

## BOARD OF DIRECTORS

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

The Board of Directors met at the Hilton Kansas City Airport Hotel August 5-7, 2016.

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.

SCCA, Inc. staff participating were: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, and Heyward Wagner, Director of Experiential Programs, Michael Fitzgerald, Director of Information Technology and Aimee Thoennes, Executive Assistant.

Guests participating were: Jim Wheeler, CRB Chairman.

Vice Chairman Dan Helman called the meeting to order.

MOTION: Tere Pulliam made a motion to accept the May Minutes as posted in Fastrack. Seconded by Bruce Lindstrand. PASSED.

**President's Report:** President Noble opened with an interactive discussion with the board. She discussed a recently attended leadership training program and the "why" of Motorsports. Heyward Wagner presented the "What, How, Why of the club" and Noble expounded on this with examples. The President's question to the board was "Is our current Region model sustainable"? The National Staff and Board of Directors need to develop strategies to grow the club and rethink ways to change and build our programs to promote sustainability and growth across our regions and our programs nationwide.

**Finance Report:** Mindi Pfannenstiel provided the financial report and presented a proposal for an Educational Assistance Policy to implement at the National Office. The Board was in full acceptance of the proposal as presented. A representative from Willis will present a full report at the December meeting. Questions were addressed from the board relative to the provided Risk Management report and will be followed up on post meeting.

Financial reporting through June indicates that SCCA, Inc. is on budget. There have been some decreases in the investment account with market fluctuations. Year End forecast is a projected loss due to the Board approved initiatives. SCCA Enterprises is doing well with a positive income to date. SCCA Pro Racing is operating at a loss due to T&S expenses, trailer expenses and the F4 lack of sponsorship and entry fees. Pro will have a loss for 2016, however, we are not able to forecast that number at this time.

**IT Overview:** Michael Fitzgerald gave his IT report. He stated it is time to reinvent IT and it is a goal for the department to be responsive and proactive. He reported the IT Dept. has reduced fees by streamlining processes already available in the office program. The IT Department is working to move all files to the cloud so they can be accessed if there were a disaster. There is discussion on the best way to update the NetForum software with the new version which has better tracking tools that will help with membership reporting. It is much more efficient than our current version.

**Leadership Academy:** Heyward Wagner gave an update on the Leadership Academy. There is an ongoing effort to tie together National/Divisional / Regional practices, there needs to be a unified message from Region to Region. A Survey was

## CONTENTS

<b>BOARD OF DIRECTORS</b>	<b>1</b>
<b>SOLO</b>	<b>8</b>
SEB Minutes	8
<b>CLUB RACING</b>	<b>12</b>
CRB Minutes	12
Technical Bulletin	17
Court of Appeals	22
Divisional Time Trials Comm.	None
<b>RALLY</b>	<b>26</b>
RallyCross	26
Road Rally	28
<b>LINKS</b>	<b>34</b>

sent to Region leaders to steer the topics for the National Convention. The #1 requested topic was Membership development, activating members, creating pathways to participation. Other specific topics are in development by the member committee lead by Jeff Luckritz.

**Website and Registration Update:** Heyward Wagner reported on the progress on the website. There are challenges with database integration and our membership software. Options are being explored and we are in discussion with the vendor for solutions. Updates will be provided to the Board.

**STRAP Committee:** Arnie Coleman and Lisa Noble gave the update on the Strategic Plan committee. The committee is working to solidify the strategies, develop white papers and a communication mechanism throughout the organization. Staff will develop departmental work plans that support our strategies and goals for 2017 by the end of 2016.

**2017 Majors:** Eric Prill reported on the development of the 2017 Majors. There is a development plan with support of the staff and Board's Planning Committee to create a 3-Tiered model for 2017. This model may include a Super Tour, Majors and Regional/Divisional racing. The Board is conceptually in agreement. The Planning committee will have one or two more calls to finalize this plan. Eric reported there are several sponsor deals in the works.

**Tech Process:** Eric Prill reported there has been lot of discussion about the need for more Class Compliance Chief's. There is consideration of a transition to a driver focused compliance model. The CRB is working on this concept and recognize it is a cultural shift, and the model is similar to the program in Solo. The office is looking at identifying a few classes to pilot this with in 2017.

**CRB Rule Changes:** Jim Wheeler, CRB Chairman met with the Board and presented the recommended rule changes. Discussion was had about a process for entered drivers to vote on items to be checked post-race. The chief of tech would retain the decision to check other items. Wheeler also reported that GT2 is the most diverse and popular class we have; they are requesting a CCC.

MOTION: Approve recommended rule changes as presented in Appendix A. Lindstrand/Christopher. PASSED.

**Planning Committee:** Lee Hill, chairman of the planning reported that the Majors 2017 new model is under development and also discussion about Pro as a pathway to the Runoffs.

**Budget and Finance Committee:** KJ Christopher reported the Management Reporting program is progressing and changes to allocation in some areas have been made as refinements are identified.

**SCCA Foundation:** Due to communication issues John Zuccarelli was not able to participate in a conference call with the Board. Arnie Coleman gave a report for the foundation. The foundation is currently working on effective ways to communicate with the membership. They are also looking at several ideas for future fundraisers. Zuccarelli is talking with other organizations to see how they handle Estate Planning, Street Survival is slated to have 87 schools in 2016 with 49 completed as of the end of June.

ADJOURN.

## **Appendix A: Approved Club Racing Rule Changes**

**These rule changes will become effective 1/1/2017. The letter number, Fastrack month, author, and title precede each proposed rule.**

### **GCR**

1. #19787 - (July Fastrack - Club Racing Board) Change 9.3.41 SEATS language:

**NOTE: Please see updated version of letter 19787 below as posted in the August 2016 Fastrack.**

2. #19536 - (August Fastrack - Dennis Dean) GCR 2.3.2.A, Medical Fitness of a Driver  
Thank you for your suggestion. Add 3.2.3.A.3.d:

3. Changes in Medical Condition

When a driver experiences a change in their medical condition that could affect their fitness to participate they must:

- a. Notify the national office of the change in medical status.
- b. Discontinue participation until examined and approved by their physician.
- c. Submit a new completed and approved-for-competition medical form.

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

*d. If a driver seeks (or receives) medical attention during an event, that in the opinion of the event Medical Officer may compromise his on track driving ability, the Medical Officer shall notify the Safety Steward. The Safety Steward will inform the National Office in writing. Upon receipt the SCCA Licensing Department will contact the driver, reminding him of the obligations stipulated under GCR 2.3.2.A.3.*

3. #19684 - (August Fastrack - SCCA Staff) Update Waiver Language in the 2016 GCR

**Change 2.2.3:**

Anyone signing an event waiver for a minor is fully responsible for that minor. *The parent (s) and/or guardian that has signed a minor waiver on behalf of a minor is fully responsible for that minor.*

**Change Appendix C.1.4.B.1 and delete Appendix C.1.4.B.2:**

B. Only the National Office may issue an Official's License to a Minor. In addition to the Specialty License Application, a Minor applicant must submit the following to the National Office:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

**Change Appendix C.2.5.B.1 and delete Appendix C.2.5.B.2:**

B. With the approval of the Divisional Licensing Administrator, only the ~~Club Racing~~ *National Office* may issue a Novice Permit to a minor. In addition to the paperwork and fees indicated in Table 1, a Minor applicant must submit the following to the ~~Club Racing~~ *National Office*:

1. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement *and a completed Minor's Assumption of Risk Acknowledgement (note: forms vary by state and witnessing method.)* This document must be filed ~~every two years~~ *annually* until the Minor achieves the age of majority in his state.

~~2. A completed Minor's Assumption of Risk Acknowledgment.~~

**Change Appendix C.2.6.A.:**

A. Applicants with prior racing experience in karts, quarter-midgets, etc., will be considered for a 14 or 15 Year-Old Novice Permit. Applicants must submit a resume of their prior racing experience that will be evaluated by their Divisional Driver Licensing Administrator. If the Divisional Driver Licensing Administrator is satisfied with the applicant's experience, he will schedule an interview with the applicant to complete the evaluation. It is preferred that the interview be in person, but if necessary, a telephone interview is acceptable. If the Divisional Licensing Administrator judges that the applicant's experience and maturity is satisfactory, he will recommend to the Club Racing Office that a 14 or 15 Year-Old Novice Permit be issued. A completed *Annual* Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment must be submitted to the Club Racing Office (*note: forms vary by state and witnessing method*). The requirement of AppC.2.5.B.3 may be waived by the Divisional Driver Licensing Administrator.

