

BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | January 20-23, 2016

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The Board of Directors met at the South Point Hotel Las Vegas on January 20 - 23, 2016 during the SCCA National Convention. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand, Brian McCarthy, Jim Weidenbaum and Peter Zekert.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, and Reece White, Senior Manager of Marketing/Communications.

Guests attending the meeting were the Solo Events Board, the Club Racing Board, Steve Hyatt, RallyCross Board Chairman, Erik Skirmants, President SCCA Enterprises and SCCA Enterprises Board members Jerry Wannarka, Wade White and Gary Pitts, Jennie Boden and Michael Daigneault from Quantum Governance.

The Board of Directors met on January 20th and 21st with Quantum for Board Training. The board identified areas to work on for 2016 including strategic planning and improving governance processes.

Finance Report:

December 2015 results were better than budget by 7%. For 2015, SCCA returned to the black exceeding operational expectations after three years of negative operating results. 2015 cost allocation data for programs, activities and services management should be complete in February. This will allow better data driven decisions by Staff and aid strategic decisions by BoD.

Communications Department Report:

Reece White presented the board with a proposal to improve our membership outreach, support our membership goals, improve our member's experience on scca.com and increase revenue. One focus would be on Track Night in America and Starting Line to convert those participants into participating members. No action was taken and White will have additional information for the Board on their February conference call.

Motion: by Terry Hanushek to appoint Clyde Heckler to the Road Rally Board. Seconded by Lee Hill. Passed.

The Board of Directors wishes to thank Chuck Hanson for his years of service on the Road Rally Board.

Motion: by Jim Weidenbaum to accept the Time Trials rules as presented in Appendix A. Seconded by Lee Hill. Passed.

Subsidiary and Program Board Meetings:

BOD met with chairman of the RXB, Stephen Hyatt who reported a 20% growth in entries for 2015 and thanked the board for their support of the program. Hyatt reported that the RallySprint program already has 12 scheduled events for 2016 and Finger Lakes Region is back on the schedule. He requested forum assistance as well as marketing assistance for the 10th Anniversary of the RallyCross Nationals.

Motion: by Lee Hill to give the RXB funding for of www.sccarallycross.com the official site of the RallyCross community to be used for rules input. It was seconded by Peter Zekert. Passed.

BOD met with the CRB for a working lunch, introductions were made and discussion was held on current issues.

Motion: by Bruce Lindstrand to Approve the CRB rules changes as presented in Appendix B. Seconded by Brian McCarthy. Passed.

CONTENTS

BOARD OF DIRECTORS	1
SOLO	6
SEB Minutes	6
CLUB RACING	12
CRB Minutes	12
Technical Bulletin	18
Court of Appeals	None
Divisional Time Trials Comm.	24
RALLY	25
RallyCross	25
Road Rally	28
LINKS	34

BOD met with SEB for a working lunch. The SEB is working on their strategic plan and their plan for 2016 is to engage members to ask them what they want. There has been regional results data collecting for the past year and the preliminary numbers are there have been ~22,000 individual competitors running an average of 2.5 Solo events. Discussion about age limits, the SEB feels their Junior Kart program and 15 year-olds in Kart Modified class satisfies the autocross needs of those without a driver's license.

BOD met with SCCA Enterprises' Erik Skirmants, President and CEO, Jerry Wannarka, Chairman, Wade White, Director and Gary Pitts, Director.

Skirmants reported that Enterprises had delivered their 901st car in December 2015. The Gen 3 has proved to be a very reliable car with no mechanical issues at the Runoffs and once the pre-orders are filled the new Gen3 kits will begin to be marketed. Hoosier Tire won the tire test for the Gen 3.

The board had a working lunch with RE's who attended the convention.

Appendix A: Approved Time Trial Rules

PHILOSOPHY: SCCA Track Trials (TT) are timed competitive events where the drivers vie for the fastest individual lap time in their class. SCCA Hill Climbs (HC) are timed competitive events where the drivers vie for the fastest individual elapsed time in their class. Neither TT nor Hill Climbs are designed to be wheel-to-wheel racing.

Motorsports are inherently dangerous. These rules are intended to assist the orderly conduct of a motorsports activity and are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, by properly using superior safety gear, by paying attention, and by reporting unsatisfactory issues to the event officials.

DRIVER ELIGIBILITY: Drivers should meet *one* of the following:

- Those who hold a SCCA Time Trials Competition license, or
- Those who hold a SCCA Time Trials Novice permit, or
- Those who hold a SCCA Competition License (Novice, or Full), or
- Those who hold a racing license from a recognized motorsports organization.

All drivers aged 15 to 17 must contact event officials before the event and provide a completed SCCA MS-L minor waiver (Form MS-L). Current SCCA membership (weekend memberships are available) is required.

REQUIRED DRIVER SAFETY EQUIPMENT: Owing to the competitive nature of these events, driver's personal safety gear is required: Driving suits carrying FIA standards (8856-1986 or 8856-2000) or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification; Suits carrying SFI 3-2A/1 certification may be worn only with fire resistant underwear; Gloves made of leather and/or accepted fire resistant material containing no holes; Socks made of accepted fire resistant material; Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches; and Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Window safety nets or arm restraints are required. Arm restraints are required on all open cars. Closed cockpit cars may use either arm restraints or a driver's side window net. Crash helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, SA2000 (*SA2000 will no longer be accepted as of 1/1/2017*)), SFI standards 31.1A, 31.2A, or FIA standards shall be used. The use of a head and neck support system is highly recommended.

There is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars, and helmets meet the highest safety standards possible.

ELIGIBILITY OF VEHICLES: All vehicles meeting the minimum vehicle safety equipment standards:

- All current GCR (both National and Regional) classes
- Solo Street Prepared and Street Mod classes
- Vintage-legal (SCCA, HSR, SVRA, etc.) cars
- Other classes (such as Specials, Rally, Legends, other race series, etc)
- Automatic transmissions and hand controls are allowed.

MINIMUM VEHICLE SAFETY EQUIPMENT: All vehicles must have the following safety equipment at a minimum: driver restraints, roll bar or cage, fire extinguisher. Vehicles shall meet the safety requirements for the class in which they are logbooked.

ROLL BAR SPECIFICATIONS: A roll bar is defined as a main hoop and diagonal placed behind the driver and supplemented by two braces. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over.

- One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.

- The top of the roll bar must be above the top of the driver's helmet when the driver is in normal driving position.
- The two (2) vertical members forming the sides of the hoop must be more than fifteen (15) inches apart (inside dimension), and it is desirable that it extend the full width of the cockpit.
- An inspection hole of at least 3/16 inch diameter to facilitate verification of wall thickness might be required. It must be drilled in a non-critical area of a roll bar member at least three inches from any weld or bend.
- All bolts and nuts shall be SAE Grade 5 or better, 5/16" minimum diameter.
- Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam (R) or Ensolite (R) or other similar material with a minimum thickness of one-half inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.
- The size of tubing to be used for the main hoop, braces and diagonals shall be determined on the basis of the weight of the car. The following minimum sizes are required and are based upon the weight of the car without the driver. Dimensions are nominal. 0.005" variation in wall thickness is allowed.

Over 1500 lbs.	1.50 x .120 or 1.75 x .095
Over 1000 lbs.	1.25 x .090
Under 1000 lbs.	1.00 x .060
- The roll bar hoop and all braces must be of seamless or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130). For cars logbooked before 1/1/16, existing ERW tubing is acceptable.
- All welding should be of the highest possible quality with full penetration. Craters should be filled to the cross section of the weld, and undercut be no more than 0.01 inch deep.
- All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the braces attached within the top one-third of the roll hoop. At a minimum, two braces must be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. Diagonal lateral bracing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient. Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative, there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable.
- Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one (1) tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom on the permanent mounting, and at least two (2) bolts must be used to secure each telescope section. The telescope section must be at least eight (8) inches in length. One bolt is required if one end is welded to the main hoop.
- It is recommended that all cars utilize a roll cage as defined in the current GCR.
- Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.
- In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the car floor. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.
- Mounting plates bolted to the structure shall not be less than 0.1875 (3/16) inch thick and the use of a back-up plate of equal size and thickness on the opposite side of the panel with the plates through-bolted together is recommended. A minimum of 3 bolts per plate is required for bolted mounting plates.
- Mounting plates welded to the structure shall not be less than .080 inch thick. Whenever possible the mounting plate should extend onto a vertical section of the structure such as a door pillar.

FIRE SYSTEMS: All vehicles shall meet one of the following minimum requirements:

- On-board fire systems per GCR
- Halon 1301 or 1211, two (2) pound minimum capacity by weight.
- Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC or 1A10BC Underwriters Laboratory rating.

The fire extinguisher shall be securely mounted. All mounting brackets shall be metal and of the quick-release type.

DRIVER RESTRAINTS: All drivers participating in TT or Hill Climb Events shall utilize either a five, six or seven point restraint harness meeting one of the following: SFI specification 16.1 or 16.5, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98. All harnesses shall bear labels bearing either SFI or FIA certification. Shoulder straps shall be separate. Two inch shoulder straps shall only be used with head and neck devices. SFI and FIA harnesses are not subject to a time constraint but shall be in good condition (no cuts, abrasions, abnormal wear, etc.).

SEATS: It is highly recommended that the driver's seat be replaced with a one-piece bucket type race seat and include an upper brace if non-FIA homologated.

VEHICLE PREPARATION AND INSPECTION: The entrant is responsible for insuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Cars must have a SCCA Time Trials or Road Race Logbook or a logbook from an accepted racing organization. Annual Inspections are allowed. Car numbers shall be at least 8 inches high and class letters shall be at least 4 inches high. Vehicles and/or logbooks will be inspected by the SCCA tech inspector at each event.

