

## 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 Kansas City, Missouri December 1 and 2, 2017.

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

Staff participating were Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Eric Prill, Vice President of Operations and Aimee Thoennes, Executive Assistant also participated.

Steve Oseth, SCCA Pro Racing, and Jim Wheeler, CRB Chairman also participated.

The meeting was called to order by Vice Chairman Helman.

President Cobb presented a strategic summary for 2018 with the supporting budget. The strategic plan will be shared with the membership at the 2018 SCCA National Convention and then distributed as appropriate through Divisional Meetings.

MOTION: Approve 2018 Budget with investment as presented. JB/AC. PASSED. 12-0.

MOTION: To approve SEB rules as presented in Appendix A. BD/CD. PASSED.

MOTION: To approve Operations Manual changes as presented regarding Road Racing in Appendix B. JB/AC. PASSED.

MOTION: To approve RoadRally Rule Changes as presented in Appendix C. CD/BD. KC abstained. PASSED.

MOTION: To Change GCR 3.7.4.A.2.d to read as follows: In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in Northern Pacific and Southern Pacific Divisions for 2018 to be eligible for Runoffs invitations on a space available basis. JW/EH. PASSED.

MOTION: To approve RallyCross rule changes as presented in Appendix D. CD/JP. PASSED.

MOTION: To approve change in language to GCR 3.7.4.A.2 to read as below. MM/KC. PASSED.

### 2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through Division Championships **(if available)**:

a. Participation Requirement: A competitor must participate on track in a minimum of four of a single Division's championship points weekends in the same class.

b. Performance Requirement: A competitor must finish in the top three positions in his

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class point standings, except SM and SRF3 where the top five will be invited.

c. If a Division Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements

at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.

d. In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in *Northern Pacific and Southern Pacific Divisions* for 2018 to be eligible for Runoffs invitations on a space available basis.

MOTION: To approve the CRB Rules package as presented in Appendix E. CD/BL PASSED.

MOTION: To approve #23158 FE in Appendix F. This will be a parallel Runoffs eligible class for two years (2018-2019) with FE going Regional in 2020. JB/CD. PASSED.

MOTION: Add language (shown below) to 3.7.4.C.2 – Invited Runoffs Classes to safeguard against having a championship race without a full podium. KC/JB. PASSED.

2. A Runoffs eligible class with a minimum of 3 race starters and fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion. A Runoffs eligible class that does not have a minimum of 3 race starters, regardless of probation status, will run as a supplemental class but will not name a National Champion.

Discussion over the Time Trials program and a plan to rebrand and reboot the program in a concerted effort to reach its potential. Launch of the program is slated to be announced at the National Convention.

MOTION: To approve Time Trials reorg as presented. KC/JW. PASSED.

MOTION: To approve the RallyCross Board as presented: Chairman Stephen Hyatt, Chris Regan, Kito Brielmaier, Ken Hamilton, Keith Lightfoot, Mark Macoubrie and Charles Wright. CA/AC. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Ron Foley for his service on the RallyCross Board.

MOTION: To approve Road Rally Board as presented: Chairman, Jim Crittenden, Clyde Heckler, Peter Schneider, Mike Bennett and Wendy Harrison. BD/EH. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Rich Bireta for his service on the Road Rally Board.

MOTION: To approve the SEB appointments as presented: Chairman Brian Conners, Eric Hyman, Keith Brown, Bob Davis, Mike Brausen, Zack Barnes and Marshall Grice. BD/CD. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Mike Simanyi for his service on the Solo Events Board.

MOTION: To approve the Court of Appeals as presented: Chairman Laurie Sheppard, Mike West, Spencer Gorham, Pat McCammon, Anne Christian. AC/BD. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Jerry Wannarka and Rick Mitchell for their service on the Court of Appeals.

MOTION: To approve the CRB appointments: Chairman Jim Wheeler, Sam Henry, Todd Butler, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi and David Arken. CD/BL.

MOTION: To adjourn.

## APPENDIX A

### SOLO EVENTS BOARD

**ITEM 1)** In the Introductory Section, revise Section I.2.2.C.2, Solo® Events Board, Duties:  
“The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees, approve Solo® Safety Stewards, and other Chiefs of Specialties such as Timing, Tech, Impound, and Course for the Solo® National Championship events. ~~Any SEB member in attendance at the Solo® National Championship may serve on the Appeals Committee.~~ *Members of the SEB may not serve on the National Championship Protest Committee.*”

SCCA® Fastrack News March 2017 #21399

SCCA® Fastrack News September 2017 #21399

**ITEM 2)** In Vehicles, revise Section 3.2, Vehicle Classification:  
“New car makes, types, and models will be classified by the SEB as soon as sufficient information is available to do so. The SEB may reclassify a car *at any time up to and including December of the calendar year following that of the initial classification*, without the approval of the Board of Directors. ‘Initial classification’ includes the addition of a new listing on an exclusion list.”

EXPLANATION: The SAC routinely has to delay initial classification to manage the current 12-month rule; The SEB believes it's in the membership's best interest to get initial classifications out as early as possible yet still allow the SAC and SEB to see results from the National Championships before deciding if a car should be moved.

SCCA® Fastrack News January 2017 #21022

SCCA® Fastrack News September 2017

**ITEM 3)** In Vehicles, add to the end of the first sentence of Section 3.6.A, Fuel:  
“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.*”

SCCA® Fastrack News January 2017 #21094

SCCA® Fastrack News June 2017 #21094

SCCA® Fastrack News November 2017 #21094

EXPLANATION: The STAC would like to clarify the context of the following group of rule proposals: 14648 ECU Clarification (**ITEM 11**), 21094 Octane Rating (**ITEM 3**), and 21408 Making ST Hot Again (**ITEM 30**). 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-classed if warranted. Further explanation in Appendix.

SCCA® Fastrack News June 2017 #14648

**ITEM 4)** In Officials, revise Section 5.10, Officials, Chief of Protest:  
“The ~~duty~~ *duties* of the Chief of Protest ~~is~~ *are* to serve as Chairman of the Protest Committee, to provide leadership to the Protest Committee, *to provide prompt notification of protest filings to affected parties*, and to provide notification of protest decisions to the parties involved (i.e., the protestor[s] and protestee[s]). He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event.”

EXPLANATION: In most cases, a successful protest will change the results of the class. We are proposing this change so the duties of the Protest Chief include notifying those who would be affected by the change. An example would be an announcement to those on the grid that a protest has been filed.