**Change all but first paragraph of 1.3.1 as shown below:**

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

~~IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any~~

RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

*IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA OR SCCA PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:*

*1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).*

*2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of*

premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the UNDERSIGNED'S INJURY OR DEATH, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the State or Province in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

4. #19787 - (August Fastrack - Club Racing Board ) 9.3.41 Seat Back Language Update Effective 1/1/2017

**NOTE: Update to this letter (originally posted in July 2016 Fastrack)**

**As posted in July Fastrack:**

Change 9.3.41 SEATs language:

9.3.41. SEATS

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA Standard 8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No. 12 or No. 40 (lateral, bottom, etc). Passenger seat back - if a folding seat, it shall be securely bolted or strapped in place. ~~Effective June 1, 2016 - Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing.~~

**Recommended wording in July Fastrack:**

~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA Standard 8862-2009 or higher may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No. 12 or No. 40 (lateral, bottom, etc). Passenger seat back, if a folding seat, it shall be securely bolted or strapped in place.~~

**(August 2016 Fastrack) The CRB recommends an updated version of this rule change, to be effective 1/1/2017. Please note that this recommended rule change has been modified several times as a result of member input and comments. The CRB has included all of the changes that resulted in the final recommendation.**

*The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Passenger seat back, if a folding seat, shall be securely bolted or strapped in place.*

**GT2-ST**

1. #18977 - (August Fastrack - Amir Haleem) For the 93-98 Toyota Supra, Please Allow Tundra Intake  
Thank you for your request. Add to the Notes for the 93-98 Toyota Supra (GT2/ST): *Toyota OEM intake manifold part #00647-17101-001 permitted.*

**IT**

1. #17952 - (August Fastrack - Cameron Conover) Allow Stock OEM Anti-Lock Braking Systems  
Allow stock ABS systems in IT as follows:

**Add new sections 9.1.3.6.d. and e. (and re-number existing sections d. and e. to f. and g.):**

*9.1.3.D.6.d Cars with antilock braking systems may completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors. Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.*

*9.1.3.D.6.e Cars equipped with antilock brakes may keep the stock ABS system provided all ABS related components, including electronic controls and software, are maintained as stock. Cars with ABS must add a percentage of the spec line weight to the minimum weight as follows:*

<i>Class</i>	<i>Additional Weight Required</i>
<i>ITR</i>	<i>0%</i>
<i>ITS</i>	<i>0%</i>
<i>ITA</i>	<i>2%</i>
<i>ITB</i>	<i>2%</i>

2. #19493 - (August Fastrack - Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems  
In the ITCS, add the following section after 9.1.3.D.1.n

*9.1.3.D.1.o: o. Power steering may be disabled or removed in whole or in part. Hydraulic steering assist pumps, valves, reservoirs, hoses, and heat exchangers, and electric steering assist motors, sensors, and controllers may be removed. Hydraulic hoses may be looped and a reservoir may be added to maintain a supply of fluid for depowered racks. Electric systems may be disconnected. Openings to the mechanical steering system created by this allowance may be plugged or filled. If power steering is present, it must be the system fitted as stock for the vehicle without modification except where expressly permitted otherwise by these rules.*

**Re-number existing below sections as necessary.**

3. #19726 - (August Fastrack - Improved Touring Committee) Category: Wheel and Tire Size Review  
In the ITCS, change Section 9.1.3.D.7 as follows:

Change/Add to 9.1.3.D.7.a as follows:

**7. Wheels/Tires**

a. Any wheel/tire may be used within the following limitations.

1. ~~Cars may not fit wheel diameters larger than those listed on their spec line.~~ Knockoff/quick change type wheels are prohibited. Wheels must be made of metal.
2. Tires must conform to 9.3.45.
3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
4. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.
5. Any wheel stud, bolt, and or nut is permitted.
6. Maximum allowable rim widths: ~~ITR -- 8.5 inches, classes ITS and ITA -- seven (7) inches; classes ITB and ITC -- six (6) inches.~~ *wheel rim and tire section widths are as follows:*

<b>Class</b>	<b>Max Rim Width</b>	<b>Max Section Width</b>
<i>ITR</i>	<i>9 inches</i>	<i>275</i>
<i>ITS</i>	<i>8 inches</i>	<i>245</i>
<i>ITA</i>	<i>7 inches</i>	<i>225</i>
<i>ITB</i>	<i>7 inches</i>	<i>225</i>
<i>ITC</i>	<i>6 inches</i>	<i>225</i>

*7. Original equipment wheels supplied by the manufacturer for the year(s), make, model and trim level(s) of the car as listed on the spec line may be used regardless of size unless noted otherwise on the vehicle's spec line. Note that this allowance does NOT permit the use of tires of a greater section width or aftermarket wheels of the stock size when larger than listed in D.7.1.a.6.*

#### **Remove column "Wheel Dia. max (inch)" from all spec lines**

4. #19776 - (August Fastrack - Christopher Childs) Head Gasket Again

Thank you for your request. Change 9.1.3.D.1.o as follows:

o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Cylinder head gasket(s) may be replaced with any gasket(s) having the same *or greater* compressed thickness as stock. Other engine gaskets are unrestricted. Engine drive belts may be replaced with others of equivalent OEM specifications.

#### **ST**

1. #19612 - (July Fastrack - Eric Heinrich) ST Category - Remove Allowance for Centerlock Hubs

Thank you for your letter. Remove 9.1.4.O.3 in its entirety.

#### **3. Wheel Attachment**

~~a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.~~

~~b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.~~

#### **STU**

1. #19588 - (July Fastrack - Luis Rivera) 12a STU Carburetor

Adjust 9.1.4.1.H. (STU) Table B, Allowances

Mazda 12A Street Port

Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with ~~38mm~~ *42mm* chokes on a "dual-Y" manifold.

2. #19258 - (August Fastrack - Patrick Lipsinic) Turbos and Exhaust Clarification

Thank you for your request. Add 9.1.4.1.B.9: *9. Boost control/wastegate actuation is free, subject to 9.1.4.G.19. Modifications to turbocharger are limited to only that necessary for wastegate control.*

#### **T4**

1. #19773 - (August Fastrack - Mark McCaughey) Add Cold Air Intake on 05-06 Toyota Corolla XRS

Thank you for your letter. Add to the Notes for the 05-06 Toyota Corolla XRS in T4: *Cold Air Intake permitted.*

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | July 27th

The Solo Events Board met by conference call July 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Raleigh and Velma Boreen; Terry Hanushek, Tere Pulliam, 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](http://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](http://www.soloeventsboard.com).

#### Street Touring

#16000 Consider moving 2009+ Mitsubishi Ralliart to STX

Per the STAC, the following classing change proposal is recommended:

Move *from STU to STX*:

Mitsubishi

*Lancer Ralliart (2008-2010)*

Subaru

*Impreza WRX (2009-2014)*

#17062 Added Fuel Allowance

Per the STAC, the following rule change proposal is recommended:

Add the following new subsection to 14.10 Engine and Drivetrain

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

#17226 Request to move 2001 - 2005 R/T and ACR neon into STF

Following positive input from membership, the The STAC recommends the following changes to Appendix A:

Move the following listings *from STS to STF*:

Chrysler/Plymouth/Dodge

*Neon (2000)*

*Neon R/T & ACR (2001-2004)*

#17515 Brake backing plates / dust / splash shields

Following supportive member feedback, the STAC recommends the following rule change:

Add the following new language to 14.6.C:

*Backing plates and dirt shields may be modified or removed.*

#### Street Prepared

#18760 2009-12 Porsche Cayman and Boxster, (Base, S, R, Spyder) to BSP

Based on member input and discussions, the SPAC is recommending the following changes to Appendix A:

Change the following line under ASP under Porsche:

Boxster, Cayman (all)



to

Boxster, Cayman (*981 model, all*)

Add the following lines to BSP under Porsche:

*Boxster, Cayman (987 model, all)*

*Boxster, Cayman (986 model, all)*

### **Member Advisories**

#### **Street**

#19810 Nissan Leaf classing?

The SAC improperly classed the Nissan Leaf. It does not meet the Section 3.1 rollover guidelines. The SAC is now withdrawing the classing of the Nissan Leaf in HS, as shown in the July 2015 Fastrack.

#### **Modified**

#19930 July Fastrack Oil Breather Clarification

The MAC recommends that Modified category competitors review item #15817 (see the July Fastrack) to ensure that the changes do not cause issues for existing configurations which were previously compliant with the applicable rules.

#20113 Committee Personnel

The MAC will soon have openings, and interested members are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com). Experience in the FM class is particularly in need.

### **Other Items Reviewed**

#### **General**

#17449 Data/Video as a form of run protest

Thank you for your input. Please refer to the associated content in the Supplemental Regulations for the Solo Nationals, available here: <http://www.scca.com/downloads/16258-2016-solo-nationals-supps>

#19943 Sound measurements are unreliable, inconsistent, and annoying.

Thank you for your input.

#### **Street**

#19762 Proposed class change FR-S/BRZ to DS - no

Thank you for your input.

#19765 BMW M2 to BS

Thank you for your input. The SAC is currently evaluating the performance of the M2 and we will wait until after Nationals to class the car for 2017.

#19766 CS BRZ/non TRD FRS uncompetitive.

Thank you for your input. Please see the response to letter #19837.