GENERAL RULES OF THE ROAD:

- No alcohol is permitted until after the on track activities have being concluded for the day. Performance impairing substances are prohibited at all times.
- Unless specifically authorized by the Chief Steward, passengers are not allowed in a vehicle unless an instructor is driving.
- Procedures will be defined by the operating officials and communicated to the participants during the drivers' meeting and in the supplemental regulations.
- The SCCA provides event liability and participant accident coverage for those who are properly registered (including waivers and credentials if necessary). Access to some areas require SCCA membership (weekend memberships are available).
- Everyone in attendance must properly follow applicable rules and regulations of the event.

Appendix B: Approved Club Racing Rules

Recommended Items for 2016

These rule changes will become effective as noted below. The letter number, Fastrack month, author, and title precedes each proposed rule.

F5

1. #17960 - (February Fastrack - David Lapham) Dry Sump Systems: 4 Stroke
Thank you for your request. Change 9.1.1.D.15.H.: H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted. ~~and~~ The use of dry sumps *is specifically not allowed*. Accusumps or similar oiling assist systems are permitted.

Change 9.1.1.D.15.J.: J. The cooling system is unrestricted, *however the stock engine water pump must be retained*.

If approved, the CRB recommends this change be effective 5/1/2016.

FB

1. #18344 - (January Fastrack - Jerry Hodges) Capping Speed Increases
In GCR section 9.1.1.G.4.E., add the following language:

E. Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms may be removed, substituted and/or disconnected. All holes or passages resulting from the removal of any components must be plugged. No other material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.: *except as noted in FB Restrictor Table*.

If passed, the CRB recommends this change to be effective **3/1/2016**.

Formula B Restrictor Table				
Engine Make	Model	Years	Restrictor (mm)	Notes
BMW	R1000SS	2009-	N/A	
Honda	CBR1000RR	2008- 2013	N/A	
Kawasaki	ZX10	2010- 2014	N/A	
Suzuki	GSXR1000	2007- 2008	N/A	Baseline for Performance
Engines Intro- duced On/All Or Be- fore 2012		2012	N/A	

Engines Introduced On Or After 2013	All	2013-	N/A	
All Engines	All	2008 and newer; 2007 Suzuki	37.5	May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.
All Engines	All	2007 and older except 2007 Suzuki	None required may use 37.5	May use upper and lower shaped velocity stacks with 37.5mm diameter at restrictor interface surface.

T2-T4

1. #18446 - (January Fastrack - Mike Ogren) Please Consider Removing the Auto Trans Restriction Thank you for your letter. The CRB recommends the below change to the GCR to be effective **6/1/2016**.

Remove 9.3.7 from the GCR. Re-number below.

~~9.3.7. AUTOMATIC TRANSMISSIONS AND HAND CONTROLS Automatic transmissions are prohibited in all classes. However, the use of alternative transmissions, including automatic transmissions, and/or hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Club Racing Technical Manager and shall be in the driver's possession at all competitions.~~

Recommended Item for 2018

These rule changes will become effective 1/1/2018. The letter number, Fastrack month, author, and title precedes each proposed rule.

GCR

1. #18587 - (February Fastrack - Lee Hill) SRF (1.9L Cars) As A GCR Regional Class Effective 1/1/2018 Thank you for your letter. If approved, the CRB recommends this be published in the GCR 3/1/2016.

Change 9.1.8.E.2.A:
A. SRF3 DEFINITION

It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) become part of SRF3 as one class: *will become a Regional Only GCR Class (effective 1/1/2018).*

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | January 27, 2016

The Solo Events Board met by conference call January 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek and Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

Recommended Items for 2017

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.

Street Touring

#17171 Reclass E36 M3

Per recommendation of the STAC, the following previously-published classing change proposal is recommended to the BOD:

Move *from STU to STR*:

BMW

M3 (E36, non-LTW) (1995-1999)

Comment: As the SEB and STAC strive to improve and maintain the competitive options within Street Touring, while considering its history and its participants, it is important to acknowledge that ST has been in-flux from the beginning - not for the sake of change, but in pursuit of its original vision - a vision we remain committed to today. Unfortunately, type-based classing has not been as adaptable as the rules, and classing new and additional cars competitively has become difficult without major disruption to existing competition, limiting the long term potential of the category. To help steward proactive evolution - a trait common to long-running healthy racing series - additional car classing will consider a number of vision-specific criteria to help evaluate its viability and classing within Street Touring. In this context, the opportunity to clarify and expand STR's role between STU and STX seems not only prudent, but necessary. As such the STAC recommends moving the E36 M3 to STR to continue to provide competitors with a variety of well supported, affordable, and popular car options in ST while helping to further shape the future of ST.

Member Advisories

Tire Rack Solo Nationals

Course Designers

The SEB is inviting course designers who are interested in providing a course for the Solo Nationals to submit their qualifications in writing to the SEB via www.soloeventsboard.com

Street

#18639 Steering wheel wraps

Per recommendation of the SAC, a steering wheel wrap is covered under comfort and convenience in section 13.2.A.

#18726 Common Sense Repairs - S2000 TCT

Per the SAC, please reference section 13, prior to 13.1, regarding alternate components. As long as the part complies with section 13, meets the definition of a Standard Part, and provides no performance benefit, it would be acceptable to use. From the data given by the requestor, the SAC believes that the subject aftermarket replacement part is not compliant with the section regarding alternate components.

Street Touring

#16833 Suspension Clarification

In the opinion of the STAC, caster is an alignment parameter which is specifically allowed to be changed per 14.8.J,

and alignment parameters are not subject to restrictions on suspension geometry. Additionally the opinion of the STAC is that when allowed to change the length of a "wishbone" style control arm the effective lengths of the front and rear lengths may be adjusted separately.

#17142 Camber Kit Allowance Clarification

In the opinion of the STAC standard cam or eccentric bolts are allowed to be replaced per 14.8.H as a camber kit.

#18775 Join the STAC

The SEB has approved the addition of Jonathan Lugod to the STAC.

Street Modified

#18865 Interested in SMAC Position

The SEB has approved the addition of Aaron Shoe to the SMAC.

#18869 Application for SMAC membership

The SEB has approved the addition of Matt Glagola to the SMAC.

Other Items Reviewed

Street

#18678 Porsche Boxster/Cayman moves - Item #17901

Thank you for your input.

#18685 2016 Mustang GT Classification

Per the SAC, look for updated year listings in 2016 Solo Rule Book.

#18765 Porsche Reclassification Feedback

Thank you for your input.

#18767 Proposed changes in classing for Porsche in Solo for 2016

Thank you for your input.

#18769 Item #17748 further comment

Thank you for your input.

#18770 Porsche classing feedback

Thank you for your input.

Street Touring

#17824 Stp comments

Thank you for your input.

#17829 Comment on the Recent November Ft Preview - STU and STP

The STAC thanks you for your input.

#17847, 17852, 17865, 17867, 18352, 17849, 17850, 17856 STP rules comments

The STAC thanks you for your input. STP rules and classing will be out in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#17855 Thank you for STP

Thank you for your input.

#18214 STP Exclusions-Boss 302 and others.

The STAC thanks you for your input. STP rules and classing will be out in the 2016 rule book. We will be monitoring the class and make adjustments as needed.

#18787 STAC opening

Thank you for your resume. We will keep your information on file for future consideration.

Street Modified

#18407 Proposal #17411 feedback.

Thank you for your input.

Not Recommended

Street

#14880 SSR wheel diameter allowance - down to 19

Thank you for your input.

#18751 Wheel allowance.

Thank you for your input. Numerous retailers have a wide variety of 15x6 wheels available in NA Miata fitments.

#18783 Request to reclassify 95-99 Neon to HS

Thank you for your input. The SAC feels that this car is appropriately classed at this time.

Street Touring

#17839 Additional cars to STF

Per the STAC, while these cars may fit the performance potential of the requested class, they are not considered consistent with the philosophy of the category.

#17871 1999-2001 Porsche 911 3.4L to STU

The STAC and SEB are not in favor of classing the Porsche 996 into STU at this time.

Street Modified

#17411 Request for modification on mirror size

Per the SEB, the previously-published proposal to change 16.1.R regarding mirror area is withdrawn.

Handled Elsewhere

Street

#17238 Air-Oil-Separator - 13.10.E

Please see item #16801 in the January Fastrack.

Street Touring

#17838 Another STP Letter

The STAC thanks you for your input, please see letter 17833.

#17861 Third-generation Camaros and Firebirds in the new STP class

The STAC thanks you for your input, please see letter #17833.

#18137 STP 1982-1992 Firebirds and Camaros

The STAC thanks you for your input, please see letter #17833.

#18754 981/987 Porsche Cayman/Boxster Base 2.7/2.9 in STU and tire sizes

Please see item #18622.

Modified

#18332 CM Formula Ford weight per GCR

Please see item #18329.

#18339 Minimum weight

Please see item #18329.

Change Proposals

General

#17285 Vehicle speed after stopping for downed cone or being red-flagged

The SEB is seeking comment on the proposed changes to 7.4 and 7.8, as below. We are trying to communicate to the membership that stopping for a downed cone or being red flagged on course should not delay an event. Competitors have an obligation to clear the course quickly. The rules have not been clear on this.

We don't think short-cutting a course is acceptable as this could force a car through a worker station. Straight-lining a slalom would be allowed under this rule. Incurring a cone penalty while exiting the course may jeopardize your rerun. We were intentionally vague on what speed to suggest a competitor exits the course. The SEB believes a competitor should assess the situation, and exit judiciously while (a) not incurring a penalty, (b) following the course route, (c) not delaying the event. If the speed used too fast or too slow the Chiefs of the event are in the best position to decide if the action was or wasn't "reasonable".

