

BOARD OF DIRECTORS

The SCCA Board of Directors met for the purposes of voting on the following motion. No other business was conducted.

MOTION: For 2017 only, permit a driver that participated in Majors events driving a BMW 235i R in the Touring 1 class prior to June 1 to transfer participation credit (weekend participation and start credits) to Touring 2 for the purpose of Runoffs qualification. Points will not be transferred, and they will be removed from the Touring 1 Conference and Super Tour point standings upon race participation transfer. This is done in recognition that this vehicle was briefly classified in Touring 2 at the beginning of the season due to a clerical error, removed for April and May events and has been classified in Touring 2 in the June 1, 2017 Technical Bulletin. As the car will be classified in both Touring 1 and Touring 2 for the remainder of the 2017 season, participation will not automatically be transferred as drivers have the option of running either class (or both classes if they meet the requisite qualification eligibility requirements). Transfer will only be done upon written request to SCCA Road Racing Director Deanna Flanagan (dflanagan@scca.com) no later than August 16, 2017. **PASSED.**

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SOLO EVENTS BOARD | April 26

The Solo Events Board met by conference call April 26th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, 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 rule, class, and listing change proposals herein is **1/1/2018**.

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

Recommended Items for 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.

General

#18648 Fuel cell ground clearance rule change

The following package of rule change proposals is intended to more consistently address issues pertaining to fuel cell installation:

- Change 16.1.D.2.d to read as follows:

d. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

1. The fuel tank/cell may be located within the same area as the OE tank.
2. *If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met.*

- Move from 16.1.D.2.d to new 3.3.3.B.26 and amend as follows:

26. For those categories which permit fuel cells and/or fuel tank modifications or replacements, the following requirements apply if the fuel tank/cell does not fit within the same area as the OE tank:

- a) No part of the fuel tank or fuel cell shall be closer than 6.0" (15.2 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.
- b) Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.
- c) Fuel tank breathers shall not vent into the driver/passenger compartment.

- Change 17.2.Q.1 as follows:

1. The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

- a. The fuel tank/cell may be located within the same area as the OE tank.
- b. If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met.*

Member Advisories

Street

#21740 Application for Street Advisory Committee

The SEB has approved the addition of Jordan Towns to the SAC.

#22076 AC Personnel

The SEB thanks Mark Pilson for his service on the SAC.

Change Proposals

Street and ST

#21094 Octane Rating

The following revised version of a previously published rule change proposal is provided by the SEB for member review and comment.

Add to the end of the first sentence of 3.6.A as follows:

“Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, and which does not exceed an octane rating of 93 (per (R+M)/2), with an allowed variance of up to +0.9. Fuel may not exceed 15% ethanol.”

Street Touring

#14648 ECU Clarification

The STAC would like to clarify the context of the following group of rule proposals: 14648 ECU Clarification, 21094 Octane Rating (see above), and 21408 Making ST Hot Again (see below). The proposal regarding the changes to allow open ECUs (open boost via changes in the ECU) and plug-and-play engine control modules is intended to address the inability to enforce the current rule, while continuing to allow common tuning modifications. The proposal to create STH is also influenced by the potential changes to ECUs/boost. By placing the majority of turbocharged cars in the ST classes together, the impact of boost/engine performance changes would be relatively contained and we would maintain stability in STS and STX. Cars that are moved may be re-classified if warranted.

#21408 Making ST Hot again

In order to address the issues associated with anticipated changes to open boost, while improving the competitive diversity, the STAC proposes making the following changes to ST, with the exception of removing the displacement catch-alls.

- Updated proposed changes for 2018 in conjunction with Street Touring H:

Move *from STX to STU*

Mini

Cooper S Turbo (2007-2016)

- Proposed changes to wheel and tire allowances for 2018/ STH. AWD would see a 1 inch increase in wheel width and still be limited to a 245 width tire.

14.3 TIRES Tires must meet the eligibility requirements of the Street category with the following additional restrictions: Tires shall have a section width up to and including the following (mm):

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

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

| | |
|-----------------------|------------|
| STS, & STR (AWD)..... | 7.5 |
| STH (ALL)..... | 9.0 |
| STX & STR (2WD)..... | 9.0 |
| STU, STP (all)..... | 11.0 |

#21610 Comment on #14648

Please see the response in item #14648

#21796 Please evaluate and reclass Porsche 986S and 987S

The STAC has provided the following proposed class changes for Porsche MR platforms.

Move **from STU to STR**:

Porsche

Boxster (986 and 987.1) (1997-2008)

Boxster S (986) (2000-2004)

Cayman (987.1) (2006-2008)

#21825 14648 ECU Clarification

Please see the response in item #14648

Prepared

#21866 Allowance of Aluminum Head for Ford Kent Crossflow 1600cc

The PAC feels that allowing the Formula Ford Kent Pierce aluminum cylinder head to be used in the TVR 1600 will not cause an imbalance in D-Prepared. The aluminum head is 19 lbs. lighter, but makes no additional power. This allowance will make sourcing replacement parts easier. The committee is requesting member feedback regarding a proposed listing addition in Appendix A, which would be as follows:

TVR

1800

Vixen S2 (1599 cc)

Alternate cylinder head: Aluminum Pierce casting

Other Items Reviewed

Street

#21789 2017 Audi TT RS Specification Information

Thank you for your input. The SAC will class this car when it becomes available.

#21728 Support for #21277 Allowing Skip Shift Defeat Devices

Thank you for your input.

#21763 Clarification on 2017 Camaro ZL1

Thank you for your input. The SAC will class the 2018 ZL1 1LE when it becomes available.

Street Touring

#21196, 21199, 21205, 21216, 21219, 21221, 21224, 21225, 21229, 21238, 21242, 21260, 21269, 21323, 21346, 21380, 21426, 21471, 21496, 21508, 21528, 21622, 21652, 21676, 21702 Feedback regarding ECU Allowances (various)

Please see the response in item #14648

Street Prepared

#21396 Move limited edition Mazdaspeed mx5 out of BSP

Thank you for your input. Please see the response to letter 21078 in the May Fastrack.

Not Recommended

Street

#21726 New Ford Mustang Package, Class Needed

Thank you for your input. Since these "RTR" packages are dealer installed accessories they are excluded from Street category. Please see the definition of Standard Part in Section 12.

#21751 Move of 2004-2011 Mazda RX8 to D-Street

Thank you for your input. The SAC will continue to monitor the competitive balance in CS and DS.

#21767 2004 GT3 is obsolete in SS.

Thank you for your input. The SAC will continue to monitor the competitive balance between SS and AS.

#21781 Move 2008 Mugen Si back to HS

Thank you for your input. This car was never actually classed in HS due to its rarity, and was mistakenly omitted from the 2016 rulebook and subsequently corrected. The SAC believes the Mugen Si is appropriately classed in GS.

#21787 Allowable Wheel Diameter Changes

Thank you for your input. The SAC feels the current wheel allowance of +/- 1" provides competitors with adequate tire fitment alternatives.

#21918 Reclass the Honda S2000 from BS to CS

Thank you for your input. The SAC will continue to closely monitor the competitive balance between BS and CS.

Street Touring

#21843 Add MR2 Turbo and MR2 Supercharged to new STH Class

The 85-89 MR2 S/C is currently classed in STR. The STAC believes the MR2 Turbo is not appropriate for any ST class at this time. Thank you for your input.

#21856 Consider adding Turbo to NA cars in STH

Thank you for your letter but this idea exceeds the level of preparation seen in Street Touring.

Street Modified

#21492 Allow JDM cars into Solo (25+ years old)

The SMAC feels it is not in the best interests of the category to allow non-USDM cars into Street Modified.

