

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 November 4, 2017.

Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; Chris Albin, KJ Christopher, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Marcus Merideth, and Jim Weidenbaum. Jack Burrows was not in attendance.

Michael E. Cobb, President & CEO also participated.

The meeting was called to order by Vice Chairman Helman.

2018 Strategic Framework: President *Mike Cobb presented his Strategic Framework to the BOD for consideration. He will make a presentation at the Convention to the membership.*

2018 Executive Stewards Appointments: Jim Rogaski will remain as Chairman for 2018, all members remain the same except Fred Brinkel to replace Kathy Barnes.

MOTION: To approve Executive Steward appointments as presented Coleman/Pulliam.
PASSED.

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

Ventures Update: *Helman updated the BOD on Venture's business*

Time Trials Reorg: *Pulliam presented the DTTC's Charters recommending to split the program into competitive and noncompetitive areas. The Board agreed this was a good change and would like to have Matthew Yip remain as advisor to staff to determine the best way to reorganize the program. The 2 new groups will be working with BOD Liaisons and staff moving forward*

CONTENTS

BOARD OF DIRECTORS	1
SOLO	5
SEB Minutes	5
ROAD RACING	18
CRB Minutes	18
Technical Bulletin	30
Court of Appeals	NONE
Divisional Time Trials Comm.	NONE
RALLY	34
RallyCross	34
Road Rally	35
LINKS	39

CRB Action Items

MOTION: To approve CRB proposed rules effective 1/1/2018 except item #21933, 21799 and 22456 which will be sent back to the CRB. Davis/Hurlburt. See **Appendix A** for approved rule changes. PASSED.

Appendix A: CRB Approved Rule Changes

F500

1. **#22380** (September Fastrack - Jack Walbran) F500:Further Limiting Rub Strips

Change 9.1.1.D.9.e:

e. The purpose of these rules is to limit the use of “ground effects” to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) Except for rub strips *not exceeding 1 cm (.394 inches) in depth* within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

GCR

#21577 (September Fastrack - Greg Amy) FIA Window Nets

Thank you for your request. Change 9.3.53:

9.3.53. WINDOW SAFETY NETS

Window safety nets shall be used on the driver’s side window of all closed cars unless these are factory(OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets shall meet SFI Specification 27.1., and shall bear an “SFI Spec 27.1.,Label” to that effect. *Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. (Note: Window nets need not be dated.)* The window net shall be equipped with a quick release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, “Proper Window Net Installation,” for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net.

#21682 (September Fastrack - Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier

Thank you for your request. Change Appendix B, Section 1.4:

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers ~~shall not~~ *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

#21827 (October Fastrack - Jim Wheeler) Review Section 9.1.12. Cars Run in the Proper Class

Thank you for your letter. Change 9.1.12.B.:

B. Cars should not be run in classes and/or categories for which they were not designed or intended. *For non-Runoffs eligible classes,* ~~the~~ Race Director or Chief Steward must approve

the proposed classification. He will not approve if the car is so dissimilar or the car/driver combination otherwise unsuitable that it is a hazard or impediment to fair competition among the other cars in the class and race group.

#22476 (October Fastrack - GCR Committee) Use of SCCA Online Drivers Ground School Module

Thank you for your letter. Add to Appendix C., 2.12:

2.12 Online Drivers School Tutorial

SCCA Drivers Schools, Divisional Licensing Chairmen, and/or Divisional Chief Driving Instructors may require the completion of the SCCA Online Drivers School tutorial before issuance of a Novice Permit or Full Competition License.

#22548 (October Fastrack - John LaRue) Black Flag Re-Start Procedure

Thank you for your letter. Change 6.8.A. and B.:

6.8. RESTARTING A RACE

If a race is stopped, the Race Director or Chief Steward may:

A. *Under full course yellow flags*, Restart in the original starting order. (See 6.7.2.)

B. *Under full course yellow flags*, Restart the cars single file in the physical order they crossed the control line on the last completely scored lap.

#22579 (October Fastrack - GCR Committee) Remove Participation Level Requirements for Worker Licenses

Thank you for your letter. Replace Appendix C., 1.3.D.:

~~D. Following the initial year, the renewal minimums are as follows:~~

~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.~~

~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.~~

~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.~~

D. License renewal requirements are defined in each of the specialty manuals.

#22596 (November Fastrack - Laurie Sheppard) Request wording change to GCR 7.2.G.1.

Length of Probation

Thank you for your letter. Change 7.2.G.1:

1. Length of Probation

Probation may be up to 12 months; or it may be specified as a number of SCCA Club Racing event days or SCCA club Racing event-sanctions *weekends*.

#22622 (November Fastrack - John Nesbitt) Inconsistency in License Upgrade Provisions

Thank you for your letter. Change Appendix C. Table 1.:

Complete School Requirements +3 Regional Race weekends. All in prior 24 months. ~~Note: 4 SCCA Time Trial Level 1,2 and 3 events may be substituted for 1 of the Regional Race events.~~ Appropriate Officials' Signatures on Permit

GT2

1. **#22457** (October Fastrack - Tom Patton) GT2 Sunbeam Tiger Cam Follower Request

Thank you for your letter. Add to Notes for GT2 Engines-Sunbeam: *Allow roller cam followers.*

2. **#22576** (November Fastrack - Gordon Leslie) 4 Valve Pontiac Engine V6 3564cc

Thank you for your request. Add to the Pontiac specification line: *DOHC 94x85.6 3564cc*

Alum head, cross flow, 4 valve per cyl, unrestricted, 2280. Direct Injection not permitted.

GT3

1. #**22406** (October Fastrack - Chris Howard) Allow the Mazda 2.5 to use the 2.3 Crankshaft
Thank you for your letter. Add to the Notes for the Mazda MZR/L5-VE Engine: *Allow 2.3L 94 mm stroke, 2339 CC crankshaft.*

The performance of this engine crankshaft will be monitored for its performance and adjusted as needed.

SM

1. #**22480** (September Fastrack - Spec Miata Committee) Clarify/Update Differential Repair Rule

Add 9.1.7.c.2.h as follows: *h. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

T4

1. #**22469** (September Fastrack - Jared Lendrum) Allow 17 x 7 Wheel for 2008-2011 Subaru Impreza

Thank you for your letter. Add to the Subaru Impreza (08-11) specification line:

WheelSize(in.)/Mat'l:

~~16 x 7~~ *17 x 7*

MOTION: To adjourn. PASSED.

SOLO EVENTS BOARD | October 25th

The Solo Events Board met by conference call October 25th. Attending were SEB members Mike Simanyi, Brian Connors, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Bob Dowie and Earl Hurlbut of the BOD; Doug Gill of the National Staff. 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 **1/1/2019**.

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. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Junior Kart

#21485 Rule Change from Jr. Kart Review Committee for 2.2.D

Kart Review Committee recommends the following rule change to 2.2.D. with an effective date of 1/1/18.

Add the following sentence -

“All hazards to karts around the perimeter of the course should be clearly marked and visible to kart drivers. Examples include; light poles, fences, low hanging obstacles or cables, and trees with low hanging limbs.”

#21486 Rule Change from Jr. Kart Review Committee for 3.3.3.A

The Kart review Committee recommends the following rule change to 3.3.3.A with an effective date of 1/1/18.

Insert the italicized sentence --

“An Annual Safety Inspection for a calendar year may be available for vehicles presented for inspection by an SCCA® member. Annual Safety Inspection is not permitted for Junior Karts, they must be inspected at each event. When a vehicle has completed the requirements for an Annual Safety Inspection, an official”

#21487 Rule Change from Jr. Kart Review Committee for Appendix H

The Kart Review Committee recommends the following rule change to Appendix H, II.B.2 effective 1/1/18.