We are specifically seeking comment if we should include or exclude a suggested percentage of competition speed. The current proposal is as follows: Change 7.4 and 7.8.2 as shown:

7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun.

If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must continue through the remainder of the course at a reasonable fraction of competition speed and will be granted a rerun if appropriate. Delaying the event via failure to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.~~

7.8.2

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must proceed per Section 7.4. ~~and will then be granted a rerun.~~ However, If the competitor completes *continues* the run, the time will stand. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule.~~

Street

#17748 Reclass base c7 Corvette to AS

The SAC and SEB are seeking member input on the following classing change proposal: move the following listing in Appendix A as shown, effective 1/1/2017:

From SS to AS

Chevrolet

Corvette Stingray (non-Z06) (2014-2016)

Modified

#17810 cockpit bodywork requirements

The MAC has been asked to clarify Solo Rules section 18.4.A.1 Bodywork (i.e. AM Bodywork). The MAC is considering two alternative philosophies: either

- 1) AM bodywork should be optional, or
- 2) AM bodywork should be required and must meet certain criteria.

Prior to moving forward, the MAC is requesting member input on which path is preferred.

Tech Bulletins

Street

#15824 2015 Mercedes-Benz GLA45 AMG Classing Proposal

Per the SAC, the following new listing is effective immediately upon publication:

BS

Mercedes

GLA45 AMG

#18664 Chevy Sonic Turbo(RS and LTZ trims)2012-present

Per the SAC, update the Chevrolet Sonic listing in Appendix A:

HS

Chevrolet

Sonic (*all*) (2012-2016)

#18727 BMW i3 Request for Classing

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

HS

BMW

i3 (2014-2016)

Street Touring

#17833 STP Proposal

The SEB, under advisement from the STAC and based upon member feedback, has modified the initial classings in the proposed STP class to include a few variants of already-classed cars, as follows:

Street Touring Pony car supplemental class (STP)

Chevrolet

Camaro (SS, V6, & 1LE) (2010-15)

Camaro (SS, Z28, & V6) (1993- 2002)

Camaro (fuel injection, N/A) (1982-92)

Dodge

Challenger (N/A) (2008-15)

Charger (N/A) (2006-15)

Ford

Mustang (GT, V6, & Ecoboost 2.3T) (2015-16)

Mustang (GT & V6) (2005-14)

Mustang (GT & V6) (1994-2004)

Mustang (fuel injected, N/A) (1979-93)

Pontiac

Firebird (LS1, LT1, & V6 engine) (1993-2002)

Firebird (fuel injected, N/A) (1982-92)

“Catch-all”: American V8-powered, RWD sedans must be naturally-aspirated with a wheelbase greater than 100.0” and a listed curb weight greater than 3200 lbs., NOC (not eligible for National level competition)

#17949 Pontiac Vibe eligibility

Per recommendation of the STAC, effective immediately upon publication add the following new listing:

STF

Pontiac

Vibe (2003-2010)

*Note - please note that this car, in purely stock form, may not meet rollover criteria in 3.1.A. It is up to all competitors to ensure that their cars meet these criteria.

#18622 Boxster

Per the STAC, the following new listings are added to Appendix A, effective immediately upon publication:

STU

Porsche

Boxster - 986 and 987.1 base model (1997-2008)

Boxster S - 986 (2000-2006)

Cayman - 987.1 base model (2007-2008)

Modified

#18329 FF GCR weight exception

The MAC has noted that the CRB has changed the weights of some of the cars which are eligible for Solo class CM. This implements a change to the minimum weights of certain cars which was not intended and is not considered desirable. In order to correct this oversight the MAC and SEB have provided the following Technical Bulletin:

Add in Appendix A, under class C Modified and renumber subsequent subsections, as follows:

“Exceptions to the Club Racing GCR for all cars in this class:

1. Spec tire requirements do not apply.

2. *Formula F (FF) minimum weight with driver:*

Ford Cortina Engine: 1050 lbs.

Ford Kent and Honda Fit Engines: 1100 lbs.”

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 2, 2016

The Club Racing Board met by teleconference on February 2, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator; Chris Albin, consultant; Dennis Dean and Jim Rogaski, guests. The following decisions were made:

Member Advisory

FV

1. #18899 (Formula/Sports Racing Committee) Spec Tire in FV

Based on member input and survey results about a spec tire, the CRB recommends pursuing a spec tire for Formula V through the Club Racing Department, for the 2017 racing season and beyond.

SM

1. #18140 (David Dewhurst) Spec Miata Compliance Fee

Thank you for your letter. Effective 3/1/16, there will be a \$20 compliance fee for every Majors event. The CRB and SMAC will work with SCCA to administer the use of the funds collected.

No Action Required

T4

1. #18798 (Marcel Berkhout) Allow Bilstein B14 FRS/BRZ

Thank you for your letter. The spring package for the FRS/BRZ is a spec spring, and any make (including Bilstein) of non-adjustable shock/strut usable with the spec spring is permitted.

Not Recommended

F5

1. #17961 (David Lapham) Aerodynamics Rear Diffusers

Thank you for your letter. Diffusers are allowed as long as they fall within the listed overall length. The rules are adequate as written.

2. #18220 (Nicholas Sullivan) Separate Classes for F5 and F6

Thank you for your letter. The CRB recommends both the 2 stroke and motorcycle engine competitors work through the newly formed F5 Ad Hoc Committee for the overall good of the class.

3. #18256 (David Lapham) F-5 Aerodynamics Rules Clarification and Improvements

Thank you for your letter. The CRB does not recommend these changes.

FA

1. #18843 (Jay Horak) Pro Formula Mazda Class

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

FV

1. #18892 (Greg Rice) Alternate Tire Letter 17553 Was Lost, Ignored, Buried, or ?

Thank you for your letter. Your letter number (17553) and name were listed in letter #17504, December 2015 Fastrack Minutes, thanking you for your feedback. The CRB has recommended pursuing a single spec tire for FV. Please see the response to letter #18899. Divisions have the ability to allow alternate packages in their regional racing series.

P2

1. #18476 (Jay Messenger) P2 Class Too Similar to P1 - Not in Line With Vision for Class

Thank you for your letter. The CRB does not recommend this change at this time and will monitor the relative performance of the two classes.

2. #18499 (Austin McCoy) Norma M20F P2 Eligibility

Thank you for your letter. The CRB does not recommend this change because Group CN cars are not consistent with the P2 class philosophy.

GT

1. #18706 (Michael Major) Prohibit Carbon/Carbon Clutches in Club Racing

Thank you for your letter. Carbon/carbon clutches have been in use too long to prohibit them now.

GT2

1. #18667 (Phil Lasco) Panoz GTS Engine Upgrade

Thank you for your letter. This is a spec classification that has been given several performance allowances over the last couple of years. Sufficient data is not available to warrant these changes at this time.

GT3

1. #18637 (Stanley Lizauskas) Engine Builder; Improve 12A Bridgeport Performance

Thank you for your letter. The CRB believes the 12A Bridgeport to be competitive as classified.

EP

1. #18774 (A. Sterling Cole) Window Net Rule Change for All Closed Cars

Thank you for your suggestion. The window net rule is adequate as written.

HP

1. #18840 (Mike W. Ogren) Toyota 2TC and Datsun 1600 Correction Please

Thank you for your request. Currently, there is no competition data that would support the need for the requested adjustment to these cars.

2. #18904 (Matt Brannon) Allow 13x7 Wheels in HP

There are currently both Goodyear and Hooiser race tires, both slicks and rain tires, that are specified to run on 6" wide rims. Indeed there are more options now than when this request was first made. Based on the results of competition in HP it is evident that cars running 6" wide wheels are not at a competitive disadvantage.

Production

1. #18818 (Mike W Ogren) Modernize the Air Dam Rules, Please

Thank you for your letter. The rule as recently revised provides clear guidance for the construction of spoilers and their integration into the existing bodywork of Production race cars. Restricting the width of fender flares and the associated portion of the spoiler is unnecessary. The existing rule requires retention only of the stock grille opening. It does not preclude the spoiler being allowed to cover the holes mentioned by the author that are exposed if the bumper of the referenced car is removed. If a replica bumper is installed, as permitted by the rules, the spoiler would also cover these holes.

SM

1. #17680 (Ralph Provitz) 1.6 to 1.8 Clone

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

2. #18749 (Brian Vondran) Pinch Weld Reinforcement - Rule 9.1.7.3.q.

Thank you for your letter regarding tubing for jacking points along the pinch weld. The current rule defines the modifications allowed for jacking points. Additional points for jack stands are not needed.

3. #18836 (Jan Nevarez) Split SM into 1.6 and 1.8 Classes

Thank you for your request. The CRB believes that splitting the class into 1.6 and 1.8 is not in the best interest of the class.

STL

1. #18862 (Buzz Marcus) STL Weight Changes

Thank you for your letter. The CRB has no plans to make any rear wheel drive or Miata weight changes at this time, but will continue to monitor performance.

STU

1. #18739 (Gregory Goss) OE Wheel Size

Thank you for your letter. The CRB has no plans to open up the wheel restrictions in STU at this time.

T1

1. #18833 (John Iles) Mustang Restrictor Requirements

Thank you for your letter. The CRB does not recommend this change and will continue to monitor performance in T1.

T3

1. #18312 (Darrell Anderson) Spec Mustang to Run in T3

Thank you for your request. SMG does not fit in T3. Please see letters 18901 and 18971 , What Do You Think, concerning the potential for SMG in ST or AS.

Recommended Items for 2017

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.

GCR

1. #18931 (SCCA Staff) Increased Fire System Requirements

For 1/1/17, in section 9.3.23, require T1, T2, and STU to have fire systems. These cars easily run the speeds of GT and Production cars that are required to have fire systems.

