

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 Kansas City Airport Hotel December 2 & 3, 2016.

Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Charlie Davis, Bob Dowie, Terry Hanushek, Lee Hill, Bruce Lindstrand, Marcus Merideth, Jim Weidenbaum and Peter Zekert. Newly elected Directors Chris Albin, Jack Burrows, and Earl Hurlbut.

The meeting was called to order by Vice Chairman Helman.

MOTION: Approve Minutes of November board meeting. Pulliam/Coleman. PASSED.

FINANCE REPORT

Mindi Pfannenstiel provided an update through October on SCCA Enterprises, SCCA Pro Racing and SCCA, Inc.

MOTION: To approve the 2017 Budget as presented. Coleman/Walsh. PASSED.

MOTION: Increase membership dues by \$5.00 per year for all memberships effective March 1, 2017. Increase weekend membership dues by \$5.00 effective January 1, 2017. Christopher/Hill. PASSED. (*Weekend Membership increase revised to take effect March 1, 2017*)

OPERATIONS REPORT

Eric Prill provided an update for the Operations Department relative to sponsorships and the Runoffs. The Super Tour team met in Kansas City on Thursday. Special thank you from Howard Duncan and the Solo Events Board to Terry Hanushek for his service as a liaison to the Solo Events Board. Site acquisition continues to be an issue for Solo Program. VIP program review is in progress. A primary topic for planning committee next year is worker retention and incentives.

TIRE RACK STREET SURVIVAL

Scott Dobler II, SCCA National Coordinator for TRSS presented an update on the program for 2016 and plans for 2017. We have an opportunity to grow the program and engage more regions.

MOTION: To approve the CRB Recommended Items in Appendix A. Lindstrand/Hill. PASSED.

MOTION: To suspend 2.5 rule for 2017. Hanushek/Dowie. PASSED.

MOTION: To approve #20155 with the amended language as shown below. Dowie/Hanushek. PASSED.

#20155 (December Fastrack - SCCA Staff) Firearms in Competition Vehicles
2.1.8. *Threatening or c*ommitting physical violence upon any other participant or spectator.

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Add 2.1.9: *9. 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.*

MOTION: To approve RRB rules package as presented in Appendix B. Hanushek/Hill. PASSED.

MOTION: To approve the RXB Rules package as presented in Appendix C. Pulliam/Coleman. PASSED.

MOTION: To approve 2017 SEB Members: Zack Barnes, Marshall Grice, Brian Conners, Mike Simanyi, Bob Davis, Eric Hyman and Mike Brausen.slate as presented: Hanushek/Dowie. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Steve Hudson and Richard Holden for their service.

MOTION: To approve 2017 RRB Members: Rich Bireta, Chairman (2012) Jim Crittenden (2016) Mike Bennett (2017) Peter Schneider (2017) Clyde Heckler (2016). Hanushek/Dowie. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Clarence Westberg and John Emmons for their service.

MOTION: To approve 2017 RXB Members: Steve Hyatt, Chairman, Chris Regan, Ron Foley, Mark Macoubrie, Keith Lightfoot and Kito Brielmaier. Pulliam/Coleman. PASSED.

MOTION: To approve 2017 Court of Appeals Members: Laurie Sheppard, Chairman, Mike West, Jerry Wannarka, Rick Mitchell, Spencer Gorham. Hanushek/Coleman. PASSED.

MOTION: To approve 2017 Club Racing Board: Jim Wheeler, Chairman, Sam Henry, Todd Butler, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi, David Arken. Lindstrand/Davis. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Chris Albin for his service.

MOTION: To appoint the Jerry Wannarka, Gary Pitts and Tray Ayers to the 2017 SCCA Enterprises Board. Burrows/Hill. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to XX for their service.

MOTION: To appoint Dan Helman as Chairman of SCCA Ventures. Christopher/Hill. Zekert abstained. PASSED

MOTION: To adjourn. PASSED.

APPENDIX A TO DEC 2016 BOARD MINUTES

Recommended Items for 2017

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 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 (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 41 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 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 tear-down 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.

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.

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.

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 width combinations are as follows:**

Class	Max Rim Width	Max Section Width
ITR	9 inches	275
ITS	8 inches	245 225
	7 inches	275
ITA	7 inches	225

<i>ITB</i>	<i>7 inches</i>	<i>225 205</i>
	<i>6 inches</i>	<i>225</i>
<i>ITC</i>	<i>6 inches</i>	<i>225</i>

7. *Original equipment wheels supplied by the manufacturer for the year(s), make, model and trim level(s) of the car as listed on the spec line may be used regardless of size unless noted otherwise on the 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 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 (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.*

Appendix B: 2017 RoadRally Rules Updates

ARTICLE 4 SCCA-SANCTION

C) Application for Sanction:

Any event proposed as a NTR, DTR, NCR, DCR, NGR or DGR must be sanctioned by the SCCA in accordance with all requirements set forth in these RRRs and in the RFOs.

