

## 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 in Dallas, Texas March 3, and 4, 2017 to conduct interviews with candidates for the position of President.

Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer, Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Marcus Merideth, and Jim Weidenbaum. Bruce Lindstrand was unable to attend.

The meeting was called to order by Vice Chairman Helman.

MOTION: To delete the last sentence of the second paragraph of GCR 3.1.1.A.1. Merideth/Dowie. PASSED.

### 3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile events for drivers seeking an elevated level of competition. The Head of Club Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour Staff in some cases. The U.S.

Majors Tour is organized as series of events within six geographic units known as Conferences.

#### A. Types of U.S. Majors Tour Events

##### 1. Conference Events

Points earned in Conference races in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), and qualification for the National Championship Runoffs (see 3.7.4). They may also count toward Divisional Championships (see 3.7.1).

There may be a non-Runoffs eligible component of an event.

Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.

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MOTION: To adjourn. Merideth/Dowie. PASSED.

The Board of Directors met in Dallas, Texas March 11, 2017 to conduct interviews with candidates for the position of President.

Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer, Jack Burrows, Arnie Coleman, Charlie Davis, Earl Hurlbut, Marcus Merideth, and Jim Weidenbaum. Chris Albin, Bob Dowie and Bruce Lindstrand were unable to attend.

The meeting was called to order by Vice Chairman Helman.

MOTION: To accept the Small Event Steward Model as modified to add to GCR Appendix O effective immediately. Merideth/Hurlbut. PASSED.

#### APPENDIX O. SMALL REGIONAL EVENT STEWARD MODEL

This section is intended to provide Regions with an alternate Steward model for small Regional and Drivers' School events. Its intent is to reduce the required number of Race Officials and streamline some of the processes and procedures required at larger events.

Unless specifically listed below all other sections of the GCR shall apply.

##### 1. EVENTS

This model may be used to conduct small Regional and Drivers' School events, about 70 entries or less. The Region may request its use with the approval of the Executive Steward. The Executive Steward will approve the number of entries allowed at the event.

##### 2. SUPPLEMENTAL REGULATIONS

The Chief Steward with the approval of the host Region's representative may make changes to the event Supplemental Regulations prior to and during the event for reasons of errors, omissions, safety or forces beyond their control.

##### 3. REQUIRED STEWARDS

3.1 The minimum stewards required for the event are the Chief Steward and the Assistant Chief Steward Clerk of the Course (COC). The duties of the Chief Steward shall include the role traditionally assigned to the Assistant Chief Steward – Safety. The Chief Steward and the COC may delegate some of their authorities to other Stewards or Race Officials in attendance.

3.2 The Executive Steward shall appoint will approve the Chief Steward and the COC at the time the Small Event Request is made.

3.3 If a protest or RFA is not finalized at the event, the Executive Steward shall appoint

a Stewards of the Meeting (SOM) court to hear and determine the outcome of the protest or RFA.

#### 4. STEWARDS

##### 4.1. Powers of the Chief Steward

4.1.A.1. Unless specifically altered in this section, the Chief Steward prior to and during the event, shall have all of the powers and responsibilities assigned to the Stewards of the Meeting in GCR Section 5.12.1, as well as Section 7, and Section 8.

4.1.A.2. In certain circumstances it may be necessary to defer a protest or RFA of an incident to the SOM. The Chief Steward shall inform all parties involved that the action will be processed by the SOM. The Chief Steward or his designee shall collect and forward all related information regarding the actions to the SOM. The SOM will make every effort possible to ensure the action will be processed in a timely manner.

4.1.B. The Chief Steward shall have all of the powers and responsibilities assigned to the Chief Steward in GCR Section 5.12.3, as well as Section 7, and Section 8.

4.1.C. The Chief Steward shall have all of the responsibilities assigned to the Assistant Chief Steward – Safety in GCR Section 5.12.4. The Chief Steward may delegate some of these responsibilities to other Stewards or Race Officials.

##### 4.2. Assistant Chief Steward – Clerk of the Course (COC)

4.2.A. The COC is the Lead Operations Steward and primarily controls all on-track sessions and any other activities where circuit safety and functionality may be involved or impaired. These duties are performed in accordance with the GCR, supplemental regulations and schedule for the event.

4.2.B. The COC works under the authority of the Chief Steward. The COC, with the approval of the Chief Steward, may delegate responsibilities to other Stewards and Race Officials at any time as needed.

MOTION: To adjourn. Merideth/Hurlbut. PASSED.

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | February 22

The Solo Events Board met by conference call February 22nd. Attending were SEB members Mike Simanyi, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis, Zack Barnes and Marshall Grice; Doug Gill and Howard Duncan of the National Staff; Bob Dowie and Earl Hurlbut 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](http://www.soloeventsboard.com)

### **Recommended Items for 2018**

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. 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.soloeventsboard.com](http://www.soloeventsboard.com).

#### **Street**

#20588 Move non M Z4

The SAC is recommending the following change to Appendix A, effective 1/1/2018:

Move **from BS to CS**

BMW

**Z4 (coupe and roadster)(non M) (2003-2008)**

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC recommends the following change to Appendix A, effective 1/1/2018:

Move **from GS to HS**

Acura

**RSX Type S (2002-2006)**

#20567 Item 19608 - Withdrawal of proposal to move 89-99 Taurus SHO to HS

The SAC recommends the following change to Appendix A, effective 1/1/2018:

Move **from GS to HS**

Ford

**Taurus SHO (1989-1995)**

### **Member Advisories**

#### **General**

#21436 Solo helmet relief

The SEB reminds members that multiple types of helmet certifications, including ECE 22.05 as well as Snell, are accepted for use in Solo events. Those certifications are detailed here:

<http://www.scca.com/downloads/18378-2017-solo-helmet-cert-decals/download>

## Street

### #21376 FRS/BRZ Tool Holder Removal Clarification

Since the FRS/BRZ foam tool holder is secured in place by factory plastic push pins, without the spare tire holding it in place, it cannot be removed per rule 13.2.F

### #21394 2017 Chevy Corvette classing

Thank you for your input. The 2017 Corvette Grand Sport is not currently eligible for SSR as it is a separate model from the Stingray. The SAC continues to discuss adding additional cars to SSR.

### #21405, 21406 SAC Application

The SEB has approved the addition of Dan McCelvey to the SAC.

## Street Touring

### #21470 Application to join the STAC

The SEB has approved the addition of Tasha Mikko to the STAC

## Street Prepared

### #20572 Spoiler width - mirrors included?

The revised wording of rule 15.2.1.2.b is intended to make it clear that spoilers may not extend beyond the silhouette of the original body work directly beneath the spoiler as viewed from above. Other parts of the body (such as mirrors or front fenders) are irrelevant to this rule.

## Prepared

### #21330 Prepared Action Committee Resume

The SEB has approved the addition of Jesse Waymire to the PAC.

## Change Proposals

### #21408 Making ST Hot again

In order to classing issues associated with anticipated changes to open boost, while improving the competitive diversity, the STAC recommends making the following changes to ST, with the exception of removing the displacement catch alls. The coloring of the listings shown below is as follows:

**Moved from STF**

**Moved from STS**

**Moved from STX**

### STF

Street Touring® F (STF) would become a hot hatch/turbo car class STH. This would allow a class to be specifically built around the forced induction cars allowing if needed specific rules for these cars. It would be well subscribed with the allowance of open boost since it is a common mod for these cars on the street.

LSD rules would follow that of STX. Tire/ wheel rules would also follow STX. Some turbo STS cars have also been moved to the class.