STU

1. #18520 (Greg Amy) De-List Spec E46 from STU

Thank you for your letter. The Spec E46 cars have been classified in Touring 3 for the 2016 racing season. The CRB recommends de-listing from STU for **2017** to avoid competitor confusion.

Taken Care Of

F5

1. #17959 (David Lapham) Restrictor Size F-5 600 CC Motorcycle

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

2. #17970 (Mel Winnie) Problems Within the Class

Thank you for your letter. Please see the response to letter #18220.

3. #17982 (Chuck McAbee) 600CC Bike Motors Don't Belong in F500

Thank you for your letter. Please see the response to letter #18220.

4. #17998 (Ted Simmons) F500 Motorcycle Engines

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

5. #18000 (Jim Murphy) Future of F500

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

6. #18015 (John Walbran) 30mm Restrictors

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

7. #18016 (John Walbran) Prohibit Use of Dry Sumps

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

8. #18017 (John Walbran) Prohibit External Water Pumps and Vacuum Pumps

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

9. #18033 (Cory McLeod) Support for 18015 - 30mm Restrictors in F500

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

10. #18041 (Herb Noble) Support Letter #18015

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

11. #18042 (Herb Noble) Support Letter #18016

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

12. #18043 (Herb Noble) Support Letter #18017

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

13. #18094 (Brian Heun) Support for Change to F5 Class

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

14. #18226 (Jim Murphy) F600 Entries and Adjustments

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

15. #18385 (Aaron Ellis) Formula 500 Changes/Committee

Thank you for your letter. Please see the response to letter #17826, December 2015 Fastrack.

16. #18795 (Michael Devins) F5 - Drysumps and Water Pumps

Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

17. #18858 (Jeff Blumenthal) Rule Change: No Dry Sump for F500/F600 4 Stroke
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

18. #18885 (Jim Murphy) Dry Sump and Electric Water Pump
Thank you for your letter. Please see the response to letter #17960, February 2016 Fastrack.

19. #18940 (Wiley McMahan) Letter 17960 Response
Thank you for your letter. As you've noted, the CRB has recommended eliminating the dry sump systems and requiring the use of the stock water pump for the motorcycle engines in F5 effective 5/1/2016, letter #17960 February 2016 Fastrack Minutes.

20. #18946 (Zachary Morvik) Support of Item #17960
Thank you for your letter. As you've noted, the CRB has recommended eliminating the dry sump systems and requiring the use of the stock water pump for the motorcycle engines in F5 effective 5/1/2016, letter #17960 February 2016 Fastrack Minutes.

FB

1. #18781 (James Blackwell) Not for Restrictors
Thank you for your letter. Please see the response to letter #18713, February 2016 Fastrack.

FC

1. #17712 (Mike Eakin) FC Map Debacle
Thank you for your letter. The approved map for the PE3 ECU in FC is now available on the SCCA web site.

FV

1. #18831 (David Bowman) FV Tire Survey
Thank you for your letter. The FV spec tire survey was closed on 1/4/16. Please see the response to letter #18899.

HP

1. #18922 (Larry Svaton) Support of Submitted Letter#18904
Thank you for your letter. Please see the response to letter #18904.

Production

1. #18823 (Mike W. Ogren) Air Simplify
Thank you for your letter. Please see the response to letter #18818.

2. #18839 (Mike W. Ogren) Bumper Bracket Hole Change to All Holes
Thank you for your letter. Please see the response to letter #18818.

SM

1. #17843 (Jim Drago) Compliance Program
Thank you for your letter. Please see the response to letter #18140.

2. #18143 (Kyle Webb) SM Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

3. #18290 (Daniel Tiley) Does Our CCC Have TOO Much Power? *** Tech Issue at the ARRC ***
Thank you for your feedback. Please see Jim Wheeler's March 2016 SportsCar article.

4. #18303 (Michael Collins) Authority of the CCC
Thank you for your feedback. Please see the response to letter #18290.

5. #18305 (Thomas Berndt) Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

6. #18346 (Jeff Luckritz) Compliance Fee Implementation
Thank you for your letter. Please see the response to letter #18140.

7. #18394 (Jerry Rigoli) Spec Miata Compliance Fee
Thank you for your letter. Please see the response to letter #18140.

8. #18424 (David Wheeler) Update 1.6 Cars to 1.8 Engine
Thank you for your letter. Please see the response to letter #17680.

9. #18426 (John Adamczyk) #17680 1.6 to 1.8 Clone
Thank you for your letter. Please see the response to letter #17680.

10. #18568 (John Harms) Establishment of a Spec Miata Compliance Fee:
Thank you for your letter. Please see the response to letter #17843.

T3

1. #18400 (Tom Wickersham) Spec Mustang in T-3
Thank you for your request. Please see the response to letter #18312.

2. #18480 (David Mead) Allow Spec Mustang In T3
Thank you for your request. Please see the response to letter #18312.

3. #18487 (Darrell Anderson) SMG Move to T3
Thank you for your request. Please see the response to letter #18312.

4. #18488 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

5. #18489 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

6. #18490 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

7. #18491 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

8. #18492 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

9. #18493 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

10. #18494 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

11. #18495 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

12. #18496 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

13. #18497 (Darrell Anderson) Move SMG to T3
Thank you for your request. Please see the response to letter #18312.

14. #18501 (Robert Schader) Add SMG TO T3
Thank you for your request. Please see the response to letter #18312.

15. #18735 (Eric Heinrich) Spec E46 Tire Size - Allow 245 Tires
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

16. #18736 (Ali Salih) Spec E46 Cars in T3 Be Allowed to Run Any DOT 245 Tire
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin. Please bring the cars out to collect data.

17. #18744 (Mason Meredith) Allow Up To 255 Tire For Spec E46 Cars In T3
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

18. #18753 (James Clay) Spec E46 Tire Size
Thank you for your letter. Please see the response to letter #18835, Technical Bulletin. For example, Hoosier specs a 8-9.5" wheel for the 225/40-17 tire. Please bring them out to race so that data can be collected.

19. #18773 (John Wymore) Spec E46 in T3 - Allow 255 Tire Size

Thank you for your letter. Please see the response to letter #18835, Technical Bulletin.

What Do You Think

AS

1. #18888 (American Sedan Committee) RP Mustangs: 94-95 Cobra and GT; Cobra R, and All 4.6L Cars

The Club Racing Board and American Sedan Advisory Committee are seeking feedback on the below questions. Please send your comments via the CRB letter system at crbscca.com.

1. Are you going to run any of the following Restricted Preparation Mustangs in the American Sedan Class?

94-95 Cobra and GT, 5.0L;

95 Cobra R. 5.8L ;

96-98 Cobra and GT, 4.6L;

99-02 Cobra, 4.6L;

99-04 GT, 4.6L;

03-04 Mach 1, 4.6L,

05-10 Coupe GT, 4.6L

2. If no one runs or plans to run these cars, would you be for or against removing them from the American Sedan class?

2. #18971 (Club Racing Board) SMG in AS

The CRB is considering a request from the SMG community to move the Spec Mustang from T2 to another class for 2017. Several suggestions have been made, including adding them to American Sedan under their SMG rules, as found in Appendix M of the GCR. The CRB is requesting feedback from AS competitors about this potential move. Please send your feedback through the CRB letter system at crbscca.com.

STU

1. #18901 (David Ray) SMG in STU

A request has been made to classify the SMG spec Mustang in STU. Since they have many similarities to the ST class, the CRB is considering adding them to STU for 2017, where they would be competitive on lap times. When the ST classes were formed, there were three classes, defined primarily by displacement.

Since the STO class, (over 3.2 L/4.0L) has been dropped, some of those cars went to GT2. The current 4 liter restriction eliminates a large Spec class from the ST classes.

If approved, it would require changing the second paragraph in 9.1.4.A.:

Super Touring Under (STU) vehicles are mid-level multi-purpose performance cars of 3.2 liters and under. Case-by-case approval of engines over 3.2 liters from "Pony Cars" or "American Iron" with stock camshaft lift at a heavier weight will be considered. No engines over ~~4.0~~ **4.6** liters shall be allowed under any circumstances. **Spec lines are not required for STU eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.**

Please send your feedback on this proposed change through crbscca.com.

RESUMES

1. #17977 (David Wheeler) Resume for Touring Advisory Committee

Thank you for submitting your resume. It will be kept on file for future consideration.

2. #18449 (Steve Strickland) Willing to Serve on the Touring or Improved Touring Committees

Thank you for your resume. It will be kept on file for future consideration.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2016
NUMBER: TB 16-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2016 unless otherwise noted.

American Sedan

AS

1. #18887 (American Sedan Committee) Clarifications to AS Rules

In GCR section 9.1.6.D., make the following changes:

~~"The following modifications are authorized on American Sedan Category cars. Modifications shall not be made unless specifically authorized herein. It is not permitted to make changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules, or required by the GCR. No permitted or alternate component or modification shall additionally perform a prohibited function. Replacement parts may be obtained from sources other than the manufacturer provided they are exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, such as, auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in these rules."~~

In GCR section 9.1.6.D.1.e.1.b., c., and d., make the following changes:

~~b.~~ Exhaust after the manifolds/headers *must meet the below requirements but is otherwise* unrestricted.

~~e.1.~~ No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.

~~d.2.~~ Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound requirements."

In GCR section 9.1.6.D.1.e.2.c., d., and e., make the following changes:

~~c.~~ Exhaust after the manifolds *must meet the below requirements but is otherwise* unrestricted.

~~d.1.~~ No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.

~~e.2.~~ Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements."

In GCR section 9.1.6.D.4.c., add the following language:

"Suspension Control - Any anti-roll bar(s), traction bar(s) and rear upper control arms or like devices, panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment. *No suspension control component may be capable of adjustment from within the cockpit while the car is in motion.*"

B-Spec

None.