Prepared

#21721 Adding the 24v motor to the BMW E30 chassis

The PAC does not feel that this swap fits within the current definition of Prepared. We encourage the member to review the March Fastrack letter #20239.

Handled Elsewhere

Street

#21388, 21746 SSR (Super Street R) Feedback (various)

Thank you for your input. Please see the recommendations #20099 and 20246, and proposal #20511 published in the May 2017 Fastrack.

#21757, 21824 SSR Status (various)

Please see item 20099 in the May Fastrack.

#21933 Classify Corvette C7 Grand Sport in SSR

Please see items 20511 and 20246 in the May Fastrack.

Street Touring

#20049 Launch Control (MPH Limiter)

Thank you for your input. Please see letter# 14648

#21195, 21729 Re: #21094 Octane Rating

Please see item #21094.

#21859 MR2 S/C & Turbo placement in proposed STH Class

Please see item #21843.

#21518 2018 proposals

Please see item #21094.

Tech Bulletins

Street

#21796 Please evaluate and reclass Porsche 986S and 987S

Per the STAC, add the following new listings in Appendix A:

STU

Porsche

Boxster (987.2 and 981.1) (2009-2015)

Boxster S (987) (2005-2012)

Cayman (987.2 and 981.1) (2009-2015)

Cayman S (987) (2006-2012)

*Note the 'S' designation excludes the Boxster Spyder and Cayman R

#21892 BMW M2 Classification

Clarify the following listing in Appendix A as shown:

BS

BMW

M2 (*except Performance Edition "ZL9"*) (2016-2017)

Also add the following new listing:

AS

BMW

M2 Performance Edition ZL9

#21840 BMW i8 classification

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

SS

BMW

i8 (2014-2017)

Street Touring

#21636 ST Class for 2016+ Ford Focus RS

The STAC has come to the conclusion that the Ford Focus RS 2016-17 would fit acceptably within STU. Hence the following new listing is provided for Appendix A:

STU

Ford

Focus RS (2016-17)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 2, 2017

The Club Racing Board met by teleconference on May 2, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

GCR

1. #21916 (SCCA Staff) Important Recall Notice: Simpson Voyager 2 SA2015 Helmet
Simpson Performance Products has recently discovered a potential safety issue with its Snell SA 2015 Voyager 2 helmet. See the full notices here:

http://www.ogracing.com/images/tech/Simpson-Voyager2-Recall.pdf?mc_cid=b10ac0d674&mc_eid=3da2c6dfc6

See also Road Racing Member Advisories, MA 17-01, <https://www.scca.com/pages/cars-and-rules>

No Action Required

T1

1. #21806 (Amir Haleem) Allow Dash Pad to be of Any Material
Thank you for your letter. The rule states that the dash pad may be modified, which means, without restriction. Therefore, the rule is adequate as written.

T4

1. #21832 (Dave Kutney) Revisit 4.5
Thank you for your inquiry. The CRB and TAC suggest you address your ride height concern by using a spacer with your new allowable springs.

Not Recommended

FA

1. #21948 (James Rogerson) Include Mexican F4 car in FA
Thank you for your letter. The CRB does not recommend this change because the car does not comply with the class rules.

FB

1. #21847 (David Arken) Motor Cycle Cylinder Head Resurface Allowance
Thank you for your letter. The CRB does not recommend this change because it is a deviation from the stock engine philosophy and would effectively become the standard for the class due to the perception of an advantage.

P1

1. #21457 (Dusan Maly) Classify the Praga R1
Thank you for your letter. The CRB does not recommend classification because the car is outside the P1 class philosophy. Competitors may race in the regional only ASR class provided that the chassis is proven to meet FIA specifications for non-metallic composite chassis prior to being submitted to the SCCA for homologation.

2. #21853 (Anthony Seaber) Update the Spec Line for Elan DP-02

Thank you for your letter. Please see the response to letter #21479, March 2017 Fastrack Technical Bulletin, regarding the reinstatement of Spec Line D in P1 Table 1. The CRB will continue to monitor the class performance of the Elan DP-02 before making any adjustments.

P2

1. #21744 (Eric McCoy) Add Older Norma Cars (M20F) to Table 1 Spec Line Cars in P2
Thank you for your letter. The CRB does not recommend this change at this time. Please review the P2 rules and submit an itemized list of the areas in which the Norma M20F's specifications do not comply with the requirements of the class, and the CRB will consider classification at that time.

2. #21848 (David Arken) Motor Cycle Cylinder Head Repair

Thank you for your letter. The CRB does not recommend this change because it is a deviation from the stock engine philosophy and would effectively become the standard for the class due to the perception of an advantage.

GCR

1. #21716 (Greg Amy) Formalize Split Grids in the GCR

Thank you for your suggestion. This processes (Split Grid or Split Start) are defined in Supplemental Regulations and are the purview of the Race Director or Chief Steward at any event. The CRB has no plans to add this to the GCR.

GT3

1. #21736 (Michael Heintzman) Response to Letter #21483: Request for Mazda Alternate Crankshaft

Thank you for your letter. GT cars do not have "free" bore and stroke. Specifically requested non-standard stroke crankshafts have been approved in the past on a case by case basis, when the alternative cranks are available from the manufacturer or through their Competition Departments (specifications for the requested crankshaft were available in road cars from that manufacturer), with appropriate adjustments for any change in displacement. To be eligible for this exception, crankshafts from the factory must be drop in replacements for the current crankshaft without modification to the block or crankshaft. An aftermarket crankshaft of identical dimensions can be made, as is allowed in the standard GT rules.

GTL

1. #21689 (Bill Meyer) GTL Alternate SIR for Rotary Powered Tub Based Cars

Thank you for your letter. The CRB and GTAC do not differentiate between tube and tub based chassis types in GT.

LC

1. #21842 (Michael Weedon) Legend Car Spec Tire

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

EP

1. #21658 (David Mead) Allow Alternate Cylinder Head for 2.2 Porsche 911

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

2. #21885 (Brian Bagnall) Dual Classification for 1984 Corvette

Thank you for your letter. The displacement of the engine that came in the base model of this car is too large for EP.

ST

1. #21835 (David Mead) Reconsider Aluminum Driveshaft in ST

Thank you for your letter to reconsider this request. The CRB sees no reason to make this change at this time.

T1

1. #21798 (Glen Vitale) Allow for GT350 Intake on 2015-2017 Mustang GT

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

2. #21822 (Michael Pettiford) 2006 Corvette Z06 7 Liter Limited Prep Rule Change
Thank you for your request. Data shows this car is competitive as classed.

3. #21950 (Chad Gilsinger) Please Reconsider Classifying the NSX in T1
Thank you for your request. The CRB does not recommend this change at this time and will monitor this car's performance this year in GT2 for consideration for 2018. The CRB advises you send a letter to the GT committee requesting some help on the (2) 34mm restrictors to give the car additional power.

T4

1. #21911 (Aaron Hale) 2014-2015 Honda Civic Si T4 Spec Line Corrections and Performance
Thank you for your inquiry. Top hats and camber plates are already permitted. You are also allowed to use a 235 tire on 17" wheels. The tire and wheel sizes are MAXIMUM permitted. You may run any size up to that maximum allowance. For your additional requests, the CRB will continue to monitor performance of this car in 2017. Please note this car has already shown that it is competitive as classed.

2. #21938 (James Innes) Allow Up to 17x7.5
Thank you for your letter. The CRB does not recommend this change. Aftermarket wheels are available in this size. This specific size may be difficult to obtain; however, other options are available. The car is competitive as classed with the current maximum permitted wheel size.

