

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/Or Be- fore	All	-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).*