Formula/Sports Racing

FA

1. #18830 (David Locke) Update Formula 3 line of Formula Atlantic Table 2

In FA, Table 2, Formula 3 car, make the following change:

Up to ~~5~~6 forward gears, limited slip differential allowed (sequential Carries a 25 lb. Weight Penalty)

P2

1. #18477 (Jay Messenger) Allow Auto P2 Cars at Higher Weight With Larger Restrictor

In P2, Engine Table, Spec Line E, add the following language:

Restrictor: ~~42~~

Weight: ~~1350~~

GCR

1. #19022 (SCCA Staff) Correct Section 9.1.13.C.

In GCR section 9.1.13.C, make the following change:

"Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph ~~9.1.12.A.~~ *9.1.13.A.* for 1 year may be reviewed to become a Runoffs-eligible Class."

2. #19023 (SCCA Staff) Correct Section 9.1.13.D.

In GCR Section 9.1.13.D, make the following change:

"Based on member or manufacturer input, the CRB may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9-1.12-B: **9.1.13.B.**"

3. #19071 (SCCA Staff) SMG Errors and Omissions

In Appendix M SMG Technical Regulations, section 1., remove the following language:

"Ford Mustang GT hardtops with manual transmissions from 2005-2009 (S197). Bullitt Option Mustangs and Shelby GT Option Mustangs are allowed, but must be brought to spec per the rules and part numbers listed below. ~~Miller Cup Challenge cars (not FR500S), will be grandfathered in with their 6 speed transmissions, but they must be converted to the mandatory 4.10 rear end ratio. Miller cars must be in compliance with all other elements of the rules for the GCR and class:~~

~~Note: On Miller Cup Challenge car 6 speed transmissions. Original 6 speed was Ford PN M-7550-B, but replaced with 8R3Z-7003-AG service units. These translate to Tremec PN TUET 5800 and TUET 8175; either transmission is acceptable."~~

In Appendix M SMG Technical Regulations, section 2.a., remove the following language:

"Engine Type: SOHC 24-valve V-8, aluminum block and heads, port fuel injection Displacement: 281 cu in, 4601cc (4.6 liter) TRANSMISSION: 5-speed manual, factory (~~6 speed allowed in Miller Cup cars with Miller logbook~~)"

In Appendix M SMG Technical Regulations, section 2.b., make the following change:

"Dimensions: Wheelbase: 107.1 inches; Length: 188.0 inches; Width: 73.9 inches

The Front and rear track measured from outside to outside of tires front and rear:

Front: ~~73-7/8~~ **75** inches Rear: 74-3/8 inches"

In Appendix M SMG Technical Regulations, section 2.c., make the following change:

Weight: with driver: ~~3450~~ **3400** pounds

In Appendix M SMG Technical Regulations, section 2.g.2., add the following language:

"Either: Koni Struts and Rear coilover Shock with Springs Kit comprised of single adjustable, Koni struts and Koni rear coilover dampers with matching springs. Strut system part number: CFS-40-1000SPEC, rear shock system PN: SHK-40-1000SPEC.

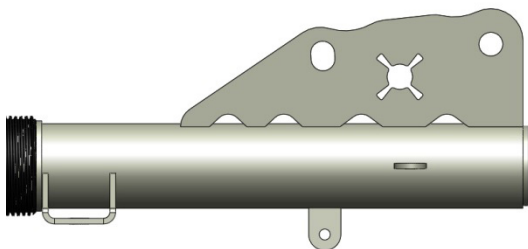
Or: Jri Single Adjustable Coilover Kit Part #CCK-40-1000-JRI-SA. No mixing of the Koni and Jri shocks is allowed. "

In Appendix M SMG Technical Regulations, section 2.g.4., make the following changes:

~~"The Cortex Kit caster/camber plates set allowing a maximum of 3.0 degrees of negative camber. **Maximum negative front camber is 3.5 degrees. The approved technique to accomplish this is by using the Cortex P/N CFS-40-ALIGN-SMG, SMG alignment kit (which includes camber slugs P/N CFS-40-1010), in all SMG strut housings. Installation guidelines are provided by Cortex Engineering. The Jri front strut housing will already have this feature. This CFS-40 kit is allowed, not required. But this IS the only allowed means to go beyond 3.0 degrees of negative camber. Potential tire clearance issues, resulting from this modification, are addressed in Section: o.**~~

No machining of body to allow further travel. Caster: min. +6.35 max. +7.85 Camber plate PN MM5CC-5 or CCP197-05-09.

Illustration of strut housing modification discussed in section g.4.:



***Figure 1: SMG Strut housing with Slotted Upper Hole.
(Note: Jri housings have the slot on the bottom hole)***

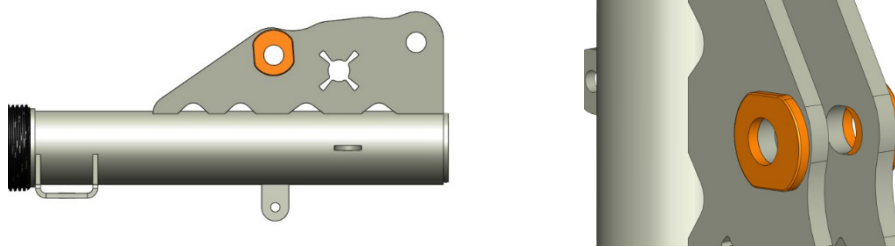


Figure 2: SMG Strut Housing with Camber Slug Installed.”

In Appendix M SMG Technical Regulations, section 2.i.1., remove the following language:

“Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~6 speed to run with a 4.10 (Miller Cup cars only) stock. Grandfathered Miller Challenge 6 speed cars will be allowed to compete only through the 2015 season.~~ All SMG cars will be 5speed/3.73 ratios for the 2016 season.”

In Appendix M SMG Technical Regulations, section 2.j.14., remove the following language:

“Clutch replacement: The following specified replacement clutch parts are stock-sized 11” disc that represent no performance enhancement, but some additional longevity:

5 speed: Clutch disc Centerforce PN DF380800 2-

~~6 speed: Clutch disc Centerforce PN 388144~~

Clutch disc limited to OEM diameter (11”) with OEM equivalent pressure plate and flywheel.”

In Appendix M SMG Technical Regulations, section 2.o., make the following changes:

“1. Jongbloed Wheel, Part PN 70010545 - 18” X 10.5” front and rear. All tires and wheels on car must be the same size.

~~(2) For the 2014 season and beyond, all participants must qualify and race on Jongbloed wheels.~~

~~(3) (2) Wheels for practice and rain conditions are free; they must all be the same size.~~

~~(4) (3) Tires: 275-285-295 X 30-40 X 18” allowed. ALL TIRES ON CAR MUST BE THE SAME SIZE. Tires must be DOT approved.~~

~~(5) (4) 0.5” hub-centric wheel spacers are an allowed option in front only.”~~

Grand Touring

GT1

1. #18384 (Rob May) Classify Lamborghini Gallardo, and Huracan

In GT1, classify as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Lamborghini Gallardo</i>	<i>5204</i>	<i>3000</i>		<i>Must comply with Super Trofeo series rules. Competitor must have the series rules in their possession.</i>
<i>Lamborghini Huracan</i>	<i>5204</i>	<i>3000</i>		<i>Must comply with Super Trofeo series rules. Competitor must have the series rules in their possession.</i>

2. #18549 (Scotty B White) Viper & CC Competitiveness in GT1

In GT1, Dodge Viper, incl Comp Coupe, ACR/ACR-X, classify as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Dodge Viper, incl Comp Coupe, ACR/ACR-X</i>	<i>8400</i>	<i>3300</i>	<i>68 mm flat plate restrictor</i>	<i>380mm brakes, 12” front and 14” rear width wheels, full engine porting, 6 speed sequential trans, up to 8.4L engine with any OEM intake configuration, all versions restricted to 68mm flat plate.</i>

3. #18743 (david mead) Drop the Weight of the 458 Ferrari Challenge
 In GT1, Ferrari 458 Challenge, change the weight as follows:
 2882 **2800**

4. #18801 (David Tuaty) Classify Ginetta G55 Prepared to World Challenge Rules
 In GT1, classify the Ginetta G55 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ginetta G55</i>	<i>3700</i>	<i>2650</i>		<i>Competitor must provide World Challenge Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have a World Challenge Dog Tag fixed to the vehicle.</i>

GT2

1. #18621 (Michael Smellie) Disenfranchised Small Bore GT-2 Car
 In GT3, Cars - MAZDA, classify as follows:

GT3 Cars - Mazda					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>RX-7</i>	<i>NA</i>	<i>2dr</i>	<i>RWD</i>	<i>95.2 / 95.5 / 95.7</i>	<i>Must run GT3 spec engine with 150 lb. disenfranchised GT2 weight penalty.</i>

2. #18699 (Jose de Miguel) 1988-1991 CRX to GT2
 In GT2, Cars - HONDA, classify as follows:

GT2 Cars - HONDA					
Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes
<i>CRX</i>	<i>88-91</i>	<i>2dr</i>	<i>FWD</i>	<i>90.6</i>	

Improved Touring

None.

Production

1. #18422 (Dave Kavitski) What 1994 Miatas, Please Remove 75 lbs. from the 94 Miata.
 In EP, Mazda MX-5 / Miata (94-97), reduce the weight as follows:
 2075**2035**, 2127**2086**, 2179**2137**

2. #18794 (Production Committee) Correct the Weight Reduction for the 94-97 EP Mazda Miata
 In EP, Mazda MX-5 / Miata (94-97), reduce the weight as follows:
 2075**2035**, 2127**2086**, 2179**2137**

1. #18260 (Jesse Prather) Evaluate the Spec Line of the Fiat 124
 In FP, Fiat 124 Sport Spider (-1977), change the notes as follows:
 "Alternate rotor (#82346805). Allow (2) 40 IDF w/ ~~36mm~~**34mm** choke(s) @ 1965 lbs. Orientation of the alternate carburetor is unrestricted. The alternate carb adaptor may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor."