Add the italicized sentence.

“Conduct an additional driver’s meeting for the Junior Drivers. Review safety procedures for drivers and provide a written copy of procedures to each driver.”

#22006 Safety rule for clutch karts started on ground

Add new subsection 19.2.H as follows:

“19.2.H SAFETY PROCEDURES

19.2.H.1 Centrifugal clutch-based karts with both rear tires on the ground may not be started without a driver sitting in the seat.”

#22007 Safety rule for karts running on stand

Add as part of subsection 19.2.H as follows:

“19.2.H.2 When a kart is running on a kart stand with the rear tires spinning, no minor may be less than 3 feet away from the rear tires.”

#22008 Safety rule for pedal extensions

Add new section 19.2.C.4 as follows:

“4. Pedal extensions must be positively secured to prevent movement out of position such as a through-bolt, machined flatten surface with a set screw, bracket, etc. Cylinder or round type pedal extensions are exempt. Any change once competition has started must be inspected by the Youth Steward.”

Street

#20102 Replacing Electronic Shocks

Replace 13.5.A.5 with:

Electronically controlled shocks may not be used on vehicles that did not have an option for them from the factory. A full option package upgrade, including OEM electronics and other components, could be completed to add electronic shocks if they were not installed from the factory.

Add 13.5.A.6:

*Vehicles equipped with electronic shocks can replace them with non-electronically-controlled shocks subject to Section 13.5 rules and section 13.9 rules. **Devices may be added to satisfy the ECU that the OEM shocks are still installed; such devices may perform no other function.***

Add 13.5.A.7:

On cars with available electronically controlled shocks. Aftermarket electronic shocks may be substituted but may only be controlled by an OE shock control unit and may not contain independent or additional control logic within the shock itself. No additional electronic modifications can be made to facilitate the installation of aftermarket electronic shocks, and the the OEM controller may not be modified or reprogrammed.

Note: boldface wording in 13.5.A.6 is copied from Appendix F

Street Touring

#21408 Making ST Hot again

The following class listings proposal is being recommended for new class STH. Listings for models shown as being moved into this class will be removed from their former classes.

Street Touring Hot Hatch (STH)

Limited-slip differential rules are as per class STX.

Audi

A3

A4

TT quattro

A4 (1.8T) TT Coupe & Roadster (FWD)

Chevrolet

Cobalt (2.0T)

Sonic (Turbo) (2012-15)

Dodge

Dart (1.4L Turbo) (2013-16)

SRT-4 (2003-05)

Eagle

Talon Turbo (AWD)

Fiat

500 Abarth 500 Turbo (2013-16)

Ford

Fiesta ST

Focus ST

Hyundai

Genesis (2.0L Turbo) (2010-12)

Veloster (2012-16)

Kia

Forte (Turbo)

Forte Koup (Turbo)

Mazda

MazdaSpeed3

MazdaSpeed6

MazdaSpeed Protégé

323 GT & 323 GTX

Mitsubishi

Eclipse Turbo (AWD)

Lancer Ralliart (2008-10)

Nissan

Juke (2011-16 Turbo and R)

Pontiac

G5 (2.0L Turbo)

Subaru

Forester XT (2003-08)

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

Legacy GT (2005-08)

Volkswagen

Beetle (1.8T & TDI)

Golf (1.8T)

Golf & Jetta (TDI) (2007-15)

Jetta (1.8T)

Passat (1.8T & TDI)

Beetle (2.0T)

Golf, Golf R, GTI (2.0T)
Jetta (2.0T)
Passat (2.0T)
Volvo
240 Turbo (1981-85)
C30

Prepared

#15375 Limited Prep rules cleanup

The PAC is recommending the following changes to the Limited Prepared rules. The changes remove unnecessary restrictions that have limited impact on the competitiveness of a vehicle. These changes also ease the transition from Street Touring into Limited Prepared Category.

“17.5.D. Level 2 Preparation (Limited Prep) Vehicles

1. Any springs or torsion bars can be used provided the ~~quantity and~~ type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. ~~The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.~~
2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

~~17.6. D. Level 2 Preparation (Limited Prep) Vehicles~~

- ~~1. Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.~~
- ~~2. Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors.”~~

#18207 17.2.O - Front Spoilers

The PAC recommends the following changes to more clearly define and limit what a front spoiler/splitter is.

“17.2.O. The standard OE front spoiler or a non-standard front spoiler/*splitter* may be used. If a non-standard front spoiler/*splitter* is used it must comply with the following requirements: It shall not protrude forward beyond the overall outline of the car as viewed from above, aft of the *forward-most* part of the front fender opening (cutout), *no portion of the spoiler/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above*, and shall not be mounted more than 4.0” (101.6 mm) above the horizontal centerline of the front wheel hubs. The spoiler/splitter shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0” (10.2 cm) minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. *The spoiler/splitter may not function as a wing. This allows a vertical*

air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed."

#20237 Mid/Rear engine car weight penalty

The PAC recommends adding the following lines to Appendix A sections:

D Prepared

Weight adjustments (lbs):

Vehicles with 51% or more of the weight on the rear axle: + (0.015 x displacement)

F Prepared

Weight adjustments (lbs):

Vehicles with 51% or more of the weight on the rear axle: + (0.04 x displacement)

KM

#21503 Kart Tech sheet update

Add new section 19.1.A.6 as follows:

"6. The following chassis connections must be secured by either nylock nut, safety wire, cotter pin, circlip, snap-ring, metal lock nut, keps nut, nord-lock, or other manufacturer provided locking mechanism :

- Tie Rod end bolts.*
- Kingpin bolts*
- Spindle nut attaching front wheel*
- Steering wheel to hub bolts*
- Steering hub to shaft bolt*
- Steering shaft to chassis*
- Throttle pedal pivot to chassis*
- Brake pedal pivot to chassis*
- Master cylinder to chassis bolts*
- Caliper(s) to chassis bolts*
- Brake pad retaining rods (if applicable)*
- Brake rotor to hub (if applicable)"*

Member Advisories

Junior Kart

#21194 Kill switch for Junior karts

All junior karts must have a functioning ignition kill switch that is reachable by the driver when seated normally. The ignition kill switch shall be located on the steering wheel, near the top of the nassau panel, or on the frame between the driver and gas tank.

Street

Committee Personnel

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

com

#22786 Tire Treatments

Per 13.3 there is no allowance for applying any sort of performance enhancing chemical treatment or traction modifier to the tires and it would therefore be prohibited in the Street category.

Street Touring

Committee Personnel

The SEB thanks Robert Irish for his service as a member of the STAC.

Prepared

Committee Personnel

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

Modified

Committee Personnel

The SEB has approved the addition of Tom Ellam to the MAC.

Change Proposals

Street

#22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS

The SAC would like member feedback on the following proposal:

Move **from BS to CS**

Honda

S2000 (exc CR)

#22613 Comprehensive Street Reclass for Lotus Evora

The SAC would like member feedback on the following changes to Appendix A:

Move **from SS to AS**

Lotus

Evora S

Move **from AS to BS**

Lotus

Evora (Non S)

#22772 #20102 Replacing Electronic Shocks

Thank you for your input. Please see response to letter #20102.

The SAC is concerned about the potential of unintended consequences to open electronic shock controller rules as the aftermarket is just getting started with this technology. To get a better understanding of the options and performance potential of allowing replacement electronic shock controllers in Street, the SAC would welcome additional member feedback regarding including such an allowance in the future.

