT

1. #17952 (Cameron Conover) Allow Stock OEM Anti-Lock Braking Systems

Allow stock ABS systems in IT as follows:

Add new sections 9.1.3.6.d. and e. (and re-number existing sections d. and e. to f. and g.):

9.1.3.D.6.d Cars with antilock braking systems may completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors. Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.

9.1.3.D.6.e Cars equipped with antilock brakes may keep the stock ABS system provided all ABS related components, including electronic controls and software, are maintained as stock. Cars with ABS must add a percentage of the spec line weight to the minimum weight as follows:

<i>Class</i>	<i>Additional Weight Required</i>
<i>ITR</i>	<i>0%</i>
<i>ITS</i>	<i>0%</i>
<i>ITA</i>	<i>2%</i>
<i>ITB</i>	<i>2%</i>

2. #19493 (Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems

In the ITCS, add the following section after 9.1.3.D.1.n

9.1.3.D.1.o: o. Power steering may be disabled or removed in whole or in part. Hydraulic steering assist pumps, valves, reservoirs, hoses, and heat exchangers, and electric steering assist motors, sensors, and controllers may be removed. Hydraulic hoses may be looped and a reservoir may be added to maintain a supply of fluid for depowered racks. Electric systems may be disconnected. Openings to the mechanical steering system created by this allowance may be plugged or filled. If power

steering is present, it must be the system fitted as stock for the vehicle without modification except where expressly permitted otherwise by these rules.

Re-number existing below sections as necessary.

3. #19726 (Improved Touring Committee) Category: Wheel and Tire Size Review
In the ITCS, change Section 9.1.3.D.7 as follows:

Change/Add to 9.1.3.D.7.a as follows:

7. Wheels/Tires

a. Any wheel/tire may be used within the following limitations.

1. ~~Cars may not fit wheel diameters larger than those listed on their spec line.~~ Knockoff/quick change type wheels are prohibited. Wheels must be made of metal.
2. Tires must conform to 9.3.45.
3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
4. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.
5. Any wheel stud, bolt, and or nut is permitted.
6. Maximum allowable rim widths: ~~ITR – 8.5 inches, classes ITS and ITA – seven (7) inches; classes ITB and ITC – six (6) inches.~~ *wheel rim and tire section widths are as follows:*

Class	Max Rim Width	Max Section Width
<i>ITR</i>	<i>9 inches</i>	<i>275</i>
<i>ITS</i>	<i>8 inches</i>	<i>245</i>
<i>ITA</i>	<i>7 inches</i>	<i>225</i>
<i>ITB</i>	<i>7 inches</i>	<i>225</i>
<i>ITC</i>	<i>6 inches</i>	<i>225</i>

7. Original equipment wheels supplied by the manufacturer for the year(s), make, model and trim level(s) of the car as listed on the spec line may be used regardless of size unless noted otherwise on the vehicle's spec line. Note that this allowance does NOT permit the use of tires of a greater section width or aftermarket wheels of the stock size when larger than listed in D.7.1.a.6.

Remove column “Wheel Dia. max (inch)” from all spec lines

4. #19776 (Christopher Childs) Head Gasket Again

Thank you for your request. Change 9.1.3.D.1.o as follows:

o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same *or greater* compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be replaced with others of equivalent OEM specifications.

STU

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

Thank you for your request. Add 9.1.4.1.B.9: *9. Boost control/wastegate actuation is free, subject to 9.1.4.G.19. Modifications to turbocharger are limited to only that necessary for wastegate control.*

T4

1. #19773 (Mark McCaughey) Add Cold Air Intake on 05-06 Toyota Corolla XRS

Thank you for your letter. Add to the Notes for the 05-06 Toyota Corolla XRS in T4: *Cold Air Intake permitted.*

Taken Care Of

FC

1. #19554 (Erik Oseth) No Need for the MZR in FC
Thank you for your letter. Please see the response to letter #19510.
2. #19561 (John Church) Inclusion of Mazda MZR 2.0 Engine into FC Class
Thank you for your letter. Please see the response to letter #19510.
3. #19580 (Nicholas Palacio) Mazda MZR Motor
Thank you for your letter. Please see the response to letter #19510.
4. #19581 (Chas Shaffer) Mazda MZR in FC
Thank you for your letter. Please see the response to letter #19510.
5. #19592 (Steve Bamford) USF2000 Cars
Thank you for your letter. Please see the response to letter #19510.