SCCA® Fastrack News January 2017 #21025

SCCA® Fastrack News September 2017 #21025

**ITEM 5)** Change Section 7.2, Timing Systems for National Solo Events:  
“There shall be at least two (2) operable electronic timing systems per course at the

Solo National Championship. The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized. Alternate *timing* systems and *operating* procedures may be approved by the SEB.”

EXPLANATION: This more accurately reflects how the National Staff and event officials manage available alternate (backup) timing equipment for the Solo National Championships.

SCCA® *Fastrack News* January 2017 #21023

SCCA® *Fastrack News* September 2017

**ITEM 6)** In Appeals, revise Section 10.4, Composition of the National Appeals Committee:

“The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this Section. The NAC will be appointed by the SEB *and shall consist of three standing members plus two alternates*. Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo® matters.”

SCCA® *Fastrack News* January 2017 #21024

SCCA® *Fastrack News* September 2017

**ITEM 7)** In Section 12, Automobile Definitions, revise the definition of “Standard Part”:

“An item of standard or optional equipment that could have been ordered with the car, ~~installed on the factory production line,~~ and delivered through a dealer in the United States. ~~Port-installed options,~~ *Manufacturer options that are dealer installed, port installed, or parts* provided by the manufacturer are considered to be the same as those installed on the factory production line. ~~Dealer-installed options,~~ *accessories*, or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or backdating of parts.”

BACKGROUND: This change will allow parts supplied to the consumer, such as the Camaro SS Brake parts delivered in every Camaro, to be used in Solo. Additionally, the recent change to Section 3.4 (See the BOD Section of the December *Fastrack*, #17283) allows the SEB to offer another class for a specific option package when warranted. The changes in automobile manufacturing and delivery processes have increased the use of the port and dealer system for accessories and performance options. This change would have allowed the SEB to address challenges like the Miata MSR package and the TRD options offered for the Scion FRS in an expedited timeline. Should a special “trunk kit” or other performance part that was port installed or dealer installed by factory directive become available, the SEB can act accordingly in the future. Chevrolet has expanded performance options for the 2016-2017 Camaro to include options on the company’s website that do not clearly define if they are installed on the factory floor or the dealer’s facility by factory directive, or if they are offered as accessories by the dealer. The SAC and SEB will attempt to list certain performance options when they create a Member Advisory or Tech Bulletin, if necessary. See Appendix F for guidance. An example is the package of TRD springs and bars for the Scion FRS. The option is available on the Scion website. In some cases, the dealership performed the installation instead of the port facility. The lines that define factory floor, port and dealer installed have become increasingly blurred. This change will allow the SEB and its committees to class port installed and domestic manufacturers “dealer installed by factory directive” options based on member input and desires.

SCCA® *Fastrack News* January 2017 #19713

SCCA® *Fastrack News* November 2017 #19713

**ITEM 8)** In Street Category, revise Section 13.5.A.5:

“Electronically controlled shocks may not be used on vehicles ~~not originally equipped~~”

with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed *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 new Section 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 new Section 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 OEM controller may not be modified or reprogrammed."*

SCCA® Fastrack News July 2017 #20102

**ITEM 9)** In Street Category, add new Section 13.9.H:

*"On cars equipped with computer aided gear selection or 'skip-shift' features from the manufacturer, modifications to defeat 'skip-shift' are permitted and may serve no other purpose."*

SCCA® Fastrack News March 2017 #21277

SCCA® Fastrack News July 2017 #21277

**ITEM 10)** In Street Category, add new Section 13.9.I:

*"On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function."*

SCCA® Fastrack News May 2017 #21519

**ITEM 11)** In Street Touring Category, Engine and Drivetrain, revise Section 14.10.F:

~~"The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. These allowances also apply to forced-induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered. Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation. Only OE sensors *equipped from the manufacturer* may be used for engine management. *Data acquisition modifications to the wiring and PCM/ECU are permitted.*~~

- ~~1. Reprogrammed ECU/PCM (via hardware and/or software) may be used in the standard housing.~~
- ~~2. Supplementary ("Piggyback") ECU may be used subject to the following restrictions:~~
  - ~~a. Connects between the standard ECU/PCM and its wiring harness only.~~
  - ~~b. Must be plug-compatible with the standard ECU/PCM (no splices).~~
- ~~3. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU/PCM operation of engine management system. Example: Fuel controllers that modify the signal coming from an airflow sensor.~~
- ~~4. Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel~~

pressure regulator.

5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.

*Engine management is open including standalone engine management systems. Standalone control modules must be plug-and-play. Model year 2005 and older vehicles may use piggyback systems that splice into the wiring. Wiring harnesses may not be shorter or lighter than the original. The resultant system must retain OBDII functionality if present in the original. Additional sensors may not be used."*

Replace Sections 14.10.F through 14.10.F.6:

1. *"For all model years, the following allowances apply:
  - a. The standard PCM/ECU may be reprogrammed without restriction.
  - b. Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.
  - c. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.*
2. *For 2005 and older model year vehicles:
  - a. A supplementary ("piggyback") PCM/ECU is permitted. It must be plug-compatible with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.
  - b. Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may alter the signal from the sensor in order to affect the PCM/ECU operation. EXAMPLE: Fuel controllers that modify the signal from an airflow sensor.
  - c. VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable valve systems.*
3. *1995 and older vehicles in addition may replace the standard PCM/ECU without restriction."*

SCCA® Fastrack News January 2017 #14648

**ITEM 12)** In Street Prepared, add to Section 15.10, Engine and Drivetrain:

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

SCCA® Fastrack News July 2017 #22032

SCCA® Fastrack News November 2017 #22032

**ITEM 13)** In Street Prepared, revise Section 15.10.L.1, Engine and Drivetrain:

*"Radiator core dimensions (width, height, thickness) must be no smaller the standard part."*

SCCA® Fastrack News October 2017 #22188

**ITEM 14)** In Street Modified Category, revise Section 16.1.D.1, Allowed Modifications:

*"Engine blocks (or housings of rotary engines) must be a production unit manufactured and badged the same as the original standard or optional engine for that model that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150-lb. weight penalty in addition to all weight calculations in appendix A. Badges Brands that exist as a marketing alias for the manufacturer will be recognized as equivalents. Swaps involving makes brands related only at a corporate level are not recognized as equivalents and will be subject to the weight adjustment referenced above. Models produced as a joint venture between*

manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Chrysler or Mitsubishi engine, may use any motor from Chrysler or Mitsubishi, or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Lexus/Scion engine). This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.”