#22882 Move RX-8 from CS to DS

The SAC would like member feedback on the following class change proposals for 1/1/2019:

Move from BS to DS

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

Ford

Focus RS (2016-2017)

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move from CS to DS

Mazda

RX-8

Nissan

350Z (exc Nismo)(2003-2009)

Other Items Reviewed

General

#22491 Support for Proposed Sound Regulations

Thank you for your input.

Junior Kart

#14459, 14460, 14461, 14470, 17606 Junior Kart Kill Switch Input

Thank you all for your inputs. Kill switches will be required for 2018 for Junior classes.

Street

#22603 AP1 S2000 move from B Street to C Street

Thank you for your input. See the response to letter #22526.

#22606 The C-Street Conundrum

Thank you for your input. See the response to letter #22526.

#22643 Civic Type R to DS is inconsistent with recent class decisions

Thank you for your input. Please see the response to letter #22624

#22679 Crazy? ND to BS?

Thank you for your input. See response to letter #22526.

#22713 Keep the Camaro 2.0T in DS and add the CTR to DS

Thank you for your input. Please see the response to letter #22624

#22721 New Civic SI from Showroom faster than M2! Make BS Great Again!

Thank you for your input. Please see the response to letter #22624.

#22726 Replacing Electronic Shocks - Proposal #20102

Thank you for your input. Please see the response to letter #20102

#22727 Octane Rating - Proposal #21094

Thank you for your input. Please see the updated version of item 21094 in the November Fastrack.

#22764 D Street health and proposed classing

Thank you for your input. Please see response to letter #22882.

#22785 +/-1 wheel allowance in SSR

Thank you for your input

#22809 Classify Saab 9-3 AERO

Thank you for your input. The Saab 9-3 Aero is covered under the NOC listing for Saab turbo models in GS.

#22810 SS & SSR classes

Thank you for your input.

#22813 Honda Civic Type-R Observations

Thank your for your input. Please see the response to letter #22624

#22844 RX8 Classification

Thank you for your input. Please see item #22882.

Solo Spec Coupe

#22680 Comments on SSC

Thank you for your input.

Street Touring

#22331, 22336, 22337, 22339, 22340, 22353, 22355, 22358, 22413, 22453 Feedback regarding item #18052 (370Z to STU)

Thank you for your input. Item 18052 has been recommended to the BOD, per the November Fastrack.

#22466 ECU and Octane Limits

The STAC would like to thank you for your input.

#22514 Who comes up with these ST Class names?

The STAC would like to thank you for your input.

#22527, 22542, 22550, 22561, 22767, 22800, 22804 Feedback regarding item #21408 STH proposal

The STAC would like to thank you for your input. Please see the final STH classing proposal in item #21408.

#22585 Street Touring ECU Tuning

The STAC would like to thank you for your input.

#22589 SEB Explanation as to

Thank you for your additional input.

#22787 open boost ecu changes etc.

The STAC would like to thank you for your input.

#22739 STP Can Go Now...

The STAC would like to thank you for your input.

#22816 Street Tuner Class in Street Touring

The STAC would like to thank you for your input.

Not Recommended

General

#22520 Noise limit

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

#22604 We are the 99%

Thank you for your input.

#22605 The Regions are the 99%

Thank you for your input.

#22729 Let's Talk About Sound

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

Street

#22209 Class 2018 Focus RS in A Street

Thank you for your input. The SAC believes that the changes to the 2018 Focus RS do not warrant a separate classing from the 2017 models.

#22677 Reclass Subaru Impreza 2.5 (non-turbo) from GS to HS

Thank you for your input. The SAC feels that the Impreza 2.5 is appropriately classed.

#22806 Move BMW 1M from BS to AS

Thank you for your input. The SAC believes the 1M is appropriately classed.

#22822 Please can we not go through with the octane rule

Thank you for your input. Please see November Fastrack item #21094.

#22823 From the other side of the pond

Thank you for your input. The US version of Lancia Scorpion is classed in HS. The Lancia Delta was never available in the US and is therefore not eligible for national competition and will not be formally classed. Regions are free to class such cars as they feel appropriate for local competition.

#22871 Roll Cage Installation

Thank you for your input. The SAC does not recommend expanding upon the current roll cage rule in 13.2.G.2.

Street Touring

#22235, 22244, 22269, 22271 Feedback on STU, Porsches, wheel/tire sizes

The STAC would like to thank you for your input. The STAC does not feel it would be beneficial to increase the wheel and tire size without any real-world data from the use of these cars in competition.

#22640 Throttle Body Restriction

The STAC would like to thank you for your input. This change is not considered

consistent with category philosophy.

#22653 S2000 valve spring retainers

The STAC would like to thank you for your input. This change is not considered consistent with category philosophy.

#22768 Put

The STAC would like to thank you for your input. The STAC does not feel adding the proposed cars to STP would be in the spirit of the class or beneficial to the category.

#22780 NA generation Miata classing

The STAC would like to thank you for your input. Torsen limited-slip differentials are not considered consistent with the classing structure within the current STS, or with the feedback given by the membership on letter# 19179 published in the June 2016 Fastrack.

#22812 Allowance for differential

The STAC would like to thank you for your input. Letters may be submitted at any time to ask for a class change for cars classed in Street Touring. Cars classed in Street Touring category will not be classed for competition in multiple classes within that category.

KM

#22447 ICC Electric Start Shifter

The KZ10ES engine is not considered legal because it is not homologated.

Handled Elsewhere

General

#22544, 22627, 22700, 22745, 22754, 23105 Feedback regarding Sound Regulations

Thank you for your input. Please see the recommended item #22455 in the November Fastrack.

Street

#22563 2017 86/brz Classing

Thank you for your input. Please see the response to letter #22797

#22616 2018 Ford Focus RS Limited Edition in BS class

Please see the response to item #22209

#22621 Re-class Honda S2000 (non CR)

Please see the response to item #22526.

#22626 Civic Type R classing

Please see the response to item #22621.

#22636 2002-2008 WRX to GS

Thank you for your input. Please see item #22882.

#22775, 22776 Electronic Shocks

Please see the response to item #20102.

#22846 Please unbury the Honda S2000 in National Solo

Thank you for your input. Please see the response to item #22526.

Street Touring

#22253 Move Nissan 370Z from STR to STU

Thank you for your input. Please see the response to letter #18052 in the November Fastrack.

#22452 370Z to STU

Thank you for your input. Please see item #18052, which has been recommended to the BOD per the November Fastrack.

#22483 Cayman S / Boxster S

Please note that these cars were classed in the June 2017 Fastrack in response to letter #21796

#22558 981 Cayman / Boxster non-S

Please see item #21796 in the November Fastrack.

Tech Bulletins

General

#22551 Make 4.1.A rules clearer for dumb people

Clarify 4.1.A as follows:

“Drivers in all categories except Kart must possess a currently valid automobile driver’s license *or driver’s permit*. Driving license or permit restrictions must be followed”

Street

#22612 Request to Classify Chevy Bolt EV: SSF is 1.43

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

HS

Chevrolet

Bolt

#22624 Honda Civic Type-Arrrg in DS

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

DS

Honda

Civic Type R (2017)

#22635 2017 BMW m240i x drive classification

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

FS

BMW

M240i (inc x-drive) (2017)

#22642 Class/Clarify Ford Fusion Sport (2017-2018)

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

GS

Ford

Fusion Sport (2017-2018)

#22686 Classing request for Z11 1LE

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

SS

Chevrolet

Camaro ZL1 1LE (2018)

#22691 Saturn Ion Classing

Clarify certain Saturn Ion listings in Appendix A as follows:

GS

Saturn

Ion Redline ~~(turbo)~~

HS

Saturn

Ion ~~(non-turbo)~~ (NOC)

#22737 Class the Evora 400

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

SS

Lotus

Evora 400

#22773 Classify Elantra Turbo

Per the SAC, make the following clarification to the HS Elantra Appendix A:

HS

Hyundai

Elantra *(inc GT Turbo)* (1990-2018)

#22797 Please consider reclassing 2017+ BRZ/86 to DS

In accordance with the provisions of Section 3.2 in the rulebook, the SAC recommends the following change to Appendix A:

Move ~~from CS to DS~~

Subaru

BRZ (excluding performance pack)(2017)

Toyota

GT86 (exc all TRD suspension components and TRD wheels)(2017)

#22819 Cadillac ELR Street Class?