GCR

1. #19468 (James Rogerson) Dielectric Constant Value
Thank you for your letter. This has been taken care of by the SCCA staff.

GT2

1. #18600 (Tom Patton) Compliance Chief
Thank you for your letter. Please see the response to letter #18355.
2. #18602 (Robert Lentz) GT2 Technical Compliance Position
Thank you for your letter. Please see the response to letter #18355.
3. #18720 (Jim Valdez) Grand Touring Letter #18760
Thank you for your letter. Please see the response to letter #18355.
4. #18768 (John Stott) In Favor of a Compliance Officer
Thank you for your letter. Please see the response to letter #18355.
5. #18810 (Pete Peterson) We Need a Compliance Officer
Thank you for your letter. Please see the response to letter #18355.
6. #18826 (Scott Mcclareen) #18355 Input
Thank you for your letter. Please see the response to letter #18355.
7. #19546 (Taz Harvey) Weight Adjustment Mazda RX8
Thank you for your letter. Please see the response to letter #19869, Technical Bulletin.

GT2-ST

1. #19157 (Preston Calvert) Request for Relief of LS7 Inlet Restriction
Thank you for your letter. This engine's restrictor is correct as classified.

GT3

1. #19697 (Jose de Miguel) Error in the GT3 Acura Engine Spec Line
Thank you for your letter. Please see the response to letter #19074, Technical Bulletin.

IT

1. #17958 (Mark Andy) Factory ABS in IT
Thank you for your letter. Please see the response to letter #17952.
2. #18559 (Robert Crawford) Allow ABS in Improved Touring
Thank you for your letter. Please see the response to letter #17952.
3. #18934 (Ricardo Blazquez) Allow Aftermarket Rack and Pinion/Throttle Body on the Mazda RX8
Thank you for your letter. Please see letter #19493 for a response for the power steering request. Cable-actuated alternates to electronic throttle bodies will be considered on a case by case basis upon request and proposal of a specific alternate part to the CRB.

4. #19479 (Glenn Lawton) Do Not Change Wheel Widths
Thank you for your letter. Please see the response to letter #19726.

5. #19521 (Glenn Lawton) Ok With Adder For Stock Wheels That Exceed Class Width Limit
Thank you for your letter. Please see the response to letter #19726.

ITR

1. #19542 (Ben Phillips) Wheel Size Review
Thank you for your letter. Please see the response to letter #19726.

EP

1. #19779 (Ben Phillips) Clarification to Letter #19777
Thank you for your letter. Please see response to letter 19777.

STL

1. #19558 (David Mead) Re: Letter #19460 STL Weight Reduction
Thank you for your letter. Please see the response to letter #19460.

2. #19613 (Casey Gunnell) Support for the Weight Proposal
Thank you for your letter. Please see the response to letter #19460.

3. #19614 (Joe Dillard) Support for Letter #19460
Thank you for your letter. Please see the response to letter #19460.

4. #19616 (Brad McCall) Support for Letter #19460 Feedback
Thank you for your letter. Please see the response to letter #19460.

5. #19633 (James Goughary) Feedback on STL Minimum Weight
Thank you for your letter. Please see the response to letter #19460.

6. #19691 (Bruce Andersen) Input on Potential Weight Reduction for STL
Thank you for your letter. Please see the response to letter #19460.

7. #19752 (Tom Lamb) 1.3 # per CC Proposal
Thank you for your letter. Please see the response to letter #19460.

STU

1. #19492 (Patrick Lipsinic) #19258 (Patrick Lipsinic) Turbos and Exhaust Clarification
Thank you for your letter. Please see the response to letter #19258.

Note that when items in the GCR are listed as "free", then they are unrestricted unless subsequently further restricted. Boost control listed as "free" means method of boost control will be "free", including - but not limited to - adding, removing, or replacing turbocharger wastegates.

2. #19849 (Ray Huffmaster) Rules Change Request
Thank you for your letter. Please see the response to letter #19763, Technical Bulletin.

T3

1. #19870 (Todd Lamb) Classify Spec Boxster in T3
Thank you for your letter. Please see the response to letter #19181, Technical Bulletin.

T4

1. #18626 (Todd Lamb) Classify the Spec Boxster in Touring 4
Thank you for your request. Please see the response to letter #19181, Technical Bulletin.

What Do You Think

None.