An SCCA Region desiring sanction for an SCCA **RoadRally** Championship National rally must submit a calendar date request to the Rally Department at least 4 months prior to the event for a National event and 2 months for a Divisional event.

At least 90 days prior to the proposed National RoadRally, *or 45 days prior to the proposed Divisional RoadRally*, an SCCA Region (in applying for sanction) must submit to the RRB, via the Rally Department, a detailed description of the proposed event, ~~a draft of the event's GIs~~, and requests for any exceptions to these RRRs. *A draft of the event's GIs must accompany the sanction request for all National RoadRallies and for Divisional Course RoadRallies.*

The ~~RRB-NEC~~ as part of the sanctioning procedure, will determine the number of pre-checks required. This determination will be made within ten working days after receipt of the sanction application.

The RRB specifically reserves the right to refuse calendar listing or sanction of a proposed National **RoadRally** if, in the opinion of the RRB, the rally appears not to conform to required standards. The RRB reserves the right to withdraw a granted sanction at any time prior to the running of an event if, in its judgment, the event committee has failed in important respects to conform with these RRRs, the RFOs, or any recommendation of the RRB, or to observe their spirit, or if it believes the rally will fail to meet required standards. It reserves the right to withdraw sanction after the running of the rally when, in its judgment, such withdrawal is necessary or advisable in the interests of the contestants. Application for National **RoadRally** status or acceptance of it by any SCCA Region shall constitute recognition of these rights.

The prohibition against co-sanctioning and/or co-sponsoring events by SCCA shall

not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

ARTICLE 8 ANNUAL *RoadRally* CHAMPIONSHIP

B) National Champions

4) Champions in each Class shall be determined by the accumulation of points earned in SCCA *RoadRally* championship events. Points shall be assigned per Article 8.C), defined as one equivalent. Points earned on a National event shall be double the points assigned in Article 8.C), defined as two equivalents. ~~Points earned on a USRRG event shall be triple the points assigned in Article 8.C), defined as three equivalents.~~ Contestants may count the best ten (10) of the first fourteen (14) equivalents started or worked in each series, with at least two (2) of those best ten (10) equivalents coming from a National event. Contestants may accrue a maximum of 100 points in each series. ~~Divisional events may account for a maximum of 70 of these points in each series, in addition to any worker's points earned~~

C) Points Scoring System

Points shall be awarded only on the basis of finishing position in rally class and not on the score of any individual section of a rally or in a supplementary event. In case sanction of a rally is withdrawn retroactively, such rally shall be deleted from the annual championship scoring.

The Chairman of an SCCA *RoadRally* Championship event may identify up to four persons who have participated in the event in the capacity of Chairman, Rallymaster, or pre-check crew member to receive worker points for that event. ~~Such workers shall receive 10 points toward the championship series of their choice (this choice must be noted on the worker point form).~~ Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series of their choice (this choice must be noted on the worker point form). Once the Chairman has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. A maximum of ~~10-20~~ worker points per series shall be awarded to an individual per season.

D) Championship Awards

~~Championship Series awards shall be presented to the top 10% of those competing that year in each category. In the event of ties for the last award, the number of awards shall be increased to include those tied. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall not be vacated.~~

~~At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8A nor competed in at least one National *RoadRally* during the year in that Series (Tour, Course, GTA) will be removed from the standings. Finishing positions will then be assigned. If two or more~~

contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated. Awards will be presented to the top 10 positions in each Class in each Series.

ARTICLE 13 VEHICLE INSPECTION

~~2) The organizers shall insure that an SCCA RoadRally sticker (available from the SCCA Merchandising Department) is affixed to both sides of each vehicle, and that any commercial advertising is in good taste.~~

APPENDIX C PROGRAM AWARDS

B) ARTHUR J. GERVAIS AWARD

Arthur J. Gervais was a longtime Rallymaster of the Historic New York National **RoadRally**. This award is presented annually in recognition of the outstanding NCR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three **National Course** events. Prior to 1989, this award encompassed all National Rallies each year.

C) W. DAVID TETER TOURING RALLY OF THE YEAR

W. David Teter was the editor of the modernized and comprehensive **RoadRally** Rule Book, Rallymaster of seventeen consecutive March Lamb Regional rallies, and an outstanding competitor on the NTR circuit. This award is presented annually in recognition of the outstanding NTR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three **National Touring** events.

Appendix C: 2016 RallyCross Board Rules Package

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.

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.

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.

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.

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.~~

3.3.D. VEHICLE CLASSIFICATION - Prepared Category

25. Oil catch tanks may be added.

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.

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.

5.4 APPEALS PROCESS

1. Court of Appeals

Effective 2009, the RallyCross Board will establish a standing Court of Appeals (COA) to hear any/all appeals that arise from RallyCross events. This COA will consist 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.

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.