Recommended Items for 2018

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GCR

1. #21880 (Jim Wheeler) Update Section 1.2.2.B.
Thank you for your letter. Change 1.2.2.B.: B. When a rule clarification or change must be implemented immediately, the Board of Directors, *or the CRB*, will issue a memorandum (*Race Memo*) stating the change and its effective date. These memoranda will be posted on the SCCA website and sent to all Executive Stewards and Divisional Administrators of Tech.

Taken Care Of

EP

1. #21801 (Russell Myers) Classify the Lotus Europa Twin Cam
Thank you for your letter. Please see the response to letter #21501.

T4

1. #21814 (Dan Wiegandt) Adjust Scion Fr-S/Subaru BRZ
Thank you for your letter. Please see the response to letter #21953, Technical Bulletin.

2. #21816 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ Add Restrictor
Thank you for your letter. Please see the response to letter #21953, Technical Bulletin.

3. #21817 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ Reduce Tire Size
Thank you for your letter. Please see the response to letter #21953, Technical Bulletin.

4. #21818 (Dan Wiegandt) Adjust Scion FR-S/Subaru BRZ Add Weight
Thank you for your letter. Please see the response to letter #21953, Technical Bulletin.

What Do You Think

B-Spec

1. #22039 (Club Racing Board) Allow Alternate Ring Gear in B-Spec

The CRB has received two requests for allowing an alternate ring gear in B-Spec cars.

For the Mazda 2 (11-14), letter #21879 requests a change from the 3.85 gear to a 4.388 gear.

For the Toyota Yaris (07-12), letter #21982 requests a change from the 3.72 gear to a 4.312 gear.

The CRB seeks feedback from the B-Spec community about allowing alternate gears to improve parity in the class (potentially beyond the two requests listed). Please provide your comments through crbscca.com.

RESUMES

None.

TECH BULLETIN

DATE: May 20, 2017

NUMBER: TB 17-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/2017 unless otherwise noted.

American Sedan

None.

B-Spec

1. #21925 (B-Spec Committee) Reduce Mini Cooper (07-10) Minimum Weight
In B-Spec, Mini Cooper (07-10), change the weight as follows:
~~2570~~ **2545**

2. #21926 (B-Spec Committee) Reduce the Toyota Yaris Weight
In B-Spec, Toyota Yaris (07-12), reduce the weight as follows:
~~2425~~ **2400**

3. #21927 (B-Spec Committee) Reduce the Mini Cooper (2011-) Weight
In B-Spec, Mini Cooper (2011-), reduce the weight as follows:
~~2600~~ **2575**

4. #21928 (B-Spec Committee) Reduce the Mazda 2 Minimum Weight
In B-Spec, Mazda 2 (11-14), reduce the weight as follows:
~~2380~~ **2330**

5. #21929 (B-Spec Committee) Increase the Honda Fit (2015-) Minimum Weight
In B-Spec, Honda Fit (2015-) increase the minimum weight as follows:
~~2573~~ **2600**

6. #21930 (B-Spec Committee) Reduce the Honda Fit (09-12) Minimum Weight
In B-Spec, Honda Fit (09-12), reduce the weight as follows:
~~2575~~ **2550**

7. #21931 (B-Spec Committee) Reduce the Ford Fiesta (11-12) Minimum Weight
In B-Spec, Ford Fiesta (4-dr) (11-12), reduce the weight as follows:
~~2545~~ **2495**

8. #21932 (B-Spec Committee) Minimum Weight Ballast
In GCR section 9.1.10.E.17., add the following language:
"Weight: The minimum weight as listed on the B Spec line is with driver and ballast may be added to meet the listed minimum weight. Refer to section 9.3.7. **Ballast**, for placement of the ballast. If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track.

A. The ballast shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds.

B. Each segment shall be fastened with a minimum of two (2) one-half inch (1/2") bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large diameter, load distributing washers."

Remove GCR section 9.1.10.F. as follows:

~~F. Competition Adjustments~~

~~Some vehicles may be required to carry ballast as a competition adjustment.~~

~~1. All additional ballast shall be securely mounted in the passenger side of the vehicle, aft of the firewall (including any footwell angle), and forward of the main hoop of the roll cage unless otherwise so allowed on the vehicle B Spec line. Passenger side weight box is recommended. Weight box shall be fastened to the passenger side seat mounting points.~~

~~2. It shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds. Each segment shall be capable of being weighed apart from the vehicle.~~

~~3. Each segment shall be fastened with a minimum of two (2) one-half inch (1/2") bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large diameter, load distributing washers.~~

~~4. If a weight boxes is not utilized, holes may be drilled in the passenger footwell floorpan for the purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose.~~

~~If sufficient competition adjustments cannot be achieved safely with ballast, intake restriction may be specified. This will be listed on the cars spec line.~~

9. #22009 (B-Spec Committee) Correct the Chevrolet Sonic Transmission Ratios In B-Spec, Chevrolet Sonic (2012), correct the transmission ratios as follows:
"~~3.73, 2.14, 1.41, 1.12, 0.89~~ **3.72, 1.96, 1.32, .094, 0.75**"

Formula/Sports Racing

None.

GCR

1. #21592 (SCCA Staff) App C 2.1.A Medical Requirements - clarify NASA Medical Form In Appendix C., section 2.1.A., make the following changes:

"Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form or a **complete** NASA approved **Medical Evaluation** form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new Form is not required for a 14 year-old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license."

2. #22030 (Gerald Shiloff) Add Waterford Hills Road Club Novice Licenses to Approved List In Appendix C, Article 2.8.B.16., add the following language:

"Waterford Hills Road Racing Club Full **and Novice permit**"

Grand Touring

GT2

1. #21826 (Kenneth Billimack) Allow the Porsche 997.1 to Have ABS

In GT2 Cars - Porsche, 996/997 GT3 Cup, add the following language to the notes:

"ABS allowed with a 100lb. penalty."

In GT2 Cars - Porsche, Porsche 991.1 GT3 Cup, add the following language to the notes:

"ABS allowed with a 100lb. penalty."

In GT2 Cars - Porsche, 997.2 GT3 Cup, add the following language to the notes:

“ABS allowed with a 100lb. penalty.”

2. #21878 (Jon Mirachi) Classify the 2016-2017 SIN R1 GT4
In GCR section 9.1.2.E.1.c., classify the SIN R1 GT4 (16-17) as follows:

“SIN

R1 GT4 (16-17)

Weight: 3120 lbs.

Note: Must be compliant to 2017 World Challenge rules/specifications and must have appropriate rules in their possession.”

GTL

1. #21805 (Michael Heintzman) Removal of Weight Penalty - GTL Class - BMC Thru Rover Group

In GTL, Engines - BMC thru Rover Group, disp. 948, make the following changes:

Weight: ~~4160~~ **1210**

Notes: ~~“RWD Mini (all) add 50 lbs. Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.”~~

In GTL, Engines - BMC thru Rover Group, disp. 970, make the following changes:

Weight: ~~4185~~ **1235**

Notes: ~~“RWD Mini (all) add 50 lbs. Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.”~~ Pierce aluminum cylinder head part #99003.843 allowed.”

In GTL, Engines - BMC thru Rover Group, disp. 1071, make the following changes:

Weight: ~~4280~~ **1330**

Notes: ~~“RWD Mini (all) add 50 lbs. Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.”~~ Pierce aluminum cylinder head part #99003.843 allowed.”