#19788 Cayman/Boxster moves to BS

Thank you for your input.

#19813, 19814 Don't move the

Thank you for your input.

#19818, 19854 #17283 Rethinking Street Classing

Thank you for your input.

#19819 Street classes changes feedback

Thank you for your input.

#19825, 19859 2012+ Nissan GTR to SS Proposal

Thank you for your input.

#19826 No to the twins in DS

Thank you for your input.

#19831 Feedback on Porsche classing proposals

Thank you for your input.

#19840 Rethinking Street Classing

Thank you for your input.

#19841 Keep the Porsche in AS, move the corvette to AS too

Thank you for your input

#19843 Consolidate 987 Boxster and Cayman (2005-2012) classing

Thank you for your input.

#19853 Keep SS Super

Thank you for your input.

#19858 Re: Rethinking Street Class

Thank you for your input.

#19863 Proposal #17283 rethinking street classing

Thank you for your input.

#19907 Move NC MX-5/Miata to ES

Thank you for your input.

#19926 July Fastrack Classing Proposals and Changes

Thank you for your input.

### **Modified**

#19130, 19132, 19178, 19225, 19911 Item 17810 - 18.4 Body requirements

Thank you for your input.

#19466 TC/ABS/ESC in AM/DM/EM

Thank you for your input.

#19467, 19491, 19842, 19845 Traction Control #18845

Thank you for your input.

### **Not Recommended**

#### **Street**

#19801 Move Scion/BRZ CS to DS

Thank you for your input. Per the paragraph on option package conversions in Section 13 of the rule book, they can be performed as long as they are complete, even if the original model variant was not delivered with that package.

#19837 Allow TRD Suspension for BRZ

Thank you for your input. The SAC believes that allowing parts to be substituted across brands is not in the spirit of

the category. See the response to letter #17835 from the December 2015 Fastrack.

#19900 Allowance for lightweight battery in Street Classes

The SAC feels that lightweight batteries are not in the spirit of the Street category.

#### **Street Modified**

#18388 new section 16.1.V Electrical

Per the SEB, this proposal is being withdrawn.

#### **Prepared**

#19698 2015+ Mustang Classing Request

The PAC feels that the requested vehicle's performance potential is above that of the suggested class.

#19835 Car Classification - BMW M3 E92

The PAC does not believe that the BMW M3 E92 belongs in C Prepared.

3. #19836 Extend model years

The PAC feels that the requested vehicle's performance potential is above that of the suggested class.

#### **Modified**

#19692 Allowing motorcycle engines up to 1300cc

It is the opinion of the MAC that allowing motorcycle engines up to 1300CC does not fit the DM production-car based class objective. As such, the MAC does not support this proposal.

Further, the MAC notes that Regions are free to adapt the portions of the SCCA Solo rules which address classing to suit their needs. We suggest working with your local Region to adapt its rules to address your request.

#19738 AM Wheelbase Reduction

It is the opinion of the MAC that a change to the AM rules to allow cars with shorter wheelbases is not justified by a potential increase in entries of older FSAE cars. It should be noted that FSAE cars meeting certain requirements may already run in a supplemental class at National events and that Regions have the option of combining that class with AM for their local events.

#### **Tech Bulletins**

#### **Prepared**

#19395 Classification of 1969 TVR S2 with a 1600 Kent motor

Per the PAC, effective immediately upon publication, add the following vehicle to class D Prepared in Appendix A:

TVR

1800

*Vixen S2 (1599 cc)*

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | August 2, 2016

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

### Member Advisory

#### **FC**

1. #20043 (SCCA Staff) Compliant ECU Maps

A reminder to all FC competitors that the appropriate ECU Maps for the Zetec engine are available on the SCCA website:

<http://www.scca.com/pages/technical-forms-and-downloads>

Only those maps will be considered as compliant for 2016 Majors and Runoffs events. The PE3 map must be installed with Performance Electronics Version 35 firmware.

#### **FV**

1. #19808 (Stephen Saslow) Resume for the FV Advisory Committee

The CRB would like to thank the FV community for submitting resumes for the FV Ad Hoc Committee. The following people have been selected to serve. They will be contacted with conference call information and Ad Hoc business guidelines.

Al Varacins  
Mitchell Ferguson  
Stephen Saslow  
John Pitello  
Dennis Andrade  
Charlie Turner

### No Action Required

#### **GCR**

1. #19829 (Brian Ghidinelli) Runoffs Eligibility Proposal

Thank you for your thoughtful and thorough analysis of Runoffs participation. It will be shared with the Runoffs Planning Committee for future consideration.

#### **GT2-ST**

1. #18351 (Rob May) GT2/ST BMW M3 E92

Thank you for your request. The CRB did not receive the additional information needed to make this decision. If there is still interest in this request, please submit another letter with the information.

#### **ITR**

1. #19367 (Elazar Mann) Subaru SVX Question

Thank you for your question. Automatic transmissions are no longer prohibited in SCCA.

#### **T2-T4**

1. #19904 (Harley Kaplan) BMW Parity

Thank you for your letter. The CRB will continue to monitor recent changes to T2 and collect and analyze more data before making any more recommendations for changes. Expect possible changes for 2017.

### Not Recommended

#### **FC**

1. #19704 (Mark Harper) Classification of Formula Renault 1600

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

#### **P1**

1. #19548 (Lee Kaiser) P1 2 Stroke Engines

Thank you for your letter. The CRB will consider alternatives to the maximum 43mm venturi size on engines with less than 6 cylinders if verifiable engine data for a proposed alternative is provided.

2. #19928 (Jim Devenport) New Ad Hoc Committee to Review P1 rules

Thank you for your letter. The CRB will continue to monitor performance in the P1 class and does not recommend the formation of an Ad Hoc Committee at this time.

## **P2**

1. #19793 (Jeff Shafer) Radical Cup Spec Line

Thank you for your letter. The CRB does not recommend this at this time, but will reconsider if complete build specs and a plan for verifying engine compliance with an open rebuild program is provided.

## **GCR**

1. #19861 (John Snow) Clarify Helmet Language

Thank you for letter. The rule is adequate as written. There is no proven need for a rule change. Common sense dictates drivers would still wear some form of eye protection, even in a closed car.

2. #19933 (Todd Butler) 9.2.28.A 3 Digit Numbers

Thank you for your suggestion. This issue can be appropriately handled by the Supplemental Regulations for any event.

3. #19974 (Mike Ogren) Please Change the Word

Thank you for your suggestion. The rules are adequate as written. There are too many variables to address with a language change. Competitors dissatisfied with the application of an "assistance" ruling should use the protest process.

## **GT3**

1. #19590 (Michael Heintzman) GT-3 Tub

Thank you for your letter. Because the GTCS is a written composite of maximum build specifications, GT does not differentiate between tube frame and tub frame cars.

## **GTA**

1. #19575 (Butch Kummer) Windshield Thickness

Thank you for your request. The CRB believes the minimum requirements for safety, as stated in the GCR, are appropriate.

## **SM**

1. #19507 (Tom Fowler) 1.6 Miata Parity

Thank you for your letter. After recent changes, the CRB and SMAC will continue to monitor parity for all years of cars.

2. #19680 (Steve Scheifler) NA 1.6 Front Anti-Sway Bar

Thank you for your request. The CRB does not believe this change is necessary at this time.

3. #19798 (Chris Ciufu) 1.6 Differential Options

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

4. #19948 (Nick Leverone) M-Tuned Coolant By-pass

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

5. #19993 (David Wheeler) Ballast Bolts

Thank you for your letter. The rules are adequate as written.

## **STL**

1. #19955 (Jon Cindric) 1990 Miata

Thank you for your letter. Per 9.1.4.E.6, the original dashboard/dashpad is required. Also, per 9.1.4.E.6, the whole replacement of the instruments, instrument cluster, and their OEM insert panels is allowed.

2. #20041 (Greg Amy) Approve the JDM K20A in STL

Thank you for your letter. The JDM-only K20A ("Civic Type R") has a compression ratio (11.5:1) not used in a USA-market engine and exceeds STL class limits. It is also equipped with the unique "PRC" intake manifold not used in a USA-market engine, and has valve lifts that exceed STL limits. Its stock horsepower significantly exceeds the performance envelope of STL.

Therefore, the JDM-only Honda K20A engine, and any of its unique components, is not approved for use in STL.

The K20A may be considered for classification in STU if requested.

## **T2-T4**

1. #19977 (Eric Heinrich) Ditch the 90% of Stock Battery Weight Rule

Thank you for your request. This is against class philosophy and will create unnecessary expense for all competitors.

#### **T4**

1. #19908 (Derrick Ambrose) Header for 2014+ Mazda 3

Thank you for your letter. Due to recent adjustment, the CRB will continue to monitor performance and data for this car as it is developed, before making any additional recommendations.