2. #18796 (Richard Sweigart) Porsche 924
 In FP, Porsche 924 (76-84), Carb. No. & Type, add the following language:
 "(2) **Auto-type w/ 30mm choke(s)**"

Spec Miata

None.

Super Touring

STL

1. #18763 (Greg Amy) Allow Short shift kits

Add GCR section 9.1.4.2.C.5:

"5. Short shift kits are allowed."

2. #18814 (Mark Nichols) MX5 Cup Car Roll Cage to Helmet Clearance

In STL, Mazda MX-5 Cup, add the following language to the notes:

"The driver's helmet clearance shall be measured over the driver's head from the driver's side hood to the center hoop."

3. #18907 (Super Touring Committee) Remove Compression allowance for Toyota 2ZZ

In STL, Table B, remove the following language:

~~Toyota 2ZZ-GE / 1796 / Chart / May use stock 11.5:1 compression ratio.~~

STU

1. #17105 (Joe Carrillo) Allowed Supercharger Kits

In STU, Table B, classify as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>2000</i>	<i>3000</i>	<i>Kraftwerks C30-94 supercharger kit allowed, 127.5mm crankshaft drive pulley and 95mm blower pulley.</i>

2. #18006 (Jim Drago) Allow Interchangeability of 2.0, 2.3 and 2.5 MZR Heads

In STU, Table A, classify the following engine setups:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda MZR (LF, L3, L5)/</i>	<i>varies</i>	<i>Chart</i>	<i>Short blocks, heads, and intakes may be freely swapped within these engine designations.</i>

3. #18239 (Austin Hilliard) Addition of Spec line for 2000-2003 Honda S2000, HKS Supercharger

In STU, Table B, classify as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda S2000</i>	<i>2000</i>	<i>3100</i>	<i>HKS Supercharger kit 12001-AH006 allowed, supercharger pulley 120mm diameter, crankshaft pulley diameter 152.3mm.</i>

4. #18906 (Super Touring Committee) Change weight for Head Porting in STU

In GCR section 9.1.4.1.B.4, make the following changes:

"The intake and exhaust porting on piston engines is free. may be ported at a 1 percent weight penalty. The valve guide may be machined as part of this porting."

Touring

T1

1. #18117 (Joe Aquilante) List Corvette LT-1 Engine 2014 and Newer

In T1, Chevrolet Corvette, classify as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird</i>	<i>6162 OEM LT1</i>	<i>3400</i>	<i>65mm flate plate</i>	<i>Stock OEM LT1</i>	

In T1, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO, classify as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Chevrolet Corvette</i>	<i>6162 OEM LT1</i>	<i>3400</i>	<i>65mm flate plate</i>	<i>Stock OEM LT1</i>	

2. #18756 (david mead) Allow Ford Racing TB M-9926-MSVT on Cobra Jet Spec Line

In T1, Ford Mustang/ Thunderbird ("Cobra Jet" engine) Effective 3/1/16- OEM, add the following language to the chassis notes:
 "Aftermarket K members are permitted. Effective 3/1/16- Only approved throttle body Ford Racing Part #M-9926-CJ65 *or THROTTLE BODY ASSEMBLY M-9926-MSVT permitted.*"

T2

1. #18976 (SCCA Staff) SMG Mustangs in T2 at 50 lbs. Less Than Their Spec Weight

In T2, Spec Mustang, add the following language:

Weight (lbs): *3400*

T3

1. #18835 (Ali Salih) Appendix N Needs to be Updated for Spec E46 Tire Size.

In Appendix N SpecE46 Rules, 15.6, update the allowed spec tire as follows:

"Toyo RR or RA1 size *235255/40/17* must be used."

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | FEBRUARY 9, 2016

Participants:

Chris McMillen (NorPac), Chuck Deprow (MidWest), Dave Deborde (NorPac), Heyward Wagner (National), Lee Hill (Liasion), Matthew Yip (NeDiv), Tony Machi (Central)

- Reports:

- *Convention overview*
 - *Approx 350 participants*
 - *Time Trials proposal for 2017*
 - *Rebranding of Time Trials program*
 - *Hill Climb - separate brand using existing support structure*
 - *Track - existing PDX and Time Trials*
 - *Track - PDX*
 - *Coached and Uncoached sessions*
 - *Track Competition - Club and Track Trials*
 - *Unmodified street cars eligible - Track Competition*
 - *Racecars and Modified street cars (rollbar) - Restricted Track Competition*

Board of Directors Report:

- Ongoing Business:

- *2016 Time Trials Rules*
 - *Approved and posted*
- *Rollbar approval process for manufacturers*
 - *Locate existing SCCA claims*

- New Business:

- *Empire Hill Climb*
- *Dominion Raceway*
- *Time Trials Novice Permits*
 - *Ability to issue by Chief Steward or Chief Instructor @ event*

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | January 20-21, 2016

The RallyCross Board (RXB) met prior to the National Convention on January 20 and 21. Attending were Stephen Hyatt (Chairman), Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance were Howard Duncan, Brian Harmer, and Sandi Brown from the National office.

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

The following agenda items were discussed:

1. RallyCross National Championship / National Challenge events:
 - a. Statistics from Regions — The RXB and the National office would like more information from all Regional programs, including timing and scoring. The information needs to be in a standard format. Macoubrie will create a Gmail account to which Regions can send results and other information.
 - b. Media coverage — To promote more media coverage, the RXB would like to have more video and photos taken at the National events. Video from outside the car is preferable. Worker assignments could include photography, videography, and communications.
 - c. Marketing RallyCross National Championship — The RXB discussed using a dedicated Facebook page for the event that would provide information about and promotion of the event. An event Facebook page could increase publicity through sharing of posts throughout the RallyCross community. Also discussed was a trifold promotional card that could be handed out at the National Challenge events.
 - d. Run-order draw — The RXB discussed options to improve on the run-order draw. One option could include using a random generator. A poll of the membership was suggested. The RXB agreed to have two-driver cars draw first with second driver positioned halfway into the class grid, with a 2-minute limit during the event to change drivers.
 - e. RallyCross National Championship site — The RXB discussed the option of a permanent or long-term lease for the National Championship site. This will be a consideration during the site procurement process for 2017 and beyond. For 2016 it was agreed to that mowing needs to be done before and a good cleanup after the event.
 - f. Ten-minute mechanical — The 10-minute mechanical will be dropped in favor of a 5-minute time out. Each competitor will be allowed one time out per heat.
 - g. Chief stewards for all National events will be chosen from outside the area.
2. RallyCross Rules: The RXB discussed gray-market cars competing in RallyCross, specifically for the National events. Options include disallowing gray-market cars in the Stock categories or changing the RallyCross Rules to specifically allow only United States-based vehicles in the Stock categories. Also discussed was the possibility of an Open class that would include tube-framed chassis. It was agreed to put both items out for member comment.
3. Competing programs: The RXB discussed motorsport options that compete with RallyCross. Most seem to offer higher speeds, jumps and, ultimately, a less-safe environment for the competitors, cars and spectators. The RXB agrees that SCCA RallyCross is well positioned within the market.
4. RallyTrials / RallySprint: There are currently about 12 events scheduled for 2016. A Safety Steward training program is a top priority. The sanctioning process is being improved to provide a quicker turnaround. For now, scrutineers can be found through Rally America and NASA. Establishing SCCA scrutineers is a priority for the Committee.
5. Region development:
 - a. Sanction process — A feedback loop is needed to provide organizers with sanctioning status and quicker turnaround. Using SharePoint was suggested. Foley will remind the RallyCross Divisional Stewards to be quick in approving sanction applications.
 - b. Training and tools — Suggestions included website improvements for easier access, a thorough description of member benefits, a flowchart of procedures, and a document for RallyCross procedures similar to the "Solo Cookbook."
 - c. Increase number of sites — Regions need multiple sites to ensure program continuity.
6. Marketing and publicity strategy: The RXB discussed several marketing strategies, including banner ads, build threads on outside forums, videos, promotional handout materials, an outside RallyCross forum, and ad space in *SportsCar*.

7. Goals:

a. 2016

- Track Night in America presence and Starting Line schools
- Sell out the RallyCross National Championship
- Regions — Information on how to start a program, data improvements, and RallySprint / RallyTrials programs
- Rules — streamline (should not be an operational manual)
- Safety — Safety Steward license renewal procedures

b. Five-year plan

- Title sponsor / more contingencies
- Full National Challenge for all Divisions
- RallySprint / RallyTrials National Championship and Divisional championships
- RallySprint / RallyTrials in every Region and an advisory committee
- Growth metrics — members, events and Regions
- Regional consistency and service orientation
- Double the entries for the National Championship within site management parameters
- Grow mentors — middle / Region management

Next meeting: February 2, 2016

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | February 2, 2016

The RallyCross Board (RXB) met via conference call on February 2. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam and Arnie Coleman, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): A Safety Committee meeting is scheduled for February 3. Agenda items include Safety Steward license renewals and establishing Safety Stewards for RallySprint and RallyTrials. The Committee has also been tasked to update the RallyCross Safety Steward Training PowerPoint presentation that is available at SCCA.com. The Committee has reviewed two incident reports since the last RXB meeting. One involved a broken steering wheel and the other was a rollover. No injuries were reported. Pending further information, no further action will be taken.
- Rules Committee (Keith Lightfoot): Lightfoot posted two threads to the RallyCross forums, one initializing rule change proposals for 2017 and the other requesting feedback on gray-market car eligibility and the possibility of Open class. These will also be posted at the SCCA RallyCross Facebook page.
- RallySprint Committee (Kito Brielmaier): A sanction form specific to RallyTrials and RallySprint is in the process of being developed. It should be ready for use within a month.
- National Championship Committee (Mark Macoubrie): The Committee will meet next week to work on the Supplemental Regulations. Notable changes will include the 5-minute timeout replacing the 10-minute mechanical and the ban of support vehicles in grid. Macoubrie plans to have a draft proposal to the RXB after that meeting. The Committee will also begin work on event marketing, the schedule, and worker chiefs.
- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported that the recent Divisional RallyCross Steward (DRXS) meeting was not well attended. A meeting outline was forwarded to all who were unable to attend. Shirts and jackets for the DRXS will be available to order in the near future and will have a two-week order window to allow shipping by mid-March. Bios from each of the DRXS have been requested and will be coordinated at a later date. If any of the DRXS have *SportsCar* article submissions, they can be sent directly to Philip Royle, *SportsCar* editor.