**Audi (moved from STX)**

**A3**

**A4**

**TT quattro**

**A4 (1.8T) TT Coupe & Roadster (FWD) (moved from STS)**

**Chevrolet (moved from STX)**

**Cobalt (2.0T)**

**Sonic (Turbo) (2012-15) (moved from STS)**

**Dodge (moved from STX)**

**Dart (1.4L Turbo) (2013-16)**

**SRT-4 (2003-05)**

**Eagle (moved from STX)**

**Talon Turbo (AWD)**

**Fiat (moved from STX)**

**500 Abarth 500 Turbo (2013-16)**

**Ford (moved from STX)**

**Fiesta ST**

**Focus ST**

**Hyundai**

**Genesis (2.0L Turbo) (2010-12) (moved from STX)**

**Veloster (2012-16) (new listing)**

**Kia (moved from STX)**

**Forte (Turbo)**

**Forte Koup (Turbo)**

**Mazda (moved from STX)**

**MazdaSpeed3**

**MazdaSpeed6**

**MazdaSpeed Protégé**

**323 GT & 323 GTX (moved from STS)**

**Mini (moved from STX)**

**Cooper S Turbo (2007-2016)**

**Mitsubishi (moved from STX)**

**Eclipse Turbo (AWD)**

**Lancer Ralliart (2008-10)**

**Nissan (moved from STX)**

**Juke (2011-16 Turbo and R)**

**Pontiac (moved from STX)**

**G5 (2.0L Turbo)**

**Subaru (moved from STX)**

**Forester XT (2003-08)**

**Impreza WRX (non-STI) (2002-16)**

**Legacy GT (2005-08)**

**Volkswagen (moved from STS)**

**Beetle (1.8T & TDI)**

**Golf (1.8T)**

Golf & Jetta (TDI) (2007-15)  
Jetta (1.8T)  
Passat (1.8T & TDI)  
Beetle (2.0T) (moved from STX)  
Golf, Golf R, GTI (2.0T)  
Jetta (2.0T)  
Passat (2.0T)

Volvo (moved from STX)  
240 Turbo (1981-85)  
C30

“Catch-all”: Sedans & Coupes NOC (nonsports-car-based, 4-seat minimum up to 2.5L forced induction)

## STS

Street Touring® Sport (STS) would receive the less competitive cars from STF.

### Acura

Integra (1986-93)

### BMW

Z3 (4-cyl)

### Chevrolet

Sprint (1985-88)

**Cobalt (2.2L, N/A)(moved from STF)**

Cruze (2008-15)

Spark Sonic (non-turbo) (2012-15)

Volt (2011-15)

### Chrysler/Plymouth/Dodge

Neon (all) (1994-99)\*\*

Neon R/T & ACR (2000-05)\*\*

**Neon (NOC) (2000-06)\*(moved from STF)**

### Dodge

**Dart (2.0L N/A) (2013-15)(moved from STF)**

### Fiat

**500 (non-turbo) (2012-15)(moved from STF)**

### Ford

Escort GT (1991-96)

Fiesta (1.0L Ecoboost)

ZX2 & Escort ZX2 (1998-2003)

**Fiesta (N/A) (2011-15)(moved from STF)**

**Focus (non-turbo)(moved from STF)**

### Honda

Accord (1994-97)

Accord (6-cyl) (1998-2013)

Civic (1984-2000)

CRX del Sol & Civic del Sol

**Accord (4-cyl) (1998-2015)(moved from STF)**  
**Civic (non-Si) (2006-15)(moved from STF)**  
**Civic (non-si) (2001-05)(moved from STF)**  
**CR-Z Fit Insight (moved from STF)**

Hyundai

Accent (2012-15)  
Tiburon (V6) (2003-08)  
Kia Rio (2012-15)  
**Elantra (2001-15)(moved from STF)**  
**Veloster (non-turbo) (2011-15)(moved from STF)**

Kia

**Forte (N/A)(moved from STF)**  
**Forte Koup (N/A)(moved from STF)**

Lexus

**CT200H (2011-15)(moved from STF)**

Mazda

323  
Miata (non-Torsen differential) (1990-97)  
Protégé (NOC) (1999-2003)  
Protégé MP3 RX-7 (non-turbo, NOC)  
Mazda2(moved from STF)  
Mazda3(moved from STF)  
**Mazda6(moved from STF)**

MINI

**Cooper (non-S) (2000-13)(moved from STF)**

Mitsubishi

**Lancer (non-turbo)(moved from STF)**

Nissan

200SX SE-R (1995-98)  
Sentra (1.6L, 1.8L, 2.0L) (1991- 2012)  
NX2000 (1991-94)  
**Versa (2007-13)(moved from STF)**  
Pontiac  
Fiero (4-cyl)  
**Pontiac G5 (2.2L)(moved from STF)**  
**Vibe (2003-10)(moved from STF)**

Porsche

914 (4-cyl)

Saturn

SL  
SW  
SC  
**Astra (moved from STF)**  
**Ion (2.2L)(moved from STF)**

Scion

**iA (2016)(moved from STF)**



**iM (2016)(moved from STF)**  
iQ CVT(moved from STF)  
tC(moved from STF)  
xA(moved from STF)  
xB(moved from STF)  
**xD (2008-13)(moved from STF)**

Subaru

Impreza (1.8L, FWD) (1993-96)  
Impreza 2.5 RS (1998-2001)  
Legacy (1990-94)  
**Impreza 2.0i (2012-15)(moved from STF)**

Suzuki

Swift (N/A) (1994)

Toyota

Celica (non-turbo) (1986-2005)  
Corolla (1984-97\*)  
Echo (2000-05)  
MR2 (non-supercharged) (1985- 89)  
MR2 (non-turbo) (1991-95)  
**Corolla (2003-15)(moved from STF)**  
**Matrix (2003-13)(moved from STF)**  
**Yaris(moved from STF)**

Volkswagen

Rabbit, Golf, GTI, Cabrio (1974- 92)  
**Golf (2.5L)(moved from STF)**  
**Golf & Cabrio (2.0L, 8v) (1998- 2006)(moved from STF)**  
**Golf & Jetta TDI (1999-2006)(moved from STF)**  
**Beetle (2.0L, 8v) (1998-2005)(moved from STF)**  
**Beetle (2.5L 5-cyl)(moved from STF)**  
**Jetta (2.0L, 8v) (2000-04)(moved from STF)**  
**Jetta (2.5L 5-cyl)(moved from STF)**

Volvo

S40 (non-T5) V40

“Catch-all”: Sedans & Coupes NOC (nonsports-car-based; 4-seat minimum; up to 3.1L normally-aspirated)

STX

STX would no longer have turbo cars in it's midst. Top cars from STF and certain STR cars can be blended in here.

Acura

ILX (2013-16)  
Integra (non-Type R) (1994-2001)  
Integra Type R  
**RSX (moved from STF)**

## **TSX (moved from STF)**

### BMW

- 128i (2008-13)
- 3 Series (E30 chassis, incl. M3)
- 3 Series (E36 chassis, non-M)
- 3 Series (E46 chassis, non-M)
- 3 Series (E9x chassis, non-M, non-turbo) (2006-13)
- M5 (E39) (1998-2003)

### Chevrolet

- Cobalt (2.4L N/A, 2.0L S/C)
- S10 (4-cyl & 6-cyl, N/A)

### Dodge

- Challenger (V6) (2008-16)
- Charger (V6) (2006-16)
- Dakota (4-cyl & 6-cyl, N/A)
- Dart (2.4L N/A) (2013-16)

### Ford

- Ranger (4-cyl & 6-cyl, N/A)

### GMC

- Sonoma (4-cyl & 6-cyl, N/A)

### Honda

- Civic Si (2006-15)
- Civic SI (2002-05)(moved from STF)**

### Infiniti

- G35 Sedan

### Lexus

- IS 250
- IS 300
- IS 350
- SC300

### Mazda

- RX-8

### MINI

- Cooper (non-S) (2014-15)
- Cooper S 03-06 (incl. 2004-05 dealer-installed)

### Mitsubishi

- Eclipse (V6) (2006-12)

### Nissan

- 240SX 300ZX (non-turbo) (1984-96)
- Juke (non-turbo) (2011-16)
- Sentra SE-R (2000-12)
- Sentra SE-R Spec V

### Pontiac

- G5 (2.4L, 2.0L S/C)

### Saab

9-3 (non-Viggen) (1998-2012)  
Saturn  
Ion (2.4L & 2.0L S/C)  
Scion  
FR-S  
Subaru  
BRZ  
BRZ (2017)  
Toyota  
Supra (non-turbo) (1993-98)  
Tacoma (1995-2016)  
86 (2017)  
Volkswagen  
Corrado (all)  
Passat (VR6, & W8)  
R32  
"Catch-all": Sedans & Coupes NOC (nonsports-car-based, 4-seat minimum; 3.1L to 5.1L normally aspirated)

## **Other Items Reviewed**

### **General**

#20415 National Appeals Committee Process/Procedures

Thank you for your input. The SEB has proposed changes in some of these areas, but does not agree that the other items are necessary.

### **Street**

#21379 Changes to Standard Part Definition

Thank you for your input. The SAC appreciates the feedback.

