

BOARD OF DIRECTORS

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 Dallas Airport Hotel November 5, 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, Jim Weidenbaum and Peter Zekert.

Michael Daigneault, Quantum Governance was the only guest participating.

Vice Chairman Dan Helman called the meeting to order.

The board met with Michael Daigneault to discuss the President job description.

Enterprises Board Appointment

Steve Harris reported that Enterprises is doing very well. Robey Clark is doing a great job and Enterprises will be profitable for 2016. Discussion was had regarding the open position on the Enterprises board.

MOTION: Appointment of Tray Ayres to the Enterprise Board. | Result : Passed

Steve Harris made the motion to appoint Tray Ayres to the Enterprise Board. Seconded by Tere Pulliam

Area 9 Director Appointment

John Walsh presented a candidate to fill the opening on the Board of Directors vacated by Brian McCarthy's passing.

MOTION: Charlie Davis Appointment as Area 9 Director | Result : Passed

John Walsh made the motion to appoint Charlie Davis as Area 9 Director to fill Brian McCarthy's vacancy on the board.
Seconded : KJ Christopher

SEB Rules Proposal

Terry Hanuseck presented the SEB rules proposal, he reported all the proposed rules have been through the proper channels and there is nothing controversial in them. KJ Christopher asked that item # 29 be voted on separately as he has a conflict of interest voting on that item. It was voted on separately

MOTION: SEB Rules shown in Appendix A | Result : Passed

Terry H made a motion to approve all Rules except item 29 - Second by Bob Dowie.

MOTION: Item 29 of SEB Rules motion | Result : Passed

Terry H made a motion to approve item # 29 of the SEB Rules - Second by Bob Dowie. KJ Christopher recused himself due to a conflict of interest.

Convention Schedule

John Walsh opened discussion with the BoD schedule at convention. The Board decided to start its meetings Wednesday, Jan 18th afternoon 3pm - 8pm. We will meet Thursday morning with the Foundation board, continue with any business then move to the opening session that afternoon. Friday and Saturday we will meet with the program boards CRB, SEB, and RXB for either breakfast or lunch, no other boards have requested a meeting. Sunday there will be no meetings for the BoD.

VIP Worker Days

VIP program is for race volunteers to get membership discounts for working races. Lee will ask the staff to go back to what has been being done counting Pro races and let the planning committee make a recommendation. The board is committed to supporting our volunteers.

New Director Orientation

KJ Christopher stated he would like to institutionalize the new director orientation process. This will be added to the board of director handbook under the Governance committee which needs to also be added to the handbook.

CONTENTS

BOARD OF DIRECTORS	1
SOLO	13
SEB Minutes	13
CLUB RACING	21
CRB Minutes	21
Technical Bulletin	66
Court of Appeals	71
Divisional Time Trials Comm.	NONE
RALLY	77
RallyCross	77
Road Rally	82
LINKS	84

Divisional Executive Steward Appointments

We have 2 Divisional Executive Stewards leaving the program for 2017. The board wishes to thank Paul Gauzens and Tom Brown for their service to the board.

MOTION: *Executive Steward Appointment | Result : Passed*

Pulliam made a motion that we approve the 2017 Executive stewards as slated below. Seconded by Lee Hill.

NEDiv Kathy Barnes
SEDiv Morriss Pendleton
GLDiv Dan Hodge
SWDiv Cathy Barnard
RMDiv Phil Shuey
NorPac Bill Blake
CenDiv Kevin Coulter
MiDiv Dan Miklovic
SoPac Barbara Knox

Club Racing - Majors & SRF APPROVED DOC

MOTION: *Club Racing - Majors & SRF APPROVED DOC : GCR Motion | Result : Passed*

Lee Hill made a motion to approve the changes as presented eliminating 3.7.4.A.2 b and e seconded by Terry Hanushek.

MOTION: *Club Racing - Majors & SRF APPROVED DOC : 9.1.13 A and B | Result : Passed*

Lee Hill made a motion that 9.1.13 A and B be suspended until 1/1/2017. Seconded by KJ Christopher- Passed

Runoffs invitation discussion reminder that in October the board did a straw poll with no points - planning committee call felt it was too late to make the change.

MOTION: *Runoff Qualification for 2017 | Result : Passed*

Tere Pulliam made a motion that the qualification process for the runoffs via the Majors path is participation only. To qualify through the Majors Path you must participate in the same class, 3 Majors weekends; or 2 Majors weekends and 2 regional weekends; and start 3 races. Alternatively, you may qualify using your Divisional path. Seconded by KJ Christopher; Opposed - Lee Hill and Terry Hanushek.

Governance Committee

John Walsh reported that there is interest from some members with specific skill sets that would like to help on the Governance Committee. John and Tere will be working together to get this committee organized. We will need to add this committee to the Directors Manual.

MOTION: *Motion to Adjourn | Result : Passed*

At 9:15pm KJ Christopher made a motion to adjourn. Seconded by Tere Pulliam.

APPENDIX A TO NOV 2016 BOARD MINUTES Action Items for the 2017 SCCA® Solo® Rules

GENERAL

ITEM 1) [#17410] Class Progression (SP/SM-compliant convertibles in P)

Add to Section 3.3.3:

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.

SCCA Fastrack News December 2015 Page 3
SCCA Fastrack News August 2016 Page 5
SCCA Fastrack News November 2016 Page 9

ITEM 2) [#15817] Oil Breather Clarification

Change Section 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).

Change Section 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.

Add new Section 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.

NOTE: The proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

SCCA Fastrack News February 2016 Page 3

SCCA Fastrack News July 2016 Page 12

ITEM 3) [#18325] 4.5 Car/Driver Changes change needed

Change Section 4.5:

"If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the *Chief Steward or the* Operating Steward."

SCCA Fastrack News February 2016 Page 1

ITEM 4) [#19138] Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

Change Sections:

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.~~

SCCA Fastrack News March 2016 Page 9

SCCA Fastrack News June 2016 Page 1

SCCA Fastrack News July 2016 Page 11

Street Category

ITEM 5) [#15730] Non-factory/Non-standard Body Reinforcement Allowance Proposal

Add new paragraph to Section 13.1:

Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.

SCCA Fastrack News December 2015 Page 3

SCCA Fastrack News November 2016 Page 9

ITEM 6) [#19112] Harness Bar in C6 Corvette Grand Sport

Change last sentence of Section 13.2.H:

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

SCCA Fastrack News May 2016 Page 4

SCCA Fastrack News November 2016 Page 9

ITEM 7) [#20006] Bump Stop proposal letter #19245

Change Section 13.5.D:

13.5.D. A 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 provided they meet the length requirements, and are in the same location as stock.~~

SCCA Fastrack News October 2016 Page 2

SCCA Fastrack News November 2016 Page 12

ITEM 8) [#17128] 996 Turbo and Turbo S to SS

Remove from the exclusion list and **add to SS**:

Porsche

996 Turbo, Turbo S (2001-2005)

SCCA Fastrack News October 2015 Page 1

SCCA Fastrack News May 2016 Page 3

ITEM 9) [#17748] Re-class base c7 Corvette to AS

Move from **SS to AS**:

Chevrolet

Corvette Stingray (non-Z06) (2014-2016)

SCCA Fastrack News December 2015 Page 3

SCCA Fastrack News April 2016 Page 3

ITEM 10) [#17901] 2010 Porsche Cayman S still in SS for 2016

Move from **SS to AS:**

Porsche

Boxster S (2009-2012)

Cayman S (2009-2012)

SCCA Fastrack News December 2015 Page 3

SCCA Fastrack News April 2016 Page 3

ITEM 11) [#19537] 2013 SLK55 AMG to B Street

Move from **SS to AS:**

Mercedes

SLK55 AMG (2012-2016)

SCCA Fastrack News July 2016 Page 16

SCCA Fastrack News November 2016 Page 9

ITEM 12) [#15002] (#18527) Fiat 500 Abarth Move to HS Proposal

From **GS to HS:**

Fiat

500 Abarth

SCCA Fastrack News February 2016 Page 4

SCCA Fastrack News April 2016 Page 3

ITEM 13) [#17283] Rethinking Street Classing

Change Section 3.4 Option Packages:

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).

Also change:

Move from Exclusion list to SS

Nissan

GTR (excluding Nismo, track edition) (2012-2017)

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 (all) (986 Chassis) (1997-2004)

Move from CS to DS

BMW

M3 (E36 chassis) (1995-1999)

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)

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)

SCCA Fastrack News April 2016 Page 7
 SCCA Fastrack News July 2016 Page 13
 SCCA Fastrack News August 2016 Page 2
 SCCA Fastrack News November 2016 Page 10

Street Touring Category

ITEM 14) [#17515] Brake backing plates / dust / splash shields

Add to Section 14.6.C:

Backing plates and dirt shields may be modified or removed.

SCCA Fastrack News February 2016 Page 4
 SCCA Fastrack News September 2016 Page 8

ITEM 15) [#17131] Differential Covers and Coolers

Add to Section 14.10.A:

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

NOTE: This language adds an allowance for differential coolers.

SCCA Fastrack News February 2016 Page 4

SCCA Fastrack News May 2016 Page 3

ITEM 16) [#17062] Added Fuel Allowance

Add the following new subsection to 14.10 Engine and Drivetrain

M. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.

SCCA Fastrack News April 2016 Page 9

SCCA Fastrack News September 2016 Page 8

ITEM 17) [#17171] Reclass E36 M3

Move *from STU to STR:*

BMW

M3 (E36, non-LTW) (1995-1999)

SCCA Fastrack News October 2015 Page 2

SCCA Fastrack News March 2016 Page 6

ITEM 18) [#16000] Consider moving 2009+ Mitsubishi Ralliart to STX

Move *from STU to STX:*

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

SCCA Fastrack News February 2016 Page 4

SCCA Fastrack News September 2016 Page 8

ITEM 19) #17226 Request to move 2001 - 2005 R/T and ACR neon into STF

Move *from STS to STF:*

Chrysler/Plymouth/Dodge

Neon (2000)

Neon R/T & ACR (2001-2004)

SCCA Fastrack News February 2016 Page 4

SCCA Fastrack News September 2016 Page 8

Street Prepared Category

ITEM 20) [#19715] Proposed wording for new spoiler rule.

Change Section 15.2.1.2.b:

It is a non-production rear spoiler which is mounted to the rear-most 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.

SCCA Fastrack News August 2016 Page 3

SCCA Fastrack News October 2016 Page 2

SCCA Fastrack News November 2016 Page 12

ITEM 21) [#19923] Reliability improvement

Add new Section 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 Section 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 Section 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."*

SCCA Fastrack News August 2016 Page 3
SCCA Fastrack News November 2016 Page 12

ITEM 22) [#18760] 2009-12 Porsche Cayman and Boxster, (Base, S, R, Spyder) to BSP

Change Appendix A under ASP:

Porsche
Boxster, Cayman (all)

To:

Porsche
Boxster, Cayman (*981 model*, all)

Add to BSP:

Porsche
Boxster, Cayman (987 model, all)
Boxster, Cayman (986 model, all)

SCCA Fastrack News April 2016 Page 9
SCCA Fastrack News September 2016 Page 9

ITEM 23) [#17104] BMW 128i to DSP

Change Appendix A under ASP:

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

To:

BMW
135, 1 Series M (2008-13)

And add to BSP:

BMW
128 (2008-2011)

SCCA Fastrack News December 2015 Page 3
SCCA Fastrack News August 2016 Page 1

Street Modified Category

ITEM 24) [#18554] Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

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

SCCA Fastrack News July 2016 Page 16
SCCA Fastrack News November 2016 Page 14

ITEM 25) [#19531] JDM fix

Update Section 16.0.B.1.b:

Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

SCCA Fastrack News June 2016 Page 2
SCCA Fastrack News November 2016 Page 9

Prepared Category

ITEM 26) [#18193] Trunk Alternate Panel

Change X Prepared in Appendix A section 1.c:

"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.*"

NOTE: This clarifies and excludes the implementation of rear spoilers under rear wings.

SCCA Fastrack News February 2016 Page 3
SCCA Fastrack News July 2016 Page 12

ITEM 27) [#14325] VW in EP Proposal

Change 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.

SCCA Fastrack News December 2015 Page 3
SCCA Fastrack News July 2016 Page 12

Modified Category

ITEM 28) [#17892] Exomotive Exocet in DM/EM

Change Section 18.1.A.1:

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

- Change what will then be subsection i in 18.1.A.1:

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.*

SCCA Fastrack News April 2016 Page 10

- Add new subsection *l*:

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*:

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.

- Change Section 18.1.F.6:

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

[#17892] will be removed, since these changes have the same effect.

[#17892] Exomotive Exocet in DM/EM

Per the MAC, the following new listing (with specifications as shown) is added to the approved make and model list in 18.1.A.1, effective immediately upon publication and subject to the provisions of 3.2:

Exomotive Exocet

Minimum width 65" measured at tire outer sidewalls at narrower end.

Full standard exoskeleton and other bodywork required and must meet 18.1.B.1.

No functional wings or tunnels.

ITEM 29) [#19119] response to letter 17810 (cockpit bodywork)

Change Section 18.4.A and 18.4.B:

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. 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.

ITEM 30) [#18845] Traction control rules change

Change Section 18 and Appendix A:

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 Anti-lock 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 excepted 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)~~ section(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*

Kart Category

ITEM 31) [#19145] 19.1.D.1.j Clutch Basket Allowance

Change 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.

SCCA Fastrack News July 2016 Page 18
SCCA Fastrack News October 2016 Page 1

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 26th

The Solo Events Board met by conference call October 26th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill and Howard Duncan of the National Staff; 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 **1/1/2018**.

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 Touring

#19556 Tire and wheel width adjustment STP

Effective immediately, the SEB has approved the following proposed changes to the Supplemental class STP ruleset:

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

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

STF, STS, STR (AWD).....	225
STX, (AWD).....	245
STR (2WD), STU (2WD, mid-engine, rear-engine).....	255
STX (2WD), STU (AWD).....	265
STU (2WD, front-engine),.....	285
STP	315

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

STF, STS, & STR (AWD).....	7.5
STX (AWD).....	8.0
STX & STR (2WD).....	9.0
STU, STP	11.0

14.8 SUSPENSION

L. The following additional allowances apply to STP:

“On cars originally equipped with separate spring and shock absorber assemblies, coil springs may be relocated so they encircle the body of the shock absorber in a “coilover” configuration. Coil spring perches may be modified, added, or replaced and their position may be adjustable. Additional bolt holes may be drilled for coilover assembly mounting brackets. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.”

14.10 ENGINE AND DRIVETRAIN

E. Catalytic converters: Any catalytic converters are allowed. ~~but must attach within 6” (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6” (152.4 mm) along the piping flow path from the original exit of the final OE converter. The extents of an OE converter are defined by the expansion chamber~~

in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm):

STF, STS, STX, STR, & STU: Catalytic converters must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter.

STP: Catalytic converters must attach within 18" (457.2 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 18" (457.2 mm) along the piping flow path from the original exit of the final OE converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

K. Limited Slip Differentials

STS, STF: No limited slip differentials are permitted except for factory standard viscous coupler type units.

STU, STR, STX : Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added. 2WD vehicles may use any mechanical LSD unit.

STP: Any mechanical LSD unit is permitted. Final drive ring and pinion gears may be replaced with alternate parts.

Additional cars to be added STP class listing:

Appendix A additions for STP-

Chevrolet

SS (2013-1617) (Move from STU)

Camaro (SS non-1LE, V6) (2016-2017)

Ford

Mustang (GT, V6, & Ecoboost 2.3T)(2015-17)

Mustang Boss 302 (non-Laguna Seca) (2012-13)

Pontiac

G8 GT (2008-09)

GTO (2004-06)

Member Advisories

Street

#20270 SAC application

The SEB has approved the addition of Sam Karp to the SAC.

#20452 SAC Application

The SEB has approved the addition of Mark Labbanz to the SAC.

#20454 Resignation

The SEB thanks Andy Thomas for his efforts as a member of the SAC.

Street Prepared

#19828 SPAC Committee

The SEB has approved the addition of Steve Seguis to the SPAC.

#20702 SPAC Personnel

The SEB thanks Bill Shenkar for his service as a member of the SPAC.

Street Modified

#20693 SMAC Personnel

The SEB is anticipating vacancies on the SMAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Modified

#20158 MAC opening

The SEB has approved the addition of Jeff Kiesel to the MAC.

#20161 MAC position

The SEB has approved the addition of Brad Smith to the MAC.

Junior Kart

#20694 Kart Program Information

An ad hoc committee has been formed to review the Junior Kart program. The members are Kathy Barnes, Dan Cyr, Doug Gill, Steve Hudson, and Paul Russell. The committee will be looking at improved Tech inspection procedures and requirements, new safety requirements for karts, enhanced training for Youth Stewards and Solo Safety Stewards, and course design issues relating to karts. The committee's recommendations will be published in future Fastracks.