SCCA® Fastrack News August 2017 #21288

SCCA® Fastrack News November 2017 #21288

**ITEM 15)** In Street Modified Category, revise Section 16.1.D.2.d, Allowed Modifications:

“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 Section 16.1.D.2.d to new Section 3.3.3.B.26 as revised:

*“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.”

Also in Prepared Category, revise Section 17.2.Q.1, Bodywork and Structure:

“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.”*

SCCA® Fastrack News January 2017 #18648

SCCA® Fastrack News June 2017 #18648

**ITEM 16)** In Prepared Category, revise Section 17.2.O, Bodywork and Structure:

“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.*

SCCA® Fastrack News July 2017 #18207

**ITEM 17)** In Prepared Category, revise Section 17.4.G, Wheels;  
For classes DP, EP, and FP, wheels up to 10" wide are allowed with no weight increase. ~~Wheels greater than 10" wide will receive a 100-lb. increase.~~ *Wheels greater than 10" wide up to 11" wide will receive a 50-lb. increase. Wheels greater than 11" wide up to 12" wide will receive a 100-lb increase.*

SCCA® Fastrack News March 2017 #20024

SCCA® Fastrack News July 2017 #20024

**ITEM 18)** In Prepared Category, revise Section 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."~~

SCCA® Fastrack News May 2017 #15375

**ITEM 19)** In Appendix A, Automobile Classes, Street Category, move from the exclusion list to SS:

Lotus

*Elise SC (2008-2011)  
Exige S (excl. S260, Club Racer) (2006-2011)*

Also move from SS to AS:

Lotus

*Elise (non-supercharged) (2005-2011)  
Exige (non-supercharged) (2006-2011)*

SCCA® Fastrack News November 2016 #20242

SCCA® Fastrack News May 2017 #20242

SCCA® Fastrack News November 2017 #20242

**ITEM 20)** In Appendix A, Automobile Classes, Street Category, move from BS to CS:

BMW

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

SCCA® Fastrack News January 2017 #20588

SCCA® Fastrack News April 2017 #20588

**ITEM 21)** In Appendix A, Automobile Classes, Street Category, revise:

DS

Lexus

~~IS350 (2006-2017)~~

~~IS250 (2006-2015)~~

~~IS300 (2001-2005)~~

*IS (all) (excl. IS-F) (2001-17)*

SCCA® Fastrack News November 2017 #22570

**ITEM 22)** In Appendix A, Automobile Classes, Street Category, move from GS to HS:

Acura

*RSX Type S (2002-06)*

SCCA® Fastrack News November 2016 #20256

SCCA® Fastrack News April 2017 #20256

Ford

*Mustang V6 (1994-2004)*

SCCA® Fastrack News October 2016 #20029

SCCA® Fastrack News January 2017 #20029

Kia

*Forte & Forte Koup (2.4L)*

SCCA® Fastrack News October 2016 #20058

SCCA® Fastrack News January 2017 #20058

Ford

*Taurus SHO (1989-1995)*

SCCA® Fastrack News January 2017 #20567 Item 19608

SCCA® Fastrack News April 2017 #20567

**ITEM 23)** In Appendix A, Automobile Classes, Street Category, revise class SSR:

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

1. Tires Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.) Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership: - Kumho Ecsta W710.
2. ~~Wheels (replacing Section 13.4) Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than  $\pm\frac{1}{4}$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems including pressure-relief types), and/ or bolt length may be changed. tire pressure monitoring sensors (TPMS) may be removed.~~
3. ~~Exhaust The exit of the exhaust in the original location (Section 13.10.C) is not compulsory."~~
4. ~~Participation Requirement If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated.~~

SCCA® Fastrack News December 2016 #20099 #20246

SCCA® Fastrack News May 2017 #20099 #20246

**ITEM 24)** In Appendix A, Automobile Classes, Street Category, add new cars to SSR:

Alfa Romeo

*4C (2015-16)*

BMW

*M3 & M4 (F80/F82) (2015-17)*

Cadillac

*XLR*

Chevrolet

*Camaro SS 1LE (V8) (2017)*

*Camaro Z28 (2014-15)*

*Camaro ZL1 (2012-15)*

*Camaro ZL1 (2017)*

*Corvette Grand Sport (C7) (2017)*

Dodge/SRT

*Viper/Viper GTS (non-ACR, non-TA) (2013-16)*

Ford

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

*Mustang Shelby GT350 (2016)*

*Mustang Shelby GT350R (2016)*

*Mustang Shelby GT500 (2007-14)*

Jaguar

*F-Type (except Project 7) (2014- 16)*

Porsche

*718 Boxster (all) (2017)*

*718 Cayman (all) (2017)*

*911 (except R, Turbo, Turbo S, GT2 [all], GT3 [all]) (2015-2017)*

*Cayman GT4 (non-Clubsport) (2016)*

SCCA® Fastrack News May 2017 #20511

**ITEM 25)** In Appendix A, Automobile Classes, Street Touring Category, move from STU to STR:

Porsche

*Boxster (986 and 987.1) (1997-2008)*

*Boxster S (986) (2000-04)*

*Cayman (987.1) (2006-08)*

SCCA® Fastrack News June 2017 #21796

SCCA® Fastrack News November 2017 #21796

**ITEM 26)** In Appendix A, Automobile Classes, Street Touring Category, change Street Touring® FWD (STF) class to Street Touring Hatchback (STH) for newer hot hatch/turbo cars:

*Audi*

*A3 FROM STX*

*A4 FROM STX*

*TT quattro FROM STX*

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

*Chevrolet*

*Cobalt (2.0T) FROM STX*

*Sonic (Turbo) (2012-15) FROM STS*

*Dodge*

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

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

*Eagle*

*Talon Turbo (AWD) FROM STX*

*Fiat*

*500 Abarth FROM STX*

*500 Turbo (2013-16) FROM STX*

*Ford*

*Fiesta ST FROM STX*

*Focus ST* FROM STX  
**Hyundai**  
*Genesis (2.0L Turbo) (2010-12)* FROM STX  
*Veloster (2012-16)* NEW LISTING  
**Kia**  
*Forte (Turbo)* FROM STX  
*Forte Koup (Turbo)* FROM STX  
**Mazda**  
*MazdaSpeed3* FROM STX  
*MazdaSpeed6* FROM STX  
*MazdaSpeed Protégé* FROM STX  
*323 GT & 323 GTX* FROM STS  
**Mitsubishi**  
*Eclipse Turbo (AWD)* FROM STX  
*Lancer Ralliart (2008-10)* FROM STX  
**Nissan**  
*Juke (2011-16 Turbo and R)* FROM STX  
**Pontiac**  
*G5 (2.0L Turbo)* FROM STX  
**Subaru**  
*Forester XT (2003-08)* FROM STX  
*Impreza WRX (non-STI) (2002-16)* FROM STX  
*Legacy GT (2005-08)* FROM STX  
**Volkswagen**  
*Beetle (1.8T & TDI)* FROM STS  
*Golf (1.8T)* FROM STS  
*Golf & Jetta (TDI) (2007-15)* FROM STS  
*Jetta (1.8T)* FROM STS  
*Passat (1.8T & TDI)* FROM STS  
*Beetle (2.0T)* FROM STX  
*Golf, Golf R, GTI (2.0T)* FROM STX  
*Jetta (2.0T)* FROM STX  
*Passat (2.0T)* FROM STX  
**Volvo**  
*240 Turbo (1981-85)* FROM STX  
*C30* FROM STX  
*"Catch-all": Sedans & Coupes NOC (non-sports-car-based, 4-seat minimum up to 2.5L forced induction)*

Street Touring® Sport (STS) would receive these cars from STF:Chevrolet

*Cobalt (2.2L, N/A)* FROM STF  
*Cruze (2008-15)* FROM STF  
*Sonic (non-turbo) (2012-15)* FROM STF  
*Spark* FROM STF  
*Volt (2011-15)* FROM STF  
**Chrysler/Plymouth/Dodge**  
*Neon R/T & ACR (2000-05)* FROM STF  
*Neon (NOC) (2000-06)* FROM STF  
**Dodge**  
*Dart (2.0L N/A) (2013-15)* FROM STF  
**Fiat**  
*500 (non-turbo) (2012-15)* FROM STF  
**Ford**  
*Fiesta (N/A) (2011-15)* FROM STF  
*Focus (non-turbo)* FROM STF  
**Honda**  
*Accord (4-cyl) (1998-2015)* FROM STF

*Civic (non-Si) (2006-15)* FROM STF

*Civic (non-Si) (2001-05)* FROM STF

CRX

*CR-Z* FROM STF

*Fit* FROM STF

*Insight* FROM STF

Hyundai

*Elantra (2001-15)* FROM STF

*Veloster (non-turbo) (2011-15)* FROM STF

Kia

*Forte (N/A)* FROM STF

*Forte Koup (N/A)* FROM STF

Lexus

*CT200H (2011-15)* FROM STF

Mazda

*Mazda2* FROM STF

*Mazda3* FROM STF

*Mazda6* FROM STF

MINI

*Cooper (non-S) (2000-13)* FROM STF

Mitsubishi

*Lancer (non-turbo)* FROM STF

Nissan

*Versa (2007-13)* FROM STF

Pontiac

*G5 (2.2L)* FROM STF

*Vibe (2003-10)* FROM STF

Saturn

*Astra* FROM STF

*Ion (2.2L)* FROM STF

Scion

*iA (2016)* FROM STF

*iM (2016)* FROM STF

*iQ CVT* FROM STF

*tC* FROM STF

*xA* FROM STF

*xB* FROM STF

*xD (2008-13)* FROM STF

Subaru

*Impreza 2.0i (2012-15)* FROM STF

Toyota

*Corolla (2003-15)* FROM STF

*Matrix (2003-13)* FROM STF

*Yaris* FROM STF

Volkswagen

*Beetle (2.0L, 8v) (1998-2005)* FROM STF

*Beetle (2.5L 5-cyl)* FROM STF

*Golf (2.5L)* FROM STF

*Golf & Cabrio (2.0L, 8v) (1998- 2006)* FROM STF

*Golf & Jetta TDI (1999-2006)* FROM STF

*Jetta (2.0L, 8v) (2000-04)* FROM STF

*Jetta (2.5L 5-cyl)* FROM STF

STX would no longer have turbo cars. Top cars from STF are added:

Acura

*RSX* FROM STF

*TSX* FROM STF

Honda

*Civic Si (2002-05)* FROM STF

SCCA® *Fastrack News* April 2017 #21408

SCCA® *Fastrack News* November 2017 #21408

In conjunction with Street Touring H (STH), change Section 14.3, Tires, and 14.4, Wheels:

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, STR (AWD)	– 225
<i>STH (AWD)</i> , STX (AWD)	– 245
STR (2WD), STU (2WD, mid-engine, rear-engine)	– 255
<i>STH (2WD)</i> , 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
<i>STH (all)</i>	– 9.0
STX & STR (2WD)	– 9.0
STU, STP (all)	–11.0

SCCA® *Fastrack News* June 2017 #21408

SCCA® *Fastrack News* November 2017 #21408

**ITEM 27)** In Appendix A, Automobile Classes, Street Touring® Category, move from STR to STU:

Nissan

*370Z (non-Nismo)*

SCCA® *Fastrack News* July 2017 #18052

SCCA® *Fastrack News* November 2017 #18052

**ITEM 28)** In Appendix A, Automobile Classes, Street Prepared Category, move from ASP to BSP:

Nissan

*370Z (all) (2009-13)*

SCCA® *Fastrack News* October 2017 #22368

**ITEM 29)** In Appendix A, Automobile Classes, Street Prepared Category, change error in BSP: Porsche

944 (all incl. Turbo *except 8v*)

EXPLANATION: This would correct the 8v 944 being classed in both BSP and CSP.

SCCA® *Fastrack News* July 2017 #21897

SCCA® *Fastrack News* November 2017 #21897

**ITEM 30)** In Appendix A, Automobile Classes, Street Prepared Category, move from BSP to DSP:

BMW

*128 (2008-11)*

SCCA® *Fastrack News* October 2017 #22536

**ITEM 31)** In Appendix A, Automobile Classes, Prepared Category, X Prepared (XP), revise section 1.c:

“Aerodynamic Aids – Wings may be added, removed, or modified. Non-OE wings may only be attached to the ~~rear deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12” (30.48 cm) above the ~~wing’s point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*”

SCCA® *Fastrack News* September 2017 #21828

**ITEM 32)** In Appendix A, Prepared Category, add:

D Prepared (DP)

Weight adjustments (lbs.):

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

F Prepared (FP)

Weight adjustments (lbs.):