#21386 Fuel Allowance

Thank you for your input. The SAC is continuing to evaluate member input on the proposal to limit octane.

#21395 Re: 20246 Changes to SSR, +/- 1 wheel diameter proposal

Thank you for your input.

### **Street Prepared**

#20574 Add new 15.10.DD as follows:

Thank you for your input. The SPAC is closely monitoring the new reliability rules.

#20944 Boxster Spyder 987 feedback

Thank you for your input. Please see the 2017 Solo Rules (pages 166 and 167) for Boxster classing in SP.

## **Not Recommended**

### **Street**

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC believes the Celica GT-S (2000-2005) is appropriately classed in GS.

#21223 Camaro 1LE classing

Thank you for your input. The SAC did not want to potentially upset the balance of a growing FS class by adding the V6 1LE.

#21437 Michelin Pilot Sport 4S Legality

Thank you for your input. The SAC believes that at this time it is not necessary to alter the tire eligibility requirement for sizes in 4 wheel diameters. The SAC will continue to monitor the availability of tire models and sizes.

## **Street Touring**

#17671 Wheel/Tire allowances for AWD in STX

Thank you for your input. With the movement of new 09-14 WRX and Ralliart to STX for 2017 the STAC does not recommend changes to AWD wheel or tire widths at this time.

#17672 Request AWD wheel width and tire width adjustment

Thank you for your input. With the movement of new 09-14 WRX and Ralliart to STX for 2017 the STAC does not recommend changes to AWD wheel or tire widths at this time.

#20025 Consideration for allowing transmission control unit modification

Thank you for your input. Please see item #18965 in the March Fastrack.

#21240 Consider reclassing NB Miata (Non Torsen) to STS from STR

To clarify the response to item #20547 (January Fastrack), the performance level of all versions of the later NB car is considered to be above the current level of STS, and the STAC believes it should not be reclassified from STR at this time. We will continue to monitor the performance of this car and these classes.

#21365 Changes to 13.10 - First available Overbore

While the parts in question are not easily attainable, serviceable used parts are commonly available nationwide. Additionally, a combination of the allowed repair method in 13.10 for sleeving the block, with the factory service limits for deck height, and standard size pistons and rings, provides a "new" assembly within the allowances.

## **Street Prepared**

#20923 Rear Spring Relocation

The SPAC is not in favor of additional suspension modification allowances at this time.

#20940 Rear Spoiler

Thank you for your input. The SPAC feels that the spoiler rules are adequate as written.

## **Handled Elsewhere**

### **Street**

#21364 Please class the 2017 BRZ/GT86

See the response to item #21447 in the March Fastrack.

#21378, 21381 95 Octane Rating

Please see the response to item #21386.

#21412 2017 Toyota 86 Street Classing

See the response to item #21447 in the March Fastrack.

#21435 Which Street Class for 2017 Subaru BRZ with Performance Package?

See the response to item #21447 in the March Fastrack.

#21458 2017+ FRS/BRZ not allowed into DS

See the response to item #21447 in the March Fastrack.

### **Street Touring**

#20501 2016+ Honda Civic ST Classing

Please see the proposal associated with item #21408.

#21204 ST Reclass/Shuffle for Opened ECU/Boost

Please see item #21408.

#20162 7th Gen Celica to STF

Please see the proposal included in the response to item #21408

### **Tech Bulletins**

#### **Street**

#21439 2017 Camaro ZL1

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

AS

Chevrolet

*Camaro ZL1 (2017)*

#21336 Please class the Mercedes CLA/GLA

Per the SAC, add the following new listings to Appendix A:

DS

Mercedes Benz

*CLA250 4matic*

*GLA250 4matic*

GS

Mercedes Benz

*CLA250 (FWD)*

*GLA250 (FWD)*

#### **Street Prepared**

#21210 Pontiac GTO, Pontiac G8, and Chevrolet SS

Per the SPAC, add the following new listing lines to ESP under the "Chevrolet, Pontiac, Buick, & Oldsmobile" heading:

*GTO (2004-2006)*

*G8 (2008-2009)*

*SS (2013-2017)*

#21212 Lexus IS F in Street Prepared

Per the SPAC, add the following new listing to Appendix A:

ESP

Lexus

*IS F*

## **CLUB RACING BOARD**

### **CLUB RACING BOARD MINUTES | March 7, 2017**

The Club Racing Board met by teleconference on March 7, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

#### **Member Advisory**

##### **STU**

1. #21630 (Super Touring Committee) World Challenge Car Eligibility

The CRB would like to inform competitors that in order to compete in STU with a World Challenge Touring Car that does not meet the STCS, the vehicle must first be classified in STU. Please submit requests via [www.clubracingboard.com](http://www.clubracingboard.com).

#### **No Action Required**

##### **HP**

1. #21342 (William Black) Classify the Chevrolet Sonic

Thank you for your letter. Please see the response to letter #20097, Technical Bulletin.

##### **STL**

1. #21593 (Gregg Ginsberg) Letter 20249 Would Completely Destroy the Intent of STL

Thank you for your comments. The CRB will monitor the results of this decision.

##### **STU**

1. #20425 (Shandelle Leonard) Engine Allowance for Mazda MZR-CD

Thank you for your request. Please submit a VTS through [crbscca.com](http://crbscca.com).

2. #21536 (Tim Wise) Don't Remove the PWC MX-5 Spec Line for the VTS Dated 1/15/2013

Thank you for your letter. There are no plans to make this change at this time.

##### **T1**

1. #21494 (Joe Aquilante) Publish All Letters To The Comp Board So All Members Can See Them

Thank you for your letter. There are several reasons that all letters and their full text are not published. The internal discussions of the CRB and Advisory Committees are confidential. Many times the content of letters as well as the information disclosed and discussed in the meetings is not intended by the author to be shared with other competitors. A rule which required publication of the entire contents of all letters or other documents submitted would have a chilling effect and dissuade parties from providing the most comprehensive information and data available. With up to 200 or 300 letters per month, some many paragraphs long, with attachments and data sheets, it is not possible to publish all of the letters even without the confidentiality issues. Although it does happen, it is very rare that the CRB does not follow the recommendations of the Advisory Committees.

## **Not Recommended**

### **F500**

1. #20771 (Jim Murphy) Better Way to Make Performance Adjustments  
Thank you for your letter. The CRB does not recommend this change.

### **FE**

1. #21462 (Bob Hudson) Add Waiver Allowance for Tire Rule  
Thank you for your letter. After consulting SCCA Enterprises, the CRB does not recommend this change.

### **GCR**

1. #20901 (Hilton Tallman) Starting Zone for All Tracks Where SCCA Races  
Thank you for your letter. Track configurations and current language for control of starts by the Starters and the use of Start Judges will address these concerns. If necessary, this can be added to event supplemental regulations.
2. #21148 (Kelley Huxtable) Acceptance of Provisional Pro License  
Thank you for your letter. There are too many variables with respect to why and to whom provisional Pro Racing licenses are given.

### **GT1**

1. #21512 (Preston Calvert) Appeal of Proposed CRB Fastrack Action of 2/20/17, #21254  
Thank you for your letter.
2. #21514 (Preston Calvert) Appeal of Proposed CRB Fastrack Action of 2/20/17, #21254  
Thank you for your letter.

### **GT2**

1. #21507 (Amir Haleem) Engine Allowance for Toyota Supra  
Thank you for your letter. This request exceeds the performance limits of GT2 class.
2. #21515 (Craig Anderson) Appendix K STO - Cars Without ABS  
Thank you for your letter.

### **GT3**

1. #21483 (Joe Huffaker) Mazda Alternate Crankshaft Allowance  
Thank you for your letter. Crankshafts used in GT may be "custom built" but must maintain original OEM specifications of the engine they were designed for.
2. #21499 (Wolfgang Maiké) GT3 Toyota 1800cc 4AGE and 7AFE  
Thank you for your letter. Crankshafts used in GT may be "custom built" but must maintain original OEM specifications of the engine they were designed for.

### **GTL**

1. #21310 (Jack Holdaway) Rear Drive Weight Penalty  
Thank you for your letter. The weight penalty is fair and justified in this particular



instance. Other classes use a 5% weight penalty for RWD vs. FWD for the same car.

### **ITA**

1. #21372 (Ricardo Velez) Honda Civic Si

Thank you for your letter. The car is correctly classified.