RESUMES

1. #19895 (Jason Stine) Resume for Production Advisory Committee
Thank you for your submission. Your resume will be kept on file for consideration when there is an opening on the Production Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2016

NUMBER: TB 16-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2016 unless otherwise noted.

American Sedan

AS

1. #19609 (Jim Wheeler) Sub Frame Connectors

In GCR section 9.1.6.D.7.g, add the following language:

"4. A connector may be added between the left and right front frame rails forward of the front axle centerline."

B-Spec

None.

Formula/Sports Racing

None.

GCR

None.

Grand Touring

GT2

1. #19869 (Taz Harvey) RX 8 Weight Break to 2500

In GT2, Engines - MAZDA, classify the following unrestricted engine:

GT2 Engines - MAZDA								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
20B	Street / Bridge / Peripheral Port		3924			Unrestricted Automotive type	2500	Must run +100 lbs. for Grand Am transaxle and independent rear suspension. Must comply with all other GT2 rules

GT2-ST

1. #19610 (Jim Wheeler) Viper and Vette Wings.

In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ ACR-X, add the following language to the Chassis-specific Notes:

"Chassis-specific Notes: OEM fuel tank may be used. *OEM Rear Spoiler may be used in its original configuration.*"

GT3

1. #19074 (SCCA Staff) E & O: Please Remove the Mitsubishi 4G93 in The Acura Spec Line

In GT3, Engines - Acura, remove the following language:

Engines - ACURA									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4G93	DOHC	81.0	89.0	1834	Alum. Crossflow	4	Unrestricted	2060	Direct injection not allowed.

GTL

1. #19227 (Peter Zekert) 2016 Sentra Body Classification

In GTL, classify the 2016 Sentra Body Style as follows:

GTL Cars - NISSAN					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Nissan Sentra</i>	<i>2016</i>	<i>2dr. 4dr.</i>	<i>FWD</i>	<i>94"/97"</i>	

2. #19228 (Peter Zekert) 2016 Versa Sedan and Note body in GTLite

In GTL, classify the 2016 Nissan Versa and Note body styles as follows:

GTL Cars - NISSAN					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Nissan Versa</i>	<i>2016</i>	<i>5dr.</i>	<i>FWD</i>	<i>94"/97"</i>	
<i>Nissan Note</i>	<i>2016</i>	<i>5dr.</i>	<i>FWD</i>	<i>94"/97"</i>	

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

STU

1. #19763 (charles tobel) Pontiac Solstice Restrictor

In STU, Table A, remove the following language:

~~"GM Ecotech LNF / 2000 / 2820 / 34mm TIR required. FWD applications may use TIR chart"~~

(CRB note: car is already running chart weight but at a specified minimum restrictor. STAC suggests opening to chart TIR/weight for competitor choice.)

2. #19919 (SCCA Staff) Require World Challenge Mazda Tire 9.3.45

In STU, World Challenge Spec* Mazda MX5 (2005-) (2750 lbs.), remove the DOT tire requirement in the notes as follows:

~~"Must meet STCS Ride Height. Must meet GCR 9.3.45."~~

In STU, Table B, clarify the tire requirements by adding the following to the table header:

"All World Challenge-spec vehicles must meet World Challenge VTS as listed and World Challenge 2009 Appendix A, unless otherwise specified; competitors must have the VTS sheet for scrutineers upon request. Tires must meet GCR section 9.3.44."

Touring

T2

1. #19760 (Richard Kulach) Nissan 370Z T2 Aftermarket Header Request

In T2, Nissan 370Z (09-13) / 370Z NISMO Edition (09-13), add the following language to the notes:

"Header permitted - Part # 14002-SS370."

T2-T4

1. #19688 (Eric Heinrich) Audi S4/S5 Wheel Diameter in T2/T3

In T2, Audi S4 (12-14), make the following changes:

Wheel Size: ~~18x10~~ *19x10*

add to the notes: *60mm flat plate restrictor required.*

In T2, Audi S5 (13-14), make the following changes:
 Wheel Size: ~~18x10~~ **19x10**
 add to the notes: **60mm flat plate restrictor required.**

In T3, Audi S4 (12-14), make the following changes:
 Wheel Size: ~~18x10~~ **19x9**
 add to the notes: **19x10 wheels allowed + 100 lbs.**

In T3, Audi S5 (13-14), make the following changes:
 Wheel Size: ~~18x10~~ **19x9**
 add to the notes: **19x10 wheels allowed + 100 lbs.**

T3

1. #19181 (Joseph Cooley) Spec Boxster Classification in Touring
 In T3, classify the Spec Boxster as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Spec Boxster	2700	2418	17 x 8.5	255/40-17	See Rules	3.555/ 3.889	298 (F) 292 (R)	2650	Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules.