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

GS

Cadillac

ELR (2014-2016)

#22865 2018 Audi TTRS

Per the SAC, make the following addition to the TTRS listing in Appendix A:

SS

Audi

TTRS (2012-2013, *2018*)

#22869 Please class our car

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

DS

Mini

Cooper Clubman John Cooper Works All4 (2015-2017)

Street Touring

#22497 14.8.H.2 error?

14.8.H.2 is corrected to read as follows:

“On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Sections 14.8.B, C, or **F** may be used, but NOT both.”

Modified

#22774 GCR rule reference change: Correction to #22302

The MAC recommends correcting the 17-Sep Solo FastTrack response to letter #22303 GCR rule reference with a minor language change as follows:

Published

“The measurements for the height, the maximum width (bodywork), and the distance **from the tires of sidepods** as specified in the GCR, Bodywork D.9.C, shall have an allowance from the GCR of ± 1 ” (± 25.4 mm).”

Revised

“The measurements for the height, the maximum width (bodywork), and the distance **from the tires to the sidepods** as specified in the GCR, Bodywork D.9.C, shall have an allowance from the GCR of ± 1 ” (± 25.4 mm).”

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 7, 2017

The Club Racing Board met by teleconference on November 7, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Peter Keane, 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 Rick Harris, guest. The following decisions were made:

Member Advisory

AS

1. #22964 (American Sedan Committee) New Members for the ASAC
The American Sedan Advisory Committee is seeking new members for the American Sedan Advisory Committee. Please submit your resume through crbscca.com.

Prod

1. #23163 (Production Committee) Resumes
The Production Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

SM

1. #23054 (Spec Miata Committee) Request for Committee Resumes
The Spec Miata Advisory Committee is seeking new members. Please submit your resume through crbscca.com.

STU

1. #23011 (Darrel Stein) STU 13B Allowances
If a competitor wishes to use the 13B rotary in STU, he/she must either run per the chart in 9.1.4.1 Table B, or, if running the 13B with a single turbo (per 9.1.4.1) is used, the competitor must be run per the TIR Chart.
The competitor may not run a Turbo and also take advantage of any kind of porting in a rotary. Approximate power output in STU is 120 WHP per liter of displacement.

No Action Required

AS

1. #22705 (Ted Johnson) Engine Rule Changes
Thank you for your suggestion. For GM cars, the CRB has recommended the LS3 only for the idea in letter #21800 (October 2017 Fastrack Minutes) due to its availability from General Motors. At this time, with this idea under development, the CRB is looking at one engine from GM and one from Ford so BOP considerations have the best chance for judicious implementation. The CRB plans to closely monitor the process, availability, and implementation. If approved, once the new program is well established, the CRB may consider adding additional engines to the program.

FA

1. #22917 (Matthew Gendron) Help the Pro Mazda
Thank you for your letter. Please provide reliable dynamometer data for the configuration described and the CRB will consider your request.

FC

1. #22487 (Robert Wright) Open Wheel Racing in SCCA Club Racing
Thank you for your letter. The CRB appreciates your feedback.

2. #23084 (Scott Vreeland) Spec Tire
Thank you for your letter. Please see the response to letter #23070.

GCR

1. #22675 (Charles Tanck) Require Minimum Weights on All Cars

The CRB has reviewed your request and reviewed the classes that are impacted by this rule and determined that there is no proven need to expand the number of classes required to show their weight on the car, as there are whole classes that all have the same weight for all cars.

FP

1. #22845 (Rick Haynes) Comments From the Runoffs

Thank you for your letter.

HP

1. #22117 (James Rogerson) Provide a Source for Readily Available FWD Dog Ring Gear Boxes

Thank you for your request. The CRB does not recommend particular parts or manufacturers.

SM

1. #22393 (Ralph Provitz) Revise the Contact Rules and Implement Training

Thank you for your letter. The CRB is looking at this issue for all classes.

2. #22557 (Kevin Wenzel) Contact Impound

Thank you for your letter. The CRB is looking at this issue for all classes.

3. #22634 (Orval Brown) Contact article

Thank you for your letter. The CRB is looking at this issue for all classes.

STU

1. #23048 (Patrick Waligore) Input on Letter #22346 (August Fastrack - Charles Tobel)

Thank you for your feedback.

T2-T4

1. #23091 (Darren Seltzer) Procedure for Data Collection for BOP

Thank you for your letter. It will be forwarded to the data team.

2. #23096 (Darius Trinko) Heater Core and Speaker Box Removal for 350Z

Thank you for your letter. The rule is clear as written. Removal of both of these items is already permitted if you are racing your car in SCCA T3 class, and you have a copy of the Spec Z rules. A T3 declared Spec Z car is permitted all modifications allowed in Spec Z rules.

Not Recommended

AS

1. #22757 (Ted Johnson) Engine Rule Changes

Thank you for your suggestion. The CRB has no plans for flat plate restrictors on the carbureted (Full Preparation) cars. The Holley 600 is a restrictor by design, since by definition, the air flow is limited to 600 cfm.

FC

1. #22649 (Robert Wright) Van Diemen Mazda MZR in FC

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

2. #23070 (Randall Smart) Spec Tire for 2018 Racing Season

Thank you for your letter. The CRB does not recommend a spec tire for FC at this time but will consider options for the future.

3. #23251 (Formula/Sports Racing Committee) Move F4 From FA to FC

Thank you for your letter. The CRB does not recommend removing the F4 car from FA and creating a spec line in FC.

P1

1. #22977 (Jason Miller) Displacement and Restrictor Change Request for 2-Cycle 6 Cylinder
Thank you for your letter. The CRB does not recommend this change.

P2

1. #22328 (Jay Novak) Move Large Displacement Motorcycle Engines to P1
Thank you for your letter. The CRB does not recommend this change.

2. #22826 (Jay Messenger) Allow Alternate Rods and Camshaft for Ford Duratec in P2
Thank you for your letter. The intent of the P2 rules is to retain the stock engine format except on "grandfathered" engine platforms. The CRB does not recommend this change as it is outside the class philosophy.

3. #22863 (Jay Messenger) Classify Former Pro Formula Mazda in P2
Thank you for your letter. The CRB does not recommend this change.

4. #22978 (Jason Miller) Displacement and Minimum Weight Change Request for 2-Cycle 4 Cylinder
Thank you for your letter. The CRB does not recommend this change.

5. #23056 (Mark Schnell) Duratec/MZR vs. Motorcycle Powerplant Parity
Thank you for your letter. The CRB does not recommend these changes.

EP

1. #22922 (Daniel Rolfe) Nissan 240SX (S13) Weight Reduction
Thank you for your letter. More competition data on this car is required to justify a competition adjustment at this time.