Change Proposals

Street

#20099 SSR numbers

The SAC is seeking member input on the following proposal: Change Appendix A, class SSR, as follows effective 1/1/2018:

~~4. Participation Requirement - If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated.~~

#20246 Changes to SSR

In the interest of making the SSR rule set consistent with the rest of the Street category, the SAC is seeking member input regarding the following changes to class SSR in Appendix A effective 1/1/2018:

This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. Tires Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.) Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership: - Kumho Ecsta W710.

~~2. Wheels (replacing Section 13.4) Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems including pressure-relief types), and/or bolt length may be changed. tire pressure monitoring sensors (TPMS) may be removed.~~

~~3. Exhaust The exit of the exhaust in the original location (Section 13.10.C) is not compulsory.~~

Other Items Reviewed

Street

#20278 SSR Axe is costing entries, Please remove it.

Thank you for your input. Please see item #20099.

#20292 Please remove limit on SSR

Thank you for your input. Please see item #20099.

#20571 Re: 17283 rethinking Street classing

Thank you for your input.

#20280, 20298, 20299 ND Miata, Scion FR-S and Subaru BRZ classing

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20301 Move BRZ/non-TRD FR-S to D-Street

Thank you for your input.

#20595 Support for moving FRS/BRZ to DS

Thank you for your input.

#20163 2017 Camaro SS 1LE to FS

Thank you for you input. The SAC is waiting to get more real-world data on the car before making a classing decision.

#20268, 20269, 20273, 20274, 20290, 20291, 20295, 20296, 20324, 20327 SSR Participation Requirements

Thank you for your input. Please see item #20099.

#20276 Revisit Electronic Shock FT item #12809

Thank you for your input. Please see item #17490.

#20289 Tweaking SSR for balance and alignment with other classing

Thank you for your input. Please see item #20099 and #20246.

#20325 SSR rules mirroring the rest of street.

Thank you for your input. Please see item #20246.

#20380, 20411, 20442, 20506 1994-2004 V-6 Mustang to H Street

Thank you for your input. Please see the response to letter #20029.

Street Prepared

#19816 Request to join SPAC

Thank you for your interest in serving on the SPAC.

#19827 SPAC Membership

Thank you for your interest in serving on the SPAC.

#19913 Request for classing C7 Z06 and 991 Turbo S in SSP

The SPAC thanks you for your letter. Please see item #19445 for initial Porsche 991 Turbo/S classing.

#20093, 20094, 20150, 20255 SP Reliability Proposal #19923

The SPAC thanks you for your input.

#20098 Reliability Allowances

The SPAC thanks you for your input.

#20106 durability proposal suggestion

The SPAC thanks you for your input. The committee also reminds the membership of rule 15.10.Q for machining of differentials.

#20208 19715 Proposed change to 15.2.i.2.b

The SPAC reminds the membership that the revised/corrected wording for 15.2.i.2.b has been published in a more recent Fastrack (see item #19715 in the October issue) and will be included in the 2017 rulebook.

#20209 19923 Proposed changes to 15.x

The SPAC thanks you for your input.

#20312 Cayman R/ boxster spider

The SPAC has provided the following correction from what was published as follows under item #18760. The proposal should have read as follows:

Per the SPAC, member comment is requested on the following possible reclassifications:

Change the following lines in class **ASP** under Porsche:

Boxster, Cayman (981, all)

Boxster, Cayman (987, all)

Add the following line to **BSP** under Porsche.

Boxster, Cayman (986, all)

#20320 Rethink ASP and BSP classing

Thank you for your input, the SPAC continues to monitor classing within SP.

#20406 Move MazdaSpeed Miatas to ASP, Boxsters to BSP

Thank you for your input, the SPAC continues to monitor classing within SP.

Not Recommended

Street

#20293, 20294, 20310, 20373 ND Miata to BS

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20300 B C and D Street

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20304 Re-Classing of VW Golf R

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20307 Consider moving early S197 V8 Mustangs to DS with the Ecoboost

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20315 Move the R55-R57 Mini Cooper S back to GS

Thank you for your input. The SAC feels these cars are appropriately classed.

#20340 Move AP1 2000-2003 Honda S2000 to CStreet

Thank you for your input. The SAC will continue to monitor the performance balance in BS and CS in 2017.

#20342 Steering wheel rule change

That SAC does not believe that replacing airbag equipped steering wheels is in the spirit of the Street category.

#20346 2016+ Audi TTS from AS to BS.

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

#20378, 20395 GT350R to AS

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

#20379 Classing of the 370Z

Thank you for your input. The SAC will continue to monitor the performance balance in CS in 2017.

#20428 Request change from FS to DS

Thank you for your input. The SAC feels that the 2013+ Hyundai Genesis V6 Coupe is appropriately classed at this time.

#20456 2016 Focus RS in D-Street

Thank you for your input. In light of the approved recent proposal, at this time the SAC would like to monitor the competitive balance of DS in 2017 before considering any additional proposals.

#20497 Brake Lines

Thank you for your input.

Street Touring

#19778, 19781, 19782, 19783, 19796, 19797, 19804, 19805, 20042 Response to 19179 LSD in STS - no

Thank you for your input; the subject proposal has been withdrawn. Please see the August Fastrack.

#19820, 19821, 19847, 19848, 19850, 19915 370Z to STU

At this time the STAC does not feel that moving the 370Z to STU would be beneficial to the category. Thank you for your input.

#19899 no aero in Street Touring

Thank you for your input. The STAC is not in support of any additional aero at this time.

Street Prepared

#19471 Proposal for creating a new DSP with a new rule set

Thank you for your input. The SPAC continues to monitor classing within SP.

#20149 Allow Fender Replacements in SP

Thank you for your input. The SPAC believes that the current fender rule is acceptable as written.

Street Modified

#19931 Canards - surface area

The SMAC believes the current rule for canard measurement is sufficient as written. It provides an easy and repeatable method to determine surface area.

#20128 SMF tire proposal

Thank you for your input.

Handled Elsewhere

Street Touring

#20189 Moving Impreza WRX (2009-2014) to STX

Thank you for your input. Please see letter# 16000 in the September Fastrack.

Tech Bulletins

Street

#17490 electronically controlled shock replacement

Per the SAC, add to Appendix F under Street, as follows:

“The following is provided to clarify rule 13.5.A.5 which permits electronically controlled shocks to be replaced with non-electronically controlled shocks: Converting from Electronic Shocks to non-electronically controlled shocks is permitted; Option package conversions must be complete including ECU programming and any/all applicable electronic components. You may disconnect or cut a wire connection at the shock absorber but you may not remove or reprogram any other related electronic components. A resulting error message, code or dashboard light is allowed but it should be noted that some cars performance may be limited post shock removal due to OEM ECU or stability control programming. Non-OEM documented methods used to defeat any resulting fault/error codes are not permitted. Devices may be added to satisfy the ECU that the OEM shock is still installed; Such devices may perform no other function.”

#20302 Gen V Viper ACR (2016-2017) SS Eligibility

Per the SAC, add the following listing to Appendix A effective 1/1/2017:

SS

Dodge

Viper ACR (2016-2017)

#20365 F54 Mini Clubman Classification Request

Per the SAC, add the following to Appendix A effective 1/1/2017:

DS

Mini

Cooper Clubman S (2016-2017)

GS

Mini

Cooper Clubman (2016-2017)

#20399 Clarify wording on converting wheel bolts to studs

Per the SAC, add as follows to section 13.4:

“Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts but the number of fasteners may not be changed.”

#20409 2017 Fiat 124 Spider classing

Per the SAC, add the following listing to Appendix A:

CS

Fiat

124 (inc Abarth) (2017)

Street Prepared

#19445 Request to include Porsche 991 Turbo and Turbo S (based on 997s)

Per the SPAC, add the following initial classing for 991 Porsche to Appendix A:

SSP

Porsche

911 Turbo, Turbo S (991 chassis)

Street Modified

#19722 Engine Swap Clarification

Per the SMAC, clarify 16.1.d.1 as follows:

“16.1.d.1. Engine block (or housings of rotary engines) must be a production unit manufactured and badged the same as the original standard or optional engine for that model. Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. Swaps involving makes related only at a corporate level are not recognized as equivalents. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Mitsubishi or Chrysler engine, may use any motor from Chrysler or Mitsubishi, *or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Scion engine*). This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.”

Prepared

#20314 Please classify the 2016 Mazda Miata in Prepared

Per the PAC, effective immediately upon publication, add the following new listing in Appendix A:

DP

Mazda

MX-5 (2016-2017)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 1, 2016

The Club Racing Board met by teleconference on November 1, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

AS

1. #20538 (American Sedan Committee) American Sedan Ad Hoc Committee

The CRB/ASAC requested resumes for those interested in this Committee through letter #19897, August Fastrack. The CRB/ASAC welcome those listed below to the Committee.

Matt Jensen
Steve Ott
Alison Palitz
Danny Richardson
Mark Wheaton

Scott Sanda and Philip Smith, ASAC liaisons.

FV

1. #20620 (Formula/Sports Racing Committee) Spec Tire

The CRB previously recommended pursuing a spec tire for Formula V. Because of limited testing the CRB, at the request of the FV Ad Hoc committee recommends further testing with a plan for implementation for the 2018 racing season.

No Action Required

F5

1. #19721 (Jim Murphy) Proposed Rule Changes

Thank you for your letter. The CRB appreciates your comments.

2. #19754 (Brian Brothers) Letter #19530 Bodywork Revisions

Thank you for your letter. The CRB appreciates your comments.

3. #19784 (David Vincent) Non-Concur With NEW proposed Bodywork Rules

Thank you for your letter. The CRB appreciates your comments.

4. #19940 (Jay Novak) F500 Rules Proposal

Thank you for your letter. The CRB appreciates your comments.

FV

1. #19589 (David Bowman) ICP Spindles

Thank you for your letter. Per GCR 9.1.1.3.A.7: Non-VW replacement spindles shall maintain the same bearing dimensions and locations and shall maintain the geometric relationship between the spindle and the king pin bore and boss. The ICP spindles meet these criteria.

GCR

1. #20172 (Kyle Disque) Latest Seat Wording

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

2. #20349 (Tim Linerud) Run-Offs Supplemental Regulations 9.5 Need to Be Changed

Thank you for your suggestion. Your comments has been forwarded to the 2017 Runoffs Chief Steward for consideration when developing the 2017 Runoffs Supplemental Regulations.

3. #20410 (Martin Nygard) Pace Car Clarification

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

4. #20426 (Peter Zekert) Entrant and Driver in Protests

Thank you for your letter. In filling out a protest, the Driver and Entrant can both be named as the Protestor which would have addressed your issue.

GT3

1. #20360 (Steve Gaetjens) Porsche 944

Thank you for your letter. Per the current GTCS, you may use an engine mounted transmission in the front of the car, with the #1 spark plug in compliance with the engine placement rules, and discard the rear mounted transaxle and run a live axle with no penalty.

EP

1. #20198 (Matthew Miller) Classify 1975-1978 In E Production

Thank you for your letter. The 280Z is already classed in EP. If you are requesting a different level of classification, please submit another letter.

SM

1. #20145 (David Wheeler) Tech Compliance Items

Thank you for your letter, which has been forwarded to SCCA National Technical Department.

2. #20250 (Randal Fusi) Overly Aggressive Driving/Unnecessary Contact

Thank you for your letter. The CRB, SCCA staff, and Steward leadership have been discussing this issue.

T2

1. #20655 (Carl Fung) Corvette C6 Automatic Transmission

Thank you for your request. Per 9.1.9.1.M.4.: Transmissions and ratios are free. Forward gears are limited to six speeds. Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.

T2-T4

1. #20407 (Chi Ho) Blower Motor and Heater Core

Thank you for your letter. You can by-pass the blower motor and heater core, however, you can not completely remove these components.

Not Recommended

F5

1. #19734 (Jay Novak) Dry Sumps for Use on 600cc Motorcycle Engines in F500

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

2. #20489 (Chuck McAbee) Split F5 and F6 into Two Classes

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

3. #20528 (Jim Murphy) Change Class Name to F600

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

GCR

1. #20210 (Graham Taylor) Chief, Pace Car, DC Region

Thank you for your suggestion. Currently, the Pace Car Driver is approved for duty by the Chief Steward of the event. Therefore, a mechanism for ensuring qualification to serve, is in place and the CRB sees no need for adding a licensing requirement.

2. #20466 (Richard Gray) Fire Extinguishers Approved

Thank you for your letter. It is up to the competitor to choose which GCR approved fire extinguisher they use on their vehicle.

GT2-ST

1. #20429 (Frank Brown) Slick Tires

Thank you for your letter. The CRB will continue to monitor tire development in multiple racing series to understand the performance characteristics of DOT vs. full race tires for future consideration.

GT3

1. #20236 (Michael Heintzman) GTCS GT-3 Spec Line Allowance

Thank you for your letter. There is no differentiation between tube and non-tube construction in GT classes with the exception: Production cars that retain motor mounting in the Production configuration, with no weight break, and are not altered to full GT specification.

GTL

1. #20388 (Peter Zekert) Changes to Datsun Nissan A-Series Engine in GTL

Thank you for your letter. The CRB will monitor progress throughout the race season.

2. #20400 (Michael Kamalian) 15
Thank you for your letter.

Advantages to 15" wheels/tires:

1. Competitor can increase brake size if desired.
2. Huge gain in front suspension design and improvements to scrub, roll center and king pin angles, just to name a few.
3. Most cars would need a new front clip in order to run 15s effectively; a cost that the CRB does not want the class to endure at a time when the class is showing extreme growth.

When the GTAC conducted the original investigations on 15 inch tires, feedback from tire manufacturers and engineers confirmed that all things being equal, a car on the larger 15s will have a better tire at the end of a 40 minute race.

EP

1. #20408 (Chris Dryden) E-Production BMW Z3 2.5 (Weight Reduction)

Thank you for your request. Based on a comparison of the specifications for this car with the specifications for other EP cars this car appears to be properly classed.

FP

1. #20419 (Mike Hart) Alternate Weber Carburetor Chokes for FP Turner 1500

Thank you for your letter. The specifications for this car are consistent with the other full-bodied cars in FP.

2. #20420 (Mike Hart) Weight Reduction on FP Turner 1500

Thank you for your letter. The specifications for this car are consistent with those use for other full-bodied cars in FP.

3. #20526 (Norm Murdock) F-Production Rule Change Request

Thank you for your letter. The nature of the changes sought for this car are not consistent with class philosophy. Additionally there is a lack of competition data for this car.

HP

1. #20339 (Ed Sica) 2000 Mazda Protege for Production Racing

Thank you for your request. The performance potential of this car is not consistent with HP. You may consider submitting another letter requesting classification in FP.

2. #20396 (Joe Camilleri) Competition Adjustment for 1588 VWs

Thank you for your letter. The current weight differential between the 1.6L VW and the 1.8L VW (280 lbs.) is appropriate.

Prod

1. #18982 (Ron Bartell) Fix the Disparity in Small Bore Production Racing

Thank you for your request. The CRB has no current plans to recommend a new class in Production.

2. #20522 (Ron Bartell) Mandatory White Flag and Green White Checker at Runoffs

Thank you for your letter. The CRB has reviewed your request with SCCA staff and the Runoffs Chief Steward.

SM

1. #20202 (Chris Ciufu) NA Flush Headlights

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

2. #20233 (Tim Auger) Evolution to a Sealed Spec Miata Class?

Thank you for your suggestion. Additional versions of SM (such as SSM) are regional only. There are no current plans to create additional Runoffs SM-type classes.

3. #20450 (Jim Drago) Sub Frame Bracing

Thank you for your feedback. Please see the response to letter #20507.

4. #20507 (Dave Wheeler) Allow Additional Bracing for Front Subframes

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

STU

1. #19898 (Brad McCall) Allow Hood Vents in STU

Thank you for your letter. The CRB recognizes the increased thermal demands from engines with added-on forced induction, but until further development can be observed, the CRB does not wish to adjust installed equipment. The CRB will continue to

monitor the class and may consider future adjustments.

2. #20192 (Derrick Ambrose) Allow 18 Inch Wheels

Thank you for your request. You can request classification of World Challenge vehicles. Please submit a new letter request at <http://crbscca.com> with the World Challenge VTS and current Appendix A for your car.

3. #20413 (James Slechta) Reply to Decision on Twin Turbo 300zx Eligibility to Run in STU

Thank you for your request. The CRB is not prepared to manage TIRs on twin-turbo cars at this time. In order to compete in STU, it is recommended that the engine be converted to a single turbo per 9.1.4.B.2 per letter #19162, May 2016 Fastrack Minutes. Alternatively, you may request classification in T1 and/or GT2.