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

SCCA® Fastrack News August 2017 #20237

**ITEM 33)** In Appendix A, Automobile Classes, Prepared Category, remove from EP:

Isuzu

Sports Coupe

SCCA® Fastrack News March 2017 #21088

SCCA® Fastrack News July 2017 #21088

SCCA® Fastrack News November 2017 #21088

**ITEM 34)** In Appendix A, Automobile Classes, Prepared Category, combine the 350Z and 370Z models in FP:

Nissan & Datsun

*350Z (2003-2008)/370Z (2009-17)*

SCCA® Fastrack News March 2017 #20319

SCCA® Fastrack News July 2017 #20319

**ITEM 35)** In Appendix A, Automobile Classes, Prepared Category, omit the 981 and 718 models in FP:

Porsche

*986/987 Boxster & Cayman (1996-2012)*

SCCA® Fastrack News February 2017 #20090

SCCA® Fastrack News July 2017

**ITEM 36)** In Appendix A, Automobile Classes, Prepared Category, add:

TVR

1800

Vixen S2 (1599 cc)

*Alternate cylinder head: Aluminum Pierce casting*

SCCA® Fastrack News June 2017 #21866

SCCA® Fastrack News November 2017 #21866

**ITEM 37)** In Appendix A, Modified Category, C Modified, revise Section C.7.c (Solo Vee):

“Springs, shock dampers, their actuation, *anti-roll bars*, and camber compensating devices are *unrestricted, as are cables, straps, or other positive stops used to limit positive camber.*”

SCCA® Fastrack News May 2017 #21231

SCCA® Fastrack News November 2017 #21231

**ITEM 38)** In Appendix C, subsection B.1, add after first sentence:

*“Docol R8 is also considered an acceptable material (tube sizing and wall thickness requirements are as per SAE 4130).”*

SCCA® Fastrack News February 2017 #21111

SCCA® Fastrack News September 2017 #21111

**ITEM 39)** In Appendix I, Sound Measurement Procedures at SCCA® National Solo® Events, revise:

“The maximum *allowed vehicle sound* level will be 100 dBA.

The measurement will be taken at a point where *vehicles* can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to “A” weighting, “Slow” response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings) as is practical.

If a driver in a vehicle exceeds **96** dBA, the Chief Steward, or his/her designated representative, will be notified by the Sound Control Steward or representative.

*The driver of any run producing a sound measurement over 96 dBA will be notified, as soon as reasonably possible following the run, by the Chief Steward, Sound Control Steward, or*

representative.

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to *attempt a viable remedy to functionally alter the exhaust system* to reduce the sound level of the vehicle before his/her next run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) *If the excessive reading occurs on the driver’s last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run. The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy. Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back.*

If a viable remedy has been attempted in the judgment of the Chief Steward, *Sound Control Steward*, or representative, the driver will be allowed to take his/her next run. If the driver declines *any viable remedy, or if the change* is deemed inadequate by the Chief Steward, *Sound Control Steward* or representative, the driver will forfeit all subsequent runs in the vehicle (unless an *approved viable remedy* is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF *and all additional runs that day for that driver will be forfeited.*

If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun. For the purposes of sound measurement and enforcement, a “run” is defined as any attempt at driving through the course, whether or not *it* is scored or a rerun is allowed.

Any *functional remedies implemented* to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward, *Sound Control Steward*, or representative. If the *remedy* has deteriorated after passing the sound level requirements at the measuring point, the *sound level of the vehicle* must be *functionally* addressed again. The Chief Steward, *Sound Control Steward*, or representative has the right to disallow a repeat of the *same remedy* that deteriorated. The *remedy* may be changed or modified to improve *its* quality and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels must *implement additional functional remedies* to reduce the sound level to compliant readings before starting runs the next day.

These general sound level regulations will NOT override specific local area and/or SCCA® Region sound level requirements, regulations, and/or penalties.

SCCA® Fastrack News August 2017 #22455



## APPENDIX B

### December 2017 Operation Manual Update Requests

In entire document: Replace all references to **CLUB RACING** with **ROAD RACING**

#### 5.3.2 Divisional Administrator Coordinator

Appointment: A Divisional Administrator Coordinator for each specialty will be selected from the group of appointed Divisional Administrators. The DA's nomination for DA-Coordinator will be reviewed and PASSED by the Executive Stewards. The Divisional Administrator Coordinator will report to the Chair of the Executive Stewards. This is not an additional position. **In the event, that the DAC position is unfilled by one of the sitting Divisional Administrators, the Head of Road Racing, together with the Chairman of the Stewards Program, may appoint a representative to serve as the DAC for that specialty. The duration of the term will be determined individually for each specialty position by the Head of Club Racing and the Chairman of the Stewards Program.**

Duties: Coordinate with the Road Racing department, the Executive Stewards, the Club Racing Board and Divisional Administrators. Ensure execution of their specialty's policies and practice. Collect and disseminate information related to policies, best practices and concerns to Divisional Administrators and specialty officials. Work with the other Divisional Administrators to ensure operational consistency across Divisions. Ensure that the Specialty Manual is updated and accurate.

1.1.1 ~~Series Chief Steward (SCS)~~ **Race Director (SRD)** are appointed by the Head of ~~Club~~ **Road Racing** or their designate with the advice of the Chairman of the Stewards Program and ~~Area Directors/s representing Regions operating events in that Conference~~ **for all Super Tours.. There is one SCS for each Conference.**

1.1.1.a. **Conference Race Directors are appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour Events within that Conference.**

#### 1.1.2. Series Administrator

The Series Administrators (SA) are appointed by the Head of ~~Club~~ **Road Racing** or their designate **for all Super Tours.** ~~There is one SA for each Conference.~~ **Optional for other Conference events.**

#### 1.1.3. Series Chief Tech Inspector

The Series Chief Technical Inspectors (SCTI) are appointed by the Head of ~~Club~~ **Road Racing** or their designate with the advice of the ~~SCS~~ **SRD for all Super Tours,** ~~and the Chairman of the Stewards program.~~ **There is one SCTI for each conference.** **Optional for other Conference events.**

#### 1.1.4. Series Timing Administrator

The Series Timing Administrator(s) are appointed by the Head of the Road Racing or their designate for all Super Tours. Optional for other Conference events.

#### 5.12 Club Racing Insurance Requirements

Refer to current SCCA Club Racing General Competition Rules and/or ~~Insurance Handbook~~ [SCCA.com](http://SCCA.com). 71

## APPENDIX C

### 2018 SCCA Road Rally Rule Changes

The Road Rally Board requests that the Board of Directors approve the following seven rule changes for the Rally program, to go into effect January 1, 2018.