FP

1. #22960 (Keith Church) Help the FP Toyota Corolla
Thank you for your letter. In qualifying at the Runoffs, older 2 valve cars sat 3rd, 4th and 8th on the grid. The 3rd and 4th position cars were MG Midgets that are very close to the Corolla based on displacement to weight. At present and based on the data available it does not appear appropriate to make any adjustments to the FP Toyota Corolla.

HP

1. #22961 (Keith Church) Help the HP Corolla
Thank you for your letter. For the 2017 Runoffs, older 2 valve cars sat 3rd, 6th, 7th and 8th on the grid. Those cars, based on displacement to weight, comp. ratio, valve lift, etc. have specifications very close to the Toyota Corolla. At present and given all the data available there does not appear to be a basis to adjust the HP Toyota Corolla.

Prod

1. #22641 (Chuck Baaer) Change the Window Brace Requirements
Thank you for your letter. The rule is clear and adequate as written.

STL

1. #22656 (Jon Sewell) Allow Acura Type R OEM Head
Thank you for your letter. Porting in STL is not permitted.

2. #22859 (Richard Laughlin) Re-Evaluate Weight Penalty of Rear Wheel Drive Cars in STL Class
Thank you for your letter. Adjustments have been made to the Honda B series engines. Please see response to letter #22938, Technical Bulletin.

STU

1. #22843 (Eric Heinrich) Modify NA STU Large Displacement Adjusters

Thank you for your feedback. The CRB will continue to monitor class performance.

2. #22855 (John Weisberg) Weight Reduction for Cars Not Able to Use the Maximum 245 Tire
Thank you for your letter. The CRB does not recommend this change at this time and will continue to monitor class performance.

3. #22925 (John Schmitt) K24 NA Adjustment
Thank you for your letter. The CRB does not recommend this change at this time. Other adjustments have been made to STU, and the CRB will continue to monitor class performance.

4. #23000 (Brad McCall) Scion FR-S with Jackson Supercharger - Modify Specification Line
Thank you for your letter. The CRB does not recommend this change at this time. Other changes have been made to STU. Please see the response to letter #21663, Hood Vents, August 2017 Fastrack Minutes. The CRB will continue to monitor performance.

T2-T4

1. #22918 (Darren Seltzer) Clarification for 9.1.9.2.4
Thank you for your letter. The rules are adequate as written. There is no updating and backdating except on a spec line inclusive of the model years.
For example, you may not take Scion FRS bodywork, install on a Subaru BRZ and run as a Scion FRS. These cars are on 2 separate spec lines.

2. #22985 (Darren Seltzer) Limit Rim Width Requirements, Not Tire Sizes
Thank you for your letter. This is not recommended and the rule is adequate as written.

3. #23008 (Darren Seltzer) Runoffs Fuel Requirements
Thank you for your letter. The CRB does not recommend this change at this time.

4. #23193 (Raymond Blethen) Clarify Rules for Suspension Bushings
Thank you for your letter. The CRD does not recommend this change. Low cost, entry level, readily available parts are the focus for T3 and T4.

5. #23194 (Raymond Blethen) Change Max Camber Rule in Touring
Thank you for your letter. The CRB does not recommend this change at this time.

T4

1. #22849 (Derrick Ambrose) Maximum Camber Rule
Thank you for your letter. The CRB does not recommend this change. The camber rule is adequate as written with a 3.0 degree maximum that all cars can easily achieve.

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.

AS

1. #22838 (Kevin Fandozzi) AS Restricted Prep Feedback
Thank you for your feedback. 9.1.6.D.1.1.2.a. allows for factory equivalent clutch pressure plate and disc.
Add to the Specification Line Notes for the Chevrolet/Pontiac Camaro and Firebird (both 93-97 and 98-02): *Upgraded synchros permitted.*

B-Spec

1. #22592 (John Bauer) Clarify Tire/Wheel Size

Change section 9.1.10.E.8 to reflect the following:

8. Wheels: Required ~~minimum~~ wheel/rim diameter is fifteen inches (15"). Maximum wheel/rim width is seven inches (7"). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal castings or metal two piece welded. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are allowed, the same thickness spacer must be used on all four corners.

2. #23007 (Darren Seltzer) Update Tire Requirement in 9.3.44
Add B Spec to the section 9.3.44 Tire Rule

9.3.44. TIRES

Tires shall be 124 ("U") mph rated or better unless otherwise specified or controlled. In the Improved Touring, Super Touring, American Sedan, Spec Miata, *B-Spec*, and Touring categories, any U rated, or better, DOT approved tire ~~are~~ *is* required. Re-grooving of tires by any method once the tire has left the manufacturer is not permitted. Recapped, or re-grooved tires are not allowed. Tire size is unrestricted unless otherwise stated. The only modifications allowed to tires are having treads "shaved" or "trued."

P1

1. #22959 (Formula/Sports Racing Committee) Remove 9.1.8.C.B.4 and P1 Engine Table Line J

9.1.8.C.B.3 permits two-seat cars to compete in the P1 class subject to certain restrictions within the P1 rules. At the time the P1 rules were developed, the true performance level of the Group CN car was unknown and because of the cockpit and underbody configuration it was expected to be inferior to the performance level of single-seat P1 cars, so specific allowances were made for the CN car within the P1 rules. On-track performance demonstrates that current CN cars have no deficiencies when compared to other P1 cars. The CRB therefore recommends that Group CN cars be required to run without separate restrictions and allowances consistent with the general provisions for two-seat cars in the current P1 rules.

Remove 9.1.8.C.B.4 in its entirety. Remove Line J of the P1 Engine Table in its entirety and change lettering of the below lines in the Table.

P2

1. #22694 (Paul Decker) Request to Allow Dual Element Rear Wings in P2
Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, and converted F5 cars spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches."

Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2 spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches."

HP

1. #23081 (Steve Sargis) Level 1/2 1500 Spitfire in HP

Thank you for your letter. In HP, Triumph Spitfire Mk. III & IV, prep level 1/2, make the following changes:

Triumph Spitfire Mk. III & IV *1500*

Valves: *1500: (I) 1.44" (E) 1.17"*

Track: *Mk.IV and 1500 rear track: 54.6"*

Notes: *1500- alternate intake manifold- Pierce #J15-1952 allowed.*

Prod

1. #23082 (Steve Sargis) Alternate Carburetors in the Note Section of Specification Line In GCR section 9.1.5.E.1.b.1 and 9.1.5.E.2.b.1., add the following paragraph at the end of the subpart:

If the specification line for a car references auto-type carburetor(s), permitted carburetors are:

1. *Weber*
2. *Solex*
3. *SK*
4. *Mikuni*
5. *Delorto*
6. *Berg*
7. *PMO*
8. *EMPI*
9. *Zenith*
10. *Stromberg*
11. *SU*
12. *Rochester*

SM

1. #21821 (Marc Cefalo) Clarification Needed on Alternate Sway Bar Allowed for 94-97 cars
Thank you for your letter. Change 9.1.7.C.3.a.4.:

K-SPEC-M5-SUS8 or may use adjustable 24 mm front bar from Eibach kit 0000-04-5302-EB.
Eibach kit - front/rear bars 0000-04-5303-EB
Front 27mm non-Adjustable
Rear 15mm Adjustable
-or- Eibach kit - front / rear bars 0000-04-5305-EB / Eibach 5515.320
Front 24mm Adjustable
Rear 15mm Adjustable

2. #21854 (John Bauer) Shock Spec Data Review
Add to 9.1.7.C.3.a.1.:

1. Shocks (including internals) must be as delivered by Bilstein/Mazda. No modifications to the compression and/or rebound forces are allowed.