T1

1. #20464 (Tim Myers) Classify 2017 Ford GT

Thank you for your letter. The potential performance of this car is well outside the T1 philosophy. Existing T1 competitors have provided feedback to control cost and performance for potential T1 cars.

T2

1. #20433 (Frank Brown) Aftermarket K Members

Thank you for your letter. The CRB does not recommend this change for T2. It would be an advantage for a car that is already competitive as classed.

2. #20541 (Derek Kulach) 350Z T2 Weight

Thank you for your letter. Your request is outside class philosophy.

3. #20664 (Dan Goodman) Aero Balance in the T2 Class

Thank you for your letter. The CRB does not recommend this. If you have a specific request for your car, please submit another letter.

T2-T4

1. #20473 (John Buttermore) Allowance for Driveline Cooling / Venting

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

T3

1. #19177 (Charles Hurley) SpecE46 Weight Reduction

Thank you for your request. The CRB does not recommend this change at this time. After looking at results this car, it is competitive as classed and has additional potential within T3. The CRB will continue to monitor this car in T3 for changes.

2. #20375 (Eric Heinrich) Audi S4/S5 3.0 tsfi Restrictor

Thank you for your request. The CRB does not recommend this change at this time. The CRB would like to see the car come out and race in its current configuration so that the CRB can look at and monitor data in order to consider changes.

3. #20474 (Robert Schader) Parity in T3

Thank you for your letter. This car is competitive as classed with recent changes in T3. The CRB will continue to monitor the class.

T4

1. #19469 (chi ho) FRS and BRZ Wheel Width

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

2. #19619 (chi ho) BRZ and FRS Wheel Width

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

3. #19671 (Jason Huepenbecker) Wheel Width Allowance for the FRS-BRZ

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

4. #20207 (Derrick Ambrose) 2014-Up Mazda 3 Brakes

Thank you for your request. The CRB does not recommend this change and it is beyond the T4 philosophy to allow a brake upgrade.

5. #20492 (Dave Kutney) Allow Header for T4 Pontiac Solstice

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

6. #20654 (Ali Naimi) MX5

Thank you for your letter. The CRB does not recommend this change. For changes in T4, please see the response in letter #20392, Technical Bulletin.

7. #20656 (Matthew Downing) Allow Pontiac Solstice to Install Aftermarket Header

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #20392, Technical Bulletin.

8. #20662 (Kenneth Payson) Allow After Market ECU in T-4 for the 1999 and 2000 Mazda Miata

Thank you for your letter. The CRB does not recommend this change and notes the stock ECU can be programmed. For changes to T4, please see the response to letter #20392, Technical Bulletin.

9. #20672 (John Tures) Ford Mustang Restrictor

Thank you for your letter. The CRB does not recommend this change. For changes in T4, please see the response to letter #20392, Technical Bulletin.

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.

AS

1. #20416 (Kevin Fandozzi) Update 4th Gen Camaro Restricted Prep

Thank you for your request.

1. Allow the SLP Cold Air Intake: For the 98-99, SLP part number 21046; for the 00-02, SLP part number 21047. Add to the Notes for these cars:

SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. *SLP cold air intake (SLP part number 21046 (98-00) and 21047 (00-02)) is permitted.*

2. For all Restricted Preparation cars:

Change 9.1.6.D.5.b.2.b.:

b. Parking brakes, mechanisms, and actuating components may be removed. OEM brake hardware, including knuckle/spindle, caliper, rotor, hub, and associated mounting hardware must be utilized. ~~If 17 x 8 inch wheels or smaller are utilized or substituted for the OEM sized wheels, the Full Preparation modifications, as previously listed for brake components, may be used.~~

Add 9.1.6.D.5.b.2.c.:

c. Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is 12.2 inches X 1.27 inches.

Remove/change language in the Notes from the following specification lines:

Cadillac CTS-V (04-07), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Chevrolet/Pontiac Camaro & Firebird (both 93-97 and 98-02), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Chevrolet Camaro SS (V8) (10-13), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Dodge Challenger (08-14), Restricted Preparation:

~~Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L)); rear caliper (R1542564 (R) and R1542565 (L))) must be retained when using authorized wheels larger than 17 X 8". Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8".~~ *may be used with the brake rotor sizes listed in this specification line.*

Ford Mustang Cobra and GT (94-95), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra R (1995), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra and GT (96-98), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra (99-02), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang GT (99-04), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Mach 1 (03-04), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Coupe GT (05-10), Restricted Preparation:

~~Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) *may be used*. must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang GT (11-14), Restricted Preparation:

~~Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) *may be used*. must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Pontiac GTO (04-06), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

FE

1. #20621 (Formula/Sports Racing Committee) Tire rules
Per the request of SCCA Enterprises, Change 9.1.1.13.:

13. Tires

Tires must run in sets of 4 as stated below:

DRY

Hoosier Road Racing Wet

Front: PN: 44195, 21.5 X 8.0 X 13.0

Formula Enterprises (FE) Specifications

Rear: PN: 44217, 22.0 X 10.0 X 13.0

After 9/30/16GCR

American Racer

Front: PN: TBD, 22.0 X 8.0 X 13.0

Rear: PN: TBD, 22.5 X 10.0 X 13.0

DRY

American Racer

Front: P/N: JE3C3, 22.0 X 8.0-13S

Rear: P/N: JE3MA, 22.5 X 10.0-13S

WET

American Racer

Front: P/N: JWWC3: 22.0 X 8.0-13

Rear: P/N: JWWMA, 22.5 X 10.0-13

P2

1. #20552 (Formula/Sports Racing Committee) Enterprise Sports Racer in P2

The CRB recommends the following limited specific allowances to the Enterprise Sports Racer in P2.

In GCR section 9.1.8.H.5.a., make the following changes:

~~“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. **Floor must meet P2 rules in GCR section 9.1.8.D.E.**”~~

In GCR section 9.1.8.H.6.f., make the following changes:

- ~~f.~~ All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.
- ~~g.f.~~ The rear wing *is open but must meet P2 rules in GCR section 9.1.8.D.E.2.* and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The wing element may only be adjusted within the parameter of the wing adjusters as provided from Enterprises. No additional holes may be added. Different wing endplates may be used as long as the fit within the dimensions of 10 ¾ in wide and 11 in tall. A gurney flap or wicker may be used and may be no taller than ½ in
- ~~h.g.~~ The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.
- ~~i.h.~~ Enterprises windscreen P/N: WM137000 is allowed.
- ~~j.i.~~ 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. *Dive planes may be added as long as they do not extend past the side profile of the bodywork.*
- ~~k.j.~~ The front bodywork air inlet may be partially or fully covered but must follow the contour of the existing body shape.
- ~~l.~~ SCCA Formula Enterprise rear wings may be used provided they are used as a complete unit specified by SCCA Enterprises with the exception of the transmission mount which may be manufactured by the car owner. “Gurney” flaps are allowed on either wing configuration with a maximum of ½” height.
- ~~m.k.~~ Any rear wing end plate is allowed *but must meet P2 rules in GCR section 9.1.8.D.E.2.* measuring the following maximum dimensions: 12” horizontally and 17” vertically, maximum 204 square inches. Rear wing end plates must not vary from flat more than ½” and may be attached to the rear bodywork by any means within the wing end plate dimensions. Maximum end plate height is 3” above the highest part of the rear wing including the “Gurney” flap and the rear edge may not be more than 2” past the trailing edge of the rear wing.
- ~~n.l.~~ Side pod air evacuation openings behind the front wheel on the outboard side of the body may be partially or totally covered by any flat panel that follows the contour of the body. The side pod inlet opening for this air evacuation cavity behind the trailing edge of the front tire may be partially or totally blocked by any panel.
- ~~o.m.~~ Engine *Car and engine* bay floor *must meet P2 rules in GCR section 9.1.8.D.E.* area between the side pod floor and the existing engine floor may be blocked off with any flat panel(s) that does not protrude rearward past the rear axle centerline. These panels must be contiguous with the exiting lower surface of the engine floor and side pod floor.
- ~~p.n.~~ Rear bodywork section (engine bay cover including rear fenders) may be modified so that it may be removed in no more than 3 pieces. No modifications may be made to the external surface licked by the airstream other than fasteners and must maintain the original shape of the bodywork as supplied by Enterprises. Additional underbody support brackets are open.”

In GCR section 9.1.8.H.7.a.7., make the following changes:

~~“Engine Control Unit (ECU): Manufactured by MBE **Supplied** and sealed by Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited.”~~

In GCR section 9.1.8.H.7.a.11., make the following changes:

~~“Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEG **are open.**”~~

In GCR section 9.1.8.H.7.a.14., remove the following language:

~~“Fuel Filter: Any 40-micron fuel filter may be used as long as it performs no other purpose than to filter fuel.”~~

In GCR section 9.1.8.H.7.a.18., make the following changes:

~~“**Where needed to meet sound limits,** An Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.”~~

In GCR section 9.1.8.H.7.a.19., remove the following language:

~~“An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.”~~

In GCR section 9.1.8.H.7.b.1., make the following changes:

~~“The 5-speed sequential transaxle~~ **as** supplied by Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.”

In GCR section 9.1.8.H.7.b.3., add the following language:

“The rear cover plate may **be** manufactured or remanufactured using aluminum.”

In GCR section 9.1.8.H.7.b.4., remove the following language and re-number:

~~“4. Only the following gear ratios are permitted:
1st gear combination 12:29 Ratio number 2.41
2nd gear combination 15:28 1.86
3rd gear combination 16:24 1.50
4th gear combination 18:22 1.22
5th gear combination 24:26 1.08”~~

In GCR section 9.1.8.H.7.b.5., make the following changes:

~~“Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work~~ **function** ~~as supplied. (no tightening of the differential to limit slip) Must be able to use existing components.”~~

In GCR section 9.1.8.H.7.b.9., make the following changes:

“The shift actuator assembly must operate as supplied by Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Differential Housing (both parts including bearings) 7.4 lbs
Ring Gear 3.6 lbs
Pinion Shaft 4.0 lbs
1st gear 2.7 lbs
2nd gear 1.2 lbs
3rd gear 1.1 lbs
4th gear 1.1 lbs
5th gear 1.0 lbs”

In GCR section 9.1.8.H.8.c., add the following language:

“Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts, **unless specifically authorized** are not allowed.”

In GCR section 9.1.8.H.9., make the following changes:

~~“**Shocks are open.** NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.~~

~~b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)~~

~~c. Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske rebound or at the perch.~~

~~d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by Enterprises or its authorized rebuilder.~~

~~e. All shock absorbers must be sealed by Enterprises or its authorized rebuilder.”~~

In GCR section 9.1.8.H.11.a., make the following changes:

~~“Brake pads **are open.** as labeled and supplied from Enterprises.”~~

In GCR section 9.1.8.H.12., make the following changes:

~~“Front: 8 in X 13 in Part # WM 205001~~

~~Rear: 10 in X 13 in Part # WM205002~~

~~Front: 8 in. X 13 in. Part # WM205001- OZ Black~~

~~Front: 8 in. X 13 in. Part # WM205001B- OZ Silver~~

~~Rear: 8 in. X 13 in. Part # WM205002- OZ Black~~

~~Rear: 8 in. X 13 in. Part # WM205001B- OZ Silver”~~

In GCR section 9.1.8.H.15.a., remove the section as follows:

~~“Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.”~~

In GCR section 9.1.8.H.18., make the following changes:

“Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall **may** have his engine removed and shipped to Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.”

In GCR section 9.1.8.H.19., remove the section and re-number as follows:

~~19. Penalties (Specific to Enterprises Sports Racer)~~

~~If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward (GCR-5.12.2.C.), the following penalties will automatically be imposed:~~

- ~~a. Vehicle logbook will be impounded.~~
- ~~b. Disqualification from a competition or the event.~~
- ~~c. Suspension of SCCA competition privileges for thirty (30) days.~~
- ~~d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced. In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:~~
 - ~~1. Disqualification from a competition or the event.~~
 - ~~2. A fine of \$250.00~~
 - ~~3. \$500.00 testing fee plus freight charges paid to Enterprises~~
 - ~~4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.~~
 - ~~5. For a second illegal drive train offense, the competitor will be permanently disqualified from further Enterprises Sports Racer competition.~~

~~20. Enterprises Sports Racer Drive Train Protest~~

- ~~a. Protests shall be filed per the GCR.~~
- ~~b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:~~
 - ~~1. Remove and replace motor and transmission - \$400.00~~
 - ~~a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.~~
 - ~~2. Ship motor to Enterprises and test - \$500.00 plus freight and crating charges~~
- ~~a. Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.~~
- ~~3. Protest Fee: Regional - \$25.00, National - \$50.00.~~
- ~~c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.~~
- ~~d. The Chairman SOM is required to inform Enterprises of the protest using the ESR Protest Information Form. A copy of the protest shall be sent to Enterprises.~~

~~— If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$900).~~

~~— The protestee will not be allowed to compete again until all costs are paid. If found legal, the protestor forfeits fee (items 1 and 2) above.~~
- ~~e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.~~
- ~~f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in ESR competition.~~

~~21~~ **18. Accessory Items**

- a. Mirrors are free.
- b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
- c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
- d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by Enterprises.
- e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
- f. Front and rear tow hooks are required see GCR section 9.3 Towing Eyes."

SRF

1. #20622 (Formula/Sports Racing Committee) Muffler Packing
Enterprises has eliminated packing in the standard mufflers for 2017.
Per the request of SCCA Enterprises, change 9.1.8.E.2.J.:

J. EXHAUST

Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event. *Muffler packing of any kind is not permitted.*

2. #20623 (Formula/Sports Racing Committee) Brake Bias Adjusters
Per the request of SCCA Enterprises change 9.1.8.E.V.u.

u. ~~At the option of the owner a brake bias adjuster is permitted to be permanently installed and may be connected for all on-track activity. The control knob shall be installed in the cockpit in a position that is easily accessible to the driver. The Spec Racer Brake Bias Adjuster Kit, P/N 880914, will be available through Enterprises. and shall be the only approved adjuster. The kit must be installed per the instructions that accompany the kit.~~ *Cockpit Brake Bias Adjusters are optional. SCCA Enterprises Brake Bias Adjuster Kit, P/N 880914 or any commercially available mechanical cable (non-electric) Brake Bias Adjuster is allowed. Adjuster must be permanently installed, in a safe, easily accessible location to the driver and shall perform no other function.*

GCR

1. #20155 (SCCA Staff) Firearms in Competition Vehicles
Thank you for your letter. Change 2.1.8:

2.1.8. *Threatening or c*ommitting physical violence upon any other participant or spectator.

Add 2.1.9: *9. Firearms are not permitted in competition vehicles while on course.*

2. #20215 (Todd Butler) Class Management Changes
Thank you for your letter. Change the following GCR references:

3.7:3.4.A Invitations to the SCCA Runoffs – Changes Effective ~~4/1/17~~ *1/1/18*

A. Invitations to the SCCA Runoffs

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

3.7:3.4.C Invited Runoffs Classes – Changes Effective ~~4/1/17~~ *1/1/18*

C. Invited Runoffs Classes

Club Racing in consultation with Club Racing Board will determine the number of Runoffs-eligible classes invited to the Runoffs consistent with the event format and venue.

~~All Runoffs-eligible classes are invited to the Runoffs.~~

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.

2. A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion.

3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

9.1.13 Runoffs-Eligible Class Participation Requirements

9.1.13. RUNOFFS-ELIGIBLE CLASS PARTICIPATION REQUIREMENTS

A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher *as counted in Majors races and the Runoffs race.* ~~per Runoffs-eligible race. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

B. Should that annual average number of entries fall below 2.5, the class will have one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If the class does not exceed the current average requirement during the grace year, it will either be consolidated into existing classes or

become a Regional Class. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)

C. Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph 9.1.13.A. for 1 year may be reviewed to become a Runoffs-eligible Class.

D. Based on member or manufacturer input, the **The CRB** may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9.1.13.B.

Note 1: For the purposes of this section, the term “entries” is defined as drivers classified in the final official race results of Runoffs-eligible races as finishers, did-not-finish (DNF), did-not-start (DNS), or disqualified (DQ).

Note 2: Classes such as Improved Touring, Super Production, A Sports Racing, and Formula S (Regional and Optional Regional Classes) have been developed for competitors to race at a Regional level. These classes will not be eligible for National races since they were created with the express understanding that they remain Regional Classes only. There may be other classes added to this philosophy, as we identify classes for our members to race cars that do not fit within our Runoffs-eligible racing program.

Prod

1. #20367 (Tom Feller) Aftermarket Rockers and Pedestals

Thank you for your letter. Revise the second sentence of 9.1.5.E.2.a.5. as follows: “Rocker shafts **and/or shaft pedestals**, when utilized in the stock system, can be replaced by an alternate shafts **and/or pedestals** and **is are** unrestricted”.