In GTL, Engines - BMC thru Rover Group, disp. 1098, make the following changes:

Weight: ~~4330~~ **1380**

Notes: ~~“RWD Mini (all) add 50 lbs. Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.”~~

In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget (Iron, non-Crossflow), make the following changes:

Weight: ~~Mini: 1275@1520~~ **1570** 1380@~~1600~~ **1650** 1399@~~1620~~ **1670** Sprite/Midget:

1275@1680 1380@1760 1399@1780

Notes: ~~“RWD Mini (all) add 50 lbs. Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.”~~ Pierce aluminum cylinder head part #99003.843 allowed.”

In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget (Alum. Crossflow), make the following changes:

Weight: ~~Mini: 1275@1650~~ **1700** 1380@~~1850~~ **1900** 1399@~~1889~~ **1939** Sprite/Midget: 1275@1680

1380@1760 1399@1780

Notes: “See all notes above. Pierce 7 port alum. crossflow cylinder head part #99003.849 is allowed. Mini Spares 8 port alum. Crossflow cylinder head part #C-AHT346 is allowed. **Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.”**

Improved Touring

None.

Production

EP

1. #21937 (Jeff Johnk) BMW 325i E30 84-91 Convertible Allowance
 In EP, BMW 325i/is (E30) (84-91) (excl. conv.), make the following changes:
 Platform: BMW 325i/is (E30) (84-91) (excl. conv.)
 Notes: "Comp. Ratio limited to 12.0:1, Valve lift limited to .500". Trunk mounted fuel cell allowed. *Convertible models allowed.*"

FP
 None.

HP
 1. #21537 (Gordon Jones) Carb Allowance
 In HP, BMW 1600 (68-71), add the following language to the notes:
 "Compression ratio limited to 11.0:1, Valve lift limited to .450". Factory 2bbl intake manifold from 2002 is permitted. *40 DCN or DCNF with 32mm chokes permitted.* (2) 40 DCOE sidedraft carbs w/ 32mm choke(s) permitted @ 2000 *2050 **2100. Alternate differential from 75-83 e21 allowed."

Spec Miata
 None.

Super Touring
 None.

Touring
T1

1. #21804 (eric thompson) Same Engine Displacement & TIR Allowance as Mitsubishi/DSM 2.0L
 In T1, Toyota Celica All-Trac, classify another engine displacement as follows:

| T1 | Maximum Displ. | Min. Weight | Restrictor | Engine Notes | Chassis Notes |
|------------------------|----------------|-------------|------------------|-----------------------------------|---------------|
| Toyota Celica All-Trac | 2000 | 2900 | 46 mm TIR | Alternate Turbo permitted. | |
| | <i>2300</i> | <i>2900</i> | <i>46 mm TIR</i> | <i>Alternate Turbo permitted.</i> | |

2. #21945 (John Buttermore) Remove Header Allowance for T1 Limited Prep
 In GCR section 9.1.9.1., add the following language to the last paragraph:
 "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. *Limited prep cars running stock OEM manifold/headers as delivered may subtract 50lbs. from the specified weight.*"

T2

1. #21815 (Miles Furlong) M235i Racing Remaining in T2 Class
 In T2, classify the BMW M235iR as follows:

| T2 | Bore x Stroke(mm)/Disp. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|-------------------------|-----------------------------------|-----------------|-----------------------|-----------------|---|-------------|----------------------------------|--------------|---------------------------|
| <i>BMW M235iR (-16)</i> | <i>84.0 x 89.6</i> <i>2979</i> | <i>2691</i> | <i>18 x 10</i> | <i>275</i> | <i>4.71, 3.14, 2.11, 1.67, 1.29, 1.00, 0.90, 0.67</i> | <i>3.08</i> | <i>(F) 355</i> <i>(R) 324</i> | <i>3475</i> | <i>39mm TIR required.</i> |

2. #21863 (Marty Grand) Consider Removing TIR For the Recently Allowed Evo 8/9 Turbo
 In T2, Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06), add 50 lbs. and remove the turbo inlet restrictor from the notes as follows:
 Weight: ~~3300~~ **3350**
 Notes: "44 mm TIR restrictor required."

3. #21914 (carl fung) Correction for Letter #21681
 In T2, BMW M235i (2016-), make the following changes:

Platform: BMW M235i (2016- -16)

Notes: “41mm TIR required. 1030 lb/in springs allowed. 2016 BMW M235i R Cup Spec Wing allowed.”

4. #21934 (Steven Glaab) C5 LS6 OEM Harmonic Balancer Replacement/Tensioner Option In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), consolidate the two spec lines into one as follows:

| T2 | Bore x | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---|-----------------------------|-----------------|---|--|--|--|---|---|---|
| <i>Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)</i> | <i>99.0 x 92.0 5666</i> | <i>2655</i> | <i>18x10 (F) 18x11 (R) or 18 x 11 (F) 19 x 13 (R) OEM 10.5 REAR Z06 wheels may be used on the front or rear axle. F & R OEM only 17 x 9.5 (F) 18 x 10.5 (R)</i> | <i>295 Rear tires may protrude up to 1.0" with GM T1 Perf. Susp. pkg. Max-camber: (R)-2.5 with GM</i> | <i>C5): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 (Z06): 2.97, 2.07, 1.43, 1.00, 0.84, 0.56 Auto trans only: 4.03, 2.36, 1.53, 1.15, 0.85, 0.67</i> | <i>3.42 Auto trans only: 2.56 or 2.73</i> | <i>(F) 325 Vented Disc (R) 305 Vented Disc May use two-piece steel rotors with aluminum hats up to 5% larger than 340/330; Any four piston calipers and brackets are permitted. Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper. Stock calipers and rotors only (F) 325 (R) 305</i> | <i>3525 (w/55mm flat plate restrictor) 3225 (w/45mm flat plate restrictor) 3400 (w 55mm flat plate restrictor, only permitted when using OEM Wheels and Stock Brakes)</i> | <i>GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachments points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. The A.I.R air-pump system may be removed. A 55 mm flat plate restrictor is required. 3.0 degrees MAX front-camber. ARE dry sump kit #3021S, or Aviad dry sump kit #008-10001 allowed. ATI non-underdrive damper #917303, balancer bolt #951503, optional crank pin kit #918993 and Katech's non-spring loaded belt tensioner KAT-A4425 permitted.</i> |

In T2, Chevrolet Corvette Z06 (06-12), add the following language to the notes:

“ATI non-underdrive damper #917303, balancer bolt #951503, optional crank pin kit #918993 and Katech’s non-spring loaded belt tensioner KAT-A4425 permitted.”

T2-T4

1. #21780 (david mead) Please Reconsider Alternative Hardtop for ND Miata

In T3, Mazda MX-5 Cup, add the following language to the 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, *including part #0000-07-5901, the discontinued DG Motorsports top* (if a hardtop is used, latches shall be replaced with positive fasteners)”

In T4, Mazda MX-5 Miata/Club (2016-), add the following language to the notes:
 “Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 (*discontinued DG Motorsports*) with +20lb increase to base weight. Retractable hardtop option permitted but must be disabled from moving action and positively fastened.”

In T4, Mazda MX-5 / Club Model (06-15), add the following language to the notes:
 “The following items must remain stock OEM unmodified, unless alternate part numbers are permitted below: original wheels (06-14 factory wheels are allowed), and transmission, differential, and LSD. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed 2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 (*discontinued DG Motorsports*) with +20lb increase to base weight. Effective 01/01/2017: The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty.”

T3

1. #21858 (Jared Lendrum) Clarify or Simplify WRX STI Spec Line

In T3, Subaru WRX STI (03-07), remove the following language from the notes:

“AMS front and rear springs #AMS-SCCASTiST1 allowed.” and “Baldwin Motors spring package part BMI-T2SP1, permitted.”