### **EP**

1. #21382 (Eric Powell) Porsche 924S Intake Manifold Porting

Thank you for your letter. Allowing this modification on a level 2 prepared car is contrary to the rules and class philosophy.

2. #21383 (Eric Powell) Porsche 924S Throttle Body Increase

Thank you for your letter. Allowing this modification on a level 2 prepared car would be contrary to the rules and class philosophy.

3. #21384 (Eric Powell) Porsche 924S Camshaft Lift Increase

Thank you for your letter. The CRB will continue to monitor the performance of this car closely. The CRB believes more competition history is needed on this car given its present stage of development.

4. #21427 (Morey Doyle) Weight Reduction for Triumph TR8 to 2350 lbs, E Production

Thank you for your letter. There is insufficient competition history on this car to warrant a competition adjustment at this time.

5. #21489 (Aaron Johnson) Request for Review of Letter #21100 - Honda S2000 Spec Line Cons

Thank you for your letter. This request involves two different models of the Honda S2000 and what is sought is contrary to class philosophy.

### **Prod**

1. #21366 (Mike W. Ogren) Oversight for American Racer Wheel Allowance

Thank you for your letter. Based on research completed by the SCCA the rule has not changed since it was adopted.

### **SM**

1. #20525 (Dave Wheeler) Allow Suspension Upgrades

Thank you for your letter. The CRB decided not to allow updating/backdating of suspension components at this time.

### **STU**

1. #21433 (Toby Grahovec) Request BMW M235i Racing in STU

Thank you for your request. This car is outside the performance potential of STU. The CRB does not recommend this at this time.

2. #21493 (David Mead) Allow Aluminum Driveshafts in STU

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

3. #21525 (David Mead) Allow Tubular Cross Members in STU

Thank you for your request. The CRB does not recommend this change as it is out of the class philosophy.

#### **T1**

1. #21513 (Isaac Preston) BMW E46 M3 Composite Doors

Thank you for your letter. The CRB does not recommend this because SCCA is moving away from using composite body components in Touring.

#### **T2**

1. #21419 (Garry Crook) My Car Cannot Keep Up

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

2. #21420 (Garry Crook) Safety Concern: Lower Control Arm

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

3. #21421 (Garry Crook) Brake Disc Size

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

4. #21422 (Garry Crook) Need More Horsepower

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

5. #21423 (Garry Crook) Allow Catalytic Converter Elimination

Thank you for your letter. This car is competitive as classified. The CRB will continue to monitor the class.

6. #21482 (Jason Ott) BMW M3 Aero Request

Thank you for your letter. This is not recommended because it is not an OEM option and against class philosophy.

#### **T4**

1. #21356 (Dan Wiegandt) Rear Camber Adjustment

Thank you for your letter. Please propose individual specification line adjustments before November 2017 for the 2018 season.

### **Recommended Items for 2018**

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](http://www.clubracingboard.com).

### **GCR**

1. #21635 (GCR Committee) Small Events Alternate Stewarding Model

**NOTE: This letter was approved by the Board of Directors in March 2017 for immediate implementation.**

Effective immediately, add a new appendix to the GCR as follows:

**APPENDIX O. SMALL REGIONAL EVENT STEWARD MODEL**

*This section is intended to provide Regions with an alternate Steward model for small Regional and Drivers' School events. Its intent is to reduce the required number of Race Officials and streamline some of the processes and procedures required at larger events. Unless specifically listed below all other sections of the GCR shall apply.*

**1. EVENTS**

*This model may be used to conduct small Regional and Drivers' School events, about 70 entries or less. The Region may request its use with the approval of the Executive Steward. The Executive Steward will approve the number of entries allowed at the event.*

**2. SUPPLEMENTAL REGULATIONS**

*The Chief Steward with the approval of the host Region's representative may make changes to the event Supplemental Regulations prior to and during the event for reasons of errors, omissions, safety or forces beyond their control.*

**3. REQUIRED STEWARDS**

*3.1 The minimum stewards required for the event are the Chief Steward and the Assistant Chief Steward Clerk of the Course (COC). The duties of the Chief Steward shall include the role traditionally assigned to the Assistant Chief Steward – Safety. The Chief Steward and the COC may delegate some of their authorities to other Stewards or Race Officials in attendance.*

*3.2 The Executive Steward shall appoint will approve the Chief Steward and the COC at the time the Small Event Request is made.*

*3.3 If a protest or RFA is not finalized at the event, the Executive Steward shall appoint a Stewards of the Meeting (SOM) court to hear and determine the outcome of the protest or RFA.*

**4. STEWARDS**

**4.1. Powers of the Chief Steward**

*4.1.A.1. Unless specifically altered in this section, the Chief Steward prior to and during the event, shall have all of the powers and responsibilities assigned to the Stewards of the Meeting in GCR Section*

*5.12.1, as well as Section 7, and Section 8.*

*4.1.A.2. In certain circumstances, it may be necessary to defer a protest or RFA of an incident to the SOM. The Chief Steward shall inform all parties involved that the action will be*

*processed by the SOM. The Chief Steward or his designee shall collect and forward all related information regarding the actions to the SOM. The SOM will make every effort possible to ensure the action will be processed in a timely manner.*

*4.1.B. The Chief Steward shall have all of the powers and responsibilities assigned to the Chief Steward in GCR Section 5.12.3, as well as Section 7, and Section 8.*

*4.1.C. The Chief Steward shall have all of the responsibilities assigned to the Assistant Chief Steward – Safety in GCR Section*

*5.12.4. The Chief Steward may delegate some of these responsibilities to other Stewards or Race Officials.*

*4.2. Assistant Chief Steward – Clerk of the Course (COC)*

*4.2.A. The COC is the Lead Operations Steward and primarily controls all on-track sessions and any other activities where circuit safety and functionality may be involved or impaired. These duties are performed in accordance with the GCR, supplemental regulations and schedule for the event.*

*4.2.B. The COC works under the authority of the Chief Steward. The COC, with the approval of the Chief Steward, may delegate responsibilities to other Stewards and Race Officials at any time as needed.*

## **GT1**

1. #21302 (Mike Kapp) Allow Use of All Pro Cylinder Head AP227

Thank you for your letter. Add All Pro Cylinder Head AP227, AP220 & AP272 to section 9.1.2.D.1.e.3.

In GCR section 9.1.2.D.1.e.3, add the following language:

“V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, aluminum V-6 GM bow tie block, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder heads, **AP227, AP220, AP272** and part # 270-LM-13 is permitted. Any cylinder head(s) utilized shall be of a conventional design (Siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement type. General Motors SB-2 cylinder heads are permitted.”

The CRB recommends this change become effective **6/1/17**.

## **STL**

1. #21445 (Super Touring Committee) STL Type R spec

GCR 9.1.4.2.I, Table A (p636 Feb 17 GCR), first row “Acura/Honda B18C (JDM Type R)” et al, change Notes items as follows:

“Any porting and or polishing of intake and or exhaust ports outside of the ~~GCR 9.1.4.2.B.3~~, 1” port matching allowance, factory or otherwise, is prohibited. Must meet all other STL specifications.”

### **T3**

1. #21185 (Robert Schader) Suspension Parts Substitution

Thank you for your letter. Add to the Notes for the below specification lines:

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)

*Rear spring relocation to shock permitted.*

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

*Rear spring relocation to shock permitted.*

### **Taken Care Of**

#### **P2**

1. #21477 (Garrett Kletjian) P2 Weights - Spec Line B.5

Thank you for your letter. Please see the response to letter #21428, February 2017 Fastrack Technical Bulletin.

#### **GCR**

1. #20925 (Hilton Tallman) Start Zones #20901

Thank you for your letter. Please see the response to letter #20901.

#### **GT**

1. #21542 (Stuart Robinson) Car Classified Wrong Class

Thank you for your letter. Please see the response to letter #21570, Technical Bulletin.

#### **GT2**

1. #20530 (Jonathan Benefield) Ginetta G55 Homologation

Thank you for your letter. Please see the response to letter #21570, Technical Bulletin.

#### **SM**

1. #18817 (Mark Beyer) Replacement Front Wheel Hub With Tapered Roller Bearings

Thank you for your letter. Please see the response to letter #21362, March 2017 Fastrack Technical Bulletin.