#### **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](http://www.clubracingboard.com).

#### **GCR**

1. #19866 (SCCA Staff) Update Section 5.1.2.B. U.S. Majors Tour language  
Change 5.1.2.B.:

B. U. S. Majors Tour

The SCCA will appoint for each Conference, a Series Administrator, and, upon consultation with the Chairman of the Stewards Program, a Race Director and a Series Chief Tech Inspector. All other event stewards shall be appointed by the Executive Steward for the event's Division, with input from the Race Director. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward. U.S. Majors Tour Race Director and the Chief Steward at each event in their Conference. *At U.S. Majors Tour events, where there is a Race Director and a Chief Steward, the Race Director has final authority over the event. The Race Director must still adhere to the responsibilities stated in 3.1.1.D.2 and 5.12.2.*

2. #19909 (Todd Butler) 5.9.3.C Minimum Impound Inspection

Thank you for your letter. Change 5.9.3.C.:

5.9.3.C Minimum Impound Inspection

For each impounded car, the weight and ~~at least 2~~ other items appropriate for the class ~~will~~ *may* be inspected, as agreed upon by the Race Director or Chief Steward and the Series Chief Tech inspector or Chief Technical Inspector. The Race Director or Chief Steward may also order that a wheel or intake choke(s) or restrictors be removed during impound for inspection. These inspections are not subject to the fees outlined in 5.12.3.C.5. Additional inspections may be conducted through the protest procedures outlined in 8.3.3.

#### **SM**

1. #19951 (Spec Miata Committee) Allow Splined Spacer in Transmission

Add 9.1.7.C.2.g: *g. Transmission countershaft spacer Mazda p/n M504-17-304 may be replaced with a splined spacer of similar material, OD and length.*

#### **Taken Care Of**

##### **B-Spec**

1. #18585 (Jason Huepenbecker) Adopt Completely World Challenge Rules and Changes as They Happen

Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

2. #19700 (B-Spec Committee) Balance of Performance Adjustment to B-Spec Mini

Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

3. #19803 (Chi Ho) Balancing B-Spec Performance

Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

4. #19839 (Darren Seltzer) BOP Check For Entire Class

Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

5. #19995 (Alex Ratcliffe) Make B-Spec Cars Faster

Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

6. #20034 (Benjamin Morse) Additional Information Regarding the New Honda Fit and PWC

Thank you for your letter. Please see the response to letter #20072, Technical Bulletin.

**P1**

1. #19920 (Jim Devenport) Follow-up to My Earlier Submittal Letter #19785  
Thank you for your letter. Please see the response to letter #19785, Technical Bulletin.
2. #19970 (Brian Willis) P1/P2 Ad Hoc Group P1 Relating to Engine Rules  
Thank you for your letter. Please see the response to letter #19785, Technical Bulletin.

**GCR**

1. #19834 (Carolyn Kujala) Seats - Letter #19787  
Thank you for your letter. Please see the response to letter #19787, August 2016 Fastrack Minutes.

**GT2**

1. #19364 (Jeff Kruger) Request of Classification  
Thank you for your letter. This car is already classed.

**SM**

1. #19652 (Tom Scheifler) Chin Spoiler  
Thank you for your letter. Please see the response to letter #19659, Technical Bulletin.
2. #19655 (Mike Higgins) NA Front Chin Spoiler  
Thank you for your letter. Please see the response to letter #19659, Technical Bulletin.
3. #19679 (Steve Scheifler) NA Miata Front Spoiler/Chin  
Thank you for your letter. Please see the response to letter #19659, Technical Bulletin.

**T1**

1. #19901 (Edward Werry) Re-Classify FR500S to T1  
Thank you for your letter. This car is already classified in T1 under Mustang, (the 5.0 Cammer specification in the chart).  
Please come out and race.

**T4**

1. #19795 (Julian Macias) Touring 4 Camber Rule, Specifically Related to the 14-15 Civic Si  
Thank you for your letter. Please see the response to letter #19791, August 2016 Fastrack Minutes.

**What Do You Think**

None.

**RESUMES**

1. #19817 (Alexander Bertolucci) Advisory Committee Member Application  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.
2. #19902 (John Petillo) Application for FV Ad Hoc Committee Membership  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.
3. #19912 (Bruce Livermore) Request for Membership on New FV Ad Hoc Committee  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.
4. #19934 (Charlie Turner) Formula Vee Ad Hoc Committee  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.
5. #19967 (Dennis Andrade) Formula Vee Advisory Board  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.
6. #19983 (Gary Kittell) Resume - FV Ad Hoc  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.
7. #20040 (Alan Varacins/Speed Sport Engineering) FV AD Hoc Resume  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.
8. #19830 (Dietmar Bauerle) Application for Ad Hoc Committee Consideration  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

9. #19875 (Stevan Davis) Resume Submission for Official FV Ad Hoc Committee  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

10. #19936 (Dennis Andrade) Ad Hoc Committee  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.

11. #20063 (Formula/Sports Racing Committee) Mitchell Ferguson FV Ad Hoc  
Thank you for your resume for the FV Ad Hoc. Please see the response to letter #19808.



# CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2016

NUMBER: TB 16-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/2016 unless otherwise noted.

## American Sedan

### AS

1. #19964 (American Sedan Committee) Maximum Tire Size Clarification

In AS, clarify that tire sizes listed in the Weight column, and on spec lines, are maximum sizes by adding (*max*).

2. #20044 (Drew Cattell) RP CTS-V LS2 vs. LS6 Weight

In AS, Cadillac CTS-V (04-07) Restricted Prep., add the following language to the end of the LS2 engine notes:

*"50 lb. weight penalty."*

### B-Spec

1. #20072 (B-Spec Committee) B-SPEC Update

Effective 8/20/16 in B-SPEC, make the following changes to the notes:

Ford Fiesta (4-dr) (11-12):

*"~~34mm~~ 36mm flat plate restrictor required."*

Honda Fit (09-12):

*"~~34mm~~ 35mm Flat Plate Restrictor."*

Mini Cooper (07-10):

*"~~32mm~~ 34mm Flat Plate Restrictor."*

Mini Cooper (2011-):

*"~~32mm~~ 34mm Flat Plate Restrictor."*

## Formula/Sports Racing

### F5

1. #20068 (Formula/Sports Racing Committee) F5 clarification for mc engines

In GCR section 9.1.1.D.14.A., add the following language as a new last paragraph:

*"Stock air filters and air boxes may be removed, and air filters and air boxes are unrestricted."*

In GCR section 9.1.1.D.15.F., add the following language:

*"Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used. Stock air filters and air boxes may be removed, and air filters and air boxes are unrestricted."*

In GCR section 9.1.1.D.15.P., add the following language:

*"The engine must be installed in the chassis so that the exhaust ports face the front of the car. The engine may be inclined from vertical. Mounting 'bolt bosses' may be removed from the exterior of the cases of the motorcycle engines to enable installation. Sprocket covers may be removed or modified from the motorcycle engines to provide for fitment of jackshafts or final drive chains."*

### FE

1. #20055 (SCCA Staff) Formula Enterprises Wet Tire Rule

**NOTE: This was published in Racing Memo 16-05 on 7/28/16.**

Effective 8/1/16 in GCR section 9.1.1.1.13, make the following changes:

Tires must run in sets of 4 as stated below:

DRY

American Racer

Front: PN: JA3C3, 22.0 X 8.0 - 13

Rear: PN: JA3MA, 22.5 X 10.0 -13

WET

Until ~~8/1/16~~ **9/30/16**

Hoosier Road Racing Wet

Front: PN: 44195, 21.5 X 8.0 X 13.0

Formula Enterprises (FE) Specifications

Rear: PN: 44217, 22.0 X10.0 X 13.0

After ~~8/1/16~~ **9/30/16**

**American Racer**

**Front: PN: TBD, 22.0 X 8.0 X 13.0**

**Rear: PN: TBD, 22.5 X10.0 X 13.0**

**FF**

1. #20075 (John LaRue) Overall Width in FC/FF

In FC/FF, FF/FC Dimensions - Table 4, Line H, add the following language:

**"Maximum width - *To be taken on the wheel at the axle centerline.*"**

**P1**

1. #19785 (James Devenport) Clarification of Proposed New Language in June 9 Prelims for P1

In GCR section 9.1.8.C.B.4., make the following changes:

**"Group CN two seat sports cars complying with FIA Appendix J, Article 259 are eligible to compete in the P1 class.**

**The vehicle *race car, exclusive of the engine* must fully comply with the FIA regulations stated above, with the following allowances:"**

In GCR section 9.1.8.C.B.4.i., remove the following language:

**"Engines must comply with line J or line L (Table L) from the P1 engine table. ~~If an engine from line J is used, the engine build restrictions in FIA Appendix J, Article 259 must be met.~~ If an engine from Table L is used, the appropriate weight and restrictor must be used."**

In P1, Spec Line J, make the following changes to the notes:

**"*This engine may only be used in 2 seat CN cars only per 9.1.8.C.B.4.i (FIA CN Chassis)*"**

-Note: the i in the Notes column Spec Line J at the end of 9.1.8.C.B.4. is deleted.