Each of these changes has been widely circulated for comment among the entire SCCA Rally community and their feedback was considered before a final vote was taken by the Road Rally Board. Article numbers refer to the section of the Road Rally Rules to which the change applies.

#### Operating rule proposals:

1. In the Article 13.C.2 list of recommended (but not required) rally equipment, remove the reference tonight events.

Rationale: Suggested equipment is also useful during day time events.

2. In Article 16 C, add the following language for clarification and safety: If a control immediately follows a traffic control device such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or the average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

Rationale: This change emphasizes to organizers that competitors must be given sufficient time to recover after a traffic control device.

#### Class definition proposals:

3. Change the descriptions of Classes L and S as shown below.

**Class S (Stock)**: Any distance information used for timing calculations must be visually acquired from the vehicle's stock, non-adjustable odometer in the stock location. Any calculating device may be used as long as the distance information from the vehicle's stock odometer is manually entered into the device. 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.

**Class L (Limited)**: If distance information is derived from either the car's electronic system, from the car's speedometer cable, or from pulses generated by the movement of the vehicle (for example, magnets mounted to the drivetrain), then calculating devices are limited to those that require manual entry of this distance information. Examples: Curta calculator, tables, laptop computer, programmable and non-programmable electronic calculators. If the distance information is derived solely from GPS signals, then any electronic app may be used. Examples: Richta apps, Michael Young apps.

**Class E (Equipped)**: There are no restrictions on calculating equipment in this

Class. Typical calculating devices in this Class include: Alfa, Chronar, Timewise, and Zeron rally computers.

Rationale:

- a. Class S is for cars that calculate using the stock tenth reading odometer and for cars that aren't calculating at all.
- b. Calculating with apps that use GPS for mileage will be in Class L. These apps report mileage to a resolution of 0.01 or 0.001 mile and this gives them a distinct advantage over teams using the stock tenth reading odometer. Yet they are not competitive with the dedicated rally computers in Class E that measure distance by using pulses generated by movement of the car.
- c. Cars using GPS solely as a map or as an odometer and not doing any calculating with that distance information may still run in Class S.

### Championship Series proposals:

4. In 2017, Article 8D of the RRRs (Championship awards) was changed to say that in the event of a tie in the year end Championship standings, the next position would be vacated. It is proposed that this rule be changed back to the way it was prior to 2017, that is, in the event of a tie the next position would NOT be vacated.

Rationale: This change returns to the mode of operation prior to 2017 and allows for the situation where drivers and navigators who compete together achieve the same result in the championship standings. If a team finishes in first place (two individuals tied for first) then the next position awarded is second place.

5. Remove the requirement for a competitor to enter at least one National rally to be eligible for a year end award in a National Championship.

Rationale: Elimination of unnecessary obstacle to participation in National Championship. This proposed change received broad support from the rally community.

6. The RRRs state that worker's points are limited to 20 points per Series (Course/Tour/GTA) per year. It is proposed that the rule should be changed to allow 20 worker's points per class in each series per year. For example, a person could earn 20 worker points in both Class E/Course and Class S/Course.

Rationale: This change brings the rulebook into agreement with current practice.

7. Update the aspect of Article 9.C that says General Instructions must be mailed via First Class mail to say that General Instructions may be sent via email rather than first class mail.

Rationale: This change brings the rulebook into compliance with current practice.

## APPENDIX D

Summary of changes to the RallyCross Rules for 2018:

**1. Clarify that the duties of the Event Technical Inspector do not include determining whether a vehicle is class compliant.**

**4.4.D.** The Event Technical Inspector shall ascertain that **competition** the vehicles comply with the **RXR requirements of Section 3.1 Eligible Vehicles and Section 3.2 Vehicle/Driver Safety** ~~general vehicle eligibility requirements of~~ and any supplementary regulations. **Technical inspectors are not responsible for determining a vehicle's compliance with the preparation allowances for that vehicle's class.** Competitors are directed to Article 5.3.D for protest ~~s~~ information regarding class eligibility.

**2. Consolidate the waiver requirements for participants and spectators.**

**4.2.H.** All **attendees** participants, including competitors, workers, crew members, **spectators**, and guests must sign the SCCA waiver form. ~~Spectators should sign the waiver.~~

~~4.2.R. All spectators shall complete a waiver as required by SCCA and its insurance carrier. See [www.scca.com](http://www.scca.com) for guidance on waivers.~~

**3. Specify that alternate mounting hardware for body panels and trim pieces is allowed as protective equipment and that OEM underbody panels may be removed if replaced by an allowed skidplate.**

**3.3.C.4.** The addition of protective equipment is allowed with the following exceptions:  
a. ... and strut caps to prevent failure of strut mounts. **Mounting hardware for bumper covers, fascias, body panels, undertrays, and trim pieces may be replaced with alternate components. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction.**

Examples of non-compliant modifications...

c. Skid plates protecting suspension and drivetrain components may only be made out of metal, composite materials or plastic derivatives. **Skid plates may supplement or replace OEM skid plates or underbody protection.**

**4. Specifically state that electric and hybrid vehicles are eligible to compete in Stock and Prepared classes.**

**3.1** A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle ~~(including convertibles with a factory hardtop attached, targa types with factory panel in place, t-tops with factory panels in place)~~ that can pass safety inspection. **This includes electric and hybrid vehicles, convertibles with a factory hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place**

**5. Revise the windshield safety rule.**

**3.2.S. Cracks are permitted to the outside layer of the laminated windshield only. A windshield that has experienced object penetration and/or has deformation is not allowed. Any form of windshield separation or delamination from the body of the car is not allowed.** ~~The windshield may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed.~~

**6. Allow wheel diameter changes of +/- 1" in Stock classes.**

**3.3C.12.** Any type wheel may be used provided it complies with the following:

- a. Wheel diameter may be increased or decreased one inch (1") from the OEM wheel;**
- b. Wheels must be of the same ~~diameter and~~ width as the OEM wheel;
- c. Wheel offset (backspace) must be within 0.394" (10mm) of **the OEM original-** ~~equipment~~ wheel offset. Wheel spacers are considered part of the wheel.

**7. Allow front OR rear sway bar changes in Stock classes.**

**3.3.C.14. One** ~~The front~~ sway bar may be added, replaced or removed. A replacement ~~front~~ sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the ~~front~~ sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.

**8. Allow alternate pulley sizes on superchargers in Prepared classes.**

**3.3.D.5.** The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced. **The pulley on the supercharger may be replaced with an alternate size along with the supercharger drive belt.**

**9. Add the new Open category to the rules.**

Add Section F. Open category to Section 3.3. VEHICLE CLASSIFICATIONS.