Old Business

- Errors and Omissions for RallyTrials / RallySprint Rules: Tabled until the next meeting.
- Contact info update on website: Sealander noted out-of-date RXB contact information at the SCCA website. Brian Harmer will update it.
- Documentation repository: Brian Harmer has set up a 2-GB Dropbox repository. It will work well for PDF and Word files. Any videos will be archived at SCCA.com. Macoubrie will migrate all 2015 National Championship Committee files and any 2016 files into this Dropbox repository.
- Data gathering: In an effort to better understand the demographics of the RallyCross program, the RXB would like to capture data from all Regional events. Macoubrie has drafted an email to distribute to the DRXS and Regional chairs to request specific event information and results. A database will be built from information received for use by Regional chairs, the DRXS, and the RXB. Analysis of the data is intended to help in making appropriate improvements to the RallyCross program. A reminder to submit this requested event information will be added to the current sanction and the audit forms.

New Business

National Convention wrap-up: The RXB reviewed the meetings held at the 2016 National Convention and agreed that a lot was accomplished. The "Kickstart your RallyCross Program" session presented by Jim Rowland was positively received. Supporting material for the presentation is available online at <http://tiny.cc/RXToolkit>. The National Convention is returning to Las Vegas for 2017. The RXB discussed options for the next year's schedule that would include a similar amount of time devoted to RXB meetings while reducing the RXB members' overall time commitment for the National Convention. A Safety Steward training session is being considered to provide training for new Safety Stewards and those whose licenses may be expiring in 2017.

Next meeting: March 1, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | January 23, 2016

RRB in attendance: Rich Bireta, chairman, Clarence Westberg, John Emmons, Jim Crittenden; Jeanne English, secretary, Mike Thompson, NEC chairman, Jay Nemeth-Johannes, RDC chairman, Terry Hanushek, BOD liaison.

Guests: Peter Schneider, Christy Graham, Dennis Jennings, Bruce Bettinger, Cheryl Babbe, Lois vanVleet

Rich first spoke about changes for 2016:

- a. Change from opt out to opt in model; added Divisional events, count toward national championship, roughly half of a national; regional events no longer count toward the national championship
- b. 2016 updated forms, audit, sanction, results; on the SCCA website
- c. RRB – 5 members this year, Rich continues as chair, with Clarence, John, Jim, and Clyde Heckler; Jeanne, not a member, continues as secretary
- d. Two organizational committees – the National Events Committee, and the Regional Development Committee
- e. USRRC – there have been a couple of proposals for hosting this year's USRRC, the final decision is expected at the February RRB meeting on Feb 8; Arctic Alaska region has expressed interest in hosting the 2017 USRRC; St Louis region has requested to host the 2018 USRRC, final approval is expected at the June RRB meeting.

Rich opened the meeting up to questions/comments:

Bruce Bettinger asked if there are Divisional Road Rally Stewards in all divisions; no, NORPAC does not have one; Terry said that the BOD has revised the Operations Manual such that they do not have to approve the DRRSes, that the RRB can appoint them; most(?) DRRSes are not particularly successful; Terry suggested perhaps revising the name to Divisional Rally Development Coordinator.

Cheryl Babbe talked about Road Rally Safety Stewards, asking about license longevity/renewal, maybe every three years, perhaps have to show they have been a steward for at least two events? attend a class? What about having online training for new applicants?

Terry commented that the BOD is excited by current thrust of experiential rallies, getting new people

Road Rally Town Hall, Sunday, January 24, 2016, 9 am

RRB in attendance: Rich Bireta, chairman, Clarence Westberg, Jim Crittenden; Jeanne English, secretary; Jay Nemeth-Johannes, RDC chairman, Mike Thompson, NEC chairman; BOD liaisons Terry Hanushek and Lee Hill, and Howard Duncan from the National Office

Guests: Cheryl Babbe, Peter Schneider

Phone attendees: Bruce Gezon, Michael Young, 'Model Tom', and 'Android Attendee'

Announcement: The Road Rally Regional Achievement award went to Milwaukee Region

Howard Duncan announced that the W David Teter National Tour Rally of the Year was awarded to Badger Trails, John Emmons rallymaster. The Gervais Award will be presented later at the rally.

The announcements from yesterday's Town Hall meeting were repeated (see minutes above).

Rich opened the floor for comments:

1. Cheryl would like to see the RRB look at Social Rallies and how they are conducted; she feels they should be used to build programs, not for a series; maybe allow only 4 Social Rallies a year? Make the fees equal to half those for a charity rally? Rich said that the RRB will be meeting after this Town Hall, and will discuss this.

2. Cheryl talked about Road Rally Safety Stewards, that we should 'rein in the dead wood'; should there be an online test? She would like to see that implemented this year; she thinks all current RRSS must take a revised test, and that there should be a three year license, and to renew, you must be a SS at two rallies in 3 years. Rich said this will be address today.

3. Cheryl suggested an Incentive program to entice new rallymasters; and to get people to become a RRSS; perhaps if you rallymaster two rallies (10 cars required) you get reduced region dues? (compare to club racing). Peter Schneider suggested that people be given an SCCA rally shirt instead.

4. Is having a defined course still a requirement for social rallies and GTAs? What about shortest distance rally? How does a RRSS check a rally that does not have a defined course? Rich said that the defined course requirement for social rallies is on the sanction form.

5. Peter Schneider commented that some Divisional Road Rally Stewards are not active and some divisions have none, it is unclear what the job is for them (divisional series?). Cheryl supports having them as part of Regional Development Committee and said that she herself is interested in becoming the NorPac DRRS. Terry said that Solo no longer has a steward program, it has been reorganized to 'Solo Development Coordinator', and perhaps we should do the same for rally. Jay said that he has heard suggestions that make sense, but... rally people tend to be technical people who focus inward not outward, and he's concerned about getting the RDC started and does not need roadblocks e.g. that a new rallymaster must also do 'x', or the need to find a SS without disqualifying a lot of them so therefore there is a need to license more. Rich said the RRB has limited bandwidth to get things done, there are communication challenges, and so we must be careful which tasks we take on.

6. Cheryl thanked the RRB for setting criteria for the rules process. Rich replied that we've been attempting to do this, but that 2015 was frustrating, because a large number of (large) proposals came in late.

7. Cheryl talked about being on the SCCA Hall of Fame nominating committee, how you get to learn about SCCA people; need to get rally people involved - send in letters, say how the person impacted a program, SCCA, or you; our job is to get road rally people at least nominated, any submitted letters are kept for future reference.

[Short break, then resumed]

8. Mike Young said he is interested in seeing more events attracting new people; can SCCA information be shared with other clubs, to help them start a rally program? Much information is on the SCCA website.

9. Rich asked new RRB member Jim what his impressions are so far, and where did he want this board to go? Jim replied that he has been rallying since the '60s, but he is new to the NEC and RRB; he's sorry it took so long to get involved and he encourages everyone to get involved.

10. Cheryl said that since road rallies are not yet able to be sanctioned online, why are there not fillable PDF forms for sanction applications and audits? (Update: this has been done.)

11. Cheryl said she wants to talk to her board about hosting the 2017 USRRC; she asked how many of those present would be interested and 6 people raised their hands. Rich asked her to report back to him by March 31.

Town Hall adjourned at 10:53 am.

The RRB meeting commenced at 11: 40.

Same RRB attendees, no guests.

1. Social Rallies: Jim said that the cheaper SR fee forwards the action in the way we want to go; Cheryl is concerned that it is apparently inequitable. We reviewed the background with Terry and Lee and reviewed Cal Club's use of Social sanctions and it was decided that no action would be taken.

2. Rules schedule: June 30 is the deadline for proposals; they will be collected into one document and published in FasTrack; responses are due 30 days after publication; proposals will then be sent to the NEC for recommendations; the RRB will take action to later than Nov 30. Rich said he is not anticipating many changes this year. Mike will work on errors & omissions after the next NEC meeting.

Jim asked if, after the deadline for suggestions, the RRB should filter the suggestions. Answer, no all suggestions should be published. People will be invited to comment on all proposals via email only – any comments on the Yahoo group or SCCA forum won't work, they must be via email to the RRB.

3. Responsibilities of the NEC: to receive sanction requests, review them, report to the RRB before the RRB meeting. Rich said that they should review and approve sanctions for nationals, but for divisionals they should 'rubber stamp' them. Mike said that the NEC will deny sanctions if a committee wants to put on more than two rallies per weekend. Mike said he was concerned that Deena was assigning sanction numbers immediately; he suggest that National and Divisional sanctions be first send to the NEC, the NEC will report back to Deena, and she can then assign a number and send an email to the event chairman to say they are approved and give them their sanction number. Clarence said to see the procedure in the RFOs. It is OK for Deena to issue regional, and social sanctions immediately. Mike will get together with Ron Ferris to make the RFOs agree with this procedure. Clarence asked if we treat divisionals the same as nationals.