3. #22615 (John Bauer) Fog Light Removal
Add to GCR to reflect common practice:

9.1.7.C.6.k: (body/structure addition) *k. Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.*

STL

1. #22464 (Richard Pannell) Allow All Turbo 13B Engines With Turbo Removed
Change 9.1.4.2 B.

Forced induction is not permitted in STL. Forced induction engines, ~~2.0 liters and under~~, may be approved to remove turbo/super chargers on a case by case basis. Engine must comply with all STL regulations.

Change Table A

Mazda 13B Add to Notes: *Turbo 13B engines may be used with turbo(s) removed. Must use intake from non turbo 13B.*

T2

1. #23174 (CJ Moses) Cold Air Intake for Evo 8/9 Specification Line
Thank you for your request. In T2:

Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)

Add to notes: *Buschur Racing Part# EVO-31023 permitted.*

T3

1. #23094 (Eric Heinrich) Alternate OEM Brake Caliper Allowance for T3 Audi S4/S5
Thank you for your request. In T3:

Audi S4 (12-14)

Audi S5 (13-14)

Add to notes: *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted.*

2. #23180 (Timothy Wise) Spec Line in T3 for the 2006-2015 'NC' Mazda MX-5
Thank you for your request. In T3:

Mazda MX-5 NC (06-15)

Add to notes:

2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports). MS-R option permitted. Suspension package permitted 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.

Taken Care Of

AS

1. #22706 (Ted Johnson) Engine Rule Changes

Thank you for your letter. The CRB has already identified a GM package with part numbers and is working the corresponding Ford package. The intention to specify part numbers has been a part of the idea since inception.

2. #22831 (Mitchell Mohler) Motor rules

Thank you for your letter. Please see the response to letter #21800, October 2017 Fastrack Minutes. Please submit another letter either for or against this idea.

FC

1. #23072 (Robert Allaer) Spec Tire for FC in 2018

Thank you for your letter. Please see the response to letter #23070.

FV

1. #22695 (Paul Tatum) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

2. #22701 (Scott Meyer) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

3. #22702 (Chris Elwell) Disc Brake Option in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

4. #22707 (Aaron Meyer) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

5. #22709 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

6. #22728 (Jon Van de Car) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

7. #22730 (Matt Carper) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

8. #22731 (Jon Van de Car) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

9. #22732 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

10. #22750 (Alexander Bertolucci) Disc Brakes in FV - Member Survey

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

11. #22751 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

12. #22752 (Bruce Rodman) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

13. #22771 (Trevor Carmody) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

14. #22788 (Nicholas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

15. #22861 (Stephen Saslow) Disk Brake Proposal #22456

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

16. #22899 (Brandon Abbott) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack

Minutes.

17. #22906 (Sherman Engler) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

18. #22923 (Sandy Thalheimer) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

19. #22971 (Fred Clark) Disc Brakes for FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

20. #22992 (Bill Dennis) Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

21. #23001 (Matt Clark) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

22. #23009 (Sam Ryan) Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

23. #23012 (JAMES KLEINKLAUS) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

24. #23027 (Albert Spadin) Disc brakes Rule Update 9.1.1.4.D

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

25. #23044 (Andy Pastore) Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

26. #23046 (Russ Stalvey) Disc Brakes Proposal

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

27. #23052 (Brian Farnham) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

28. #23053 (Christopher Zarzycki) Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

29. #23058 (Quinn Posner) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

30. #23113 (Jonathan Weisheit) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

31. #23150 (Guy Bellingham) Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
32. #23157 (Michael Hinkle) Proposed Disc Brake Rule
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
33. #23168 (Michael Sampson) Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
34. #23172 (John Petillo) Disc Brakes in FV - Member Survey
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
35. #23173 (Alan Varacins/ speed sport engineering) FV Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
36. #23182 (Paul Faford) Disc Brakes on Formula Vee
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
37. #23198 (Thomas Pape) Disc Brakes
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
38. #23199 (Alan Varacins/ speed sport engineering) FV Disc brakes Addendum to Last Letter
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
39. #23200 (Mark Fosberry) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
40. #23201 (Mark Fosberry) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
41. #23202 (Mark Fosberry) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
42. #23203 (Mark Fosberry) #22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
43. #23204 (John Ferreira) Re: #22456 Disc Brakes in FV - Member Survey
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.
44. #23205 (Colin Lawrence) 22456 Disc Brakes in FV
Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

45. #23206 (Tom Kenney) #22456 Disc Brakes in FV

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

46. #23207 (James Hill) Abstain From Proposed Disc Brake Rule

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

47. #23210 (David Carr) Proposed Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

48. #23212 (Dave Scaler) FV Disc Brake Rule #22456

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

49. #23213 (Alex Scaler) FV Disc Brake Rule (#22456)

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

50. #23214 (David Reynolds) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

51. #23217 (Tyler Reynolds) FV Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

52. #23227 (Stephen Pastore) Disc Brake Rules Proposal #22456 Formula Vee

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

53. #23228 (John Melican) Disk Brake Input

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

54. #23229 (Austin Mckenna) Disc Brake Input

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

55. #23235 (Ed Shuler) Disc Brakes

Thank you for your letter. Please see the response to letter #22456, October 2017 Fastrack Minutes.

P1

1. #23175 (Jeff Shafer) Engine Table L

Thank you for your letter. Please see the response to letter #23121, December 2017 Fastrack Technical Bulletin.

P2

1. #22963 (Jay Messenger) Follow up info to Letter 22826

Thank you for your letter. Please see the response to letter #22826.

GCR

1. #22449 (James Crider) Proposed Changes to 6.1.1.B Yellow Flag Rules

Thank you for your letter. The BOD passed this rule to be effect 1/1/2018. Please see the July 2017 Fastrack Minutes, letter #20619.

2. #22451 (Jessie Honigs) Clarification of Yellow Flag Rules
Thank you for your letter. The BOD passed this rule to be effect 1/1/2018. Please see the July 2017 Fastrack Minutes, letter #20619.

3. #22821 (David Rodman) #20619 (July Fastrack - Jim Rogaski) Clarification of Yellow Flag
Thank you for your feedback.

STL

1. #22840 (Eric Heinrich) Another Year of Honda Dominance in STL
Thank you for your feedback. Please see response to letter #22938, Technical Bulletin.

STU

1. #22851 (John Weisberg) Allow Hood Vent
Thank you for your feedback. Please see response to letter #21663, August 2017 Fastrack Minutes.

2. #23047 (Patrick Waligore) Input on Letter #21663 (August Fastrack - Brad McCall)
Thank you for your feedback. Please see the response to letter #21663, August 2017 Fastrack Minutes.

What Do You Think

FC

1. #22958 (Robert Wright) Sequential Gearbox in FC
Should 9.1.1.B.17 be modified to permit the use of a sequential shift gearbox for FF/FC?
Please submit your feedback through crbscca.com.

SM

1. #22900 (Jim Drago) Rear Camber/Upper Control Arms
The Club Racing Board is seeking feedback on the following idea. Please submit your comments through crbscca.com.

Should the CRB recommend the change suggested below:

Add in 9.1.7.C.3, item t.: On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added.

RESUMES

1. #23128 (Darren Seltzer) Resume B-Spec
Add Darren Seltzer to the B Spec Committee.

2. #22868 (John Buttermore) Resume for Ad-Hoc Committee
Thank you for volunteering for T-1 Ad Hoc committee.

3. #23215 (Bradley Davis) Request for Committee Appointment
Add Brad Davis to the B Spec Committee.

CLUB RACING TECH BULLETIN

DATE: November 20, 2017

NUMBER: TB 17-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 12/1/2017 unless otherwise noted.