Note from the CRB:

Thank you for your letter. The original intent of the P1 rules for the CN cars was to allow an unrestricted 2000cc engine build with no intake restrictor required. This engine allowance was included because the CN rules are more restrictive for underbody aero than is otherwise required for P1 cars. CN rule wording clean up implemented 1/1/2015 inadvertently removed that intent, the following changes will restore the original intent. The CRB will continue to monitor performance and make adjustments as necessary.

**GCR**

None.

## Grand Touring

### GT1

1. #19263 (Preston Calvert) Request for Classification

In GT1-ST, classify the 2016 Porsche 991 GT3-R as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>2016 Porsche 991 GT3-R</i>	<i>3997</i>	<i>2689</i>		<i>Competitor must provide World Challenge, Appendix A, upon request. Cars must pass SCCA World Challenge Tech and have World Challenge Dog Tag fixed to vehicle.</i>

### GT2

1. #19490 (John Litzinger) Add A Current GT 3 Car into GT 2 without a SIR

In GT2, classify the Ford Mustang body, years 2010-2011 as follows:

GT2 Cars - FORD					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Mustang</i>	<i>2010-11</i>	<i>2dr</i>	<i>RWD</i>	<i>101.0/107.1</i>	<i>Duratech DOHC engine, as specified in GT3, to run unrestricted in GT 2. Minimum weight is 1950 lbs.</i>

2. #19857 (Antonio Llona) Classify the BMW M52 2.8L Engine

In GT2, classify the BMW M52 2.8L engine as follows:

GT2 Engines - BMW								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>M52B28</i>	<i>DOHC</i>	<i>84.0 X 84.0</i>	<i>2793</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>Unrestricted automotive type</i>	<i>2140</i>	

### Improved Touring

None.

### Production

None.

### Spec Miata

1. #19050 (John Bauer) Bore/Overbore Dimensions Conflict

In GCR section 9.1.7.C.1.b., add the following language:

"1. The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum standard diameter as shown in ~~Table 1:~~ *the*

*SM Spec Lines. (REMOVE TABLE)*

2. [no changes]

3. The cylinders may be bored .010" over to a maximum overbore ("*alternate*") diameter shown in ~~table 2:~~ *the SM Spec Lines. (REMOVE TABLE)*"

In SM, Change Spec Lines for bore as follows:

FROM

90-93: ~~78.0/78.25 (3.071/3.081)~~

94-05: ~~83.0/83.25 (3.268/3.278)~~

TO

90-93: **78.13mm/78.38mm (3.076"/3.086")**

94-05: **83.13mm/83.39mm (3.273"/3.283")**

2. #19659 (Chris Lefferdink) Please Change GCR section 9.1.7.C.6.c (Page 769)

In GCR section 9.1.7.C.6.c., add the following language:

"The "R" package Miata chin spoiler is allowed on 1990-1997 cars provided it is mounted in the OEM location. 1999-up cars may use the OEM chin spoiler for these cars (99-00 p/n: NC10- V4-900F or 01-05 p/n: NO67-V4-900G). **Aftermarket chin spoilers may be used but must use the same mounting holes, must have the same dimensions and must perform only the same functions as the OEM chin spoiler. Any material may be used.**"

3. #20046 (Spec Miata Committee) subsection rulebook clarification

In GCR section 9.1.7.C.1.o.3., make the following change:

"All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as allowed in subsection 6 **9** below. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted. On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose."

## Super Touring

None.

## Touring

### T1

1. #20131 (SCCA Staff) Dry Sump Clarification

In GCR section 9.1.9.1.E., add the following clarification as a new entry:

**"29. OEM engine configured full prep T1 cars may use a dry sump system with a +20lbs penalty. They may use an alternate oil pan and pickup with no penalty."**

### T2

1. #19982 (Touring Committee) 2015- Mustang GT allow 2014 exhaust manifold

In T2, Ford Mustang GT 5.0L (2015-), add the following language to the notes:

**"2014 Mustang GT exhaust manifolds permitted."**

### T3

1. #19876 (Lenny Torrence) 4.6 Mustang Brake Upgrade

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), add the following language to the notes:

**"Ford Racing part # M-2300-S permitted."**

### T4

1. #19953 (Jim Drago) Limited Slip in 2006-2015 MX5

In T4, Mazda MX-5 / Club Model (06-14), please change the notes as follows:

"The following items must remain stock ~~unless~~ **OEM unmodified, unless alternate part numbers are** permitted below: original wheels (06-14 factory wheels are allowed), and transmission, differential, **and LSD**. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-

9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed 2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901 with +20lb increase to base weight. Effective 01/01/2017: The SM5 suspension (only) is allowed with a 75lb weight increase.”

2. #19965 (Dave Ogburn) 05-06 Corolla XRS Rear Sway Bar Clarification

In T4, Toyota Corolla XRS (05-06), make the following changes to the notes:

“Canton Accusump #24-026, install sandwich #24-700, valve #24- 260, and related hoses and brackets allowed. Any spring up to a maximum spring rate of 800 pounds may be used. OEM optional limited slip differential permitted. *Up to* 32mm OEM style and configuration rear sway bar ~~allowed~~ *permitted*. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply. Moroso oil pan 20970 allowed.”

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Ray Mason vs. SOM COA Ref. No. 16-12-NE

July 28, 2016

### FACTS IN BRIEF

On June 25, 2016, following the Group 2 FE Majors Race at Watkins Glen International, Steve Pence, Race Director, filed a Request For Action (RFA) to investigate contact between Car #57, driven by Joe Sammut, and Car #25, driven by Ray Mason. The Stewards of the Meeting (SOM), Gene Kern, John Walsh, and Tyrone Noles, Chairman, met, reviewed the evidence, heard testimony from witnesses, and determined that Mr. Mason violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact) and 6.11.1.D. (Overtaking drivers responsibility). The SOM assigned Mr. Mason a penalty of disqualification from the event, a three (3) month suspension followed by an eight (8) event weekend probation. This assigned six (6) points to Mr. Mason's competition license. Mr. Mason appealed the SOM ruling.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Rick Mitchell (Chairman) met on July 21 and July 28, 2016 to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Ray Mason, dated July 5, 2016.
2. Official Observers Report and related documents, received July 14, 2016.
3. Video from Car # 25 (Mason), received July 14, 2016.
4. Email from Stephen Pence (Race Director), received July 28, 2016.
5. Letter from Kathy Barnes (Chairman of the SOM), dated July 18, 2016.

### FINDINGS

The SOM viewed videos from Mr. Sammut and from two competitors behind the incident. The contact caused Mr. Mason's car to become airborne and land on top of Mr. Sammut's car. Still pictures, captured from Mr. Sammut's video, indicated that Mr. Mason's tires came in contact with Mr. Sammut's helmet. Neither car continued to race. Mr. Mason's video was not available to the SOM but he submitted it with the appeal.

In his appeal, Mr. Mason alleges that Mr. Sammut in Car #57 slowed rapidly, causing the contact between the cars at the bus stop, Turn #5, on the first lap.

Mr. Mason's video shows Mr. Sammut's car (#57) in front of Mr. Mason's car (#25). Neither car had competitors on either side. Mr. Sammut moved to driver's right looking around other competitors then moved left back in line with the cars in front of him. He then slowed for traffic ahead. Mr. Mason slowed too little and his nose hit the right rear wheel of Car #57. Car #57 started to spin and Car #25 went over the cockpit of Car #57.

The COA believes Mr. Mason had the ability to avoid the contact and didn't. The slow down going into turn 5 at the start of the race was to be expected. Mr. Sammut's slowing was not severe enough to be a factor in the incident. The spacing between the cars was enough for Mr. Mason to maneuver around Mr. Sammut. Mr. Mason showed a lack of situational awareness.

In his appeal Mr. Mason also stated that the penalty of suspension and probation is excessive. The penalties assessed by the SOM are within their powers. There is no compelling evidence to support changing the penalties.

### DECISION

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

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Kat Hakola vs. SOM COA Ref. No. 16-13-RM

July 28, 2016

### FACTS IN BRIEF

On July 3, 2016, following the Group 5 Majors Race at High Plains Raceway, Kat Hakola, entrant for SM #85 (driven by John Harms), protested Paul Moore, SRF #5. Ms. Hakola charged Mr. Moore with making an unsafe pass in violation of General Competition Rules (GCR) 6.11.1.B., C., and D. (On Course Driver Conduct). The Stewards of the Meeting (SOM), Costa Dunias, Leigh Swan, Phil Shuey, and Bill Metcalf, Chairman, met, reviewed the evidence, heard testimony from witnesses, and determined the evidence did not establish that GCR 6.11.1.A., B., C., or D were violated. The SOM disallowed the protest. Ms. Hakola appealed the SOM ruling.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Spencer Gorham, and Michael West (Chairman) met on July 21 and July 28, 2016 to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Kat Hakola, dated July 12, 2016.
2. Official Observers Report and related documents, received July 20, 2016.
3. Letter from Bill Metcalf (Chairman of the SOM) citing online links to video evidence reviewed by the SOM, dated July 7, 2016.