SM

1. #19951 (Spec Miata Committee) Allow Splined Spacer in Transmission

Update for December 2016 Fastrack:

Add 9.1.7.C.2.g: **g. Transmission countershaft spacer Mazda p/n M504-17-304 may be replaced with a splined spacer, Mazda part number 0000-02-5722-SP.**

STL

1. #20546 (Marc Cefalo) Allow BP-Z3 and BP-VE Engines for Mazda Miatas

Thank you for your request. Add to 9.1.4.2.I Table B “Alternate Vehicle and Engine Allowances”

Mazda BP-Z3/BP-VE engine (EDM) / (none) / Chart / (none)

T1

1. #20394 (David Mead) Disparity in T1

Thank you for your letter.

For T1 Full Preparation cars, remove the words “Comp Coupe” from all 7 specification lines.

Change the weight on the Audi R8: ~~3200~~ **3500**

Remove the Notes for the Chevrolet Corvette Cadillac /XLR (04-09) and replace with:

The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work kit for C5 or C6 Corvette Advanced Composite Products permitted: rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), hood (p/n:C6/A0021) rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), hood (p/n:C5/A0029)

Any combination of these additional parts permitted with 200lbs weight penalty: Deck lid (p/n:C6/A0028), door (RH)(p/n:C6/A0030), door (LH)(p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), , instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide) may be used. Deck lid (p/n:C5/A0028), door (RH)(p/n:C5/A0030), door (LH)(p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n:C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), , instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027),

rocker (LH) (p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72")

Non-OEM rear wing/splitter reduce restrictor by 5 mm.

Change the BMW E46 M3 & E36 / BMW Z3 Chassis Notes:

Pennon Fender flares allowed. Flossman body kit is permitted *with 300lb weight penalty*. The headlights can be modified to allow air to pass into the engine induction system.

2. #20436 (Club Racing Board) Roll Cages for All Touring Cars

To improve safety for T2 cars, the CRB recommends the following changes for Touring roll cages. (Note that rules written for Production-based cars in 9.4 enable all T1 cars to follow the rules in 9.4.)

Change 9.4.E.1. 1. Improved Touring, Spec Miata, B-Spec AND Touring (excluding T1 *and T2*) classes—The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points as specified in these rules. Rollcage may not pass through any structural member, except Miata rear main hoop braces may pass through the package tray.

Change Appendix I, 9.4.3.A.2.: 2. It shall attach to the car at no more than *twelve (12), (T2)*; eight (8) points, *(T3-T4)*; with the forward section of the cage attaching to the front bulkhead or front fender wells (see figure 16).

3. #20523 (Allen Davis) Electric Door Latch Systems

Thank you for your letter.

Change 9.1.9.1.A.6.: 6. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. *Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers.* Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.

For T2-T4, add 9.1.9.2.D.8.a.4.c: *c. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers.*

4. #20536 (Michael Pettiford) Allow Headers in Limited Prep

Thank you for your letter. Change 9.1.9.1 Limite T1:

Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. *Aftermarket headers allowed.*

5. #20602 (Craig Anderson) ABS in T1

Thank you for your letter. Change 9.1.9.1.O.9: 9. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM ABS brake components as supplied. *Aftermarket ABS systems or controllers (i.e. Bosch, Tevis) are permitted with +100lb weight penalty.*

6. #20679 (Touring Committee) T-1 Remove Allowance Non-Composite Doors

Change 9.1.9.1.A.1: 1. OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, doors and/or trunk/deck lid with nonmetallic composite parts provided that the panel maintains the OEM profiles. Wheel arches may be flared up to 3" and must maintain the OEM profile. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ ducts may be made to be functional provided the exterior body appearance is not modified.

T2

1. #20599 (Marty Grand) Help for the Mitsubishi Evo 8-9

Thank you for your letter. Change the specification line for the Mitsubishi Lancer Evo8/9 / RS /GSR / MR(03-06):

Weight: ~~3400~~ **3300**

Add to Notes: *Turbocharger part number FPEV0971CHRA allowed. 44 mm TIR restrictor required.*

2. #20665 (Richard Kulach) 370Z Competition Adjustments

Thank you for your letter.

Change the Notes for the T-2 Nissan 370Z (09-13) / 370Z NISMO Edition (09-13):

Notes: 5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 800 **1000**#/in front and rear allowed. 54010-SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. *SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34.*

T2-T4

1. #19687 (Eric Heinrich) WDYT #19408 T2-T4 Overbore

In response to member feedback in WDYT letter #19408, add 9.9.1.2.D.1.a.5. to allow .010" overbore as part of overhaul procedures for all non-spec rules cars:

5. Overbore permitted T2-T4, .010" maximum overbore with +20lb. weight penalty. This allowance does not apply to any car adhering to spec rules.

2. #20542 (Touring Committee) Consider Transfer Fuel Pump for T2-T4

Thank you for your letter. Add allowance for saddle bag type fuel tanks T2-T4.

Add 9.1.9.2.D.1.c.4: *4. For cars that have OEM saddle bag fuel tanks, a single auxiliary aftermarket fuel transfer pump is permitted if the only function this transfer pump performs is to transfer fuel to the OEM pump.*

3. #20597 (Anthony Cuthbert) Replace Sunroof with Fiberglass

Thank you for your letter. Change 9.1.9.2.D.8.a.4.a.: a. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. The glass sunroof may be replaced with a metal panel *or a panel made of the same material as the roof of the car* and all its associated mechanical components may be removed; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof ~~and must be painted in body color.~~

T3

1. #20513 (Touring Committee) Request adjustment for RX-8 in T3

Thank you for your request.

In T3, Mazda RX-8 Base/R3 (04-12), make the following changes:

Wheel size: TBA 18x9

Weight: ~~2900~~ **2800**

Notes: "Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted. *Aftermarket flywheel and single disc clutch permitted with no weight penalty.*

2. #20651 (Robert Schader) Clarification of T3 Nissan 370Z Nismo Spec Line

Thank you for your letter. Make the following changes in the specification line below:

Nissan 370Z (09-~~13~~ **16**) / 370Z NISMO Edition (09-13)

Add to Notes:

Max spring rate of 700 lbs/in front and rear.

3. #20677 (Touring Committee) Allow optional hardtop Global MX-5 for T3

Allow optional hardtop MX-5 Global Cup Miata (2016) for T3. Add to the Notes:

Notes: Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to

the Touring rules. *Mazda hardtop (part #TBD) permitted with +50lbs weight penalty. (if a hardtop is used, latches shall be replaced with positive fasteners).*

4. #20678 (Touring Committee) Allow hardtop for Mazda MX-5 Cup (non 2016 Global Cup MX-5)

Add to Notes:

Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request. *Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners)*

T4

1. #20491 (Dave Kutney) Remove OE Shock and Mount from Spec Line for T4 Pontiac Solstice
Thank you for your letter. Change the Notes for the Pontiac Solstice / Saturn Sky (06-09) :

The following items must remain stock: ~~shock/struts (including mounts)~~, and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 may be installed (if a hardtop is used, latches shall be replaced w/ positive fasteners and convertible top shall be removed). Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted. *Eibach springs permitted (part # 4.11138), ST sway bar kit allowed (part # 52246). Any non-adjustable shock permitted and adjustable spring perch to meet ride height requirement.*

Taken Care Of

F5

1. #20495 (Calvin Stewart) 4 Stroke F5 Cars
Thank you for your letter. Please see the response to letter #20489.

FE

1. #20615 (Jim Rogaski) Fix Tire Listing in Specifications
Thank you for your letter. Please see the response to letter #20621.

SRF3

1. #20398 (Cliff White) Muffler Packing
Thank you for your letter. Please see the response to letter #20622.

IT

1. #19938 (Joshua Baldwin) Approve all Three Items for IT
Thank you for your letter. Please see the response to letters #19726 (Wheel and Tire), October 2016 Fastrack Minutes, letter #19493 (Power Steering), October 2016 Fastrack Minutes, #17952 (ABS), August 2016 Fastrack Minutes.

2. #19969 (Greg Amy) Regulation Proposals, Improved Touring
Thank you for your letter. Please see the response to letters #19726 (Wheel and Tire), October 2016 Fastrack Minutes, letter #19493 (Power Steering), October 2016 Fastrack Minutes, #17952 (ABS), August 2016 Fastrack Minutes.

3. #19998 (Raymond Blethen) ABS in IT Classes
Thank you for your letter. Please see the response to letter #17952, October 2016 Fastrack Minutes.

4. #20169 (Andy Bettencourt) Wheel and Section Width Rule Change
Thank you for your letter. Please see the response to letters #19726, October 2016 Fastrack Minutes.

5. #20182 (Tom Donnelly) 3. #19726 (Improved Touring Committee) Category: Wheel and Tire
Thank you for your letter. Please see the response to letters #19726, October 2016 Fastrack Minutes.

ITA

1. #20451 (Lawrence Slivinski) Allowing Adjustable Rear Control Arms for Dodge/Plymouth Neons
Thank you for your letter. Adjustable control arms are not within the IT philosophy.

ITB

1. #19990 (David Boles) Wheel Width Change
Thank you for your letter. Please see the response to letters #19726, October 2016 Fastrack Minutes.

ITR

1. #19927 (David Perez) IT Tire Parity
Thank you for your letter. Please see the response to letter #19726 regarding maximum allowed tire widths in Improved Touring.

ITS

1. #19963 (Glenn Lawton) New IT Wheel Width Rule

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

2. #19975 (Glenn Lawton) WEIGHT PENALTY for 8

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

3. #19994 (Chuck Baader) Proposed Rule Changes for Improved Touring

Thank you for your letter. Please see the response to letters #19726 (Wheel and Tire), October 2016 Fastrack Minutes, letter #19493 (Power Steering), October 2016 Fastrack Minutes, #17952 (ABS), August 2016 Fastrack Minutes.

4. #20171 (Charles Baader) Proposed Wheel Rule Changes for IT.

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

5. #20173 (Willie Phee) Support for Wheel Width Change in IT

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

6. #20177 (Glenn Lawton) ITS and ITB Wheel Width Rule Change is a Bad Idea

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

7. #20179 (Glenn Lawton) Dual Track Records (Before and After Wider Wheel Rule)

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

8. #20190 (Glenn Lawton) Overdog BMW 323 Moved to ITR for 17x8 New Rule Allows 17x8 in ITS

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

9. #20191 (Craig Campbell) New IT Proposed Rule Change

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

10. #20194 (Steve Eckerich) Wheel Width Change in ITS

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

11. #20197 (Charles Baader) ITS Wheel Width

Thank you for your letter. Please see the response to letter #19726, October 2016 Fastrack Minutes.

EP

1. #20432 (Kevin Leigh) Re-Evaluate Weight Formula for 6 Cylinder Cars

Thank you for your letter. Please see the response to letter #20408.

2. #20534 (Christopher Childs) Z3 Weight Reduction

Thank you for your letter. Please see the response to letter #20408.

HP

1. #20417 (Ron Bartell) Disposition of Letter #18982 and #20168

Thank you for your letter. Please see the response to letter #18982.

STL

1. #20509 (Jim Drago) Please Adjust the Balance in STL

Thank you for your letter. Please see the response to letter #19372, October 2016 Fastrack Technical Bulletin. The CRB will continue to monitor the performance of the class.

STU

1. #19946 (Austin Hilliard) Add Allowance for Single Hole in the Hood of S/C Honda S2000

Thank you for your letter. Please see the response to letter #19898.

T2

1. #20391 (William Moore) Camaro Competition Adjustment

Thank you for your letter. Please see the response to letter #20605, Technical Bulletin.

2. #20461 (Jim Leithauser) Adjustments and Thoughts

Thank you for your letter. Please see the response to letter #20605, Technical Bulletin.

3. #20472 (John Buttermore) Help the C6 Corvette LS3
Thank you for your letter. Please see the response to letter #20605, Technical Bulletin.

T2-T4

1. #19408 (Lowell Huston) Allow Overboring for the 2005-2010 Ford Mustang V6
Thank you for your letter. Please see the response to letter #19687.

2. #19569 (John Buttermore) Against Overbored Engines
Thank you for your letter. Please see the response to letter #19687.

3. #19667 (Stan Czacki) Allow .010
Thank you for your letter. Please see the response to letter #19687.

4. #19702 (John Harris) Engine Specifications - Overbore
Thank you for your letter. Please see the response to letter #19687.

5. #19714 (Wes Padgett) T2-T4 Overbore
Thank you for your letter. Please see the response to letter #19687.

6. #19789 (James Ebben) Against Allowing Overbore in T2-4 Classes
Thank you for your letter. Please see the response to letter #19687.

T3

1. #19356 (Michael Sullivan) Tire Size Changes Too Costly
Thank you for your request. Please see the response to letter #20214 for changes for this car. Please come out and race. The CRB will monitor the changes to T3.

2. #19357 (Michael Sullivan) Restructuring T3
Thank you for your feedback. Please see the response to letter #20214 for changes for this car. Please come out and race. The CRB will monitor the changes to T3.

3. #20430 (Tom Wickersham) Parity in T-3
Thank you for your request. Please see changes in letter #20214, Technical Bulletin. Please come out and race so the CRB can continue to monitor this car for T3.

4. #20434 (Budd Beaman) GCR Page 915-Ford Mustang V6 (11-14)
Thank you for your letter. Please see the response to letter #20214, Technical Bulletin, for changes recommended for T3 for this car. Please come out and race so the CRB can continue to monitor the car for T3.

5. #20650 (SCCA Staff) Nissan 370 Spring Kit
Thank you for your letter. Please see the response to letter #20651.

T4

1. #19544 (David Mead) T4 Mustang Help
Thank you for your letter. Please see the response to letter #20392, Technical Bulletin.

2. #20348 (Dan Hardison) Allow Headers for the 1996-2002 Camaro/Firebird
Thank you for your letter. Please see the response to letter #20347, Technical Bulletin.

3. #20376 (Scotty B White) Mustang BOP Adjustments
Thank you for your letter. Please see the response to letter #20392, Technical Bulletin.

4. #20445 (Steven Zink) RX8 in T4 Weight Change
Thank you for your letter. This change is not recommended. Changes for T4 can be found in letter #20392, Technical Bulletin.

5. #20521 (Don Knowles) Rebalancing Competition Capability Among T4 cars
Thank you for your letter. The CRB does not recommend this change. For changes to T4, please see the response to letter #20392, Technical Bulletin.

6. #20529 (Jim Drago) Aftermarket Limited Slip Differentials
Thank you for your letter. The CRB does not recommend this change. For changes to T4, please see the response to letter #20392, Technical Bulletin.

7. #20532 (Christopher Childs) Limited Slip in T4

Thank you for your letter. The CRB does not recommend this change. For changes to T4, please see the response to letter #20392, Technical Bulletin.

8. #20533 (Christopher Childs) Mustang Restrictor

Thank you for your letter. Please see the response to letter #20392, Technical Bulletin.

9. #20563 (Michael Pettiford) Allow Headers on the Solstice

Thank you for your letter. The CRB does not recommend this change. For changes to T4, please see the response to letter #20392, Technical Bulletin.

10. #20657 (Matthew Downing) Allow Pontiac Solstice to Run Alternate Springs/Shocks

Thank you for your letter. Please see the response to letter #20491.

11. #20667 (Dave Kuteny) Revisit 4.5

Thank you for your letter. The rule is adequate as written. Please see letter #20491 for changes to this car.

What Do You Think

Prod

1. #20088 (Jesse Prather) Valve Stem Rule

The CRB is re-posting this WDYT as a reminder to Production competitors to please provide feedback on this question.

Some years ago, the level 2 rules were revised to prohibit the use of valves with necked down stems. Recently, the level 2 valve rule was revised to reflect the fact that, even with stock diameter stem valves, the manufacturing process frequently results in a small reduction in the stem diameter where the stem transitions into the valve head. At present, necked down stem valves are, for some cars, more readily available than non-necked down stem valves. However this is not the case for all cars classed in Production.

The CRB seeks your feedback on the question of whether the level 2 rules should allow valves with necked down stems, the rationale for such a change and the impact on costs and competition. Please submit your feedback through the CRB letter system at crbscca.com.

T4

1. #20561 (Michael Sullivan) T-4 Shock Clarification

Currently in T4, adjustable shocks are not permitted.

The Club Racing Board is seeking your feedback on the following for T4:

1. Any non-adjustable, unmodified, unaltered shock absorber is allowed. Unmodified non-adjustable shocks can serve no other purpose but to damp motion. Adjustable shocks that are retrofitted into non-adjustable appearance is prohibited. Removing adjusters or knobs from adjustable shocks is prohibited and does not constitute a non-adjustable shock. Commercial part numbers for non-adjustable shocks must be visible and un-altered. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used.