4. Safety Stewards: what about those who don't renew their SCCA membership, can they still be a safety steward? Clarence suggested making them weekend members; or what about not having Safety Steward precheck at all? That suggestion is probably not going to work for risk management. As for cleaning up the Safety Steward list and require regular practice of the trade to retain license, the RRB agreed in principle, but deemed it not a high priority task at this time. This will be readdressed after the Rally Development work is moving forward; there is nothing to do at the moment. Deena is asked to send a current list

of Safety Stewards.

5. RDC: Jay said the groundwork is not done yet because he needs a vision/mission statement, list of tasks, etc. Jim said the RDS should focus on increasing the number of regions putting on rallies, particularly those with zero or one rally (dormant regions) in the past, and increase number of cars attending; the measure of success would be number of regions putting on rallies that did not do so in 2015. A problem is that we are not set up to support new events in new regions, primarily because of not having safety stewards available; Terry will talk to Risk Management, to try to find a 'creative solution'.

6. DRRS: should this be changed to Rally Development Coordinator, changing the focus/direction from what Operations Manual currently has for DRRS?

7. The RRB agreed in principle to appoint Cheryl Babbe as NORPAC Divisional Steward and set a goal of increasing road rallying in that division; her goal is to have two regions that did not sanction an SCCA rally in 2015 in NORPAC put on rallies with at least 10 car fields in 2016; if she can coordinate her efforts with Jay, that is great, but not required. Final action will be taken at the Feb RRB meeting since 2 of 5 RRB members were missing when this was discussed.

8. Reminder that Weekend Membership information is to be sent to Topeka.

Meeting adjourned at 4:12 pm PST.

Respectfully submitted,
Jeanne English, RRB secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | February 8, 2016

The RoadRally Board met via conference call on February 8, 2016; meeting called to order at 7:34 CST by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, BOD liaisons Terry Hanushek, Lee Hill, and Bob Dowie, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johaness, and Jeanne English, RRB secretary.

Minutes:

- 1) Approval of January RRB minutes and SCCA Convention minutes – two Town Hall meetings, and RRB meeting.

Front Burner Items:

1. RReNewsletter – Another issue should be out soon.
2. SCCA.com document updates completed (Deena)
 - a. Remove old National Results, add new National Divisional Results form
 - b. Adding descriptions to sanctioned rally events on SCCA rally website, e.g. divisional tour, national course, regional GTA
3. Road Rally Planning Calendar. (Jeanne)
 - a. Latest version sent out by Jeanne 2/4/2016 has been posted.
4. Regional Development Committee: Jay submitted the following report:

Regional Development

Accomplishments

1. Organized and presented session at convention
2. Gathered names for future contact and distributed to RRB.
3. Arranged for meeting and presentation at spring training for CENDIV (should consider for other division roundtables?)
4. Contacted Rocky Mountain Division with routes and concept for previously run event. Will continue follow-up
5. Created a package of generals, sample route and map of an example regularity run. Cleaning up before distributing

To Be Done Short Term

1. Mail thank you follow-up letter to convention attendees
2. Create letter for REs and distribute
3. Continue creating example packages for other simple rallies
4. Follow up with Greg Lester about having him mentor ModelTom.
5. Specific follow-up with Central Florida Region
6. Finding place to host material as it is developed and organized. SCCA website has issues. Google docs, DropBox, etc?

Longer term

1. Determine scope and goals for RDC
2. Metrics of success - # of regions? total # of regionals? Growth into national program?
3. Action plan
4. Find out what regions want
5. Determine best way to reach out to regions
6. Recruit other members for this committee, hopefully at least one per division for feet on the ground. (make DRRS what it was supposed to be)
7. Help RRB and BoD determine where roadrally best fits within the club
8. Once all this is determined, start getting the word out.
 - a. Sportscar
 - b. Divisional and regional websites
 - c. Regional Rally Chairs mailing list.
 - d. Etc??

Discussion of these items: SCCA website has issues (for all programs, not just road rally) in being able to control the organization of documents; the download section is not very helpful; we should be able to manage the content; the BOD will work on this. For recruiting members, Jay asked who should take the lead – himself or others? Lee suggested that there should be two recruitment levels, the first to find people to be on the RDR, the second to find people who can find people to run rallies. Rich said that in the past, the goal for road rally is that regional programs were seen as a stepping stone to national programs, but that this should be

discouraged, that moving up is not an objective. Lee said that the tagline for the whole club is that we have fun with cars.

NORPAC Divisional Steward appointment: Motion appoint Cheryl Babbe as Northern Pacific Divisional Road Rally Steward with her goal to develop road rally, and to have at least two regions have rallies with at least 10 cars. Rich/Jim/pass. Rich will contact Cheryl.

5. Championship Awards for Tour/Stock: Jim
 - a. Limit the number of certificates given to 22nd place in 2015? Jim wanted to verify that all members of the RRB agree that RRR Art8.B.4 requires that a competitor run a national in order to win a year-end award; yes, all agree. John said that Chuck Hanson, last year's scorekeeper did not agree, and that is how we ended up with certificates in Tour Stock going to 22nd place; Jim said if the national rally requirement was used, certificates would have gone to 11th place; Jay said that going 22 places deep looked ridiculous. John, the new pointskeeper, said he is not going to count non-qualifiers.
6. USRRC Events
 - a. 2016 USRRC. Proposals have been received from 2 Regions. Motion: To award the 2016 USRRC to the New England Region, 50th Anniversary Covered Bridge weekend November 4-6, 2016. Rich/Clarence/pass. They plan two rallies, 50th Covered Bridge Tour on Saturday, and a course rally on Sunday. Discussion: John recommended that the rallies put on as regionals, so that they are not any type of championship events, feeling that championship events would be detrimental. We need to separate the USRRC from the national championship, make it an event on its own. Clyde asked what NE gains by putting it on; Rich replied that it is to acknowledge Ted Goddard's contributions over 50 years, and to attract more contestants. Rich will contact Scott Beliveau and strongly suggest the rallies be done as regionals. Jim Crittenden will contact the AZB region to thank them for their proposal and tell them that because of the special nature of this year's Covered Bridge the NE proposal was accepted instead.
7. SCCA 2016 Convention Follow Up: Issues and questions raised during Convention:
These will be worked on before our next meeting; no action taken tonight.
 - a. Weekend membership data needs to be sent in (covered in Rich's Feb column)
 - b. Put in place process to remove inactive Safety Steward Licenses.
 - c. Release of 2016 rules process and calendar.
 - d. Deena – How much control do we have over the organization of the Road Rally download section on scca.com?
 - e. Rich needs admin authority on the scca.com forum so stale items can be deleted.
 - f. Permanent URL to the planning calendar on scca.com.
 - g. Suggestion to impose limits on Social Rally events.
 - i. Discussed at convention. Thank you for your suggestion. The RRB has decided to take no action on this topic.
 - h. Modernize RR Safety Steward training.
 - i. Provide incentives to rally masters.
 - j. Need for defined route.
 - k. Hall of Fame nomination(s) from road rally community
 - l. Can we get list of emails by interest area?
 - m. Fillable PDF form for sanction request and audit form. (Terry to investigate)
8. NEC Report: Mike Thompson; national calendar filling out nicely
 - a. Upcoming National events (Confirm dates at scca.com)
 - i. Yucatan National Tour – Feb 6
 - ii. Arizona Border National Weekend – Feb 26, 27
 - iii. Teter March Lion, March Lamb – April 8-10
 - iv. Milwaukee Badger Burrow – May 7
 - v. Steel Cities Steel Haul – May 14
 - vi. Milwaukee Roads Scholar – June 11
 - vii. NER Hurdle – August 6
 - viii. Land O Lakes Lacrosse – Oktober Rally/Badger Trails – Sept 16, 17
 - ix. (not yet sanctioned) Folsom, CA – October 8, 9
 - x. (not yet sanctioned) CalClub Highway Robbery – October 22
 - b. Additional requirements for Divisional events: John
When we first talked about divisionals we said they should follow same rules as nationals, but when the chart was published, they didn't. Jim (who created the chart) said that regionals have to adhere to a few of the RRRs; divisionals have additional requirements, including Art11 (classes), Art 17, and Art18; divisionals did not require all of the RRRs because he saw 2016 as a transitional year. There was discussion about the quality of divisionals, compared to nationals and regionals; it makes sense that divisionals be required to follow the RRRs. Mike said that the NEC was recommending that four divisionals be required to use Art 23C (signs) and 23D (landmarks), course rallies be required to use Art 25C (signs) and 25D (landmarks), and that all be required to use Art 27 (glossary). Rich

thought we should be more specific about what is required for divisionals. Rich also asked when the divisional requirements should be implemented, and suggested 1/1/17. More on this discussion next month.

- c. Requirement for Divisional events to use RRR Glossary: John. More next month
 - d. Pointskeeper process: John – see item 5 above
9. Awards: next month
- a. Arthur Gervais Award to be presented at the winner's event in 2016.
 - b. Year end awards determination (Jim)
10. New Business: next month
- a. 2014 Championship certificates? (Deena)

Motion to adjourn Clarence/Jim/pass at 9:34 PM CST

Next meeting March 14, 2016, via conference call

Respectfully submitted,
Jeanne English, RRB Secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

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

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

RALLY

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

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

Road Rally Rulebook:
<http://www.scca.com/pages/roadrally-rules>

SCCA NATIONAL CONVENTION

Event page:
<http://www.scca.com/events/1979922-2015-scca-national-convention>

EVENT CALENDAR:

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