### FINDINGS

The SOM viewed videos from SM #85 (Kat Hakola entrant/John Harms driver), SRF #5 (Paul Moore), and a fixed camera mounted at Start/Finish. All the video evidence shows SM #85 hitting SRF #5 in the left rear, climbing up the rear end of SRF #5, and landing on top of SRF #5.

In her appeal, Ms. Hakola does not specifically ask for any change in the SOM ruling, but states the appeal is intended to bring to the attention of the "board" a need for review of flagging procedures and race control's role in managing the on track racing. It also suggests a review of Mr. Moore's readiness to compete at the Majors level might be required. These issues are outside the scope of the original protest and SOM ruling, and the COA will not address them other than to note their inclusion in the appeal.

Ms. Hakola alleges that Mr. Moore was driving erratically, was not experienced enough to have been competing in a Majors race, should not have gotten between two competitors racing for position in class, and should have been removed from the race via a Black Flag. She further asserts upon passing SM #85, Mr. Moore unexpectedly moved to driver's right and abruptly braked which did not leave Mr. Harms room to avoid the collision.

The COA reviewed all evidence considered by the SOM. Testimony obtained from the witnesses, with the exception of Mr. Harms, does not support Ms. Hakola's assertion that Mr. Moore's pass was unsafe. In addition, the video evidence shows Mr. Moore executed a safe pass, safely moved driver's right in line with SM #3, stayed in line with SM #3 entering the turn, was braking for the turn at approximately the same time as SM #3, and thus did not impede Mr. Harms' racing room. The video does show Mr. Moore braking as he enters the turn along with braking by SM #3. Braking by the cars as they entered the turn appears to be an expected action and Mr. Moore's slowing was consistent with SM #3's.

With her appeal Ms. Hakola also submitted a witness statement from Rick Schader, driver of SM #3. In his statement, Mr. Schader acknowledges he did not see the incident, only the aftermath with SM #85 on top of SRF #5. Therefore, his testimony is of limited value.

In addition, the video provided with the appeal shows Mr. Harms sweeping through Turn 1 on the same line on laps prior to the incident while following SM #3. However, the circumstances were different and he failed to anticipate his position relative to SRF #5. Simply stated, Mr. Harms ran into and over Mr. Moore. Mr. Harms showed a lack of situational awareness.

### DECISION

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

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Theodore R. Cahall, Jr. vs. SOM COA Ref. No. 16-14-NE

August 7, 2016

### FACTS IN BRIEF

On Sunday, July 10, 2016, at the MARRS 6 event at Summit Point Raceway, following the Group 2 Regional Race, Chief Steward John Nesbitt filed a Chief Stewards Action (CSA) citing Theodore R. Cahall, Jr., driver of Car #82 for a violation of General Competition Rules (GCR) 5.9.2.B. (Minimum Event Safety Inspection/Logbook – Tech Sticker.) Mr. Nesbitt disqualified Mr. Cahall from the event, which included two races for points in the Mid-Atlantic Road Racing Series (MARRS).

Mr. Cahall protested Mr. Nesbitt's action as an "excessive penalty" for the infraction. The Stewards of the Meeting (SOM) A.G. Robbins, Walt Michaels, John Snodgrass, Douglas Nickel, and David Nokes, Chairman, met, reviewed the evidence, heard testimony from witnesses, and disallowed the protest leaving the disqualification in effect. Mr. Cahall is appealing the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Rick Mitchell, and Laurie Sheppard (Chairman) met on July 30 and August 7, 2016 to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observers Report and related documents, received July 22, 2016.
2. Appeal letter from Theodore R. Cahall, Jr., received July 22, 2016.
3. Letter from John Nesbitt, received July 22, 2016.
4. Letter from David Nokes, received July 25, 2016.

### FINDINGS

In his appeal, Mr. Cahall asks the COA to amend the penalty for the GCR violation and to consider each points race separately. Mr. Cahall asserts that he was not notified that a Request For Action (RFA) was pending and because he did not list crew on his entry form, any communication between Tech staff and his paddock support team was incorrect. He also states that Grid staff did not prevent him from going on track when he presented his car with no event tech sticker.

The COA finds that the MARRS 6 race weekend was conducted under a single SCCA Sanction Number, indicating it was a single event that included multiple races awarding points. Disqualification from the event applies equally to all points races within the event.

The COA understands that an RFA was initiated on Saturday afternoon citing a violation of GCR 2.1.2. (Acting to enable a person or car known to be ineligible, not properly entered, or credentialed to participate in an event.) when Mr. Cahall was away from the track. The RFA was withdrawn prior to any notification, investigation, or action being taken. The CSA which Mr. Cahall protested is the only action under appeal.

The COA notes that there is no GCR requirement for Grid staff to verify the presence of an event tech sticker on all cars entering the track, although they often do so to support the event organizers' obligation and desire to conduct a safe event. The responsibility for ensuring that an event tech sticker is displayed rests solely with the competitor.

Mr. Cahall's assertion that communication with his paddock support team was incorrect is not substantiated by his testimony to the SOM. Mr. Cahall's witness statement, submitted as part of his protest and signed by him on July 10, 2016, refers to "his crew" several times. Glenn Murphey, who reported his status as "crew", provided a witness statement to support Mr. Cahall's testimony. Since Mr. Cahall and his car were being supported on track, in the paddock, and off-site by a racing services provider, the COA does not agree that communications with Mr. Murphey were incorrect, even though Mr. Murphey was not specifically listed on Mr. Cahall's entry form.

Mr. Cahall explains in his appeal letter that he correctly obtained an event tech sticker using the logbook for Car #78, which he entered in the event. Car #78's engine failed during qualifying; Mr. Cahall visited Registration and Timing & Scoring to change to Car #82 for the remainder of the event. Per GCR 5.9.2.B. the minimum inspection for each event requires reviewing of the current Vehicle Logbook. Mr. Cahall changed to a different vehicle and should have presented that vehicle's current logbook for inspection prior to taking Car #82 onto the track for the Saturday race. He acknowledges not doing so was an oversight on



his part.

During the Saturday race, Car #82 sustained crash damage. Tech staff requested to see the vehicle's logbook. Mr. Murphey provided the logbook and the Tech inspector noticed there wasn't an entry for MARRS 6. The logbook was taken to the Tech Steward. Mr. Cahall's witness statement says that his crew informed him that Tech had the logbook although his appeal states he did not talk to Mr. Murphey. Instead, in his appeal, Mr. Cahall states that he heard through a third party that Tech had spoken to Mr. Murphey and "all was in order." When the Tech inspector returned later on Saturday afternoon to document the crash damage, Car #82 had been removed for repairs. Mr. Cahall had also left the track and did not speak with the Tech staff or Tech Steward.

On Sunday morning Mr. Cahall presented Car #82 for a hardship lap to verify the repairs. Later, while Car #82 was on the grid for the Sunday race, the absence of an event tech sticker was identified. This was reported to Mr. Nesbitt, who went to the grid and spoke with Mr. Cahall. Mr. Cahall's witness statement says his crew told him the car had been teched, although as previously noted, his appeal states he did not speak to Mr. Murphey. Mr. Cahall requested and received permission to race, stating that he would show Mr. Nesbitt his logbook after the race. Mr. Cahall reported to impound after the race where it was confirmed that Car #82 had not been issued an event tech sticker.

The COA finds that Mr. Cahall did not obtain an event tech sticker for Car #82. Per his appeal letter, he did not speak to Tech himself or personally verify that his vehicle's logbook had been returned or that an event tech sticker had been issued. The penalty assessed is within the powers of the Chief Steward (GCR 5.12.3.C.1.) and the SOM did not find cause to reverse or amend the action. The COA also finds no cause for reversal or amendment.

#### **DECISION**

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

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | August 2, 2016

The RallyCross Board (RXB) met via conference call on August 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 Jim Weidenbaum, BOD liaisons.

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

### Committee Reports

- **RallyCross Safety Committee (Chris Regan):** The Safety Committee addressed 4 incidents in the past month, of which a couple involved slip and falls and one resulted in property damage from a wind-blown canopy. One incident involved two competition vehicles getting close to each other on course and will result in the Committee releasing a Safety Advisory to Safety Stewards and course designers to avoid the potential danger of close proximity of competition vehicles on course.

Regan distributed a proposed RallySprint Safety Steward Training program to the RXB for review. Hyatt requested that it be posted at the RallyCross forums for member comment. The RXB will vote on a final version at the next RXB meeting.

- **Rules Committee (Keith Lightfoot):** The rules proposals for 2017 have been posted at the RallyCross forums for member comment through September 15. Lightfoot indicated that the 2017 RallyCross Rules would include tabs for quicker access to specific rule topics. The RXB discussed ways to keep the helmet standards in the RallyCross Rules consistent with the other SCCA programs.