2. Adjustable shocks are permitted.

Please provide feedback on which of the two rule proposals you agree with for T4 through the CRB letter system at crbscca.com.

RESUMES

1. #20091 (Derek Kulach) Resume for the Touring Advisory Committee

Thank you for submitting your resume. Derek Kulach has been added to the Touring Committee.

2. #20132 (Allison Palitz) American Sedan Ad Hoc Committee Resume

Thank you for your resume. Welcome to the AS Ad Hoc Committee.

3. #20139 (Mark Wheaton) AS Ad Hoc Committee

Thank you for your resume. Welcome to the AS Ad Hoc Committee.

4. #20253 (Matt Jensen) Club Racer

Thank you for your resume. Welcome to the AS Ad Hoc Committee.

5. #20438 (CJ Moses) Racing Resume for Touring Committee

Thank you for your resume. CJ Moses has been added to the Touring Committee.

6. #20457 (Rob Bodle) Resume for Rob Bodle

Thank you for your resume. The CRB will keep your resume on file.

7. #20469 (Derrick Ambrose) B-Spec Advisory Committee

Thank you for your submitting your resume. Derrick Ambrose has been added to the B-Spec Advisory Committee.

8. #20652 (John Phillips) B-Spec Advisory Committee

Thank you for submitting your resume. John Phillips has been added to the B-Spec Advisory Committee.

Recommended Items for 2017

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their next meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or www.clubracingboard.com. If approved, these rule changes will become effective 1/1/2017. The letter number, Fastrack month, author, and title precede each proposed rule.

AS

1. #20416 (December Fastrack - Kevin Fandozzi) Update 4th Gen Camaro Restricted Prep
Thank you for your request.

1. Allow the SLP Cold Air Intake: For the 98-99, SLP part number 21046; for the 00-02, SLP part number 21047. Add to the Notes for these cars:

SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted. *SLP cold air intake (SLP part number 21046 (98-00) and 21047 (00-02)) is permitted.*

2. For all Restricted Preparation cars:
Change 9.1.6.D.5.b.2.b.:

b. Parking brakes, mechanisms, and actuating components may be removed. OEM brake hardware, including knuckle/spindle, caliper, rotor, hub, and associated mounting hardware must be utilized. ~~If 17 x 8 inch wheels or smaller are utilized or substituted for the OEM sized wheels, the Full Preparation modifications, as previously listed for brake components, may be used.~~

Add 9.1.6.D.5.b.2.c.:

c. Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is 12.2 inches X 1.27 inches.

Remove/change language in the Notes from the following specification lines:

Cadillac CTS-V (04-07), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Chevrolet/Pontiac Camaro & Firebird (both 93-97 and 98-02), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Chevrolet Camaro SS (V8) (10-13), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Dodge Challenger (08-14), Restricted Preparation:

~~Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) must be retained when using authorized wheels larger than 17 X 8". Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8".~~ *may be used with the brake rotor sizes listed in this specification line.*

Ford Mustang Cobra and GT (94-95), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra R (1995), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra and GT (96-98), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Cobra (99-02), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang GT (99-04), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Mach 1 (03-04), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang Coupe GT (05-10), Restricted Preparation:

~~Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) *may be used.* must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Ford Mustang GT (11-14), Restricted Preparation:

~~Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) *may be used.* must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

Pontiac GTO (04-06), Restricted Preparation:

~~Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.~~

FE

1. #20621 (December Fastrack - Formula/Sports Racing Committee) Tire rules
Per the request of SCCA Enterprises, Change 9.1.1.13.:

13. Tires

Tires must run in sets of 4 as stated below:

DRY

Hoosier Road Racing Wet

Front: PN: 44195, 21.5 X 8.0 X 13.0

Formula Enterprises (FE) Specifications

Rear: PN: 44217, 22.0 X10.0 X 13.0

After 9/30/16GCR

American Racer

Front: PN: TBD, 22.0 X 8.0 X 13.0

Rear: PN: TBD, 22.5 X10.0 X 13.0

DRY

American Racer

Front: P/N: JE3C3, 22.0 X 8.0-13S

Rear: P/N: JE3MA, 22.5 X 10.0-13S

WET

American Racer

Front: P/N: JWWC3: 22.0 X 8.0-13

Rear: P/N: JWWMA, 22.5 X 10.0-13

P2

1. #20552 (December Fastrack - Formula/Sports Racing Committee) Enterprise Sports Racer in P2
The CRB recommends the following limited specific allowances to the Enterprise Sports Racer in P2.

In GCR section 9.1.8.H.5.a., make the following changes:

~~"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. **Floor must meet P2 rules in GCR section 9.1.8.D.E.**"~~

In GCR section 9.1.8.H.6.f., make the following changes:

- ~~f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.~~
- ~~g.f. The rear wing **is open but must meet P2 rules in GCR section 9.1.8.D.E.2.** and its related mounting components are to be used and mounted as delivered. Any modifications are strictly prohibited. The wing element may only be adjusted within the parameter of the wing adjusters as provided from Enterprises. No additional holes may be added. Different wing endplates may be used as long as the fit within the dimensions of 10 3/4 in wide and 11 in tall. A gurney flap or wicker may be use and may be no taller than 1/2 in~~
- ~~h.g. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.~~
- ~~i.h. Enterprises windscreen P/N: WM137000 is allowed.~~
- ~~j.i. 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. **Dive planes may be added as long as they do not extend past the side profile of the bodywork.**~~
- ~~k.j. The front bodywork air inlet may be partially or fully covered but must follow the contour of the existing body shape.~~
- ~~l. SCCA Formula Enterprise rear wings may be used provided they are used as a complete unit specified by SCCA Enterprises with the exception of the transmission mount which may be manufactured by the car owner. "Gurney" flaps are allowed on either wing configuration with a maximum of 1/2" height.~~
- ~~m.k. Any rear wing end plate is allowed **but must meet P2 rules in GCR section 9.1.8.D.E.2.** measuring the following maximum dimensions: 12" horizontally and 17" vertically, maximum 204-square inches. Rear wing end plates must not vary from flat more than 1/2" and may be attached to the rear bodywork by any means within the wing end plate dimensions. Maximum end plate height is 3" above the highest part of the rear wing including the "Gurney" flap and the rear edge may not be more than 2" past the trailing edge of the rear wing.~~
- ~~n.l. Side pod air evacuation openings behind the front wheel on the outboard side of the body may be partially or totally covered by any flat panel that follows the contour of the body. The side pod inlet opening for this air evacuation cavity behind the trailing edge of the front tire may be partially of totally blocked by any panel.~~

~~o.m. Engine **Car and engine** bay floor **must meet P2 rules in GCR section 9.1.8.D.E.** area between the side pod floor and the existing engine floor may be blocked off with any flat panel(s) that does not protrude rearward past the rear axle centerline. These panels must be contiguous with the existing lower surface of the engine floor and side pod floor.~~

~~p.n. Rear bodywork section (engine bay cover including rear fenders) may be modified so that it may be removed in no more than 3 pieces. No modifications may be made to the external surface licked by the airstream other than fasteners and must maintain the original shape of the bodywork as supplied by Enterprises. Additional underbody support brackets are open.~~

In GCR section 9.1.8.H.7.a.7., make the following changes:

~~“Engine Control Unit (ECU): Manufactured by MBE **Supplied** and sealed by Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited.”~~

In GCR section 9.1.8.H.7.a.11., make the following changes:

~~“Spark Plugs, Part # NGK PTR5F-11, NGK ITR5F-13, or Motorcraft # AGSF32FEG **are open.**”~~

In GCR section 9.1.8.H.7.a.14., remove the following language:

~~“Fuel Filter: Any 40 micron fuel filter may be used as long as it performs no other purpose than to filter fuel.”~~

In GCR section 9.1.8.H.7.a.18., make the following changes:

~~“**Where needed to meet sound limits,** An Enterprises muffler kit part # WM301046 is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.”~~

In GCR section 9.1.8.H.7.a.19., remove the following language:

~~“An optional air to oil cooler is allowed. ~~The maximum core size is 13 inches wide by 6.5 inches high.~~
No water to oil heat exchanger is allowed.”~~

In GCR section 9.1.8.H.7.b.1., make the following changes:

~~“The ~~5 speed sequential~~ transaxle **as** supplied by Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.”~~

In GCR section 9.1.8.H.7.b.3., add the following language:

~~“The rear cover plate may **be** manufactured or remanufactured using aluminum.”~~

In GCR section 9.1.8.H.7.b.4., remove the following language and re-number:

~~“4. Only the following gear ratios are permitted:~~

~~1st gear combination 12:29 Ratio number 2.41~~

~~2nd gear combination 15:28 1.86~~

~~3rd gear combination 16:24 1.50~~

~~4th gear combination 18:22 1.22~~

~~5th gear combination 24:26 1.08”~~

In GCR section 9.1.8.H.7.b.5., make the following changes:

~~“Differential – Only final drive ratio allowed is 2.75. The differential must remain an open differential. No limited slip mechanism is allowed. Differential must work **function** as supplied. ~~(no tightening of the differential to limit slip)~~ Must be able to use existing components.”~~

In GCR section 9.1.8.H.7.b.9., make the following changes:

~~“The shift actuator assembly must operate as supplied by Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.~~

~~**MINIMUM WEIGHTS OF THE FOLLOWING PARTS**~~

~~Differential Housing (both parts including bearings) 7.4 lbs~~

~~Ring Gear 3.6 lbs~~

~~Pinion Shaft 4.0 lbs~~

~~1st gear 2.7 lbs~~

~~2nd gear 1.2 lbs~~

~~3rd gear 1.1 lbs~~

~~4th gear 1.1 lbs~~

~~5th gear 1.0 lbs”~~

In GCR section 9.1.8.H.8.c., add the following language:

"Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts, *unless specifically authorized* are not allowed."

In GCR section 9.1.8.H.9., make the following changes:

"Shocks are open. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.

- b. ~~Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims)~~
- c. ~~Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske rebound or at the perch.~~
- d. ~~Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by Enterprises or its authorized rebuilder.~~
- e. ~~All shock absorbers must be sealed by Enterprises or its authorized rebuilder."~~

In GCR section 9.1.8.H.11.a., make the following changes:

"Brake pads *are open.* as labeled and supplied from Enterprises."

In GCR section 9.1.8.H.12., make the following changes:

~~Front: 8 in X 13 in Part # WM 205001~~

~~Rear: 10 in X 13 in Part # WM205002~~

*Front: 8 in. X 13 in. Part # WM205001- OZ Black
Front: 8 in. X 13 in. Part # WM205001B- OZ Silver
Rear: 8 in. X 13 in. Part # WM205002- OZ Black
Rear: 8 in. X 13 in. Part # WM205001B- OZ Silver"*

In GCR section 9.1.8.H.15.a., remove the section as follows:

~~"Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight."~~

In GCR section 9.1.8.H.18., make the following changes:

~~"Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall *may* have his engine removed and shipped to Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified."~~

In GCR section 9.1.8.H.19., remove the section and re-number as follows:

~~**"19. Penalties (Specific to Enterprises Sports Racer)**~~

~~If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward (GCR 5.12.2.C.), the following penalties will automatically be imposed:~~

- a. ~~Vehicle logbook will be impounded.~~
- b. ~~Disqualification from a competition or the event.~~
- c. ~~Suspension of SCCA competition privileges for thirty (30) days.~~
- d. ~~The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.~~

~~In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:~~

- 1. ~~Disqualification from a competition or the event.~~
- 2. ~~A fine of \$250.00~~
- 3. ~~\$500.00 testing fee plus freight charges paid to Enterprises~~
- 4. ~~Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.~~
- 5. ~~For a second illegal drive train offense, the competitor will be permanently disqualified from further Enterprises Sports Racer competition.~~

~~**20. Enterprises Sports Racer Drive Train Protest**~~

- a. ~~Protests shall be filed per the GCR.~~
- b. ~~Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:~~
 - 1. ~~Remove and replace motor and transmission - \$400.00~~

- ~~a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.~~
- ~~2. Ship motor to Enterprises and test - \$500.00 plus freight and crating charges~~
 - ~~a. Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.~~
- ~~3. Protest Fee: Regional \$25.00, National \$50.00.~~
- ~~c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.~~
- ~~d. The Chairman SOM is required to inform Enterprises of the protest using the ESR Protest Information Form. A copy of the protest shall be sent to Enterprises.~~
- ~~— If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$900).~~
- ~~— The protestee will not be allowed to compete again until all costs are paid. If found legal, the protestor forfeits fee (items 1 and 2) above.~~
- ~~e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.~~
- ~~f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in ESR competition.~~

2118. Accessory Items

- a. Mirrors are free.
- b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
- c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed
- d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by Enterprises.
- e. Engine compartment fluid hoses may be insulated using heat shield or wrap.
- f. Front and rear tow hooks are required see GCR section 9.3 Towing Eyes.”

SRF

1. #20622 (December Fastrack - Formula/Sports Racing Committee) Muffler Packing
Enterprises has eliminated packing in the standard mufflers for 2017.
Per the request of SCCA Enterprises, change 9.1.8.E.2.J.:

J. EXHAUST

Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event. *Muffler packing of any kind is not permitted.*

2. #20623 (December Fastrack - Formula/Sports Racing Committee) Brake Bias Adjusters
Per the request of SCCA Enterprises change 9.1.8.E.V.u.

u. ~~At the option of the owner a brake bias adjuster is permitted to be permanently installed and may be connected for all on-track activity. The control knob shall be installed in the cockpit in a position that is easily accessible to the driver. The Spec Racer Brake Bias Adjuster Kit, P/N 880914, will be available through Enterprises and shall be the only approved adjuster. The kit must be installed per the instructions that accompany the kit.~~ *Cockpit Brake Bias Adjusters are optional. SCCA Enterprises Brake Bias Adjuster Kit, P/N 880914 or any commercially available mechanical cable (non-electric) Brake Bias Adjuster is allowed. Adjuster must be permanently installed, in a safe, easily accessible*

location to the driver and shall perform no other function.

GCR

1. #19866 (September Fastrack - SCCA Staff) Update Section 5.1.2.B. U.S. Majors Tour language Change 5.1.2.B.:

B. U. S. Majors Tour

The SCCA will appoint for each Conference, a Series Administrator, and, upon consultation with the Chairman of the Stewards Program, a Race Director and a Series Chief Tech Inspector. All other event stewards shall be appointed by the Executive Steward for the event's Division, with input from the Race Director. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward. U.S. Majors Tour Race Director and the Chief Steward at each event in their Conference. *At U.S. Majors Tour events, where there is a Race Director and a Chief Steward, the Race Director has final authority over the event. The Race Director must still adhere to the responsibilities stated in 3.1.1.D.2 and 5.12.2.*

2. #19909 (September Fastrack - Todd Butler) 5.9.3.C Minimum Impound Inspection

Thank you for your letter. Change 5.9.3.C.:

5.9.3.C Minimum Impound Inspection

For each impounded car, the weight and ~~at least 2~~ other items appropriate for the class ~~will~~ *may* be inspected, as agreed upon by the Race Director or Chief Steward and the Series Chief Tech inspector or Chief Technical Inspector. The Race Director or Chief Steward may also order that a wheel or intake choke(s) or restrictors be removed during impound for inspection. These inspections are not subject to the fees outlined in 5.12.3.C.5. Additional inspections may be conducted through the protest procedures outlined in 8.3.3.

3. #20155 (December Fastrack - SCCA Staff) Firearms in Competition Vehicles

Thank you for your letter. Change 2.1.8:

2.1.8. *Threatening or c*ommitting physical violence upon any other participant or spectator.

Add 2.1.9: *9. Firearms are not permitted in competition vehicles while on course.*

4. #20215 (December Fastrack - Todd Butler) Class Management Changes

Thank you for your letter. Change the following GCR references:

~~3.7.3.4.A~~ Invitations to the SCCA Runoffs – Changes Effective ~~4/1/17~~ *1/1/18*

A. Invitations to the SCCA Runoffs

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

~~3.7.3.4.C~~ Invited Runoffs Classes – Changes Effective ~~4/1/17~~ *1/1/18*

C. Invited Runoffs Classes

Club Racing in consultation with Club Racing Board will determine the number of Runoffs-eligible classes invited to the Runoffs consistent with the event format and venue.

~~All Runoffs-eligible classes are invited to the Runoffs.~~

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

9.1.13 Runoffs-Eligible Class Participation Requirements

9.1.13. RUNOFFS-ELIGIBLE CLASS PARTICIPATION REQUIREMENTS

A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher *as counted in Majors races and the Runoffs race.* ~~per Runoffs-eligible race. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

B. Should that annual average number of entries fall below 2.5, the class will have one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If the class does not exceed the current average requirement during the grace year, it will either be consolidated into existing classes or become a Regional Class. ~~(This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

C. Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph 9.1.13.A. for 1 year may be reviewed to become a Runoffs-eligible Class.