2. #19775 (Christopher Childs) Thanks for screwing up T3 In T3, BMW Z4 M Coupe (2007), make the following change in the notes: "Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Ground control # MZ4Swaybar set permitted. ~~40mm~~ **45mm** flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allowance of 600 lb max front, 650 lb max rear. M3 front lower control arms 31122229453 left, 31122229454 right. E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint. Alternate rear lower control arm part #TSU9940B77 allowed."

In T3, BMW M3 (01-06), make the following change in the notes: "Factory paddle shifter is permitted. Front sway bar #TMSF23.235, rear sway bar #TMSR23.327. Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed. ~~40mm~~ **45mm** flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Allow 600 lb max front and 650 lb max rear springs. Alternate rear lower control arm part #TSU9940B77 allowed."

T4

1. #19761 (Mike Kenific) Add 17 Inch Wheels to Spec Line.
 In T4, Mini Cooper S (07-09), change the wheel size as follows:
~~16x7~~ **17x7**

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Dave Tweedlie vs. SOM

COA Ref. No. 16-05-SP

June 16, 2016

FACTS IN BRIEF

On April 30, 2016, at the Cal Club Majors event at Buttonwillow Raceway, Curtis Gong, driver of SM #71 filed a protest against Dave Tweedlie, driver of SM #65. Mr. Gong alleged that Mr. Tweedlie violated GCR 6.11.1.A. by making multiple contacts with #71 at the exit of turn 1. The second contact forced #71 into Car #55.

The Stewards of the Meeting (SOM), Jack Brabban, Irene Wells, and Marge Binks, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed two videos. The SOM determined there was sufficient evidence to uphold the protest. The SOM assigned a penalty of Reprimand. Mr. Tweedlie appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Gerald Wannarka, and Spencer Gorham, (Chairman) met on May 26, June 2, June 9, and June 16, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Dave Tweedlie, received May 10, 2016.
2. Official Observers Report and related documents, received May 11, 2016.
3. Videos from Cars #65 and #71, received on May 13, 2016.
4. Witness statement from Casey Preston, Turn One flagger at the event.
5. Response from Marge Binks, received on May 11, 2016.

FINDINGS

Mr. Tweedlie's appeal states that at the apex of turn 1 his Car #65 was struck on his right door by Car #71 and he was forced off course. Upon returning to the course, Mr. Tweedlie contacted Car #71 side to side. He claims to have never left the track and had only two wheels off course. Mr. Tweedlie submitted a video with his appeal that had been viewed by the SOM, but he did provide new information.

The two in-car videos obtained by the SOM provide restricted views of the incident. There were three cars vying for position in turn1 during the second lap of the race. Car #65 entered the corner at the left side of the track. Car #71 performed a late braking maneuver placing him along side #65 at the corner apex. Contact occurred between #65 and #71 that moved #65 off track to the left. #65 then moved right onto the track after the corner exit point. Two contacts then occurred between #65 and #71. The second contact moved #71 to the right and caused contact between #71 and Car #55. Car #55 had moved to be alongside #71 at the corner exit. Car #55 then moved evasively off track to the right. The three cars all resumed competition. Car #71 pulled off track two laps later and retired. Car #65 stopped in the racing pits to have his car checked and then completed the race.

The SOM determined that Car #65 upon returning to the paved course contacted Car #71 in violation of GCR 6.11.1.A. (Drivers are responsible to avoid physical contact between cars on the race track.) The COA agrees with the SOM in that Mr. Tweedlie did return to the track and contact Mr. Gong's car. The COA reviewed the same evidence seen by the SOM and based on the evidence upholds the decision.

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Jason Connole vs. SOM

COA Ref. No. 16-06-SE

June 9, 2016

FACTS IN BRIEF

On May 7, 2016, at the SARRC/MARRS Challenge event at Virginia International Raceway, Assistant Chief Steward Sara Snider filed a Request For Action (RFA) asking the Stewards of the Meeting (SOM) to investigate contact that occurred among Car #41 driven by Jason Connole, Car #89 driven by Joe Spaid, and Car #21 driven by Jonathan Czarny. The incidents occurred in Turn 1 immediately after the start of the race.