2. #21890 (Glenn Long) Remove the OBD2 Requirement for the Mazda MX-5 Global Cup Car

In T3, Mazda MX-5 Global Cup Miata (2016), add the following language to the notes:

“*OBD2 requirement does not apply.*”

T4

1. #21844 (Benjamin Bunk) Correct a Typo in the Scion FRS Spec Line Notes

In T4, Scion FR-S (13-16), correct the first sentence of the notes as follows:

“Eibach ~~4.105882.880~~ *4.10582.880* and SPC 67660 allowed.”

2. #21920 (Anne Hitchcock) Classify the MINI Cooper Hardtop (2-door) F56

In T4, classify the Mini Cooper S (2016-) as follows:

| T4 | Bore x Stroke(mm)/ Disp. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|------------------------------|-------------------------------|-----------------|-----------------------|-----------------|---|-------------|--------------------------------------|--------------|---------------------------|
| <i>Mini Cooper S (2016-)</i> | <i>82.0 x 94.6 1998</i> | <i>2429</i> | <i>17 X 8</i> | <i>225</i> | <i>3.92, 2.14, 1.39, 1.09, 0.89, 0.76</i> | <i>3.59</i> | <i>(F) 316 x 22 (R) 280 x 10</i> | <i>2900</i> | <i>28mm TIR required.</i> |

3. #21953 (Touring Committee) Adjustments T4 BRZ, Scion FRS, Toyota 86 and RX-8

In T4, make the following weight adjustments:

Mazda RX-8 Base/R3 (04-12)

Weight: ~~3125~~ *3175*

Scion FR-S (13-16)

Weight: ~~2925~~ *2975*

Subaru BRZ (13-16)
Weight: ~~2925~~ 2975

Subaru BRZ (2017-)
Weight: ~~2975~~ 3025

Toyota 86 (2017-)
Weight: ~~2975~~ 3025

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS David Mead vs. SOM COA Ref. No. 17-06-SP April 6, 2017

FACTS IN BRIEF

On March 12, 2017, following the Group 5 race at the Willow Springs Super Tour event at Willow Springs International Raceway, John Snow, Assistant Chief Steward (ACS), completed a Chief Stewards Action (CSA) disqualifying Lance Stewart, driver of T4 #3 for violation of General Competition Rules (GCR) 6.11.1.A-D.

David Mead, entrant for T4 #3, protested the CSA arguing that the Chief Steward did not have the authority to disqualify his driver, citing GCR 5.12.3.B.6. and 8.1. The Stewards of the Meeting (SOM), John Reitman, Keith Duntze, and Jack Kish (Chairman) met, reviewed the evidence, and determined that disqualification was within the authority given the Chief Steward per GCR 5.12.3.C. They disallowed the protest, thus upholding the CSA. Mr. Mead appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Rick Mitchell, and Jerry Wannarka (Chairman) met on April 6, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related documents, received March 23, 2017.
2. SOM Hearing Notes and Comments from Super Tour at Willow Springs Raceway received from Jack Kish, March 27, 2017.
3. Appeal Letter from Mr. Mead, received March 27, 2017.
4. Email Memorandum from Race Director, Ken Patterson, March 30, 2017.

FINDINGS

ACS John Snow, disqualified Lance Stewart, driver of T4 #3, based on multiple reports from Course Marshalls that Car #3 was involved in numerous metal to metal contacts with T4 #78 (Izzy Sanchez). Ultimately, Car #78 was disabled following contact with Car #3. Race Director (RD) Ken Patterson, in consult with the ACS Snow, decided that the contacts were of sufficient frequency and magnitude that disqualification was warranted. Mr. Mead, entrant for T4 #3, protested the CSA as not being within the authority of the Chief Steward.

The SOM reviewed the protest and concluded that the referenced GCR sections were not well understood by the protestor. Disqualification is indeed within the powers of the Race Director/Chief Steward. All applicable GCR citations were reviewed with Mr. Mead by the SOM.

Mr. Mead cited perceived procedural issues by the race organization and requested that the COA review the penalty assessed by the CSA. GCR 8.4.1. provides any participant named as a party to a protest the right to appeal a decision or penalty imposed upon him by the SOM. Mr. Mead's appeal is restricted to the decision of the SOM; disqualification was imposed by the CSA. No penalty was assessed by the SOM, nor did they make a decision on the penalty. The SOM ruling was on the authority of the Race Director/Chief Steward to assess the penalty.

The Court of Appeals reviewed the GCR references cited in the protest and agrees with the SOM that the individuals taking action had the authority to disqualify a competitor. GCR 5.12.2. confers upon the US Majors

Tour Race Director all responsibilities and duties of a Chief Steward detailed in GCR 5.12.3. including the ability to delegate any duties to Assistant Chief Stewards. GCR 5.12.3.C.1. states that a "Chief Steward may disqualify a driver." Therefore, RD Patterson appropriately delegated the authority to disqualify a driver to ACS Snow, who disqualified Lance Stewart. The COA determined that the SOM provided due process to Mr. Mead based on the scope of his protest.

DECISION

The COA upholds the SOM decision in its entirety. The appeal is not well founded. The entire appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
David Mead vs. SOM COA Ref. No. 17-07-SP
April 6, 2017

FACTS IN BRIEF

On March 12, 2017, following the Group 5 race at the Willow Springs Super Tour event at Willow Springs International Raceway, David Mead, on behalf of Lance Stewart (T4 #3) protested Izzy Sanchez (T4 #78) charging violation of General Competition Rules (GCR) 6.11.1.C. and 6.11.1.D. Mr. Mead alleged that Car #78 engaged in “continuous, purposeful blocking” during the first six (6) laps of the race. The Stewards of the Meeting (SOM), John Reitman, Keith Duntze, and Jack Kish, Chairman, met, reviewed the evidence, and determined that Car #78 did not make abrupt changes designed to impede Car #3, nor did he show that he was not aware of Car #3’s attempts to pass. They disallowed Mr. Mead’s protest. Mr. Mead appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Laurie Sheppard (Chairman) met on April 6, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from David Mead, including several exhibits, received March 23, 2017.
2. Official Observers Report and related documents, received March 23, 2017.
3. In-car video from Car #78, received March 23, 2017.
4. Email from Jack Kish dated March 27, 2017.
5. Email from David Mead containing two (2) photographs, dated March 30, 2017.

FINDINGS

Mr. Mead cited several concerns in his appeal letter. He stated that Mr. Stewart (Car #3) was faster in every on-track session than Mr. Sanchez (Car #78). Mr. Mead alleges that Car #78 “jumped” the start allowing him to lead Car #3 into Turn 1. He further asserts that Car #78 was able to stay in front by blocking Car #3’s multiple attempts to pass. Several incidents of contact occurred between Car #3 and Car #78, including one which ended Car #78’s race.

The COA reviewed Car #78’s front facing in-car video and noted that Mr. Sanchez drove a defensive race, denying Car #3 an opportunity for an inside pass, but making no abrupt changes in direction or obvious reaction to Car #3 moving left and right behind him. In all cases, Mr. Sanchez (Car #78) allowed Mr. Stewart adequate racing room and did not attempt to impede Car #3 during an attempted passing maneuver. The COA identified several incidents of contact sufficient to upset Car #78 and noted Mr. Sanchez recovered well, maintaining his position. The incidents in the video could be correlated to the Race Log and to the associated witness statements provided to the SOM.