D. ~~Based on member or manufacturer input,~~ the *The CRB* may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9.1.13.B.

Note 1: For the purposes of this section, the term "entries" is defined as drivers classified in the final official race results of Runoffs-eligible races as finishers, did-not-finish (DNF), did-not-start (DNS), or disqualified (DQ).

Note 2: Classes such as Improved Touring, Super Production, A Sports Racing, and Formula S (Regional and Optional Regional Classes) have been developed for competitors to race at a Regional level. These classes will not be eligible for National races since they were created with the express understanding that they remain Regional Classes only. There may be other classes added to this philosophy, as we identify classes for our members to race cars that do not fit within our Runoffs-eligible racing program.

IT

1. #19493 (October Fastrack - Improved Touring Committee) Allow the Removal of Power Assist in

Steering Systems

NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing the location of this wording within the GCR FROM 9.1.3.D.1.o TO 9.1.3.D.5.e.1.**

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

Create 9.1.3.D.5.e.1: ~~9.1.3.D.1.o~~ 1. 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.

2. #19726 (October Fastrack - Improved Touring Committee) Category Wheel and Tire Size Review
NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing this letter. It will be re-submitted to the Board of Directors for approval in their December 2016 meeting, with the recommendation for implementation 1/1/2017.**

NOTE: This changes only the portion of the August recommendation for the ITS 8 inch wheel (from 245 to **225) and the ITB 7 inch wheel (from 225 to **205**)**

re-word section 9.1.3.D.7.a as follows:

7. Wheels/Tires

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

- ~~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.~~
- Tires must conform to 9.3.45.
- 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.
- 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.
- Any wheel stud, bolt, and or nut is permitted.
- 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 width combinations are as follows:**

	Max Rim	Max
	9	275
	8	245 225 275
	7	225
	7	225 205 225
	6	225

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 vehicles spec line. Tire section width limit for stock wheels larger than specified above is the smallest size listed for the class. 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

3. #20000 (October Fastrack - Ronald Earp) Power Steering Allowances

Thank you for your letter. Please see updated version of 19493, effective 1/1/2017 for additional information.

Add 9.1.3.D.5.e.2: *2. Power steering coolers or cooling systems may be added or replaced. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger compartment. Hydraulic hoses are unrestricted.*

Prod

1. #20367 (December Fastrack - Tom Feller) Aftermarket Rockers and Pedestals

Thank you for your letter. Revise the second sentence of 9.1.5.E.2.a.5. as follows: “Rocker shafts *and/or shaft pedestals*, when utilized in the stock system, can be replaced by an alternate shafts *and/or pedestals* and *is are* unrestricted».

SM

1. #19992 (October Fastrack - David Wheeler) Specify Battery Weight and Size

Thank you for your letter. Change 9.1.7.C.1.o.5 as follows: 5. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, ~~and weight~~, and are fitted in the standard location. *Batteries shall weigh 18.0-28.0 lbs.* Additional battery hold-down devices may be used and are strongly recommended.

2. #20047 (October Fastrack - Spec Miata Committee) Piston Max Diameter

Change Table 4.:

Table 4: Piston Weight & <i>Max Diameter</i>			
Model Year	Part Number <i>Maximum Diameter</i>	Minimum Weight (w/o wrist pin and hardware (grams))	Minimum Weight Wrist Pin (grams)
90-93 (STD.)	B6Z2-11-SA0C <i>77.974 mm 3.0698 in</i>	271.5	86.0
90-93 (.010" over)	B6Z2-11-SB0C <i>78.217 mm 3.0794 in</i>	TBD	TBD
94-97 (STD.)	BPY11-11-SA0A <i>82.975 mm 3.2667 in</i>	291.5	80.0
94-97 (.010" over)	BPY1-11-SB0A <i>83.225 mm 3.2765 in</i>	TBD	TBD
99-00 (STD.)	BPZ0-11-SA0 <i>82.975 mm 3.2667 in</i>	288.0	78.0
99-00 (.010" over)	BPZ0-11-SB0 <i>83.225 mm 3.2765 in</i>	TBD	TBD
01-05 (STD.)	BPZ3-11-SA0 <i>82.975 mm 3.2667 in</i>	288.0	78.0
01-05 (.010" over)	BPZ3-11-SB0 <i>83.225 mm 3.2765 in</i>	TBD	TBD

3. #19951 (December Fastrack - Spec Miata Committee) Allow Splined Spacer in Transmission
 Add 9.1.7.C.2.g: *g. Transmission countershaft spacer Mazda p/n M504-17-304 may be replaced with a splined spacer, Mazda part number 0000-02-5722-SP.*

STL

1. #20108 (October Fastrack - Tom Lamb) STL 2% Weight Reductions for Non-ABS Cars
Thank you for your letter. Insert 9.1.4.N.10, move current .10 to .11

10. Vehicles not equipped with ABS brakes may reduce their weight by 2%.

2. #20546 (December Fastrack - Marc Cefalo) Allow BP-Z3 and BP-VE Engines for Mazda Miatas

Thank you for your request. Add to 9.1.4.2.I Table B "Alternate Vehicle and Engine Allowances"

Mazda BP-Z3/BP-VE engine (EDM) / (none) / Chart / (none)

T1

1. #20394 (December Fastrack - David Mead) Disparity in T1
Thank you for your letter.

For T1 Full Preparation cars, remove the words "Comp Coupe" from all 7 specification lines.

Change the weight for the Dodge Viper, ~~incl Comp Coupe~~, ACR/ACR-X, 8300 OEM: 3475

Change the weight on the Audi R8: ~~3200~~ **3500**

Remove the Notes for the Chevrolet Corvette Cadillac /XLR (04-09) and replace with:

The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work kit for C5 or C6 Corvette Advanced Composite Products permitted: rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), hood (p/n:C6/A0021) rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/A0010), front fender (LH) (p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), hood (p/n:C5/A0029)

Any combination of these additional parts permitted with 200lbs weight penalty: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), , instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide) may be used. Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n:C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), , instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH) (p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72")

Non-OEM rear wing/splitter reduce restrictor by 5 mm.

Change the Chevrolet Corvette Cadillac /XLR (04-09) (Stock OEM LT1) weight: 3400 3500

Change the BMW E46 M3 & E36 / BMW Z3 Chassis Notes:

Pennon Fender flares allowed. Flossman body kit is permitted *with 300lb weight penalty*. The headlights can be modified to allow air to pass into the engine induction system.

2. #20436 (December Fastrack - Club Racing Board) Roll Cages for All Touring Cars

To improve safety for T2 cars, the CRB recommends the following changes for Touring roll cages. (Note that rules written for Production-based cars in 9.4 enable all T1 cars to follow the rules in 9.4.)

Change 9.4.E.1. 1. Improved Touring, Spec Miata, B-Spec AND Touring (excluding T1 *and T2*) classes— The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points as specified in these rules. Rollcage may not pass through any structural member, except Miata rear main hoop braces may pass through the package tray.

Change Appendix I, 9.4.3.A.2.: 2. It shall attach to the car at no more than *twelve (12), (T2)*; eight (8) points, *(T3-T4)*; with the forward section of the cage attaching to the front bulkhead or front fender wells (see figure 16).

3. #20523 (December Fastrack - Allen Davis) Electric Door Latch Systems

Thank you for your letter.

Change 9.1.9.1.A.6.: 6. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. *Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers.* Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.

For T2-T4, add 9.1.9.2.D.8.a.4.c: *c. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers.*

4. #20536 (December Fastrack - Michael Pettiford) Allow Headers in Limited Prep

Thank you for your letter. Change 9.1.9.1 Limite T1:

Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. *Aftermarket headers allowed.*

5. #20602 (December Fastrack - Craig Anderson) ABS in T1

Thank you for your letter. Change 9.1.9.1.O.9: 9. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM ABS brake components as supplied. *Aftermarket ABS systems or controllers (i.e. Bosch, Tevis) are permitted with +100lb weight penalty.*

6. #20679 (December Fastrack - Touring Committee) T-1 Remove Allowance Non-Composite Doors

Change 9.1.9.1.A.1: 1. OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, ~~doors~~ and/or trunk/deck lid with nonmetallic composite parts provided that the panel maintains the OEM profiles. Wheel arches may be flared up to 3" and must maintain the OEM profile. The hood may have heat exhaust vents installed in it. Hood inlets

(scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

T2

1. #20073 (October Fastrack - Club Racing Board) Add Replacement Damper to T2 Camaro (98-02) For the Chevrolet Camaro SS (98-02) and Pontiac Firebird (98-02), add to Notes: *ATI Super Damper part #918844 permitted.*

2. #20599 (December Fastrack - Marty Grand) Help for the Mitsubishi Evo 8-9 Thank you for your letter. Change the specification line for the Mitsubishi Lancer Evo8/9 / RS /GSR / MR(03-06):

Weight: ~~3400~~ *3300*

Add to Notes: *Turbocharger part number FPEV0971CHRA allowed. 44 mm TIR restrictor required.*

3. #20665 (December Fastrack - Richard Kulach) 370Z Competition Adjustments Thank you for your letter.

Change the Notes for the T-2 Nissan 370Z (09-13) / 370Z NISMO Edition (09-13):

Notes: 5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed.

Sports Package is allowed. Springs up to ~~800~~ *1000*#/in front and rear allowed. 54010-SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. *SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34.*

T2-T4

1. #19687 (December Fastrack - Eric Heinrich) WDYT #19408 T2-T4 Overbore

In response to member feedback in WDYT letter #19408, add 9.9.1.2.D.1.a.5. to allow .010" overbore as part of overhaul procedures for all non-spec rules cars:

5. Overbore permitted T2-T4, .010" maximum overbore with +20lb. weight penalty. This allowance does not apply to any car adhering to spec rules.

2. #20542 (December Fastrack - Touring Committee) Consider Transfer Fuel Pump for T2-T4 Thank you for your letter. Add allowance for saddle bag type fuel tanks T2-T4.

Add 9.1.9.2.D.1.c.4: *4. For cars that have OEM saddle bag fuel tanks, a single auxiliary aftermarket fuel transfer pump is permitted if the only function this transfer pump performs is to transfer fuel to the OEM pump.*

3. #20597 (December Fastrack - Anthony Cuthbert) Replace Sunroof with Fiberglass

Thank you for your letter. Change 9.1.9.2.D.8.a.4.a.: a. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. The glass sunroof may be replaced with a metal panel *or a panel made of the same material as the roof of the car* and all its associated mechanical components may be removed; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof ~~and must be painted in body color.~~

T3

1. #20513 (December Fastrack - Touring Committee) Request adjustment for RX-8 in T3
Thank you for your request.

In T3, Mazda RX-8 Base/R3 (04-12), make the following changes:

Wheel size: TBA 18x9

Weight: ~~2900~~ **2800**

Notes: "Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Front sway bar permitted 32mm MAX rear sway bar 19 MAX, Front springs max 750, 500 rear. Cold air intake permitted. Header permitted. *Aftermarket flywheel and single disc clutch permitted with no weight penalty.*

2. #20651 (December Fastrack - Robert Schader) Clarification of T3 Nissan 370Z Nismo Spec Line
Thank you for your letter. Make the following changes in the specification line below:

Nissan 370Z (09-~~13~~ **16**) / 370Z NISMO Edition (09-13)

Add to Notes:

Max spring rate of 700 lbs/in front and rear.

3. #20677 (December Fastrack - Touring Committee) Allow optional hardtop Global MX-5 for T3

Allow optional hardtop MX-5 Global Cup Miata (2016) for T3. Add to the Notes:

Notes: Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring rules. *Mazda hardtop (part #TBD) permitted with +50lbs weight penalty. (if a hardtop is used, latches shall be replaced with positive fasteners).*

4. #20678 (December Fastrack - Touring Committee) Allow hardtop for Mazda MX-5 Cup (non 2016 Global Cup MX-5)

Add to Notes:

Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request. *Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners)*

T4

1. #20491 (December Fastrack - Dave Kutney) Remove OE Shock and Mount from Spec Line for T4 Pontiac Solstice

Thank you for your letter. Change the Notes for the Pontiac Solstice / Saturn Sky (06-09) :

The following items must remain stock: ~~shock/struts (including mounts)~~; and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 may be installed (if a hardtop is used, latches shall be replaced w/ positive fasteners and convertible top shall be removed). Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted. *Eibach springs permitted (part # 4.11138), ST sway bar kit allowed (part # 52246). Any non-adjustable shock permitted and adjustable spring perch to meet ride height requirement.*

Recommended Item for 2016

The below item was approved by the Board of Directions at the Convention in January. It will become effective 5/1/2016.

F5

1. #17960 - (February Fastrack - David Lapham) Dry Sump Systems: 4 Stroke

Thank you for your request. Change 9.1.1.D.15.H.: H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted. ~~and~~ †The use of dry sumps *is specifically not allowed*. Accusumps or similar oiling assist systems are permitted.

Change 9.1.1.D.15.J.: J. The cooling system is unrestricted, *however the stock engine water pump must be retained*.

If approved, the CRB recommends this change be effective 5/1/2016.

Recommended Item for 2018

The below item was approved by the Board of Directors at the Convention in January. It will become effective 1/1/2018. It will be published in the GCR 3/1/16 to give competitors time for adjustments to their racing program plans.

GCR

1. #18587 - (February Fastrack - Lee Hill) SRF (1.9L Cars) As a GCR Regional Class Effective 1/1/2018
Thank you for your letter. If approved, the CRB recommends this be published in the GCR 3/1/2016.

Change 9.1.8.E.2.A:
A. SRF3 DEFINITION

It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) ~~become part of SRF3 as one class.~~ *will become a Regional Only GCR Class (effective 1/1/2018).*

The below items for 2016 and 2017 were approved by the Board of Directors in their May 2016 meeting. Items for 2016 list an effective date. Items for 2017 are effective 1/1/2017.

Recommended Items for 2016

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. **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. **Effective 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. **Effective 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. **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. **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

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 (carburetion, 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.

The below items were approved by the Board of Directors in their August 2016 meeting. They will become effective 1/1/2017.

GCR

1. #19536 - (August Fastrack - 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 - (August Fastrack - 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 Appemdix 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 - (August Fastrack - Club Racing Board) 9.3.41 Seat Back Language Effective 1/1/2017

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.~~

To:

9.3.41. SEATS

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 - (August Fastrack - 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 - (August Fastrack - 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 - (August Fastrack - 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 - (August Fastrack - 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:*

	Max Rim	Max
	9	275
	8	245
	7	225
	7	225
	6	225

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 - (August Fastrack - 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.

ST

1. #19612 - (July Fastrack - 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 - (July Fastrack - 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.

2. #19258 - (August Fastrack - 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 - (August Fastrack - 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.*

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2016

NUMBER: TB 16-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/2016 unless otherwise noted.

American Sedan

AS

1. #20540 (American Sedan Committee) Competition Adjustments for Full Preparation Cars

The CRB has reviewed data obtained during the 2016 season and Runoffs. Currently, the 1979-1993 Mustang and 1979-1986 Mercury Capri weigh 200 lbs. less than all other Full Preparation American Sedan cars. This difference has been in place for 12 years or more.

Originally, this difference was required to offset chassis and handling deficiencies when compared to other Full Preparation Cars. However, changes in American Sedan rules over the past 12 years for all Full Preparation Cars such as, but not limited to, splitters, seam welding, suspension control and roll cage rules have made the 79-93 Mustang and 79-86 Capri as or more capable than all other Full Preparation Cars, which weigh 200 lbs more than the Mustang/Capri.

Therefore, the CRB is making the following adjustments for these cars:

In AS, Ford Mustang Incl. Cobra & Cobra R (79-93), change the weight as follows:

Weight

~~3100~~ **3200**

Over

313 CID

~~3400~~ **3500**

In AS, Mercury Capri (79-86), change the weight as follows:

Weight

~~3100~~ **3200**

Over

313 CID

~~3400~~ **3500**

The CRB will continue to monitor performance of these cars. The CRB is continuing to review 2016 season and Runoffs data for other cars in the class and may have additional adjustments in the near future for additional cars.

2. #20691 (American Sedan Committee) Roll Cage Clarification

In GCR section 9.1.6.D.9.e., add the following clarification:

“Roll Cage - All cars must have a roll cage as specified *in 9.4*, Appendix I - 2007 roll cages, sections: 9.4, 9.4.1 and 9.4.4GT Roll cages, or Appendix J – 2004 Roll Cage Rules.”