Lightfoot received a couple of rules clarification inquiries from members. One inquiry was questioning the legality of putting studs in tires not manufactured for studding. The RXB discussed this and the Rules Committee will render a decision. Another inquiry asked about the legality of JDM vehicles. RXB discussions concluded that gray-market cars appear to be legal in all classes, but the competitor must possess a shop manual or other documentation that confirms class legality.

- **RallySprint Committee (Kito Brielmaier):** Brielmaier has requested rule change suggestions from the Committee and should have any rule change submissions within a month. Hyatt reported that the Waste Management RallySprint is confirmed for February 2017 and publicity for the event has begun. The RXB discussed the new American Rally Association announcement and is in agreement that these changes should not have any negative impact to the RallySprint / RallyTrials program.
- **National Championship Committee (Mark Macoubrie):** Questions were raised at the East Coast National Challenge about rule changes at that event, specifically run order, time outs, and debeads. Clarification is needed prior to the Central National Challenge and the National Championship. A search for a trained timing chief for the RallyCross National Championship is underway. Plans are to do the training at the Central National Challenge and have an individual trained and ready for the timing chief position at the National Championship. It was announced that Tim O'Neil has donated another Team O'Neil Rally School certificate that will be awarded at the 2016 RallyCross National Championship.
- **Divisional RallyCross Stewards Liaison (Ron Foley):** The stewards met on July 28 with 7 attending. Discussions included the 2017 National Convention, the upcoming Central National Challenge, year-end award nominee considerations, and how to submit articles to SportsCar. Also discussed was a new RallyCross program in South Carolina that held its first event on July 23 with an amazing 55 entries.

## Old Business

- Divisional RallyCross Stewards updates: The RXB continues to look for a replacement Divisional RallyCross Steward in CenDiv. Other recent steward changes are Jim Perrin in NEDiv on July 15 and Rebecca Ruston in NorPac on June 1.
- Hybrid / Electric vehicles: In a continuing discussion of incorporating hybrid and electric vehicles in RallyCross, the RXB is considering rules that would regulate electrical system safety of hybrid and electric vehicles. Brielmaier has a contact with professional battery technology expertise who might advise the RXB in creating a good set of rules. Another suggested resource for electrical expertise for writing rules might be the Formula SAE Electric program. The RXB will continue to research the topic and may include Brielmaier's contact at a future RXB meeting.

Next meeting: September 6, 2016

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## Sports Car Club of America RoadRally Board Minutes July 18, 2016

The RoadRally Board met via conference call on July 18, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, guest Peter Schneider, North Jersey Region, BOD liaisons Lee Hill, Bob Dowie, and Terry Hanushek, SCCA Staff Jamie Mullin, and Jeanne English, RRB secretary. Absent: Clyde Heckler

Minutes: OK as published. The July meeting is too late in the month for publication in the August Fastrack, but it will be published in the RReNews; the Sept Fastrack will have both the July and August minutes.

### Front Burner Items:

1. RReNewsletter – The latest issues was published in early July. It contained advertising for the USRRC in New England, a teaser for My First Rally in August and an interview with Mike Thompson. Rich appreciated Cheryl's article about TSD and GTA events.
  - a. Planning Calendar, Points Standings Updates needed? Jeanne and John will both be sending items to Cheryl
2. SCCA Staff Attendees (Jamie)
  - a. Any items? Nothing to report
3. Regional Development Committee
  - a. Jay Nemeth-Johannes – wrote an article for RReNews; slowly gathering his committee
4. NEC Report (Mike)
  - a. Recent and Upcoming National events (Confirm dates at scca.com)
    - i. Milwaukee Roads Scholar Course – June 11 nothing negative, went very well
    - ii. NER Hurdle GTA – August 6
    - iii. Clear Blue Sky GTA – August 20
    - iv. LOL – Course/Tour – Oktober Rally/Badger Trails – Sept 16, 17
    - v. (not yet sanctioned) Two National Course Rallies, Folsom, CA – October 15, 16
    - vi. (not yet sanctioned) SoCal Highway Robbery – October 22
  - b. Liaisons for 2016 and 2017 USRRC
    - vii. Ron Ferris – 2016 (New England)
    - viii. Mike Thompson – 2017 (Arctic Alaska)
5. Lifetime and Championship Points on Combination Events (Jim)

There was an inquiry from Bruce Gezon asking if, in a combined event which could be run as a national or regional, a regional entry beats national entry, does national entry get moved down? Previously, results were combined (when the rallies were exactly the same), what about now? Per the current RFOs, no; by convention, yes. Clarence says we are not doing this any more, classes in regionals are not the same as nationals; intent is that the convention was not to be followed, and that the two rallies not be combined for championship points for this year. Terry said that we need to clarify this. **Motion:** The RRB is clarifying that multiple concurrent events, registered for separately, be scored separately and results will not be combined in any way. Jim/Rich/pass. Discussion: the RRB has discussed in the past few years, that it does not want these events combined; John said that if there is a different fee for national, can't be combined; Rich thinks it is ambiguous. [Rich–abstain, John–yes, Jim–yes, Clarence–yes]
6. Pointskeeper status (John)
  - a. Mendicino Gold Divisional points – this year OK, but next year they need to follow the rules better
7. 2017 Proposed Rule Changes. Should we release for public comment? In all the following items, the votes are only for whether or not to release each item for public comment:
  - a. Proposal to eliminate requirement to calendar events. (Article 4 C)

Bob Morseburg proposed this since he thinks committees are not following guidelines anyway [No = Rich-no, Jim-yes, Clarence-no, John-no]
  - b. NEC proposed changes – the NEC made a list of proposed changes, and Rich sent out the document with his annotated comments; these are the summaries  
NEC 1 - eliminate GTA national championship?, research shows sunsetting per a schedule, then sunsetting at the end of the 2016 season unless there were at least 4 national rallies with at least 10 cars at each; release for pub comment that the GTA national championship be ended 12/31/16 due to lack of participation [Yes = Rich-yes, Jim-yes, Clarence-abstain, John-no]  
NEC 2 – this eliminates administrative portion (Article 4) of the RRRs, trying to make things easier for contestants; John believes that all rules which apply to the national championship should be in the RRRs, the RFOs are an extract for administrative purposes [Yes = Rich-yes, Jim-yes, Clarence-

yes, John-yes]

NEC 3 – Art 8.A – delete reference to Weekend Members, so one must be a member all year to get points for the national championship; Jim agreed that it is OK to put this out for comment, Rich will endeavor to make clear what it will do [Yes = Rich-yes, Jim-yes, Clarence-yes, John-yes]

NEC 4 - Art 8.B.4 – changes how points are counted [Yes = Rich-y, Jim-y, Clarence-y, John-y]

NEC 5 – Art 8.C – increase worker points for nationals; Rich thinks it might encourage some people to write and/or work; Jim says that the RRRs say you can only earn 10 points per year, will need changing, perhaps to only earning points for one event, per series [Yes = Rich-yes, Jim-yes, Clarence-yes, John-yes]

NEC 6 through 13 – John and Jim suggested sending them all out for comment [Yes = Rich-yes, Jim-yes, Clarence-yes, John-yes]

Postponed to next month:

c. Strength of Field points

d Road Rally Safety Steward License

Peter – should creation of RRSS be part of the RDC? Howard Duncan says that Risk Management is OK with no RRSS for an event if a competent person does pre-check; this was a comment only, no action taken.

Rich asked if there was anything further from liaisons? No.

Peter said he was to talk about the upcoming Targa event and to answer questions about it; the format is Monte Carlo timing checkpoints at the beginning, then about 25 questions (as per Sasha's GTA rallies); length of the rally is about 2 ½ to 3 hours; Mark Johnson will be the Safety Steward.

Motion to adjourn at 9:40 PM CDT

Next meeting August 8, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

**Sports Car Club of America**  
**RoadRally Board Minutes**  
**August 8, 2016**

The RoadRally Board met via conference call on August 8, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, guest Peter Schneider, North Jersey Region, BOD liaisons Lee Hill, Bob Dowie, and Terry Hanushek, SCCA Staff Jamie Mullin, and Jeanne English, RRB secretary.

Minutes: July minutes stand as distributed, and as published in RReNews; the next Fastrack will have both the July and August minutes.