On approximately lap 6, Car #78 approached a slow T2 car entering the left hand Turn 1. The T2 car did not leave a full car width on the inside so Mr. Sanchez slowed until there was sufficient room to pass to the left of the T2. Car #3 impacted Car #78 in the right rear as Car #78 was drawing alongside the T2, causing Car #78 to turn into the T2 car and then rotate into Car #3. The COA agrees with the SOM that contact by Car #3 initiated the incident and it was not the result of blocking by Car #78.

Mr. Mead also stated that he was not interviewed by the SOM regarding his protest. The SOM interviewed the two drivers involved in the incidents and based their decision on the drivers’ firsthand knowledge. Since Mr. Mead was not a witness to nor did he potentially cause the incidents described, the investigation of on-track behavior did not require his testimony. Mr. Mead had protested on behalf of his driver, Lance Stewart, so Mr. Stewart’s testimony was considered in lieu of Mr. Mead’s.

Certain other allegations and/or documents submitted with the appeal either were not pertinent or could not be verified and were not considered by the COA. The SOM relied upon the full body of evidence presented to them and they reached a clear and reasoned decision in disallowing the protest. The COA supports their decision.

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS
Derek Kulach vs. SOM COA Ref. No. 17-08-SW
April 13, 2017

FACTS IN BRIEF

On March 25, 2017, at the Hoosier SCCA Super Tour Southwest Shootout at Circuit of the Americas, Derek Kulach (T2 #12) protested Mike Vess, driver of T2 #73 (a BMW M235iR) charging that the car is not classified as a T2 but should be in T1. The Stewards of the Meeting (SOM) Paula Hawthorne, Laurie Sheppard, and Jack Marr, Chairman, met, reviewed the evidence, and disallowed the protest. Mr. Kulach appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Rick Mitchell (Chairman) met on April 6 and April 13, 2017 to review, hear, and render a decision on the appeal. Laurie Sheppard and Gerald Wannarka were recused as they were officials at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Derek Kulach, received March 29, 2017.
2. Official Observers Report and related documents, received April 5, 2017.
3. Email from Jack Marr, Chairman SOM, dated April 3, 2017.

FINDINGS

As evidence to support his protest Mr. Kulach supplied the SOM a copy of Tech Bulletin 17-04 which showed the BMW M235iR classified in T1 with a weight of 3275 lbs. This change was effective immediately as of March 20, 2017. The bulletin also removed the R from the T2 BMW M235iR line. However, the T2 amendment was not indicated to be an immediate change so it would become effective on March 31, 2017. As written in Tech Bulletin 17-04 the BMW M235iR was eligible for competition in both classes from the date of publication through March 31, 2017. It was permissible for Mr. Vess to run in T2 at a weight of 3400 lbs. or run T1 at a weight of 3275 lbs. for this event.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Kulach's appeal is not well founded and the appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Derek Kulach vs. SOM COA Ref. No. 17-09-SW
April 13, 2017

FACTS IN BRIEF

On March 26, 2017, following the T2 race at the Hoosier SCCA Super Tour Southwest Shootout at Circuit of the Americas, Mike Vess (T2 #73) protested Derek Kulach (T2 #12) charging violation of General Competition Rules (GCR) 6.5.2.C.1. (false start). The Stewards of the Meeting (SOM) Paula Hawthorne, Laurie Sheppard, and Jack Marr, Chairman, met, reviewed the evidence, and upheld the protest. Mr. Kulach was penalized two (2) finishing positions in class. Mr. Kulach appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Rick Mitchell (Chairman) met on April 6 and April 13, 2017 to review, hear, and render a decision on the appeal. Laurie Sheppard and Gerald Wannarka were recused as they were officials at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Derek Kulach, received March 29, 2017.
2. Official Observers Report and related documents, received April 5, 2017.
3. Email from Jack Marr, Chairman SOM, dated April 3, 2017.

FINDINGS

Mr. Vess held the pole position and supplied his in car video as evidence to support his protest. The video showed Car #12 accelerated multiple car lengths ahead of the pole car before the green flag was shown. The video also shows Mr. Vess maintained a speed close to the pace established by the pace car and only accelerated upon display of the green flag.

Mr. Kulach states in his appeal that neither the Starter nor any Marshals called in and said he had jumped the start. The COA finds this interesting but it doesn't negate the facts presented in the video. Mr. Kulach also asserts that if the pole position car, #73, was found to be improperly classified in T2 that the protestor, Mr. Vess, would not have been in the race and, therefore, not able to protest him. The COA finds this doesn't negate the fact that Car #12 improved his position on the field on the pace lap prior to the green flag.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Kulach's appeal is not well founded and the appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Steve Pence vs. SOM COA Ref. No. 17-10-SE
May 4, 2017

FACTS IN BRIEF

On January 15, 2017, immediately following the Group 3 (SRF/SRF3) race at the Sebring Super Tour Event, Steve Pence, Race Director, instructed Timing and Scoring to delay posting the provisional results until circumstances surrounding the finish could be reviewed. Between January 15 and January 17, 2017, Mr. Pence discussed the situation and applicable General Competition Rules (GCR) with the National Chairman of the Stewards Program, the Stewards of the Meeting (SOM) assigned to the event, and other SCCA stewards. In addition he requested the SOM grant a 24-hour protest period following posting of the provisional results. Mr. Pence did not file an official Request for Action (RFA). In a January 17, 2017, email to the SOM, Race Director Pence declared Lap 13 to be the final lap for scoring purposes and posted the Lap 13 Provisional Results via email to all competitors in the race.

On January 18, 2017, Cliff White, SRF3 #68, filed a protest via email. Mr. White objected to the provisional results declaring lap13 as the final lap. Specifically he cited misapplication of GCR 6.7.1. (Stopping a Session – Methods) and 6.10.4. (Race Winner).

A new SOM panel was appointed to hear this protest. The SOM panel originally assigned to the event participated in the decision that delayed posting of the original Lap 14 Provisional Results from Timing and Scoring (T&S). In addition, the original SOM authorized the release of Provisional Results based on Lap 13. (See COA Ref. No. 17-04-SE)

The Stewards of the Meeting Bob Hudson, Bob Horansky, and Paul Gauzens, Chairman, met via telephone, reviewed evidence, obtained additional witness testimony, and ruled the Race Director lacked authority under GCR 5.12.2. (U.S. Majors Tour Race Director) to delay posting the Lap 14 Provisional Results. The SOM further ruled the Race Director was not authorized by GCR 6.1.1.I. (Red Flag) and GCR 6.10.3. (Awarding of Points) to revise the Provisional Results. The SOM declared that Lap 14 was the lap to be used in determining finishing order, awarding trophies, awarding points, and awarding all prizes. Race Director Pence appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on April 27 and May 4, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Steve Pence, received April 15, 2017.
2. Official Observer's Report and related documents, received February 22, 2017.
3. Addendum to Official Observer's Report (SOM Ruling) received April 18, 2017.

FINDINGS

On April 15, 2017, Race Director Pence submitted a letter of appeal objecting to the SOM ruling. In his opening paragraph he states: "We are dealing with a very clear question: should the race be scored as of lap 13 or lap 14? While a red flag after a checker is certainly unique, the GCR, as written, provides an easy, and clear, answer."

Mr. Pence states GCR 5.12.3.A.1. (Execution of the Event) and GCR 6.10.5.B. (Shortened Races) are the basis for delaying release of the provisional results and declaring Lap 13 as

the final lap. His argument is that GCR 5.12.3.A.1. provides authority for the Race Director to get involved with the Specialties during times of great confusion. He goes on to provide an extensive justification for declaring Lap 13 as the final lap based on his reading of GCR 6.10.5.B.