The Stewards of the Meeting (SOM), Peter Roberts, Chris Current, John Snodgrass, and Tony Broglin, Chairman, met, reviewed the evidence, and heard testimony from several witnesses. The SOM determined that Mr. Connole had violated GCR 6.11.1.A-D. (Rules of the Road) by failing to avoid physical contact, depriving other drivers of racing room, and failing to safely complete a pass. Mr. Connole appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Gerald Wannarka, Spencer Gorham, and Laurie Sheppard (Chairman) met on May 19, June 2, and June 9, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Jason Connole, received May 13, 2016.
2. Video from SM #15, received May 13, 2016.
3. Official Observers Report and related documents, received May 19, 2016.

FINDINGS

Mr. Connole's appeal letter concedes that his brakes did not initially respond at the start of the race. After pumping the pedal, he states he locked up all four wheels and made unintentional minor contact with Car #5 driven by Lee York. In his appeal, Mr. Connole also refers to other parties who do not appear to have been a factor in this action. The SOM hearing was initiated by a Chief Steward's Request for Action rather than a Protest filed by the parties cited by Mr. Connole. In his appeal, Mr. Connole also referenced an incident at a previous event. The COA considered only the facts of this event in making this decision.

The video submitted by Mr. Connole relating to this incident provided a slightly obstructed view of the Turn 1 action, but it clearly shows Car #41 locking up all four wheels and sliding in a straight line as the track turned to the right. Car #41 made contact with Car #89 causing a carom effect whereby Car #89 contacted Car #21 and both went off course. Ultimately, Car #89 was not able to complete the full race as a result of the contact. Mr. Connole's witness statement confirms that he made contact with Car #89. While the contact between Car #41 and Car #89 and Car #41's allegedly minor contact with Car #5 were unintentional, GCR 6.11.1.A-D. plainly stipulates that each driver is to maintain control of his/her car so they do not make contact with nor impede other cars under close racing conditions. The SOM penalty reflects their decision that Mr. Connole violated GCR 6.11.1.A-D.

The COA reviewed the actions of the SOM and finds sufficient evidence to support their decision. The COA further acknowledges that the penalty of "move to last place in race and loss of all points from Saturday's race" as assessed is within the powers of the SOM. However, per GCR 7.4.A. "Penalties assessed by the SOM...accumulate points according to the following schedule..." The SOM did not assess points as they were required to do. The COA requests that the National Office correct this omission by assessing the two (2) points required per 7.4.A.6. for the penalty of "Loss of time, lap, or finishing position".

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Aaron Bailey vs. SOM
COA Ref. No. 16-11-NP
June 30, 2016

FACTS IN BRIEF

On June 5, 2016, at the Mazda Raceway Laguna Seca, following the P2 Regional Race, Assistant Chief Steward G. M. Hayworth filed a Request for Action (RFA) to investigate egregious blocking of Car #1 by Car #53. This was reported by Start, Turn 11, Turn 1, Pit Fire, R/E, and the tower. The Stewards of the Meeting (SOM), Roger Heyl and R. J. Gordy, Chairman, interviewed David Roberts, driver of P2 #53, and reviewed his in-car video. They determined that the movement was incidental in response to Mr. Roberts checking his mirrors and did not constitute blocking. Aaron Bailey, the driver of P2 #1, is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Rick Mitchell (Chairman) met on June 23 and June 30, 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 June 17, 2016.
2. Appeal letter from Aaron Bailey, received June 17, 2016.
3. Videos from Cars #53 (David Roberts) and #1 (Aaron Bailey), received June 22, 2016.
4. Letter from R. J. Gordy, received June 22, 2016.

FINDINGS

In his appeal, Mr. Bailey stated David Roberts verbally threatened him in front of his family and crew in violation of GCR 2.1.7. (Acting in an unsportsmanlike like manner.). Mr. Bailey did not file a protest with the Stewards of the Meeting citing this violation and this issue was not an action at the event. Since Mr. Bailey did not request resolution at the event, the COA will not act on this issue. The COA cannot act as a first court.

Mr. Bailey also states that the SOM never called him to testify or present his witness statement in violation of GCR 8.2. (Hearings and Judgments) which specifies: "The parties concerned will be notified when and where the hearing will occur." Mr. Bailey's car number was named on the RFA making him a party to the action. The COA finds he was not allowed to testify nor present his video and was therefore denied due process.