2. #20629 (Chris Dilluvio) Allow 90-97 Cars to Use 99-05 Rear Suspension Uprights

Thank you for your letter. Please see the response to letter #20525.

3. #20910 (Dan Goff) Subframe Reinforcement

Thank you for your letter. Please see the response to letter #20909.

4. #20913 (Tom Brown) Sub Frame Bracing

Thank you for your letter. Please see the response to letter #20909.

5. #20914 (Joseph Tobin) Sub Frame Weld

Thank you for your letter. Please see the response to letter #20909.

6. #20915 (Dan Tiley) I Support Allowing Gussets to be Welded to SM Forward LCA Mounts

Thank you for your letter. Please see the response to letter #20909.

7. #20917 (Jamie Tucker) Reinforcement of the Front Sub-Frame

Thank you for your letter. Please see the response to letter #20909.

8. #20928 (Chris Lefferdink) Subframe Reinforcement

Thank you for your letter. Please see the response to letter #20909.

9. #20955 (Steven Holloway) Please Reconsider Allowing Front Subframe Bracing

Thank you for your letter. Please see the response to letter #20909.

10. #20980 (Tom Fowler) Front Sub Frame

Thank you for your letter. Please see the response to letter #20909.

11. #21047 (MICHAEL LATTANZIO) Front Subframe Reinforcement

Thank you for your letter. Please see the response to letter #20909.

12. #21118 (Marc Cefalo) Support Proposal B Allow Intractability Between Listed NA Cars

Thank you for your letter. Please see the response to letter #20525.

13. #21123 (Jim Drago) NA/NB Suspension

Thank you for your letter. Please see the response to letter #20525.

14. #21201 (Brandon Fetch) Suspension Proposal

Thank you for your letter. Please see the response to letter #20525.

## **STU**

1. #21430 (Jason Hart) BMW M235i Racing in STU

Thank you for your letter. Please see the response to letter #21433.

## **T1**

1. #21517 (Rob Bodle) Intake/Non OEM

Thank you for your letter. This configuration is classified under the following spec line:

5000 Coyote / weight: 3475lbs / 70mm flat plate restrictor

## **T4**

1. #21443 (Dan Wiegandt) Limit Model Years for Subaru BRZ and Scion FRS

Thank you for your letter. Please see the response to letter #21143, February 2017 Fastrack Technical Bulletin for capping 2016 in the specification lines and letter #20514, March 2017 Fastrack Technical Bulletin for the addition of 2017.

## **What Do You Think**

### **T1**

1. #20899 (David Sanders) Allow C5 to Run LS3 in T1-LP

The Touring Advisory Committee has been asked to consider allowing engine swaps in T1-LP. Some of the engines used are becoming difficult to obtain. Please provide your thoughts on

allowing this for 2018 through crbscca.com.

## **RESUMES**

1. #21438 (Blake Meredith) Resume for Production Advisory Committee

Thank you for your interest and for submitting your resume to the Production Advisory Committee. It will be kept on file for any future openings.

## TECH BULLETIN

DATE: March 20, 2017

NUMBER: TB 17-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/31/2017 unless otherwise noted.

### American Sedan

#### AS

1. #21580 (Jim Wheeler) Clarify The Bumper Absorbing Material Rule

In GCR section 9.1.6.D.7.c.1., add the following language:

“Unless authorized in these rules or stated in a spec line, all bumper covers, and metal bumper bars shall not be modified or removed. *Bumper absorbing material may be removed.*”

2. #21581 (Jim Wheeler) Allow Removal of Electric Steering on Full Prep Cars

In GCR section 9.1.6.D.9.d., add a new section as follows:

*“4. Full Preparation cars that have OEM electric steering may remove it.”*

### B-Spec

None.

### Formula/Sports Racing

#### FC

1. #21540 (Club Racing Board) Change Zetec Oil Pump Diameter

In GCR Section 9.1.1.B.16.h, change the last sentence as follows:

“The maximum pressure rotor dimensions are 1.600 inches in diameter and ~~0.863~~ *1.025* inches in length.”

#### FV

1. #20133 (Formula/Sports Racing Committee) Clarify FV Intake Manifold Language

In GCR section 9.1.1.C.5.D.20.d., remove the following language:

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

#### P2

1. #21392 (Jeff Shafer) P2 Rear Wheel Max Width Error or Omission

In GCR section 9.1.8.D.F, make the following change:

“Wheels shall have a minimum diameter of 10 inches and cars with wheels exceeding ~~10~~ *10.5* inches and up to 11 inches in width shall carry a 25lb penalty, cars with wheels exceeding 11 inches in width shall carry a 50lb penalty, unless otherwise specified and provided they are identical for the right and left front axles and identical for the right and left rear axles.”



## GCR

### 1. #21251 (Laurie Sheppard) Appointment of Officials

In GCR Section 5.1.2.B., make the following changes:

“The SCCA will appoint for each ~~Conference~~ *Super Tour*, 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~~ *Super Tour*. At U.S. Majors Tour events, where there is a Race Director and a Chief Steward, the Race Director has final authority”

### 2. #21350 (Chris Morgan) Battery Placement Clarification

In GCR section 9.3.8., add the following language to the first sentence:

“Battery location is unrestricted within the bodywork (except Spec Miata, Touring, *B-Spec*, and Improved Touring).”

### 3. #21473 (Chris Morgan) Master Switch not Required in B-Spec

In GCR section 9.3.33., add the following language to the first sentence:

“All cars, except Touring *and B-Spec* shall be equipped with a master switch easily accessible from outside the car.”

### 4. #21664 (SCCA Staff) Update the Road Racing Field Logo

Effective immediately, in GCR section 9.3.28, replace the current field logos as follows:

In 9.3.28.C, change the reference to figure 4a to figure 4:

“Each driver’s suit shall display the official SCCA uniform patch logo (see figures 2 and 3). Each car competing in an event shall display the official SCCA field logo (see figures 4a 4 and 5) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped”

Below GCR section 9.3.28.D, remove Figure 4 and Figure 4a:



Add new Figure 4:

Figure 4



See Race Memo RM 17-04

### Grand Touring

1. #21570 (Stuart Robinson) Reclassify V6 Ginetta G55 to GT2

Effective immediately in GT1-ST, remove the incorrectly classified Ginetta G55 and re-classify it to GT2/ST as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Ginetta-G55	3700	2650		Competitor must provide World Challenge Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have a World Challenge Dog Tag fixed to the vehicle. Factory (OEM manufacturer) Lexan front windows allowed as delivered.

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ginetta G55</i>	<i>3700</i>	<i>2650</i>		<i>Competitor must provide World Challenge Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have a World Challenge Dog Tag fixed to the vehicle. Cars must comply to 2017 GT4 specs. Factory (OEM manufacturer) Lexan front windows allowed as delivered.</i>

### GT2

1. #21320 (Kathy/Topp Racing Performance Mead) Classify the Porsche Cayman GT4 Clubsport in GT2

In GT2-ST, classify the Porsche Cayman GT4 Clubsport as follows:

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Porsche Cayman GT4 Clubsport</i>	<i>3800</i>	<i>2950</i>		<i>Cars must comply to 2017 GT4 specs.</i>

### GT3

1. #21429 (Michael Heintzman) Addition of Models into GTCS

In GT3, Cars - Mazda, classify the 2016-2017 Mazda MX-5 Miata and 2017 Mazda MX-5 Miata RF as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>MX-5 Miata</i>	<i>16-</i>	<i>2dr</i>	<i>RWD</i>	<i>91.0</i>	
<i>MX-5 Miata RF</i>	<i>17-</i>	<i>2dr</i>	<i>RWD</i>	<i>91.0</i>	

2. #21500 (Jeff Barrow) Classify 2002 Acura RSX s in GT3

In GT3, Acura RSX, add to the notes as follows:

***“Stock fuel tank allowed.”***

**Note: See Racing Memo 17-03.**

## Improved Touring

None.

## Production

1. #21373 (Glen McCready) Allow '06-'14 MX-5 an Alternate Cable-Driven Throttle Body In EP, Mazda MX-5 (06-14), make the following changes:

Fuel Injected Equipped Throttle Body:

~~“stock throttle body i.d. 60mm”~~

notes:

*“Stock Acura 60mm cable operated throttle body part number 16400-PND-A17 permitted.”*

## FP

1. #20097 (William Black) Chevrolet Sonic

In FP, classify the Chevrolet Sonic as follows:

See attached.