B-Spec

1. #20170 (Derrick Ambrose) New Honda Fit Power/Speed

In B-Spec, Honda Fit (2015), make the following changes:

Model: Honda Fit (2015 -)

Notes: "~~32mm~~ **31mm** flat plate restrictor required."

Formula/Sports Racing

FA

1. #20549 (Michael Collins) SCCA Pro F4 in FA
In FA, classify as follows:

Car	Engine	Wheel Width (in) ± .060	Aero	Table 2		Notes
				Transmission	Weight Restrictor	
<i>US F4</i>	<i>See US F4</i>	<i>See US F4</i>	<i>See US F4</i>	<i>See US F4</i>	<i>See US F4</i>	<i>Car must run per all current US F4 series rules. Competitors must provide current US F4 rules upon request.</i>

P2

1. #20225 (SCCA Staff) Toyota WSR Specs

In P2, Engine Table, Line D, add the following language to the notes:
"Competitor must present specifications on demand."

2. #20548 (Armen Megregian) Request Change to Spec Line J of the P2 Engine Table

In P2, Spec Line J, make the following change:
Mazda ~~13A~~ **13B** Rotary

3. #20671 (Formula/Sports Racing Committee) Competition Adjustment for MC Engines in P2

With the creation of the P2 class in 2014 there were many unknowns with regard to how the initial balance of power engine allowances would perform between automotive and motorcycle platforms as well as the separation between P1 and P2. The FSRAC has recommended performance adjustments to some of the motorcycle engine platforms in order to bring them in line with the performance of the automotive based engine platforms and the P1/P2 separation. The CRB agrees with these restrictor changes and the efforts to keep improving the competitiveness of the different engine platforms in P2.

In P2 Engine Table, B.1, make the following changes:

Restrictor:

Stock ~~37.5mm~~ **36.5mm**

Modified ~~38.5mm~~ **37.5mm**

In P2 Engine Table, B.4, make the following changes:

Restrictor: ~~38.5mm~~ **37mm**

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

Restrictor: ~~40.5mm~~ **38.5mm**

Weight: ~~1160~~ **1210**

In P2 Engine Table, B.6, make the following changes:

Restrictor: ~~40.5mm~~ **38.5mm**

GCR

1. #20206 (Tobin Schuster) Question on Awarding Race Points

In GCR Section 3.7.2.B., remove the following language:

"Points are awarded to one driver per car per race ~~group~~. When more than one driver competes in the same race ~~group~~, neither is awarded points."

Grand Touring

GTL

1. #20183 (Kyle Keenan) Update to Kia Models Currently Listed in GTL
In GTL, Cars - KIA, make the following changes:

GTL Cars – KIA					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Kia Rio & Forte	2000- 2005	2DR 4dr	RWD	97 95.0	
<i>Rio</i>	<i>2006-2011</i>	<i>4dr/5dr</i>	<i>RWD</i>	<i>98.4</i>	
<i>Rio</i>	<i>2012-2017</i>	<i>4dr/5dr</i>	<i>RWD</i>	<i>101.9</i>	
<i>Forte</i>	<i>2009-2012</i>	<i>2dr/4dr</i>	<i>RWD</i>	<i>104.3</i>	
<i>Forte</i>	<i>2013-2017</i>	<i>2dr/4dr</i>	<i>RWD</i>	<i>106.3</i>	

Improved Touring

None.

Production

1. #20223 (Bill Lamkin) Change to Bumper Rule

In GCR section 9.1.5.E.9.a.7., add the following language:

“Bumpers that are integrated into the front or rear bodywork, can be replaced by replica components of an alternate material. The energy absorbing bumper components behind the front or rear bumper cover can be removed *or modified*. Bumpers which are not an integral part of the body can be removed or replaced by components of an alternate material, provided their appearance remains as stock. If a bumper is removed, all mounting bracketry which projects outside the body must also be removed. Bumper bracket holes in the body created by removal of a bumper can be covered provided the covering serves no other purpose.”

1. #20244 (Blake Meredith) Correction: 88-91 Honda CRX Wheelbase

In FP, Honda CRX Si (88-91), correct the wheelbase dimension as follows:

Level 1: ~~2304 (90.7)~~ *90.6*

Level 2: ~~2235~~ *90.6*

1. #20358 (Tom Feller) Cam Follower Rule Clarification

In GCR section 9.1.5.E.2.f.5., add the following language:

“Pushrods are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, *rocker type* cam followers, rocker ratios and rocker/follower ratios must be stock.”

Spec Miata

1. #20439 (Spec Miata Committee) Parity changes for 1.8L cars

In SM, Mazda MX-5 / Miata (94-97), make the following changes:

Restrictor: ~~47mm~~ *N/A*

Weight: “~~2350~~ *2400* or ~~2365~~ *2415* with alternate bore”

Super Touring

None.

Touring

T2

1. #20605 (Touring Committee) Changes for 2017 Touring 2

In T2, make the following changes:

Chevrolet Camaro SS/1LE (10-14)

Notes: "Springs up to 800#/in front and rear ~~allowed~~ *permitted*."

Chevrolet Camaro (2016-)

Notes: "*Springs up to 800#/in front and rear permitted. 1LE swaybar kit (part number tbd) permitted.*"

Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04) (aftermarket brakes)

Weight: ~~3450~~ *3525*

Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04) (OEM brakes)

Weight: ~~3350~~ *3400*

Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13)

Weight: ~~3475~~ *3450* Add 50 lbs. for larger wheels

Notes: "LS2: ~~56mm~~ *57mm* flat plate restrictor is required. LS3: ~~48mm~~ *51mm* flat plate restrictor is required and must be placed in the front of the factory throttle body manifold opening."

Ford Mustang GT 5.0L (11-14)

Tires: ~~275 First two/three Majors in 2016 (see TB 16-01): 295~~

Notes: "~~59mm~~ *56mm* flat plate restrictor required."

Ford Mustang GT 5.0L (2015-)

"Springs up to 800#/in front and rear permitted."

T2-T4

1. #20603 (Touring Committee) Clarify Suspension Perches

In GCR section 9.1.9.2.D.5.b.2.d. make the following changes:

"T2-T4 only: Cars with alternate spring allowance in spec line, may use adaptors, and ~~threaded~~ *adjustable* perches to allow fitment of springs."

T3

1. #19086 (John Baldwin) Update STi T3 Weight

In T3, Subaru WRX STi (03-07), make the following changes:

Weight: ~~3500~~ *3400*

2. #20214 (Dion Ciccarelli) Consider Adjusting Restrictor Size on V6 Mustang

In T3, Ford Mustang V6 (11-14), make the following changes:

Wheels: ~~18x9~~ *18x10*

Weight: ~~3425~~ *3475*

Notes: "~~50mm~~ *55mm* flat plate restrictor required. ~~18x10 wheel allowed +100-lbs~~"

3. #20231 (Bryan Broaddus) Spec Change for the 2001 Porsche Boxster S

In T3, Porsche Boxster S (00-04), add the following language to the Notes:

Alternate exhaust manifold permitted, 966-111-102-05 (left) and 996-111-101-05 (right).

4. #20463 (Todd Lamb) Spec Boxster Specs

In T3, Spec Boxster, make the following changes:

Bore x Stroke: ~~2700~~ *85.5 x 72.0 2480*

Tires: ~~255/40-17~~ *SPB or 225 DOT*

Notes: "Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. *Tires must meet 2016 SPB rules or any 225 DOT tire permitted.*"

T4

1. #20347 (Dan Hardison) Allow a Cold Air Intake for the 1996-2002 Camaro/Firebird
In T4, Chevrolet Camaro V-6 (96-02), make the following changes:

Tires: ~~265~~ 275

Notes: "The following items must remain stock: shock/struts (including mounts), ~~original wheels~~, and transmission differential - unless specified below. Performance option permitted, consisting of limited slip differential, up level steering rack, dual exhaust. GM PS cooler #10417037 allowed. Z-28 front sway bar (30mm) and rear sway bar (19mm) allowed. GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed. Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 ¾ inches. Koni Shocks, 8241-1139 (F) and 8241-1140 (R) permitted. SP-141 front and rear springs permitted; SP-8316 front sway bar and SP- 8327 rear sway bar permitted; BMR suspension strut tower brace # STB-002 is permitted. *K&N Cold Air Intake Kit FIPK (57-3041) allowed.*"

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

Tires: ~~265~~ 275

Notes: "The following items must remain stock: shock/struts (including mounts), ~~original wheels~~, and transmission differential - unless specified below. Performance option permitted, consisting of limited slip differential, uplevel steering rack, dual exhaust. GM PS cooler #10417037 allowed. Z-28 front sway bar (30mm) and rear sway bar (19mm) allowed. GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed. Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 ¾ inches. Koni Shocks, 8241- 1139 (F) and 8241-1140 (R) permitted. SP-141 front and rear springs permitted; SP-8316 front sway bar and SP- 8327 rear sway bar permitted; BMR suspension strut tower brace # STB-002 is permitted. *K&N Cold Air Intake Kit FIPK (57-3041) allowed.*"

2. #20392 (david mead) Thoughts on T4 Parity

In T4, make the following changes:

Subaru BRZ (2013-)

Weight: ~~2850~~ 2925

Notes: "~~Header permitted with +100 penalty.~~ *Non-OEM limited slip differential allowed with +50 lbs. weight penalty.*"

Scion FR-S (2013-)

Weight: ~~2850~~ 2925

Notes: "~~Header permitted with +100 penalty.~~ *Non-OEM limited slip differential allowed with +50 lbs. weight penalty.*"

Mazda MX-5 / Club Model (06-14)

Weight: ~~2600~~ 2650

Notes: "The SM5 suspension (only) is allowed with a ~~75lb~~ 100 weight increase. *Non-OEM limited slip differential allowed with +50 lbs. weight penalty.*"

Ford Mustang V6 (05-10)

Notes: "The following items must remain stock: shock/struts (including mounts), ~~original wheels~~, and transmission differential - unless specified below. *After market wheels =25 pounds*"

Mazda RX-8 Base/R3 (04-12)

Weight: ~~3450~~ 3125

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Kipp Gaynor vs. SOM COA Ref. No. 16-16-NE October 13, 2016

FACTS IN BRIEF

On September 3, 2016, at the MARRS 8 event at Summit Point Motorsports Park, Gary Shenk, driver of SM #25 filed a protest against Kipp Gaynor, driver of SSM #43. Mr. Shenk alleged that Mr. Gaynor made side to side contact with his car entering Turn 3 forcing Mr. Shenk off track and endangering his safety (General Competition Rules 6.11.1.).

The Stewards of the Meeting (SOM), Jim Shoemaker, Chris Current, Jim Harrison, Lin Toland, Doug Nickel, and Steve Keadle, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed video evidence. The SOM determined there was sufficient evidence to uphold the protest. The SOM assigned a penalty of loss of two finishing positions in class to Mr. Gaynor. Mr. Gaynor appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Spencer Gorham, and Michael West (Chairman) met on September 29, October 6, and October 13, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Kipp Gaynor, received September 13, 2016.
2. Official Observers Report and related documents, received September 21, 2016.
3. In-car video evidence from Gary Shenk and Kipp Gaynor, received September 23, 2016.
4. In-car video evidence from Jeff Horowitz, received October 3, 2016.

FINDINGS

In his appeal Mr. Gaynor asserts that pertinent evidence (video evidence submitted by Mr. Shenk) was withheld by the SOM, thus limiting his ability to fully present his case. He also asserts the SOM did not fully investigate the incident by failing to examine the track where the incident occurred and, thus, overlooked skid marks left by Mr. Shenk's SM. Mr. Gaynor asserts the Horowitz video shows Mr. Shenk made two "blocking moves" affecting Mr. Gaynor's path. According to Mr. Gaynor, Mr. Shenk failed to leave Mr. Gaynor racing room and thus Mr. Shenk was at fault. He also asserts the video provided by Mr. Horowitz was deceptive and should not have been used as the basis of the decision.

Mr. Gaynor asserts he should have been allowed to view the video evidence submitted by Mr. Shenk. According to General Competition Rules (GCR) 8.2. (Hearings and Judgements) "*Each party or witness must be heard separately and privately.*" The SOM acted within the mandates set forth by the GCR and were correct in keeping Mr. Shenk's video evidence confidential.

Mr. Gaynor provided pictures of the skid marks with a detailed analysis. He also provided edited video footage from his car and Mr. Horowitz's car in both real time and slow motion. He asserted the edited footage established the unreliability of the footage from Mr. Horowitz and confirmed he was turning into the corner and away from Mr. Shenk at the point of impact. He further asserted that he was slightly ahead of Mr. Shenk at the turn in point, left Mr. Shenk plenty of room to driver's right, and that Mr. Shenk overreacted by turning into Mr. Gaynor.

The COA reviewed all of Mr. Gaynor's evidence, including his detailed analysis and edited video. The COA understands his argument, but does not agree with his conclusion. The body of evidence relied upon by the SOM taken in context establish that Mr. Shenk moved to

driver's right, away from Mr. Gaynor, before the turn in point and Mr. Gaynor chose to move to the right as well. Mr. Shenk was at the right edge of the track before the cars reached the turn in point, and while Mr. Gaynor appears to turn left, his action was just before the impact. The videos establish his trajectory and momentum were clearly still going to driver's right when Mr. Gaynor's car impacted Mr. Shenk's car, thus causing Mr. Shenk to exit the track to driver's right.

The SOM ruling relied upon the full body of evidence presented to them and came to a clear and reasoned decision. The penalty imposed was within their authority under the General Competition Rules.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Gaynor's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS J. T. Coupal vs. SOM COA Ref. No. 16-17-NE October 13, 2016

FACTS IN BRIEF

On September 17, 2016, at the Fun One event at Watkins Glen International, James Bucci, driver of T4 #83 filed a protest against J. T. (Jason) Coupal, driver of SM #77. Mr. Bucci alleged that Mr. Coupal made side to side contact with his car exiting the Bus Stop forcing Mr. Bucci off track and into the guardrail (General Competition Rules 6.11.1.).

The Stewards of the Meeting (SOM) John Sheridan, Roy Bergman, and Gene Kern, Chairman, met, reviewed the evidence, heard testimony from witnesses, and viewed video evidence. The SOM determined there was sufficient evidence to uphold the protest. The SOM moved Mr. Coupal to last finishing position in class. Mr. Coupal appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Michael West (Chairman) met on October 6 and October 13, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from J. T. Coupal, received September 23, 2016.
2. Official Observers Report and related documents, received September 29, 2016.
3. Response to Court of Appeals questions from the SOM Chairman, received October 14, 2016.
4. Witness statement via email from Earl Hurlbut, Chief Steward, received October 14, 2016.

FINDINGS

In his appeal Mr. Coupal raises several procedural issues in the handling of this protest.

1. Mr. Coupal asserts the protest was not filed within the time period set forth in General Competition Rules (GCR) 8.3.1. That is, it was not filed within 30 minutes after the race finish.
2. Mr. Coupal states he was not notified that a protest had been lodged against him until several hours after completion of the race and not immediately after the SOM received the protest.
3. Mr. Coupal states he was not given time to prepare his evidence or find and present a witness that that he knew observed the incident. He feels this impeded his ability to obtain a fair and impartial hearing.

The COA noted Mr. Bucci presented his protest to the Chief Steward at 1:35 PM. The COA further noted the provisional results for this race were posted at 11:23 AM. The case file did not contain any documentation stating why the SOM accepted and acted on a protest filed outside the 30 minute window. The Chairman later stated the SOM did discuss the late filing and determined an extension to the filing period was justified. Witness statements from the Chief Steward and from Jack Hanifan, driver advisor, contained in the SOM case file corroborate the following explanation.

Explanation: Following the race Mr. Bucci was examined by the event medical crew and released. Mr. Bucci met with the driver advisor, Jack Hanifan, and during their discussion Mr. Hanifan became concerned Mr. Bucci had possibly suffered an injury requiring treatment. A family member took Mr. Bucci to a local hospital, where he was treated and released to return

to the event. Prior to leaving the track Mr. Bucci clearly indicated he wanted to file a protest. Upon returning to the track he completed the protest form which he submitted along with the fee to the Chief Steward.

The COA confirmed Mr. Coupal was not immediately notified after the protest was filed. While the COA notes the explanation for the delay provided by the SOM, it is not normal to postpone notification of affected parties. Mr. Coupal was also notified by the driver advisor rather than a member of the SOM.

According to the SOM, Mr. Coupal met twice with them. During the first interview Mr. Coupal verbally testified about the incident and was asked to reduce his testimony to writing on a witness statement. Mr. Coupal asserted he was given only 15 minutes to complete the statement. The Chairman does not recollect directing Mr. Coupal to return with the statement within 15 minutes, but may have stated as such in answer to a question from Mr. Coupal regarding when he should return.