Central to Mr. Pence's appeal is whether the GCR authorizes a Race Director to influence the outcome of a competition. Mr. Pence asserts that GCR 5.12.3.A.1. (Execution of the Event) provides this all-encompassing authority. Mr. Pence is correct when he asserts this rule charges him as Race Director with executing the program in a safe manner. However, this rule only sets forth duties and responsibilities dictating what the Race Director is expected to accomplish. Powers that may be used by the Chief Steward (and by extension Race Director) are set forth in GCR 5.12.3.C., 5.12.3.D., and various GCR citations specific to the Race Director. GCR 5.12.3.A.1. does not give the Race Director the power to delay posting the provisional results.

GCR 5.10.4.A. states that Provisional Results shall be posted and availability announced via the public address system at the conclusion of the race. Posting the Provisional Results affords all parties the opportunity to review and file formal objections (Protests and/or Requests for Action). Evidence in the case file shows Provisional Results for Lap 14 were produced by T&S and provided to the race officials.

Although no formal objection (Request for Action) was filed, Race Director Pence directed T&S to delay posting and distribution of Provisional Results. He also requested that T&S produce Lap 13 "Provisional Results" for review and determination as to which lap was to be used for official scoring. GCR 5.10.4.A. is an emphatic rule and must be followed. The COA finds no authority for the Race Director to disregard GCR 5.10.4.A.

Mr. Pence did not exercise the authority available to him for objecting to Lap 14 being declared the final lap for scoring. He could have filed a formal objection (Request for Action) instructing the SOM to investigate and provide a ruling. In accordance with GCR 5.10.4.B. (Official Results), the Provisional Results for Lap 14 that were printed and provided to the officials on January 15, 2017, at Sebring were final 30 minutes following distribution. Lap 14 is the correct lap for scoring finishing order, awarding trophies, awarding points, and awarding prizes.

In his appeal Mr. Pence raised additional arguments regarding how this situation should have been handled. Mr. Pence states that Lap 14 was not completely scored because the race was stopped via a Red Flag on Lap 14 following display of the Checkered Flag to all but one competitor. He argues that based on GCR 6.7.1. (Stopping a Session – Methods) when the race could not be restarted, the one car not receiving the checker prior to the Red Flag could not be scored as finishing the 14th lap. His interpretation is that a Red Flag has higher order of precedence than the Checkered Flag. The COA disagrees.

- The Red Flag (GCR 6.1.1.I.) does stop the competition and is used when extreme conditions warrant. All cars must immediately stop safely and await further instructions.
- The Black Flag (GCR 6.1.1.F.) stops competition, but instead of requiring immediate stoppage around the circuit, directs all cars to enter pit lane and await further instructions.
- The Checkered Flag (6.1.1.H.) stops competition, but with a very important additional authority. The Checkered Flag ends competition for each competitor as the car crosses the finish line.

The wording for each flag condition is quite clear. All three rules authorize stopping a competition (session), but only the Checkered Flag ends a competition. The Checkered Flag must be displayed, normally at the finish line, to signal the end of competition, even one stopped by a Red or Black Flag.

Mr. Pence takes exception with T&S for manually scoring the last car upon crossing the finish line after the Red Flag was withdrawn and replaced with a Black Flag All. Per the

Supplementary Regulations issued for the Hoosier Racing Tire SCCA Super Tour Event, Sanction Number 16-ST-4722-S held at Sebring International Raceway on January 13, 14, and 15, 2017, Sessions (Page 3): “The clock will start with the green flag or wave-off (A wave-off will count as a lap). The clock will continue to run during all flag conditions with the exception of the red flag.”

The Red Flag stopped the race clock. The clock remained stopped until the Red Flag was withdrawn and replaced with a Black Flag All. The car for which the race had not ended was directed to enter Pit Lane, shown the Checkered Flag at the finish line under its own power, and scored by T&S. Evidence in the file shows the final car crossed the finish line within the five minute window set forth in GCR 6.10.3.A. (Awarding of Points) after the race resumed (race clock restarted).

The Black Flag All and Supplemental Regulations “Sessions” rules do not prohibit restarting the race clock and scoring the cars as each crosses the finish line, even in Pit Lane, once the Red Flag is withdrawn. The Race Director’s argument that manually scoring the car was improper is not supported by the GCR. Cars are routinely manually scored for a variety of reasons. T&S correctly fulfilled their obligations under GCR 5.10.3. (Timing and Scoring Systems). Lap 14 was properly and fully scored.

Please note, on any given weekend multiple Club Racing sanctioned events are conducted across the country and each has a unique set of officials. The General Competition Rules are the means for ensuring each event is conducted in a consistent manner regardless of venue and staff. This expectation requires all officials to accurately interpret and apply the rules.

DECISION

The SOM decision is upheld in its entirety with added clarifications.

JUDGEMENT OF THE COURT OF APPEALS
Chuck Davis vs. SOM COA Ref. No. 17-12-MW
May 11, 2017

FACTS IN BRIEF

On April 9, 2017, following the Group 2 race at the Super Tour event at Hallett Motor Racing Circuit, Ken Patterson, Race Director (RD), completed a Request for Action (RFA) asking the Stewards of the Meeting (SOM) to investigate possible violation of General Competition Rules (GCR) 6.11.1.A-D. The specific incident involved Car #24 FP, driven by Chuck Davis and Car # 92 HP, driven by James Stevens, at turns 2 and 3.

The SOM, Thomas Abbott, Laurie Sheppard, and Kenneth Kirkland (Chairman) met, reviewed the evidence, and determined that Mr. Davis had violated GCR 6.11.1.A. and D. The SOM imposed the penalty of probation for four event weekends. Mr. Davis appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Gerry Wannarka, Rick Mitchell, and Spencer Gorham (Chairman) met on May 4 and May 11, 2017 to review, hear, and render a decision on the appeal. Laurie Sheppard and Michael West were recused as they were officials at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related documents, received April 26, 2017.
2. CSOM comments on the SOM action. Received May 4, 2017.
3. Appeal Letter from Mr. Davis, received April 24, 2017.
4. SCCA supplied video from Turn 2-3 from Sunday April 9, 2017 (referenced in the appeal).

FINDINGS

Mr. Davis claimed that he was not given an opportunity to obtain witnesses. The COA received confirmation from officials at the event that he was notified of the RFA and correct SOM procedures were followed.

The video showed that Mr. Davis (#24) entered turn 2 behind Mr. Stevens (#92) and initiated an inside pass. The first of the contacts occurred with the front of #24 contacting the rear left side of #92. The two cars continued side by side with #24 going wide of the corner apex curb and forcing #92 toward the outside of the track. The second contact occurred at the exit of turn 2 with #24 one half car length ahead of #92. The third contact occurred at the entry of turn 3 with #24 crossing the nose of #92 as he proceeded off track and behind the apex curb of the turn. Both cars continued after the position change. Witness statements from the participants and observers did not conflict with this account.

Mr. Davis initiated a pass that resulted in car to car contact and he did not provide racing room to Mr. Stevens. He did violate GCR 6.11.1.A. and D.

DECISION

The COA upholds the SOM's decision in its entirety. The probation penalty incurs three (3) points. Mr. Davis's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

RALLYCROSS BOARD

Agenda for RallyCross Board Meeting, Tuesday, May 2, 2017

The RallyCross Board (RXB) met via conference call on May 2nd. Attending were Stephen Hyatt, Chairman, Ron Foley, Kent Hamilton, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance Chris Albin BOD liaison, and Brian Harmer from the National office.

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

Chairman Hyatt called the meeting to order at 7:05pm CST.