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Chevrolet Sonic (2012-2016)</i>	<i>2</i>	<i>2200 * 2255 ** 2310</i>	<i>4 Cyl. DOHC</i>	<i>80.5mm x 88.2mm</i>	<i>1796cc</i>	<i>Iron</i>	<i>Alum</i>	<i>(I)</i>	<i>Fuel injection</i>	<i>99.4"</i>	<i>63.7"/63.7"</i>

FP	Wheels (max)	Trans.	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Chevrolet Sonic (2012-2016)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 274 mm 26mm solid (R) 229 drum</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450"</i>

## Spec Miata

1. #20909 (Chase Heikkila) SM Front Subframe Bracing

In GCR section 9.1.7.C.3., add a new section as follows:

*“s. Front subframes may use Mazda Part #0000-04-5989.”*

2. #21184 (John Bauer) Clarify Removing Material From Short Turn Radius

In section 9.1.7.C.1.f.4, clarify short turn radius modifications as follows:

“No material may be removed *(except as permitted in section 9.1.7.C.1.f.3)* or added from the short turn radius in the port.”

## Super Touring

### ST

1. #21629 (Super Touring Committee) World Challenge Touring Cars

In GCR section 9.1.4.A., change the language in the third paragraph as follows:  
 “World Challenge ~~vehicles~~ **Touring Cars** that are non-compliant to the STCS but compliant to a SCCA Pro VTS may be approved on a case-by-case basis for STU. See 9.1.4.H.4.”

**STU**

1. #20723 (gregory goss) Additional Supercharge Spec to be added in STU for Honda S2000  
 In STU, Table B, Honda S2000, separate the 2000cc and 2157cc spec lines then add new language to the notes as follows:

<b>STU</b>	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda S2000	2000	3100	HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm. <i>Comptech S/C Kit 354-090, Crank Pulley Diameter 5.9" measured at the top of the Groove, S/C Pulley 5".</i>
Honda S2000	2157	3150	HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm. <i>Comptech S/C Kit 354-090A, Crank Pulley Diameter 5.9" measured at the top of the Groove, S/C Pulley 5".</i>

2. #21441 (Eric Thompson) Safety First Request - Knuckle, Hub, Bearing, CV Failure - Part 2  
 In GCR section 9.1.4.1.D., add a new section as follows:

*“7. Alternate suspension components inc spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted.”*

3. #21488 (Eric Fiest) Please Classify the JDM H22a EuroR Engine  
 In STU, Table B, classify the Honda JDM H22a engine as follows:

<b>STU</b>	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda JDM H22a</i>	<i>2157</i>	<i>Chart</i>	<i>Must meet all ST engine regulations.</i>

**Touring**

**T1**

1. #21534 (Eric Heinrich) BMW M235iR(Racing) in T2  
 Effective immediately in T1, classify the BMW M235iR (racing) as follows:

<b>T1</b>	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>BMW M235iR</i>	<i>2979</i>	<i>3275</i>			

**T2**

1. #21282 (Darrell Anderson) Allow a Road Race Oil Pan or Accusump  
 In T2, Ford Mustang GT 5.0L (2015-), add the following language to the notes:

*“Ford Racing oil pan #M-6675-M50BR permitted.”*

2. #21624 (Club Racing Board) Correct the Cadillac ATS-V (16-17) Wheel Size  
 In T2, Cadillac ATS-V (16-17), correct the wheel size as follows:

**48 18 x 10**

## 18 x 11

3. #21681 (Club Racing Board) Correct the BMW M235i R Platform Name  
In T2, BMW M235i R (2016-), correct the platform name by removing the "R" as follows:  
BMW M235i R (2016-)

### T3

1. #21533 (Eric Heinrich) Correct E36M3 Specs in T3  
In T3, BMW M3 (96-00), make the following corrections:  
Bore X Stroke (mm): ~~85 x 85~~ **86.4 X 89.6**  
Displacement (cc): ~~2793~~ **3152cc**  
Wheelbase: ~~106.3" (=2700mm)~~ **2700mm**  
Final Drive: ~~3.38~~ **3.64**  
Brakes: (F) ~~325mm~~ **315mm** (R) ~~228.6mm~~ **312mm**

2. #21703 (Club Racing Board) Correct the V6 Mustang (2015-) Restrictor Size  
In T3, Ford Mustang V6 (2015-), correct the restrictor language in the notes as follows:  
~~"36mm TIR required."~~ ***55mm flat plate restrictor required.***

### T4

1. #21432 (SCCA Staff) Classify the 2015 Miata  
In T4, Mazda MX-5 (04-15), make the following change:  
Mazda MX-5 / Club Model (~~06-14~~) **(06-15)**

**JUDGEMENT OF THE COURT OF APPEALS  
Stephen Temple vs. SOM COA Ref. No. 16-18-SP  
February 16, 2017**

**FACTS IN BRIEF**

On October 30, 2016, at the Pacific Coast Road Racing Championship at Auto Club Speedway, Stephen Temple, driver of FF #15 filed a protest against Eric Little, driver of FF #5. Mr. Temple alleged that Mr. Little violated the 2016 Cal Club Supplemental Regulations Formula F Tires and GCR 9.1.1.B.10.e by using tire compounds not specified in the rules.

The Stewards of the Meeting (SOM), Irene Wells, and John Reitman, Chairman, met, reviewed the evidence and heard testimony from witnesses. The SOM determined the specific tire rule relied upon by Mr. Temple had been deleted from the Supplemental Rules earlier in 2016. The SOM ruled the tires used by Mr. Little were therefore compliant and disallowed the protest.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Michael West (Chairman) met on November 17, 2016, December 8, 2016, February 9, 2017, and February 16, 2017, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Stephen Temple, received November 11, 2016.
2. Official Observers Report and related documents, received November 11, 2016.
3. Copy of Entry Form and Supplementary Regulations as published and distributed and other documents, received on December 2, 2016.
4. Chairman, SOM, Responses to COA Questions, received December 19, 2016.
5. Amended ruling and associated documentation, received February 9, 2017.

**FINDINGS**

Mr. Temple's appeal states the Pacific Coast Road Racing Championship Supplemental Regulations distributed with the entry form and also on the Cal Club web site included the restrictive Formula F tire rule. He, therefore, felt it must be enforced.

The COA reviewed the documentation in the file, determined several procedural issues existed and returned the protest to the SOM through the Executive Steward, Southern Pacific Division, with a request that it be reopened, reviewed and reheard.

The SOM met at Auto Club Speedway on January 14, 2017, and reopened the protest. The SOM obtained testimony from all parties and reviewed all the evidence. Based on the reevaluation, the SOM issued a revised ruling upholding Mr. Temple's protest. The final results were amended.

The SOM fully discussed and explained both their findings and revised ruling with all parties. All parties were offered the opportunity to appeal the revised ruling. No party to this matter requested further review by the Court of Appeals. This matter is now closed.

**DECISION**

The Court of Appeals dismisses Mr. Temple's appeal and returns it unheard. The appeal fee will be returned.

**JUDGEMENT OF THE COURT OF APPEALS**  
**Curtis Gong vs. SOM COA Ref. No. 17-01-SP**  
**February 16, 2017**

**FACTS IN BRIEF**

On January 14, 2017, following the Group 7 U.S. Majors Race at Auto Club Speedway, Curtis Gong, driver of Spec Miata (SM) #71, filed a protest against Justin Hall, driver of SM #41, for contact resulting in Mr. Gong spinning and going off course. Mr. Gong asserted Mr. Hall had violated General Competition Rules (GCR) 6.11.1.A., B., & C. Mr. Hall, who was also forced off course during the incident, filed a protest against Mr. Gong citing violation of GCR 6.11.1.A. alleging avoidable contact. The Stewards of the Meeting (SOM), Bill Wells, Edward Paul, Roger Littel, and Jack Kish, Chairman, met, reviewed the evidence, heard testimony from witnesses, upheld Mr. Hall's protest, and disallowed Mr. Gong's protest. In upholding Mr. Hall's protest, the SOM determined that Mr. Gong had violated GCR 6.11.1. by turning into Car #41 and causing the contact. The SOM assigned a penalty of Loss of Finishing Position by moving Car #71 from position 16 to position 18 (which also affected the grid for the January 15 race) and assessed two (2) penalty points. Mr. Gong is appealing the decision of the SOM based on video evidence not available to the first court.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) Michael West, Spencer Gorham, and Laurie Sheppard (Chairman) met on February 9 and February 16, 2017 to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Curtis Gong, received January 23, 2017.
2. Rear-facing Video from Car #68, received January 23, 2017.
3. Official Observers Report with related documents, witness statements, and videos, received February 1, 2017.