Mr. Coupal asserts he was not given time to obtain evidence and find a witness that could corroborate his testimony. He further states he mentioned the availability of additional evidence when he met with the SOM, but was not given time to act. According to the SOM Chairman, Mr. Coupal mentioned this at the decision interview and not the fact finding interview.

After the SOM decision was communicated, the SOM provided Mr. Coupal with the COA document that explained the appeals process, including the necessity to submit all evidence the appellant wished the COA to consider. The driver advisor explained the appeals process to the entrant. However, Mr. Coupal did not submit any video evidence or a statement from the witness he asserted could support his position.

The SOM ruling relied upon the body of evidence presented to them and came to a clear and reasoned decision. Since Mr. Coupal did not present any new evidence, the COA must rely upon the evidence documented in the case file. While the case file was lacking documentation justifying the extension of the filing period, it clearly was considered, reasonable, and within the authorities provided the SOM in GCR 8.3.1.F. Although notification to Mr. Coupal that he was the subject of a protest was not timely, this action does not rise to such a level as to require a reopening or voiding of the SOM ruling.

The penalty imposed was within the SOM's authority under the General Competition Rules.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Coupal's appeal is well founded and, due to the valid procedural concerns, the entire appeal fee will be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | October 18, 2016

The RallyCross Board (RXB) met via conference call on October 18. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Tere Pulliam, BOD liaison, 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 Safety Committee reviewed one rollover incident from the RallyCross National Championship and concluded that it was the result of a high center of gravity vehicle on a grippy surface. The Committee deemed that no further action is warranted.
- Rules Committee (Keith Lightfoot): Lightfoot distributed the proposed rule changes for 2017. The RXB tabled discussion and voting to the November meeting.
- RallySprint Committee (Kito Brielmaier): The Committee has discussed some rule changes for 2017 and will have those changes ready for RXB review and approval at the November meeting. The New England Region held a successful event on October 8. A scheduled event in the Oregon Region, cancelled due to weather concerns, has been rescheduled for October 22. Another event in the Oregon Region is scheduled for November 13. Safety steward training is planned in conjunction with some upcoming events.
- National Championship Committee (Mark Macoubrie): Macoubrie will be contacting Committee members to assess the needs for the Committee composition in 2017. Macoubrie is also gathering 2016 Regional event data for the RXB to assess any needs and trends in RallyCross participation across the country. Regions can help with this process by submitting event results with their audits.
- Divisional RallyCross Stewards Liaison (Ron Foley): The stewards had a conference call on September 22 where only 4 were in attendance. The discussion was focused on the then upcoming RallyCross National Championship. Foley also announced that Leon Drake will be assuming the role of assistant steward in the Southeast Division.

Old Business

- Central Division RallyCross Steward: Foley interviewed the candidates for steward in the Central Division and offered his recommendation.

Motion: Appoint Brian Chabot, Land O' Lakes Region, as Central Division RallyCross Steward with Kevin Dobrowolski, Iowa Region, as Assistant Steward. Foley / Regan. PASSED 7-0.

New Business

- 2016 RallyCross National Championship post-event review: The RXB discussed the RallyCross National Championship event and the results of the post-event competitor survey. The survey provided valuable information and showed a generally positive view of the event by competitors. Some of the areas that the RXB hopes to improve for subsequent Championships are better communication to all competitors on rule clarifications, better grid procedures, quicker course changes, and a more equitable solution to which group goes first on a new course. The National Championship Committee will use comments and survey results for planning of the 2017 event.
- 2017 National Convention: The RXB discussed preliminary plans for the upcoming 2017 SCCA National Convention scheduled for January 19-21, which will include RXB face-to-face meetings prior to the start of Convention.

Next meeting: November 1, 2016

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | November 1, 2016

The RallyCross Board (RXB) met via conference call on November 1. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Tere Pulliam, BOD liaison, and Brian Harmer from the National office.

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

Chairman Hyatt called the meeting to order at 7:09pm CDT.

Committee Reports

- RallyCross Safety Committee (Chris Regan): The Committee reviewed one incident in the past month involving a vehicle rollover that was the result of a tire de bead. The Committee deemed no further action was warranted. Hyatt requested that the Safety Committee review the rule change proposals each year to make sure each complies with safety concerns. Regan clarified that the Safety Steward training is on the website, but the Safety Steward recertification is not yet online.
- Rules Committee (Keith Lightfoot): With all the rules changes in hand, the RXB discussed and voted on each proposal. The proposals and voting results are below. The proposals approved by the RXB will be submitted to the BOD for final approval before being added to the 2017 RallyCross Rules.

1. 3.1 ELIGIBLE VEHICLES

A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. **A vehicle that meets the definition above but was not originally sold in the United States (e.g. Canada, Japan/JDM or Europe-only vehicle) is eligible if it meets applicable safety and preparation allowance requirements.** If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded. The following types of vehicles are currently not eligible to compete: ATVs, UTVs, side-by-sides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars and tube-frame vehicles.

PASSED 7-0.

2. 3.2 VEHICLE/DRIVER SAFETY

O. Roll cages are strongly recommended in all **Prepared and Modified category** cars. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies. **Only OEM rollcages/rollbars are permitted in Stock categories.**

FAILED 0-7.

3. 3.2 VEHICLE/DRIVER SAFETY

P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SAH2015, SA2010, SAH2010, SA2005, SA2000, M2015, M2010, M2005, ~~M2000~~, K2015, K2010, K2005, K2000), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, or British spec BS6658-boxes 85 type A/FR **or ECE 22.05 standards (2005, 2010 or 2015)** are acceptable.

PASSED 5-1-1. Hyatt opposed. Brielmaier abstained.

4. 3.2 VEHICLE/DRIVER SAFETY

S. All vehicles must contain a supporting structure equivalent to the load bearing potential of the factory windshield, with no cracks. This is to be followed at all Regional and National events. Any vehicle with a

cracked windshield and without a sub structure, of pre-approved composition to compensate for it will be disallowed.

FAILED 0-7.

5. 3.3.C. VEHICLE CLASSIFICATION - Stock Category

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

PASSED 5-2. Sealander and Macoubrie opposed.

6. 3.3.C. VEHICLE CLASSIFICATION - Stock Category

4. The additions of protective equipment ~~is~~ **are** allowed with the following exceptions:

a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage. **Examples of allowed protective equipment include skid plates to protect under-body components and to protect lower front fascias from ground contact, mud flaps and bolt-on fender flares to protect paint from gravel damage, driver restraints/harness belts and roll cages/bars to protect occupants, and strut caps to prevent failure of strut mounts. Examples of non-allowed modifications that provide a performance advantage include larger radiators to reduce engine temperatures, oil catch cans to reduce oil in the intake system, vents/scoops to improve cooling or intake airflow, additional ducting to improve engine or brake cooling.**

PASSED 7-0.

7. 3.3.C. VEHICLE CLASSIFICATION - Stock Category

4.d. Driver restraints and roll cage may be added. Modification **or removal of rear seats and** interior components to the minimum extent necessary for the proper installation of driver restraints and roll cage is permitted.

FAILED 1-6. Lightfoot supported.

8. 3.3.C. VEHICLE CLASSIFICATION - Stock Category

12. Any type wheel may be used provided it complies with the following: ~~Wheels must be of the same diameter and width as the OEM wheel.~~ **Wheel width must be the same as the OEM wheel. Wheel diameter may be +/-1" of the OEM wheel.** Wheel offset (backspace) must be within 0.394"(10mm) of original equipment wheel offset. Wheel spacers are considered part of the wheel.

FAILED 2-5. Sealander and Lightfoot supported.

9. 3.3.D. VEHICLE CLASSIFICATION - Prepared Category

5. The intake system upstream from the throttle body may be replaced with any material. **Mid- and rear-engine vehicles are allowed one intake snorkel/inlet that extends outside the vehicle's body and the minimum necessary body modification to accommodate its installation.** Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced.

FAILED 0-7.

10. 3.3.D. VEHICLE CLASSIFICATION - Prepared Category

15. Vehicles may substitute ~~one~~ **any** differential with a mechanically governed limited slip or locking unit of an alternate type. This includes spools and welded stock differentials. This does not allow the use of a

differential with external controls (electronic or otherwise) to regulate slip or locking. Differentials must be contained in a stock unmodified housing/third member with stock or optional ring and pinion ratios available for the specific model, body, and year of the vehicle only. ~~4wd vehicles may not substitute more than one differential with an alternate type.~~

PASSED 7-0.

11. 3.3.D. VEHICLE CLASSIFICATION - Prepared Category

25. Oil catch tanks may be added.

PASSED 7-0.

12. 3.3.E. VEHICLE CLASSIFICATION - Modified Category

3. All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or with the following requirements:

e. Fenders and doors may be modified or replaced but not removed.

PASSED 7-0.

13. 3.3.E.3. VEHICLE CLASSIFICATION - Modified Category

f. Side and rear windows may be removed or replaced with Lexan or equivalent; ~~however, a convertible hardtop must retain the OEM rear window. ...~~

FAILED 1-6. Brielmaier supported.

14. 3.3.E.3. VEHICLE CLASSIFICATION - Modified Category

f. ... Windshield may be replaced with Lexan or equivalent **or wire mesh or metal bracing**, with addition of a full roll cage built to SCCA Improved Touring specifications or better.

FAILED 0-7.

15. 3.3.E.3. VEHICLE CLASSIFICATION - Modified Category

i. Aerodynamic devices, including wings, splitters, spoilers and spats, may be added, removed or modified. **Any such devices used must be securely mounted to the vehicle.**

PASSED 7-0.

16. 3.3.E. VEHICLE CLASSIFICATION - Modified Category

10. Exhaust systems may be replaced with any material with the following requirements:

a. The exhaust must exit ~~behind to the rear of the driver~~ **or exit to the side of the vehicle.**

FAILED 0-7.

17. 3.3 VEHICLE CLASSIFICATION

F. Extreme (X) Category

1. This is a new category for any all-wheel-drive vehicle with an active center differential, whether OEM or aftermarket (e.g. Mitsubishi Evolution, Ford Focus RS). All Modified category allowances are allowed in this class.

FAILED 0-7.

18. 4.2 EVENT OPERATING RULES

L. Each driver will be provided an opportunity to walk ~~or drive through~~ the course or to have a parade lap prior to the first official run.

FAILED 0-7.

19. 4.3 COURSE SAFETY AND LAYOUT RULES

When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Stock category vehicles and should not normally exceed ~~50~~ 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph.

FAILED 0-7.

20. 5.4 APPEALS PROCESS

1. Court of Appeals

Effective 2009, the RallyCross Board ~~will~~ established a standing Court of Appeals (COA) to hear any/all appeals that arise from RallyCross events. This COA ~~will~~ consists of three members who will serve for a period of one ~~calendar~~ year (~~1/1 to 12/31~~) **from the date of appointment**, ~~but~~ **and** may serve more than one consecutive term. One will be a member of the current RallyCross Board of Directors and the other two will be competitors.

PASSED 7-0.

21. 4.2 EVENT OPERATING RULES

J. FIREARMS - Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in competition vehicles while on course.

PASSED 7-0.

22. 3.3.C. VEHICLE CLASSIFICATION - Stock Category

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

Motion: Not approve any change at this time to the studded tire rules. Get member feedback addressing studded tire use for National Championship and National Challenge events and build that feedback into the Supplemental Regulations for 2017. Going forward address the issue through 2018 rule change process. Lightfoot / Regan. PASSED 7-0.

- RallySprint Committee (Kito Brielmaier): No updates.
- National Championship Committee (Mark Macoubrie): Macoubrie is continuing to work on the Committee composition for 2017. Hyatt requested that the Committee composition be finalized in time for the National Convention.
- Divisional RallyCross Stewards Liaison (Ron Foley): The stewards met in October in meeting where questions were raised about the 2017 National Challenge schedule and expectations. Sample contracts from 2016 have been emailed to the stewards for consideration. The National office is requesting sites and pricing to assist in the budgeting process. Foley will revisit the issue with the stewards.

Old Business

- 2017 National Convention: Hyatt requested that the RXB members send two emails to him regarding the National Convention. The first email will be for preferences of the RXB face-to-face meeting schedule. Current plans are for meetings all day on Wednesday and a half day on Thursday. The second email exchange is

for award nominations. Four awards will be presented at the Convention: Dirty Cup, Divisional RallyCross Achievement, Regional RallyCross Achievement, and Sparkplug Award.

Next meeting: December 6, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes November 14, 2016

The RoadRally Board met via conference call on November 14, 2016; meeting called to order at 7:35 CST 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 Terry Hanushek, Lee Hill, and Bob Dowie, and Jeanne English, RRB secretary

Minutes: October minutes stand as published.

Front Burner Items:

1. RReNewsletter – Organizers are requested to publicize at their events that contestants can subscribe to the RReNewsletter by texting “roadrally” to 22828.
2. Planning Calendar released today. Thank you, Jeanne
3. SCCA Staff Attendees (Jamie)
 - a. Convention Registration
 - b. Convention Program – Rich has been talking to Jeff Luckritz about the road rally presentations which will be: Bob Sonntag (Southern Indiana) will present on adding road rally to an autocross region; Rich will revise Jay’s presentation from last year; Jeanne will do road rally Safety Steward training
 - c. Sunday meeting room reserved – we will meet until 3:00 pm; please make travel plans to leave hotel after 3:00 if possible.
4. Regional Development Committee (Jay) - he has been: writing articles emphasizing that rally is a social activity at the regional level, so the events should have a focus on ensuring that everyone has fun; talking to people; and leading by example. His region can currently handle between 30 and 40 contestants at an event and they would like to get that number up to 50)
5. NEC Report (Mike) -
 - a. Recent and Upcoming National events (Confirm dates at scca.com)
 - i. Two National Course Rallies, Folsom, CA – October 15, 16
 - ii. SoCal Highway Robbery – October 22Both events were well-received
 - b. 2017 National Events on the horizon
 - i. Yucatan Safari (LOL), January 14.
 - ii. Mark Haas Memorial Weekend (South Jersey) March 18-19 National/Divisional
 - iii. Desert Sands, Desert Sins, 2 National Course Rallies, Arizona Border, March 4, 5 2017
 - iv. Roads Scholar/Badger Burrow Course/Tour Weekend, May 20-21, 2017
 - c. The NEC had no agenda items for RRB to work on; Mike has sent rules revisions to Bruce. The USRRC had 50 cars Saturday and 31 cars Sunday, and the contestants went away happy; Terry reported that a competitor at the USRRC sent a list of comments to the RRB and liaisons about items that SCCA could have been done better; can these items be incorporated into future USRRCs? Mike asked about the USRRC sanction fee; the audit form says \$500, but the fee was waived this year and has been for several recent USRRCs [note from the secretary: the 2016 audit form actually says “Will be part of contract when the Region is granted approval to hold the USRRC”]; Rich suggested charging a sanction fee commensurate with the events; John suggested charging half of usual fee as an incentive; Rich thought that was not much of an incentive. **Motion: the 2017 USRRC fees be commensurate with the level of the rallies, \$500 waived. Rich/John/pass (5-0).** Mike needs to make a document with RRR changes for our liaisons to present to the BOD for approval at their December meeting.
6. Pointskeeper status (John)
 - a. Inquiry regarding Feb 14 GTA in Texas – Rich reported that two teams did not receive points for the Feb 14 GTA in Texas; the original results submitted

incorrectly listed them as guests; the revised results corrected listed them as members. John said that the standings have been revised.

b. Revision of results: Organizers are reminded that Article 18 I of the RRRs prohibits revising the results after they are declared final at the event (not even to correct mathematical errors).

c. Ballots for the Teter and Gervais awards are sent out after the last national of year; John will send a list of eligible voters to Deena, who will send out the ballots.

d. A competitor made a request to change his worker points from one series to another; can this be done? The RRRs say that the chairperson notifies Pointskeeper who will get points and that those people cannot then be changed. **Motion: for 2016 allow people to move worker points from one series to another. Rich/John/pass (4-1) Motion: Starting in 2017, once assigned, worker points may not be assigned to another series, except with RRB approval. Rich/Clarence/pass (4-1)**

7. The RRB met in Executive Session.

8. New Business

a. Worker points. 20 points for working two Divisionals. Jim proposed that starting in 2017, since 20 worker points are earned for a national, that 20 points could be earned by working two divisionals **Motion: change the last sentence of the fourth paragraph in 8.C. that says “A maximum of 10 worker points will be awarded to an individual in each series each season” to “A maximum of 20 worker points will be awarded to an individual in each series each season.” Jim/Clyde/pass (3-2).** Jim will contact Mike about this.

b. Other items of new business - none

Motion to adjourn at 9:29 PM CST

Next meeting December 12, 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:
<https://www.scca.com/events/1981888-2016-tire-rack-solo-national-championship-presented-by-garmin-virb>

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:
<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

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