1. Additions or corrections to the agenda: None

2. Chairman's report: (Hyatt): The 2017 DirtFish SCCA Central Challenge was rescheduled to May 12-14 due to weather. There are currently 52 competitors registered. The 2017 DirtFish SCCA East Coast registration is open. The 2017 DirtFish SCCA West Coast registration is open. The standard flyer for local regions has been completed and is ready for use. The contract with the IC writer is still being negotiated.

3. Committee reports:

- RallyCross Safety Committee (Regan)
 - Updates: No incidents. A committee safety member attended the live webinar on safety for solo and thought the webinar was valuable. The committee believes the webinar will be a good avenue for training. The committee also discussed the recalled Simpson helmet. The committee consider sending a message out to the regions and divisional Stewards so they know the helmets are not allowed at the event. Safety suggested the helmet message also be placed on the RallyCross App. The expiration date for safety stewards is Dec 31, 2017. Steve Hyatt will talk to member services about how the designation is placed on the membership card.
- Rules Committee (Lightfoot)
 - Updates: There was one rule inquiry last month. A question was asked about how to score penalties if there is a pointer cone and outside cone wall. If you ran over 3 cones on the wall and went on the outside of two other cones; how would the penalties be scored? Rule submissions June 15, 2017. There are a number of rules submissions for the committee to review for the 2018 season. The RXB discussed the possibility of extending the rules submission close date in 2018. The Rules committee will review the possibility of extending the submission time.
- RallySprint Committee (Brielmaier)
 - Updates: The New England region had a RallySprint recently. The RallySprint was well attended. There were no new applications for RallySprint last month. The committee is still reviewing RallyTrials and how to get more RallyTrials events scheduled in 2017 and 2018.
- National Championship Committee (Macoubrie)
 - Updates: The committee met on April 12th, 2017. Topics the committee worked on included finalizing key position for the 2017 DirtFish SCCA National Championship, event schedule, site map and roles and responsibilities of key personnel. The majority of the committee will be attending the 2017 DirtFish SCCA Central Challenge. The committee plans to meet at the event and the week after

to discuss the how the site knowledge gained during the Central Challenge will be incorporated into the National Championship.

- Divisional Steward Liaison (Foley)
 - DRXS meeting: The Divisional Stewards had a meeting on April 27th, 2017. Six stewards and one assistant steward attend the meeting. A new incident report has been issued by the national office. Divisional Stewards and regions will have to download a copy from the SCCA website. ZB Lorenc will step down from the Great Lakes region on June 1st, 2017. The Divisional Stewards discussed the rescheduling of the 2017 DirtFish SCCA Central Challenge and the pros and cons of moving the event due to the site conditions. There was also a discussion about adding water to a site due to dust. The suggested approach is to apply the water the night before or early in morning if water is needed for dust control. The Divisional Stewards were also interested in the hiring of the IC content writer for the program and the status of the SCCA president position.
- Growth and Development Committee (Hamilton)
 - Updates: The committee is still in the development stage and has not met yet. The current members include Theresa Thao, Scott Carlson and Jim Rowland.

4. Old business:

5. New business:

- Great Lakes Divisional Steward (Macoubrie): ZB Lorenc suggested Ed Trudeau as a possible replacement for the Great Lake Divisional Steward. Ron Foley talked to the Ed and the assistant divisional steward about the position. Ron Foley nominated Ed Trudeau to be the Great Lakes Divisional Steward effective June 1st, 2017. Keith Lightfoot seconded the motion. Ed was confirmed by a unanimous decision of 7-0. Ron will notify Ed of the approval.
- The RXB may move the July meeting to the 11th due to Fourth of July.

6. Motion to adjourn: 7:46pm CST

7. Next RXB Meeting June 6th, 2017.

Sports Car Club of America RoadRally Board Minutes May 11, 2017

The RoadRally Board met via conference call on May 11, 2017; meeting called to order at 7:40 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, and Earl Hurlbut, BOD liaison.

1. Approval of April minutes as published in FasTrack. Peter/Mike B/pass
2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a. May issue was another good one. Articles from diverse set of writers including Ian Holmes and Michael Young.
 - b. SportsCar continues to include On Rallying on a regular basis.
3. Event Planning Calendar (Jeanne) - there will be a new one any day now
4. SCCA Staff Report (Jamie)
 - a. Jamie not in attendance this evening
 - b. New Incident Reporting Forms – File Cabinet being reorganized.
 - c. Problem with rrb@scca.com mailing list; some emails may be missing. Resolved 5/11 5PM CDT.
5. NEC Report (Mike T)
 - a. Working on getting the RRRs updated and out for review; includes apps being in Class L and S going back to stock equipment; Mike B surveyed Class L contestants, of those who returned the survey, majority felt that apps should be in L.
 - b. Recent Nationals
 - i. Steel Haul
 - c. Upcoming Nationals
 - i. Roads Scholar/Badger Burrow
 - ii. USRRC update, Mike T has asked for updated generals, and as liaison expects to do final long distance check on the instructions.
6. Old Business
 - a. Effective April 1, Rich opened the window for suggesting 2018 rule changes. Suggestions must be received by June 30. Rich has received a few suggestions, is waiting for more.
 - b. SCCA will be switching from GoToMeeting to Skype for conference calls. Pay attention to meeting invitations in the future for the RRB cutover date. June meeting is likely to use the new service – Skype for Business.
 - c. Approval of RRSS Knowledge Test (Mike B), sent out for feedback, seems ready for prime time. **Motion to accept Road Rally Safety**

Steward knowledge test. Peter/Jim/pass. Now, what to do with it? Peter suggested putting it with other SS things. Peter will merge with last month's SS docs. Test will be downloadable, but not the answer key. Peter will send forms to look at and separate SS versus SSI (Instructor). More later on SS and SSI. Final approval of RRSSIs will be by the RRB Chairman.

- d. Workers Points on combination events. Question is whether multiple worker points are awarded for combination events (e.g. course/tour). Bruce Gezon, Pointskeeper, joined the meeting and gave a history of worker points; they were first used in 2005 with no double points, in 2007 the sentence was removed from the RRRs about number of points per event; workers got points for multiple events when Bruce was Pointskeeper. Rich – Allow double points or not? Mike B – allow; Clyde - allow; Jim said that points not proportional, both in types of rally and the work that people do; Peter – agree. **Motion: have the Pointskeeper continue to count double points, which is no change from current practice. Rich/Peter/pass.**
- e. Current Divisional Road Rally Stewards have been contacted, and all are willing to continue. There are openings in Northeast, Rocky Mountain and Pacific Northwest Divisions. Any ideas for appointments for these divisions? Peter will take over Northeast temporarily until someone is found.

7. New Business

- a. Starter Kits (Clyde) –he will send out Time Line within the next week.
- b. Standard Rally School (Peter)
- c. Town Hall - defer to next month
- d. Mike T – suggested that we need contact list, perhaps on the SCCA website RoadRally page, for the RRB, the NEC, RRSS Instructors, DRRSs, etc.
- e. Peter asked Rich if he had any plans for his replacement next year (Rich is terming out).
- f. Earl said that SCCA has picked a new president that will be announced May 15, and will start work on start June 1.
- g. Peter wanted to know what our insurance covered; Rich suggested that he contact Howard Duncan.

Motion to adjourn at 9:25pm CDT Jim/Rich/pass

Next meeting via conference call, June 8, 2017

Respectfully submitted,

Jeanne English, RRB Secretary

QUICK LINKS

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

CLUB RACING

SCCA National Championship Runoffs:
<http://www.scca.com/runoffs>

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

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

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

General Competition Rules (GCR):
<http://www.scca.com/pages/cars-and-rules>

SOLO

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/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/>