**FINDINGS**

In his appeal, Mr. Gong provided still shots and truncated rear-facing video from Car #68 (Clement Lee) purportedly showing that midway through Turn 3 on the first lap of the race there were two distinct lines of cars. Mr. Gong asserts that approaching Turn 4, Mr. Hall in Car #41 moved to the center between the two lines to pass both Car #12 (Grant Westmoreland) and Mr. Gong in Car #71, thereby causing the contact.

The COA examined Mr. Gong's appeal letter, his analysis, and viewed the new video he provided. The COA also reviewed the original protests, witness statements included in the Observers Report, and viewed the three videos submitted to the SOM: front-facing video from Car #71 (Gong), front-facing video from Car #41 (Hall), and front-facing video from Car #10 (Wesley Mollno). Mr. Mollno's car was immediately behind Mr. Hall in Turn 3. The file also included a detailed summary of the hearing provided by Chairman Kish as part of the Observers Report.

Based on careful viewing of all four videos, the COA determined that there were three distinct lines of cars in the middle of Turn 3. The COA noted a car at the front of the pack entering Turn 3 had a momentary loss of control and locked up the brakes creating a large cloud of smoke, which caused the trailing cars to take evasive action. This evasive action caused multiple cars, including Car #12, to enter the corner outside the right edge of the track, which was marked with orange cones.

Approaching Turn 4, Car #12 was trying to regain control and return to the racing surface. Mr. Hall had stayed on the marked surface and was overtaking Car #12 and Mr. Gong at the same time as Car #12 was moving to the left, returning to the proper racing surface. Mr. Hall moved to center track (which was clear) giving Car #12 room for reentry without

impeding Mr. Gong. At the same time Mr. Gong was rapidly running out of track on the left side and he moved slightly right to turn in to Turn 4. This placed Mr. Hall in the center of two converging lines of cars with others tightly following, which left him no opportunity to take any additional action that would have avoided contact. In fact, after contact with Car #71 slowed him slightly, Mr. Hall's car was immediately contacted by two trailing cars. The COA finds it impossible to divine a scenario in which some contact would not occur in this situation.

The COA, therefore, overturns the decision of the SOM without assessing blame to either party. The COA finds the SOM acted appropriately with the information that was available to them. As the penalty assessed was a loss of position affecting the January 15, 2017 grid, the COA cannot provide Mr. Gong with complete relief, but the penalty points assessed against Mr. Gong's license will be removed.

### **DECISION**

The COA overturns the SOM's decision and removes the two (2) penalty points assessed against Mr. Gong. Mr. Gong's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.



**JUDGEMENT OF THE COURT OF APPEALS**  
**Claudio Burtin vs. SOM COA Ref. No. 17-02-SE**  
**February 16, 2017**

**FACTS IN BRIEF**

On January 14, 2017, following the Group 5 Hoosier Racing Tire Super Tour Race at Sebring, Florida, Claudio Burtin (GT1 #71) protested Simon Gregg (GT1 #59) citing non-compliance regarding engine displacement. The Stewards of the Meeting (SOM), Bob Henderson, Matias Bonnier, John Edridge, Stu Cowitt and John Walsh, Chairman, met, set a bond, reviewed the evidence, and determined the engine displacement to be compliant. Mr. Burtin appealed the SOM ruling.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Rick Mitchell (Chairman) met on February 2, February 9, and February 16, 2017 to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Claudio Burtin, received January 25, 2017.
2. Official Observers Report and related documents, received February 2, 2017.
3. Email and documents from John Walsh (Chairman of the SOM), dated January 17, 2017.

**FINDINGS**

Mr. Burtin's protest originally stated "The motor is big. The motor is oversized for the regulation of what is allowed." After discussing the protest with a driver advisor the protest was amended with additional specificity: "Larger than 366 cubic inches." The SOM accepted the protest and worked with both parties to set a mutually agreeable timeline and method for determining the engine's displacement.

The SOM received a signed letter of Agreement of Measurement Process from the Protestor and Protestee. This stated the measurements would be made at the track independently by three Tech Inspectors with a tolerance of plus or minus .002 inches. A bond was set to remove and replace both cylinder heads. Tech performed the measurements for cylinder bores and strokes on the left bank and calculated the total engine displacement at 359.9 cubic inches. The SOM confirmed the measurement methods and calculations were proper, determined the engine displacement to be well under the maximum permitted, and judged that neither the Protestee nor the Protestor would benefit from further invasive inspection, The SOM declared the engine displacement compliant.

The General Competition Rules (GCR), appendix F (Technical Glossary) defines displacement as the swept volume of one cylinder times the number of cylinders in an engine. The inspection of the engine exceeded this definition. Mr. Burtin argued that in an asymmetric engine design "displacement can only truly be measured by measuring all cylinders". The COA considered his position and performed mathematical calculations to identify the cylinder modifications necessary in the opposite bank to achieve and then exceed the allowable displacement for Car #59. Those calculations were based on the actual values of the measured bank both individually and collectively. The COA determined that for this engine to be a non-compliant, asymmetrical engine, the right side cylinders would need to be bored an additional 0.070 of an inch to make the displacement exceed 366 cubic inches. The imbalance would be drastic, thus negating any advantage of the increased displacement.

**DECISION**

The COA upholds the SOM's decision in its entirety. Mr. Burtin's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned. The bond amount is

reduced commensurate with removal of only one cylinder head. The bond distribution will not be changed. \$780 will be returned to the Protestor for work planned but not completed. The remaining bond will be returned to the Protestee.



## ***DIVISIONAL TIME TRIALS COMMITTEE***

***03/14/17 – Minutes***

### ***Participants:***

BOD: Jim Weidebaum, Tere Pulliam

EP: Heyward Wagner

DTTC: Kent Carter (SouthWest), Dave Deborde (NorPac), Chuck Deprow (MidWest), Tony Machi (Central), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

### ***Reports:***

Board of Directors Report

### ***Ongoing Business:***

Track Inspection Guidelines

Re-Branding – Track Events, Competition Events

- Track Events
  - Non-Competitive
    - Track Days
  - Competitive
    - Track Trials
    - Hill Climbs
- Approved
  - In favor: Carter, Deborde, Deprow, Machi, Yip
  - Opposed: Theodore

### ***New Business:***

Committee Membership

### RALLYCROSS BOARD MINUTES | March 7, 2017

The RallyCross Board (RXB) met via conference call on March 7. Attending were Stephen Hyatt, Chairman, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Arnie Coleman and Chris Albin BOD liaisons, 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 8:02pm EST.

- **Chairman Report (Hyatt):** The RallyCross app is progressing. The app is out of programming and is waiting for iTunes and Google to approve. The app will be able to use push notifications at the Dirtfish National Challenge and Championship to send information to the competitors. Andie Albin should have a packet ready for RallyCross regional chairs to download and print at FedEx printing offices soon. Two new tire sponsors will be announced this week.
- **RallyCross Safety Committee (Chris Regan):** There have been no incidents to report in the last month. The safety committee discussed the windshield rule and sent updated language to the RXB for review and approval. Safety Steward renewals will be due this year. The committee will be working on the process to renew Safety Steward licenses.
- **Rules Committee (Keith Lightfoot):** Several more comments have been posted on sccarallycross.com forum about 2018 rules proposals. Request for interpretations on existing rules have been responded to and posted on the forum. A question has been asked about the use of drones by a non-competitor from a location adjacent to SCCA event site flying over the SCCA event. The event chair asked the operator to stop flying over the site and they complied. The need for additional guidance will be discussed by the rules committee.
- **RallySprint and RallyTrials Committee (Kito Brielmaier):** Steve Hyatt attended the Waste Management Event. There were more cars registered than last year and the organizers were happy with the event. Scott Beliveau and Steve Hyatt discussed the Safety Steward training and Scott will come up with additional content for RallySprint Safety Steward training. A RallySprint occurred in Texas at Rally Ready. The event went well. Additional events are being scheduled and other sites are being reviewed. Kito Brielmaier was contacted by MotorTrend. MotorTrend was interested in covering an upcoming RallySprint as part of an online series. The schedule did not work out so MotorTrend will be covering a RallyCross instead of the RallySprint.
- **DirtFish National Championship Planning Committee (Mark Macoubrie):** The DirtFish National Championship Planning committee met March 1st, 2017. The Committee completed the Supplemental Rules and sent the rules to the RXB for approval. The committee also discussed Chief roles for the DirtFish National Championship and reviewed the action item list.