**Front Burner Items:**

1. Observe a minute of silence for Ted Goddard, longtime New England Region member, who died recently; he was involved in all aspects of SCCA.
2. RReNewsletter – The latest issue was published the first week of August. Rich thought the variety of authors and articles, including pro rally history, made it an exceptionally good issue, perhaps the best ever. Rich also noted Cheryl's suggestion that rally organizers promote the newsletter at their events in order to build the community. Terry mentioned that we had talked previously about linking to it on the SCCA website – anything new on this? Rich answered no, that he needs to get hold of John K with a list updates; including having someone other than those at the national office being able to update items.
3. Planning Calendar released today, there will probably be another one in a week a two
4. Targa Southeast Update (Peter): the event is this weekend, there are 30 cars entered, the rally portion is ready to go; Peter and Bruce Gezon wrote the course and saw it four more times, and then Mark Johnson did the Safety Check; the rally format is 3 Monte Carlo controls, then 21 questions to answer, ranging from simple to hard.
5. SCCA Staff Attendees (Jamie):
  - a. Any items? Jamie will be checking the Planning Calendar against the SCCA website to make sure events are listed on the SCCA website; Rich pointed out that only sanctioned events are on the SCCA website, that the Planning Calendar has events not yet sanctioned. Jamie is also willing to follow-up on getting various updates posted to the SCCA website.
6. Regional Development Committee (Jay): Jay is writing articles for Cheryl for RReNews, working on getting some committee members (Stu Helfer and Peter have volunteered), sent letters to a few others; Jay is behind on getting members for a couple of reasons, one of which is the charter for the committee, he is delaying until he knows exactly what the RDC will be doing; he has articles and other things, but nowhere to publish them; Chicago Region contacted him about doing some rallies together. Rich said he appreciates what a really big task Jay has, essentially starting with a blank sheet of paper; it is important to raise awareness to regions, an updated website is critical; we need to maintain a library of sample materials. Jay said that he also needs safety stewards and trainers. Jim asked if we are we meeting this year's goal (RDC goal: Have 4 regions that did not put on a rally in 2015 put on at least one rally in 2016); he also suggested checking with regions that had put on a rally last year or the year before but not this year; this is a different approach than finding new people. Jay said we need to find 20 to 30 year olds to become involved, not more older people.
7. NEC Report (Mike)
  - a. Recent and Upcoming National events (Confirm dates at [scca.com](http://scca.com))
    - i. NER Hurdle GTA – August 6
    - ii. Clear Blue Sky GTA – August
    - iii. LOL – Course/Tour – Oktober Rally/Badger Trails – Sept 16, 17
    - iv. (not yet sanctioned) Two National Course Rallies, Folsom, CA – October 15, 16
    - v. (not yet sanctioned) SoCal Highway Robbery – October 22
  - a. Liaisons for 2016 and 2017 USRRC
    - i. ??? – 2016 (New England) – Mike needs to find a new liaison for 2016, as Ron Ferris is no longer available
    - ii. Mike Thompson – 2017 (Arctic Alaska)

- c. Mike said he needs more/new NEC members.
  - d. Waiting for public comment on 2017 RRR proposals.
  - e. When a sanction app is submitted, we should reply with an organizers list including forms; Mike will work on getting this done.
8. Pointskeeper status (John): current standings are in the latest RReNews; John updates results as he gets them.
9. 2017 Proposed Rule Changes: should we release them for public comment?
- a. Strength of Field points – no action taken. Terry said that on the racing side, they have a ‘what do you think?’ letter system that seems to work for them; perhaps something like that could be used for road rally, for this topic or any other.
  - b. **See below for Memorandum about National Championship Points Based on Strength of Field**
  - c. Road Rally Safety Steward License – Risk Management has said that they would be OK with a ‘qualified person’ to do the Safety Steward checkout. Rich raised the question of how to determine who is qualified. Mike said that we have the RRSS checklist that can be used. Lee suggested a combined function of doing both course checkout and RRSS checkout. This is administrative, not part of the rules proposals.
  - d. When the RRR proposals are released, Mike will delete all proposed references to GTAs – see the following discussion:  
 At last month’s RRB meeting, the NEC proposed a list of RRR rule changes. The first of them was to eliminate the GTA national championship (GTA rallies could still be put on, but they would not have their own championship). After this meeting, our BOD liaison Terry talked with other BOD members with the result being that the BOD feels that ending the GTA championship will not be well received by those who compete in GTA rallies, and that the BOD does not want to diminish avenues of participation; the RRB should focus on growing the GTA program; Lee said that doing away with a championship is only negative. John questioned whether the BOD knew that GTA rallies were still OK, just that there would not be a championship. Clyde said that the GTA series has not caught on, but he thinks there should be one. Peter said that it’s not really a championship, since only a few people actually participate nationally. Clarence said that GTAs need to be promoted differently, that they are a way for people to just go out and have fun. Jim agreed with Terry, that we should keep the GTA championship. Terry commented about the nature of GTA events. Jay said that GTA/gimmick rallies are the focus of what he is encouraging for regional events. Rich said it is clear that ending the GTA championship will not be supported by the BOD; he is taking it off the table for RRRs revision and public comment. Jay will post to the Yahoo group that the GTA championship is not ending.
  - e. **See below for 2017 Road Rally Rule Change Proposals**

Other items or new business: none.

Rich then asked if there was anything else on anyone’s mind. The answers, as he asked each person in attendance, were mostly “nothing”, one “I’ve probably said too much already”, and then Terry said he had something. Terry that the Solo program has Solo Development Coordinators, which could be translated to a Divisional Rally Development Coordinator, replacing the current Divisional Road Rally Stewards, and this can perhaps help Jay’s RDC; Rich said this goes hand-in-glove with what Jay is doing.

Motion to adjourn at 8:47 PM CDT  
 Next meeting September 12, via conference call  
 Respectfully submitted,  
 Jeanne English, RRB Secretary

**Item 9.b:**

August 10, 2016

Memorandum to the Road Rally Community

Subject: National Championship Points Based on Strength of Field

The SCCA Road Rally Board is soliciting comments from the rally community concerning a proposal to change the amount of National Championship points that would be awarded on an event. Some in the community have suggested that beating 7 cars in your class should be worth more points than beating 2 cars in your class, for example.

There are many possible implementations of such a change. For example, in addition to beating cars in your class, should Class L entries be awarded points for posting a better score than a Class E car?

We'd like your opinion on the general concept of such a rule change. Please address your comments via email to [rrb@scca.com](mailto:rrb@scca.com).

~Rich Bireta  
Chair,  
SCCA Road Rally Board

### Item 9.e:

#### 2017 Road Rally Rule Change Proposals

The attached list of proposals has been suggested by members of the road rally community as rule changes for SCCA RoadRallies for next year. The SCCA Road Rally Board (RRB) will vote on each one of these proposals later this year and we would very much like to hear your opinion on each of them. If you would be willing to share your opinion on any or all of these proposals with us, please send an email to [rrb@scca.com](mailto:rrb@scca.com) and tell us what you think. Let us hear from you prior to October 8<sup>th</sup>. In sharing your opinion on a particular proposal, please refer to it by the number assigned in the list below.

These proposed rule changes have been approved by the Road Rally Board only for release for comment from the rally community and this does not mean that they will necessarily be approved for inclusion in the 2017 rules. That is why it is important that we hear from you prior to making the final decision on each rule.

Administrative proposals:

1. Delete the requirement to display SCCA stickers on rally cars (Article 13 C 2).
2. Require sanction requests for Divisional rallies to be submitted 60 days ahead of the event. Current rules require Divisional sanctions be submitted 30 days in advance. (Article 4C)
3. Require sanction requests for Divisional rallies to include a rough draft of their General Instructions. Current rules require only National rallies to submit a rough draft of their General Instructions. (Article 4 C)
4. Eliminate the RoadRally Safety Steward licensing program. The function of a rally safety check would be performed by a prechecker who would complete the form that is currently completed by the safety steward.

Operating rule proposals:

5. Require Divisional rallies to adhere to Articles 22, 23, 24, 25, 26, and 27 in addition to the other articles that they are currently required to follow. (See Appendix A for a list of the current requirements)
6. Prohibit cable syncing of contestant clocks to the rallymaster's clock.

Championship Series proposals:

7. Change the language describing year end awards to the following: At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8 A nor competed in at least one National RoadRally during the year in that series (Tour, Course, GTA) will be removed from the standings. Finishing positions will then be assigned. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated. Awards will be presented to the people who finish in the top 10 positions in each Class in each Series.
8. Remove the 70 point limit for Divisional rallies in Article 8 B 4.
9. Delete the triple points for USRRC events. USRRC points will be assigned as they would be for any other rally, that is, 20 points for a National win and 10 points for a Divisional win.



10. Increase the equivalents from 14 to 16 in Article 8 B 4. This would allow contestants to include one more National or two more Divisionals in the group of events that are used to count their best 10 equivalents.
11. Increase worker points for working a National rally to 20 points. Working a Divisional rally would remain as 10 points. Specify that worker points can only be earned on one event per year per award category.
12. Reduce worker points for working a Divisional rally to 5 points. Keep worker points for a National rally at 10 points. (This is an alternate proposal to the prior one)
13. Require contestants to compete in at least two National rallies to be eligible for a year-end award. Current rules require contestants to compete in at least one National to be eligible for a year-end award. (Article 8 B 4)
14. Require that contestants be an annual SCCA member to earn Championship Series points. Current rules allow weekend members to earn Championship points as long as they become an annual member by November 1<sup>st</sup>. (Article 8 A)

## 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/>