American Sedan

1. #22685 (Mitchell Mohler) Allow Cold Air Intake to Replace Unavailable Unit for Mustang In AS, Ford Mustang Coupe GT4.6L OHC (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder, add to the Notes as follows:

“K&N 69-3523KP cold air intake permitted.”

B-Spec

1. #21400 (B-Spec Committee) restrictor plates for sonic, 15+ fit, kia In B-Spec, Chevrolet Sonic (12-16), make the following changes:
“~~36mm~~ *34mm* flat plate restrictor required.”

In B-Spec, Honda Fit (2015-), make the following changes:
“~~34mm~~ *32mm* flat plate restrictor required.”

In B-Spec, Kia Rio 5-door/LX (12-14), make the following changes:
“~~40mm~~ *38mm* flat plate restrictor required.”

In B-Spec, Mini Cooper (2011-), change the weight and add a restrictor as follows:
Weight ~~2575~~ *2625*
Notes: “*40mm flat plate restrictor required.*”

Formula/Sports Racing

FA

1. #23156 (Formula/Sports Racing Committee) Revise Pro Formula Mazda spec line Effective 1/1/18, in FA Table 2, Pro Formula Mazda spec line, make the following changes:

Weight: ~~4275~~ *1305*

Notes: “All current FA rules apply *to areas not covered by this spec line.*”

P1

1. #23121 (Formula/Sports Racing Committee) Revise P1 Engine Table, Line L Effective 1/1/18, make the following change in P1 Engine Table, Line L:

Max. Displ: ~~2300~~ *2500*

Min. Weight: ~~4425~~ *1450*

Notes: “*Up to 2000cc may run at 1400 lbs. min. weight*
Up to 2300cc may run at 1425 lbs. min. weight.”

GCR

None.

Grand Touring

GT3

1. #23142 (John Bauer) Clarify Rotary Porting Notes

In GT3, all non-street port rotary spec lines, remove "Contact National Office for specific details of various allowable port configurations." from notes.

Improved Touring

None.

Production

1. #22535 (SCCA Staff) Clarify ducting air to cool intake manifold

In GCR section 9.1.5.E.2.b.7, clarify the last sentence of the paragraph as follows:

"*Non-stock* plating, painting, *covering* or coating of the intake manifold is prohibited."

Spec Miata

None.

Super Touring

STU

1. #22499 (Patrick Waligore) 5% weight reduction for engines bored .040(1mm) over

In GCR section 9.1.4.1.H clarify section 3 & 4 as follows:

"3. Normally-aspirated engines *with stock displacement of* 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%."

"4. Normally-aspirated engines *with stock displacement of* 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%."

2. #22854 (John Weisberg) weight penalty for sequential transmission

In GCR section 9.1.4.1.C.2, change the sequential shift penalty as follows:

"Transmission and ratios are free. Forward gears are limited to 6 speeds. Cars with ~~aftermarket~~ sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by ~~400 lbs~~ *3.5%*."

3. #22889 (Super Touring Committee) Turbo Engines

In GCR section 9.1.4.1.H.5, clarify the list of turbocharged engines as follows:

"Factory turbocharged ~~cars~~ *engines* must run the stock turbo or any turbo from the following list:"

4. #22890 (Super Touring Committee) Change Super Charger Pulley Size on HKS S2000

In STU, Table B, Honda S2000 2000cc, change the supercharger pulley size as follows:

"HKS Supercharger kit 12001-AH006 allowed, supercharger pulley ~~420mm~~ *130mm* diameter, crankshaft pulley diameter 152.3mm."

In STU, Table B, Honda S2000 2157cc, change the supercharger pulley size as follows:
“HKS Supercharger kit 12001-AH006 allowed, supercharger pulley ~~420mm~~ **130mm** diameter, crankshaft pulley diameter 152.3mm.”

5. #22939 (John Schmitt) Direct Injection Engine Weight Adder

In GCR section 9.1.4.1.H.6, add a direct injection weight modifier as follows:

“All turbocharged engines shall use a turbo inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only. Turbocharged engines of greater than 2.7L displacement shall use the weight as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater. **Turbocharged engines utilizing Direct Fuel Injection (DI) shall increase their minimum weight by 3%.**”

6. #23116 (Super Touring Committee) Hood Vents

Clarify section 9.1.4.1.2 from letter #21663, which was approved in the August BoD meeting and becomes effective 1/1/18, by adding the following:

“Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum **combined** total area of the vents shall not exceed 200 square inches.”

Touring

T2-T4

1. #22891 (David Mead) change a/c removal to allow retention of auxiliary fans
In GCR section 9.1.9.2.D.3.a.2, change the cooling system language as follows:

“Any radiator **and fans** is **are** permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine.”

2. #22924 (Darren Seltzer) Correct BRZ/FRS/86 Brake Specs

In T4, Subaru BRZ (13-16), correct the brake specs as follows:

(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ **Vented Disc**

In T4, Subaru BRZ (17+), correct the brake specs as follows:

(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ **Vented Disc**

In T4, Toyota 86 (17+), correct the brake specs as follows:

(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ **Vented Disc**

In T4, Scion FRS (13-16), correct the brake specs as follows:

(F) 295 Vented Disc (R) 290 ~~Solid Disc~~ **Vented Disc**

3. #23188 (Raymond Blethen) Clarify Rules Removing Catalytic Converter

In GCR section 9.1.9.2.D.1.h, clarify the section as follows:

1. T2-T4: **Exhaust systems after the exhaust header manifold are free.** ~~All cars classified in Touring may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing.~~ If the catalytic converter is part of the stock exhaust

header, it is permitted to modify the stock header only to replace the catalytic converter with a pipe tube of the same diameter inlet. and outlet. ~~The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged. All Touring cars may replace any part of the exhaust system beyond the factory downpipe/header/exhaust manifold, or allowed header on spec line, provided:~~

~~a. Said replacement system retains the original configuration, e.g., single or dual, etc.~~

4. #23189 (Raymond Blethen) Allow 2-cycle oil additives in pre-mix for rotary engines
In GCR section 9.1.9.2.D.2, add a new section b as follows:

“Rotary engines can pre-mix gas with 2-cycle oil additives. See section 9.3 for more details.”

T3

1. #23119 (Scotty B White) Ecoboost Parts

In T3, Ford Mustang EcoBoost (2015-), add to the notes as follows:

“SpeedFactory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted.”

T4

1. #22848 (Derrick Ambrose) 2014-up Mazda 3 Spring Rate Increase

In T4, Mazda3 (14-16), change the notes as follows:

“Any spring up to ~~500lb~~ 650lb front and ~~800lb~~ 900lb rear springs may be used.”

2. #22980 (David Zink) Help the Mustang

In T4, Ford Mustang V6 (05-10), change the spec line as follows:

Weight: ~~3375~~ 3325

Notes: *“Aftermarket wheels permitted at 25 pounds.”*

3. #22998 (Michael Pettiford) Solstice Adjustments

In T4, Pontiac Solstice/Saturn Sky (06-09), change the notes as follows:

“Header permitted. Any LSD Permitted. Limited slip differential (G80).”

4. #23191 (Raymond Blethen) Change Weight to BRZ/FRS Model Cars

In T4, Scion FR-S (13-16), add to the notes as follows:

“55mm flat plate restrictor required. Only 17” wheels permitted.”

In T4, Subaru BRZ (2017-), add to the notes as follows:

“55mm flat plate restrictor required. Only 17” wheels permitted.”

In T4, Toyota 86 (2017-), add to the notes as follows:

“55mm flat plate restrictor required. Only 17” wheels permitted.”