The DirtFish National Challenge Format will include running three courses. Course one will be run on Saturday morning. Course 2 will be run on Saturday afternoon and course 2 will be run backwards on Sunday. Both courses will be setup on Friday. Course layout changes were made to maximize the amount of seat time for the event. Course adjustments will be made at the end of Saturday competition as needed for the Sunday course.

- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards met via teleconference on February 23rd, 2017. Six Divisional Stewards and three invited guests were in attendance. The Divisional Stewards discussed potential RallySprint sites, expiring of safety steward licenses and the current windshield rule.
- Old Business  
Windshield Rule (Macoubrie): The RXB had additional discussions on the current windshield rule. A proposal was made to replace the current rule with the following rule.

The windshield may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed.

Kito Brielmaier made a motion to approve the new rule. Mark Macoubrie second the motion. The rule PASSED (5-1) Ron Foley opposed. The rule will be posted on the forum and SCCA RallyCross Facebook.

National Challenge and Championship Supplemental (Macoubrie): Mark Macoubrie made a motion to accept the supplement rules submitted by the DirtFish RallyCross National Championship Planning Committee. Motion was seconded by Chris Regan and PASSED (6-0). The final document will be sent to Brian Harmer to be posted on [scca.com](http://scca.com)

- New Business  
RXB periodic communication/newsletter to members (Lightfoot)  
Keith recommend the board put out a newsletter once or twice a year to the RallyCross community about new developments in RallyCross and an annual recap of the national program.

Meeting with ICs for Writing position (Hyatt)

The RXB discussed the addition of a content editor/writer for the national events. A second candidate was interviewed by the RXB. A third candidate is also being considered.

Safety Webinars (Harmer)

Brian Harmer indicated GoTo Webinar is a product the SCCA National Office has which can be used for nationwide webinars on items including training and town halls.

Meeting Adjourn 10:02 pm EST

Next Meeting: April 4th, 2017.

Submitted by Mark Macoubrie

### Sports Car Club of America RoadRally Board Minutes March 9, 2017

The RoadRally Board met via conference call on March 9, 2017; meeting called to order at 7:35 pm CST by Chairman Rich Bireta. In attendance: Rich Bireta, Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Earl Hurlbut and Bob Dowie, BOD liaisons, Lee Hill, BOD Chairman, and Jamie Mullin, National staff.

1. February minutes stand as published in FasTrack
2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe. Another great issue this month. All rally organizers are encouraged to promote the newsletter at their events. The links to upcoming event flyers was particularly well done.
3. SCCA Staff Report: Jamie, nothing this month. Anything from the BOD Liaisons? Bob reported that the road rally sticker rule change was approved (see 5.b below); Lee said that SCCA is trying to hire a new boss, there may be an announcement in April
4. NEC Report (Mike T) – no NEC meeting yet this month
  - a. Arizona Border Double Nationals – lots of S cars, they found us through the SCCA Road Rally calendar, with flyer attached; Jim Crittenden said that John Getchell did a good job as chairman
  - b. Upcoming events – Mark Haas Memorial rallies in New Jersey, a fire at the headquarters hotel has not affected the rally
  - c. Should the rule in the RFOs regarding no Nationals or Divisionals on the weekends on either side of USRRC be relaxed? Since RFOs are still in flux, this would be easy to change for 2018, but will not be changed 2017; RRB is in favor of not changing this.
5. Old Business
  - a. SCCA HQ support for USRRC (Mike T)  
Per Howard Duncan, there is no line item in the budget for USRRC support
  - b. March BOD meeting – “Sticker Rule” change was approved. Notice of this rule change is included in these March minutes. See attachment following.
6. New Business
  - a. Official Results Reporting – Bruce Gezon will talk with Greg Lester about making the results form easier to fill out; more next month
  - b. Thank you note received from Clarence Westburg for his award for serving on the RRB.
  - c. Effective April 1, Rich will open the window for suggesting 2018 rule changes. Suggestions must be received by June

30.

7. RRB Priorities for 2017 (What we would like to accomplish in 2017)

- a. Included in agenda. Report on status tonight –  
*indicated by italics*

RRB Priorities for 2017

A. Safety Steward Program

*Peter reported that he has been working on modifying the Divisional Road Rally Steward job description, drawing from the RFOs, and this includes the Safety Steward program; the RRB is developing the Safety Steward program and the DRRSSs will administer it.*

**Motion:** *Divisional Road Rally Steward Appointment: One per Division, appointed by the Road Rally Board. Duties: Responsible to the Road Rally Board for supervising and administering the Road Rally Safety Steward Application process, assist with Regional Road Rally Development activities and if possible develop and maintain a program of Divisional Road Rally series in accordance with the rules, standards and procedures established for the Road Rally Program. Additionally, will serve as an advisory resource for the Road Rally Board on event operational topics. P/R/pass. The next step is to send the new job description to existing Divisional Stewards. Peter said that in establishing the processes for licensing and renewing Safety Stewards and SS Instructors he 'borrowed' much from the Solo Program; he asks the other RRB members to read this information offline and provide feedback next month; it ties in to the knowledge test Mike B put together. Peter also produced a spreadsheet that is essentially a 'list of lists' including regions with a rally chairman, inactive regions, any RRSSs and/or DRRSSs in regions.*

1. Review current list (Peter) –

- a. Identify focal person for each region
- b. Review Safety Stewards and SS Instructor lists with region focal
  - i. Remove inactive licensees

2. Process document for license and re-certification (Peter) – *see above*

3. Training/knowledge test (Mike B) – *source materials were not internally consistent; need to define passing score (75-80%?), tried to incorporate both TSD and GTA, draft of test has been reviewed a couple of times. Mike will send an email summarizing the discrepancies*

- a. Coordinate existing materials
- b. Create a knowledge test
- c. Modernize/On-line training

B. Communication Strategy (Rich) – *distributed first draft of the communication plan, more next month*

1. Develop communication plan

- a. Identify current deficiencies
- b. Identify under-utilized communication paths
  - i. SCCA forums
  - ii. Inside Line
  - iii. RE monthly
  - iv. RReNews (Constant Contact)
  - v. Member Facebook page (SCCA members)
  - vi. RR Facebook page(s)
    - SCCA Road Rally
    - Road Rally e-News
  - vii. SCCA Yahoo group

2. Road Rally Best Practices (Jim) – *creating a series of emails for organizers; 5 topics: increasing attendance, spreadsheet scoring, pneumatic hose use,*

*apps for rallying, creating tulip route instructions; Jim plans to tap in to various people for their expertise; Rich – these might be topics to be revisited, perhaps annually*

3. E-mail Communication (Rich)

C. Regional Development (Clyde) – *trying to put together something from various documents*

1. Road Rally “Starter Kit” (Clyde)
  - a. GTA Q&A
  - b. Tour TSD (simple)
2. Rallymaster Starter Kit (Clyde)
  - a. Process document(s)
3. Divisional Steward Role
  - a. Mentorship
4. National Coordinator

Other business:

Peter said that Sasha sent note to Howard, who sent to Heyward about perhaps having a Targa event in Texas; Rich organizing a Kansas event called Party at the Park for August.

Motion to adjourn at 9:12 pm CST

Next meeting via conference call, April 13, 2017

Respectfully submitted,

Jeanne English, RRB Secretary

To: The SCCA Road Rally Community

From: The SCCA Road Rally Board

Effective with the publication of the March Fastrack newsletter, Article 13 of the Road Rally Rulebook is amended as follows:

### **ARTICLE 13 VEHICLE INSPECTION**

#### **C) Minimum Inspection Requirements**

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



## QUICK LINKS

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

### CLUB RACING

SCCA National Championship Runoffs:

<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:

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

Forms:

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

Technical Forms:

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

General Competition Rules (GCR):

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

### SOLO

Tire Rack SCCA Solo National Championships:

<http://www.scca.com/solonats>

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/>