10. Restructure Section 4.2.C to more clearly state that passengers are not allowed at National events).

**4.2.C. Passengers are not allowed during competition runs at National events.**

**At non-National events**, one (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (3.3A-N) and is registered for competition on that day. ...

Participant waivers:

The individual (parent/guardian, as appropriate) has completed ... an individual would be allowed at events where a passenger is permitted. ~~Passengers are not allowed during competition runs in National Events.~~

## APPENDIX E

### Recommended Items for 2018

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their next meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or [www.clubracingboard.com](http://www.clubracingboard.com). If approved, these rule changes will become effective 1/1/2018. The letter number, Fastrack month, author, and title precede each proposed rule.

#### **AS**

1. #22838 (December Fastrack - Kevin Fandozzi) AS Restricted Prep Feedback  
Thank you for your feedback. 9.1.6.D.1.I.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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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 (December Fastrack - 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.

\*\*\*\*\*

Below are items returned to the CRB after the November BOD meeting. Changes have been made with the approval of BOD liaisons to the CRB.

**GCR**

#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.

#21993 (October Fastrack - Greg Amy) In Appendix C., Allow FAA BasicMed in Lieu of SCCA Physical

Thank you for your letter. Change Appendix C., 2.1.A.:

A. 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, *an FAA BasicMed 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.

## APPENDIX F

### I. FORMULA ENTERPRISES PREPARATION RULES

#### 1. Definition

One design, fixed specifications, open cockpit, single seat Formula car with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises (**Enterprises**), ~~Inc.~~. All replacement parts are supplied through ~~SCCA Enterprises, Inc.~~, and shall be official Spec Formula Car parts except where noted in J.4. No modifications may be made to any part or system unless specifically permitted in these rules.

(Skip to 7, no changes from 2-6)

#### 7. Engine and Drivetrain

##### a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.

2. Enterprises, ~~Inc.~~, seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through Enterprises.

3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.

4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.

5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.

6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating **or painting** is allowed on the exterior or interior of the **intake** manifold.

7. **Only Engine Control Units (ECU):** Manufactured by MBE **and or Performance Electronics** sealed by Enterprises. ~~Tampering~~ **Modification** of the ECU, ECU program, ~~seal~~, wiring or sensors is prohibited. **ECU's are password protected.**

8. The flywheel weight is a minimum of 2.6 pounds for the Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.

9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

10. Clutch: Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.

11. Spark Plugs, Part # NGK PTR5F-11, ~~NGK ITR5F-13~~ **NGK TR5AI-13**, or Motorcraft # AGSF32FEC.

12. Fuel Injectors: Part # WM591929

13. Throttle Body: Part # WM591930 **or WM591930-Jenvey (used with PE ECU only)**

14. Fuel Filter: Any 10 micron fuel filter may be used as long as it performs no other purpose than to filter fuel.

15. Air Filter: Part # WM301020

16. Exhaust systems may be thermal coated or wrapped.

17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.

18. An Enterprises muffler kit part #WM1131046 **(with packable muffler #WM301040A) or muffler kit part #WM1131047 (with no pack muffler #WM301063)** is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.

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

20. An optional Enterprise alternator kit is allowed, Part # WM1100101

b. Transmission

1. ~~The ELITE 5 speed sequential transaxle or SADEV 6 speed sequential transaxles supplied by Enterprises is~~ are the only permitted **transmissions**. ~~The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair or as noted below~~

a. **“SADEV Only”** When tested and proven **“Flat shift”** may or may not be used, competitor’s choice, only approved method is PE Electronics ECU with SADEV shift sensor. Optional **“Auto Blip Kit”** may also be used when tested and proven.

b. **“SADEV Only”** 7-2018 SADEV gear box will be run as a sealed unit, can be serviced and inspected by CSR or approved SADEV service center. At event damage can be inspected / repaired / resealed if necessary by CSR or approved personnel.

2. **ELITE Transmission** servicing, replacement ~~and modification~~ of internal components is permitted by the competitor.

With the following exceptions:

a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

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

4. **Only approved ratios:**

a. **ELITE**

~~Only the following gear ratios are permitted:~~

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

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

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

~~4th-gear combination 18:22 1.22 or 20:25 1.25~~

~~for 2011beginning 2012, only 20:25 1.25 5th-gear combination 24:26 1.08~~

b. **SADEV**

**1<sup>st</sup> 14:33**

**2<sup>nd</sup> 16:30**

**3<sup>rd</sup> 17:26**

**4<sup>th</sup> 19:25**

**5<sup>th</sup> 23:26**

**6<sup>th</sup> 26:26**

**(All SADEV ratios are under review and could be updated prior to sealing date)**

5. Differential – **ELITE** ~~Only final drive ratio allowed is 12:33 2.75~~ **Or SADEV 10:31** The differential must remain an open, differential. ~~No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip.) Must be able to use existing components.~~

6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

7. **“ELITE Only”** Any mechanical device may be used between the shift lever and the transmission barrel to provide the required actuation. No electronic or pneumatic devices are allowed. Gear position indicators are allowed **for both transmissions**.

8. **Shift Throttle cable is free, but must remain cable operated. all mechanical force provided by the driver.**

**MINIMUM WEIGHTS OF THE FOLLOWING PARTS**

**Elite**

Differential Housing ~~(both parts including bearings)~~ **complete** 7.4 lbs.

Ring Gear 3.6 lbs.

Pinion Shaft 4.0 lbs.

1st gear 2.7 lbs.

2nd gear 1.2 lbs.

3rd gear 1.1 lbs.

4th gear 1.1 lbs.

**SADEV**

**2.85 lbs.**

**4.05 lbs.**

**1.35 lbs.**

**1.75 lbs.**

**1.35 lbs.**

**1.45 lbs.**

**1.35 lbs.**

5th gear 1.0 lbs.  
6<sup>th</sup> Gear N/A

1.35 lbs.  
1.30 lbs.