RALLYCROSS BOARD

The RallyCross Board (RXB) was moved to 11/14/2017 and the report will be added with the December meeting.

ROADRALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
November 9, 2017

The RoadRally Board met via conference call on November 9, 2017. The meeting was called to order at 7:30 pm CST by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Clyde Heckler, Peter Schneider, BOD liaisons Earl Hurlbut and Bob Dowie, BOD Chairman Lee Hill, Jamie Mullin from SCCA Staff, guest Pego Mack, and Mike Thompson, NEC chairman. Jeanne English was absent, so Mike Bennett filled in for her.

- 1) October Minutes were approved as published.
- 2) RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a) The November issue came out today (November 9th). Rich noted that it contains great articles from Mike Thompson and Peter Schneider, as well as others in a very “readable” issue.
- 3) SCCA Staff Report
 - a) Gervais and Teter “Rally of the Year” voting status
 - i) Rich reported that Gervais ballots have been mailed this week. Emails were sent to voters and posted to Yahoo group. It is expected that voting will be wrapped up by the December RRB meeting.
 - ii) Teter ballots will be mailed when official results have been received from The Blacke. Quick responses will then be needed.
 - b) 2018 SCCA Convention Logistics and Schedule
 - i) Jamie reported that she has sent out available information on the Convention, including the Reimbursement Rules, but not the Reimbursement Form.
 - ii) Rich stated that, assuming a proposed new RRB member is approved to join, that person will need to be caught up on Convention information and invited to join the December RRB conference.
 - iii) Peter noted that he is working on his presentation for the Convention.
 - iv) Jim will run the Town Hall meeting at the Convention.
 - v) Jeanne English will run the RRSS Training session at the Convention.
 - vi) Jamie noted that the Convention schedule is now filled up.
 - vii) Rich reported that he will write a script for the presentation of the Gervais and Teter awards, and will bring a hard copy with him to the Convention.
 - c) Championship Standings
 - i) All standings are currently up-to-date.
 - d) USRRRC and National Events listed on hardcopy, SportsCar Calendar
 - i) Events for which information is received at the National Office by 11/29/17 will be included in the Calendar which goes out with the February issue of SportsCar.
 - ii) Rich has asked Jim to be the compiler of the RoadRally event list.
 - iii) We agreed it is OK to include events for which the organizer has committed to host, even though they may not yet receive Sanctions.
 - e) Other items from SCCA HQ

- i) Jamie reminded the group that orders for awards to be presented at the Convention must be placed by 12/15/17.
- ii) Rich thanked Jamie for all her efforts.

4) NEC Report

a) Recent National Events.

- i) Mike Thompson reported that the NEC had discussed the two recent events in California, and felt that they went well.

b) Upcoming Nationals

- i) The NEC now has information on The Blacke. The pre-check is planned, and workers are in place.

c) USRRC Report

- i) Feedback on this year's event will be revisited at the December RRB meeting.

d) Old Business

- i) They have agreed to try out the use of phone messaging for emergency information at the double weekend events bring run by Rich in November.

e) Minimum Odometer Calibration length at 12 miles

- i) They have agreed there is a need to remind event organizers that the odometer calibration must be at least 12 miles in length. That requirement has been in place since 1976.

f) 2018 Schedule

- i) Mike reported that the 2018 schedule is nearly complete.
 - (1) One event from 2017 is not yet committed for 2018.
 - (2) One event from 2017 is not expected to run in 2018.
 - (3) The Northern California events will have new organizers in 2018.
 - (4) They have discussed the wisdom of dictating a minimum time, perhaps two weeks, between events and feel it is best to leave the question to the local organizing committees.

g) NEC Membership

- i) Mike stated that they now have an opening on the NEC, and that he has requested applications from prospective members.

h) Committee Checklist

- i) Mike has recognized there is a need to revisit the Checklist of Committee responsibilities.

i) RRSS Licensing

- i) The NEC has not recommended any change to RRSS licensing, feeling that the program is necessary.

j) NEC Meeting Schedule

- i) The NEC will not be meeting in December.

5) Old Business

a) 2018 Rule Changes

- i) The RRB reviewed a concern from a member regarding a possible loophole in odometer types allowed in Class L.
 - (1) Allowing input from the vehicle's OBD II port would be a competitive advantage.
 - (2) Mike Thompson reminded the group that the updated Rule for 2018 states that mileage must be manually entered into calculations.
 - (3) Rich stated that he does not think any action is needed.

- (4) Mike Bennett felt we will be OK if the new wording is enforced.
- (5) Rich suggested that the new Class rules would be a good topic for a column in the Newsletter, and Mike Thompson volunteered to write it.
- (6) Clyde asked if another member also had a concern.
 - (a) Mike Bennett read that member's email from 10/15/17 to the group.
 - (b) Rich noted that he had discussed the issue with the member, and that he felt following the suggested odometer-based Class designations could cause havoc in Class L.
 - (c) Clyde read portions of an email exchange between Rich and the member which culminated on 10/19/17 regarding Class S.
 - (d) Rich stated that there are two ways to resolve TSD calculations:
 - (i) Solve for time at the current location.
 - (ii) Solve for location at the current time.
 - (e) Mike Thompson said he felt that hitting an enter button to increment mileage is like using a table.
 - (f) Jim noted that it is a shortcut, but still a manual method.
 - (g) Jim stated that current definition for Class S, and proposed amending the 2018 rule change regarding odometers to the following:
 - (i) "GPS odometers may be used in this Class only if their information is not used for any calculations or for any determination of earliness or lateness."
 - (h) Rich stated that he liked this proposed addition to the definition.
 - (i) Jim moved to amend the definition as proposed. Rich seconded the motion, and it was approved by a vote of 5 to 0.
- ii) Suggestion for 10 National Points for Regional Rallymasters. 20 point overall limit for worker points would remain in effect.
 - (1) Rich suggested that this issue could be tabled until next year.
 - (2) Jim stated that he was opposed to the idea and didn't think it would increase the number of rallies.
 - (3) Rich said he will reply that the item was discussed and dismissed by the RRB.
- b) New Road Rally Safety Steward Licensing process.
 - i) Peter reported that he has spent two months surveying RoadRally Safety Stewards to see if they are still active.
 - (1) He received responses from 40 people stating that they are no longer active.
 - (2) He received responses from 193 people stating that they are still active.
 - (3) He received no responses from 73 people.
 - ii) Rich asked Peter to send the list of no longer active RRSS to Jamie, so she can remove their licenses.
 - (1) Bob asked if these are people who are still active SCCA members, and Peter said they are.
 - (2) Peter will break down the list of "no response" names by Division, and send them to the Divisional Stewards next week.
 - (a) Divisional Stewards to provide feedback on whether the people are active as RRSS.
 - (b) The list for New England Division to be sent to Pego.
 - (3) Peter noted that we have three Divisional Stewards who are not RRSS themselves.
 - (a) Rich stated that he will contact those Divisional Stewards
- c) Rally Development Fund

- i) Rich reported that there has been no change; a decision is awaited from the December Board of Directors meeting.

6) New Business

a) 2018 Convention

- i) Rich encouraged everyone to get their reservations made now, including for the shuttle from and to the airport.

b) Minutes

- i) The Final Minutes are due by 11/13/17. Draft will be out for comment 11/10/17.

Meeting was adjourned at 9:12 PM CST

Next meeting to be December 14 at 7:15 PM CST

Respectfully submitted,

Mike Bennett, substitute 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:

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>

ROAD 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>

SCCA NATIONAL CONVENTION

Event page: <https://www.scca.com/convention>

EVENT CALENDAR:

SCCA Events:

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