Mr. Bailey states that David Roberts passed him on the inside of the left hand turn 11. Mr. Bailey was set up to re-pass on the exit of the turn. He alleges that Mr. Roberts repeatedly moved from right to left one or two car widths causing Mr. Bailey to "get out of the throttle". Mr. Bailey's video supports this allegation.

The COA viewed the video of Car #53 (Roberts) from beginning to end and noticed that Mr. Roberts only swerved when looking at his mirrors after he passed Car #1 (Bailey). He passed other cars at turn 11 later in the race and he stayed drivers right without swerving even when his head movements indicated he was looking at his mirrors.

GCR 6.11.1.C. states: "Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room". Mr. Roberts made abrupt changes that impeded Mr. Bailey's attempt to re-pass. The COA finds Mr. Roberts violated this rule.

DECISION

The COA overturns the SOM's decision. Mr. Roberts will receive a reprimand and one point on his license. Mr. Bailey's appeal is well founded and the fee, less the amount retained by SCCA, will be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | July 5, 2016

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

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): The Committee reviewed an incident where a competitor was injured while camping at an event. No further action was deemed necessary. Regan also reported progress towards establishing processes for Safety Steward License renewal and RallySprint / RallyTrials Safety Steward training. He hopes to have these ready for review at the next RXB meeting.
- Rules Committee (Keith Lightfoot): The Committee received and is addressing a couple of rules clarification requests from members. Lightfoot will soon forward a summary of new rules proposals for 2017 to the Committee for feedback. The Committee is on schedule to have a draft of the new rules proposals out for member comment by August 1.
- RallySprint Committee (Kito Brielmaier): Hyatt requested that the Committee review the 2016 rules and propose any updates addressing errors or changes for 2017. These proposed updates should be posted for member comment following the RallyCross rule change timeline.
- National Championship Committee (Mark Macoubrie): Macoubrie updated the RXB on the progress of the RallyCross National Championship planning. A notification for the event will appear in the August issue of SportsCar. The Committee is working on finalizing the schedule, organizing course maintenance and cleanup, event directional signage, and a promotional poster. The chief steward has begun meeting with the Committee to ensure all organizational aspects of the event are covered. The RXB discussed providing a process of inquiry for competitors through the use of an inquiry form or driver advisor.
- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported that the most recent Divisional RallyCross Stewards (DRXS) conference call was not well attended but that the discussions were productive. Discussion items included the upcoming East Coast National Challenge event and a hybrid / electric vehicle class proposal.

Old Business

- Marketing updates: There has been a good response from a purchased Facebook ad for the East Coast National Challenge. Similar ads are planned for the Central National Challenge and the RallyCross National Championship. Google banner ads are also being developed that will direct users to the SCCA RallyCross landing page. There is a need for RallyCross news items and a gatekeeper to manage and maintain fresh content. The SCCA is also considering marketing outside the SCCA through an online magazine hub that would run ads and provide opportunities for RallyCross-specific magazine content.
- East Coast National Challenge updates: The event is on track for success with 66 current entries and the possibility of walkup entries. Text notifications will be used at the event to notify competitors of important information such as schedule reminders and course changes. Nathan Usher will serve as an outside steward and will be checking the courses and ensuring that the event is run fairly for the competitors.
- NEDiv Divisional RallyCross Steward: Plans to install a new DRXS in the Northeast Division on January 1, 2017 has been accelerated to July 15.

Motion: Approve Jim Perrin as Divisional RallyCross Steward in the Northeast Division effective July 15, 2016. Hyatt / Foley. PASSED 7-0.

New Business

- CenDiv Divisional RallyCross Steward: With the sudden resignation of the Central Division DRXS, the RXB needs to find a replacement as soon as possible. The RXB will be making contacts in CenDiv in search of a replacement. Those interested in applying for the position may submit a résumé to the RXB at rxb@scca.com.
- Hybrid / Electric vehicles: Hyatt and Brielmaier presented a set of proposed rules for a Regional exhibition class for hybrid and electric vehicles. The RXB discussed the benefits of the proposed separate class as opposed to running hybrids and

electrics within existing classes. The current RallyCross rules are not clear regarding hybrids and electrics (other than the electric power plant components and wiring shall not be altered or modified in the Modified Category), but hybrids and electrics are assumed by the RXB to be allowed in all appropriate classes. The RXB will continue to discuss the proposed exhibition class at the next RXB meeting.

Next meeting: August 2, 2016

Submitted by Karl Sealander, RXB 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/>