## 8. Suspension

- a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.
- b. Front Springs: 600 lbs.  $\pm 25$  lbs. **Faulkner Part # WM203008 or Hypercoil Part # WM203011**  
~~Wire size shall measure .360"  $\pm$  .005".~~
- c. Rear Springs: 1000 lbs.  $\pm 25$  lbs. **Faulkner Part # WM203009 or Hypercoil Part # WM203012**  
~~Wire size shall measure .410"  $\pm$  .005".~~
- c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.
- d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.
- e. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. This includes dimensional material and strength specifications. Replacement rod ends shall be capable of being installed with no modifications to any original components.
- f. Anti-roll bars (sway bars) may be disconnected, but not removed.  
Anti-roll bar sizes:

### Front

Main Shaft 0.875" OD  $\pm$ .005" Top Tee .750" x .135" wall,  $\pm$ .005"

Length: 7.5" maximum end to end

### Rear

lower stalk .615" Dia.  $\pm$ .005"

Upper stalk .765"  $\pm$ .005"

Arm length 5.470" shoulder to shoulder

Optional: Front rotating blade Anti-roll bars

PN: WM201023 Blade Minimum thickness 0.155"  $\pm$ .005"

PN: WM201022 0.590"  $\pm$ .005 Main Shaft Length 6.006" + .010"

PN: WM201029 0.875 +/- .005" Main Shaft Length 6.006"  $\pm$ .010".

PN: WM1121008 0.590" Full Bar kit / Cockpit adjustable.

PN: WM1121010 0.875" Full Bar kit / Cockpit adjustable.

PN: WM1121007 0.590" Bar Kit / set screw lock.

**Optional: Rear Adjustable Anti-roll bar Part # WM1102026**

## 9. Shocks

- a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.
- b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims).
- c. Adjustments for the Bilstein will be at the spring perch and with pressure (if rebuilt). Adjustments for the Penske will be at the spring perch or with the rebound adjuster.
- d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by Enterprises or its authorized rebuilder.
- e. All shock absorbers must be sealed by Enterprises or its authorized rebuilder.

## 10. Steering

NO MODIFICATIONS ALLOWED, except as described within these rules

- a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.
- b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.

**c. Optional steering arm Part # WM204008A can be used and allows more adjustability.**

## 11. Brakes

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER

BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall

be used

- a. Brake pads as labeled and supplied from Enterprises.
- b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450".

Part # WM801002x Left, Part # WM801003x Right. Min width is .600"

- c. Master cylinders must be the Girling type.

Front master cylinder is .700" piston diameter, Part # WM802005

Rear master cylinder is .750" piston diameter, Part # WM802006

- d. Calipers must be AP 4 piston. Part numbers are:

LF # WM802004 RF # WM802003

LR # WM802002 RR # WM802001

- e. Brake lines are free (no plastic allowed).

## **12. Wheels (Only wheels supplied by Enterprises)**

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from Enterprises with SCCA

logo. If logo is worn off or wheels that have been painted or powder coated, wheels must be inspected by

Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

- a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted.

- b. Wheel spacers are not allowed.

## **13. Tires**

Tires must run in sets of 4 as stated below:

DRY

American Racer

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

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

or

Front: P/N: JFEC3, 22.0 X 8.0-13S

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

WET

American Racer

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

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

- a. A competitor shall start the race on at least 3 tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.
- b. For races with more than one qualifying session, a competitor shall start the race on any 3 or 4 marked tires from any qualifying session for the race.
- c. If a competitor chooses to start the race on any more than one tires that was not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.
- d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.

## **14. Electrical System**

NO MODIFICATIONS ALLOWED, except as described within these rules.

- a. Wiring harnesses must remain as delivered.

b. Battery ~~is free~~ may be replaced with a larger one as long it remains in the ~~same~~ original location and securely fastened.

c. Battery wiring is free. Car must shut off when master switch is turned off. ~~Jump battery quick connect plug is allowed.~~

- d. Any instrumentation is allowed.

e. Data acquisition is allowed, no telemetry is allowed.

f. Any rain light is allowed.

### **15. Weight**

The car shall weigh ~~4270~~ **1260** lbs. minimum, including the driver.

a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead.

They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.

### **16. FE2 2.0L MZR**

FE's with the new optional 2.0L MZR engine will be classed as "FE2" and will use the class designation FE2. The FE2 will run as a parallel class to the FE (2.3L engine) class. When SCCA Enterprises is unable to service the FE's 2.3L engines, the 2.0L MZR engine will become the only Major's or National Class competition engine, at a certain time "TBD" the FE 2.3L will become Divisional or Regional Only Class Car.

2018 competition season going forward the Optional 2.0L MZR motor can be used in all SCCA events. It shall run under all FE Preparation rules excepted as noted below:

a. 2.0L MZR may be run with an Elite 5SPD or a Complete SADEV 6SPD transmission Kit

Must use the following:

b. 2.0L only Intake Manifold Part # WM30106

c. Throttle Body Part # WM591930-Jenvey

d. PE ECU Kit Part # 1192012

e. Nippon-Denso Alternator Part # WM902127

f. Oil Filter Adaptor Part # WM301050 & Oil Filter Part # G301022

g. PCV Valve Part # WM391502

h. Weight The car shall weigh 1250 lbs. minimum, including the driver.

i. 16" MAZDA logo on each side of the engine cowling and the Mazda wing & name logo on the front center of the nose cone. These are mandatory decals.

### **17. Accessory Items**

a. Mirrors are free.

b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.

c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed

d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by Enterprises.

e. Engine compartment fluid hoses may be insulated using heat shield or wrap.

f. Front and rear tow hooks are required, see GCR section 9.3 Towing Eyes.

g. Enterprises P/N Part # WM11592302 Throttle Cam/Cable Update is recommended.

h. Enterprises P/N Part # WM114001 Thermostat Kit is permitted.

i. Enterprises P/N Part # WM801004 Rotor Temp Bands are permitted.

j. Enterprises Part # WM301062 Intake air baffle

### **18. Updates**

Provisions will be made for updates on all safety and mechanical improvements. When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events. Such updates will be effective when finalized by Enterprises, announced by the National Office, and published in Fastrack.

### **19. Vehicle Logbook**

The Vehicle Logbook for each Enterprises Formula Car remains the property of Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, ~~Inc.~~ 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will **then** be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises. ~~Inc.~~



## A FEE OF \$200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All Enterprises Formula Cars are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

### **4820. Seals**

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

SCCA Enterprises, Inc., seals are required on all Formula Car Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises, Inc., shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises, Inc., will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.1., 19.2., 19.3., and 19.4.

### **4921. Penalties (Specific to Enterprises Spec Cars)**

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

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

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

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

### **2022. Enterprises Formula Car Drive Train Protest**

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

If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned

to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$900).

The protestee will not be allowed to compete again until all costs are paid. If found legal, the protestor forfeits fee (items 1 and 2) above.

e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.

f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in FE competition.