

SOLO EVENTS BOARD

SOLO EVENTS BOARD | August 24th

The Solo Events Board met by conference call July 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek, KJ Christopher, 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 1/1/2018.

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

Recommended Items for 2017

The following subject 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.

Kart

#19145 19.1.D.1.j Clutch Basket Allowance

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

Change 19.1.D.1.j as follows:

“Clutch: A wet-type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate must be OEM may be aftermarket parts. Lightening of the clutch assembly by machining or grinding is allowed. Springs, discs, and plates may be aftermarket parts. Clutch may be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.”

Member Advisories

Street

#19987 MINI Countryman Exclusion

The stability language in the Solo Rulebook (3.1.A) was created so that the membership could use the manufacturers' published dimensions. This includes roof racks if they are standard on all model variants. Creating an exception to exclude the dimension of the roof rack is not recommended at this time.

Street Touring

#19962 Is this legal for a STX BRZ/FRS?

Per 14.10.B, OE traction control systems may be electronically disabled. Members are encouraged to understand the limits of the allowances, whereby 14.10.B only applies to OE traction control systems and such devices may perform no other functions.

Change Proposals

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Street

#20006 Bump Stop proposal letter #19245

Based on responses to letter #19245, the SAC recommends a minor change to the proposed new version of 13.5.D, as follows:

“D A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks provided they meet the length requirements, and are in the same location as stock.”

#20029 Please reclassify 1994-2004 V-6 Mustang to H Street from G Street

The SAC is requesting member feedback on the following classing change:

Move from GS to HS

Ford

Mustang V6 (1994-2004)

#20058 Kia Forte Koup SX (2.4L naturally aspirated) Classed in HS

The SAC is requesting feedback from the membership regarding the following classing change:

Move from GS to HS

Kia

Forte & Forte Koup (2.4L)

Street Prepared

#19715 Proposed wording for new spoiler rule.

Correction to last month's Fastrack: The SPAC requests member comment on the following proposed changes to 15.2.1.2.b:

b) It is a non-production rear spoiler which is mounted to the rear-most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler may be no wider than the original bodywork, and it shall not protrude beyond the overall perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

Other Items Reviewed

Street

#19245 Bump Stop Allowance Clarification

Thank you for your input. Look for a revised proposal in an upcoming Fastrack.

#19932 FRS/BRZ split classing, STP/CAMC, XP weights

Thank you for your input.

#19935 re: Proposal #17283

Thank you for your input.

#19941 Don't forget about the base 986 Porsche Boxster

Thank you for your input. Please see the response to letter #20004.

#19961 +/-5

Thank you for your input. Please see the response to letter #20109 elsewhere herein.

#19976 Separating BRZ and FRS

Thank you for your input.

#19979 Reconsider the Porsche 991 GT3's classification in Super Street

Thank you for your input. Please see the response to letter #19980 elsewhere herein.

#19980 991 GT3 in SS

Thank you for your input. The SAC is closely monitoring the performance balance in SS.

#19996 Comment on submission letter #19961

Thank you for your input. Please see the response to letter #20109 elsewhere herein.

#20031 RE: #17283 Rethinking Street Classing / DS

Thank you for your input. The SAC is taking into account all of the feedback we received on these moves and will be closely monitoring the performance of the affected cars at the 2016 Solo Nationals.

#20076 AP1 S2000 from BS to CS

Thank you for your input. The SAC is monitoring the competitive balance between these cars in BS and CS.

#20084 BMW E90 and M3 same class?

Thank you for your input. Please see the response to letter #17283 in the August Fastrack.

#20109 Wheel Width Allowance

Thank you for your input. The SAC does not believe that allowing changes to wheel width is in the spirit of the category. The SAC would like to remind local Regional programs that they are free to adjust this area of the rules as they see fit, as long as they remain compliant with the safety guidelines.

Street Touring

#20005 WRX vs STI

Thank you for your input. Membership feedback was requested for a similar letter and a related classing change proposal was published in the February 2016 Fastrack (item #16000). Please also look for this item in last month's Fastrack.

Street Prepared

#20012 #19923 Reliability improvement = YES!

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20019 Aug Fastrack - proposed wording for new spoiler rule

Thank you for your input. Please see corrections to the wording of proposal in this month's Fastrack.

#20021 Spoiler Proposal in Street Prepared

Thank you for your input. Please see corrections in this month's Fastrack.

#20022 #19715 Proposed Spoiler Rule

Thank you for your input. Please see corrections to the wording of the proposal in this month's Fastrack.

#20023 #19923 Reliability improvement

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20026 Additional Reliability Allowances - Fluid Reservoirs / Tanks

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

#20027 RE item #19923 Reliability improvement comment

Thank you for your input; the SPAC is working on pulling the multiple suggestions for reliability improvements into a revised proposal.

Prepared

#19809, 19823, 19852, 19906, 19924, 20002 Responses to #14898 – XP vehicle weights

Thank you for your inputs. The PAC is working on the proposal.

Kart

#20033 Fast track letter # 19145.19.1.D.1.j

The proposal has been recommended, thanks for your input.

Not Recommended

General

#20138 PCV Exhaust Vent

Thank you for your input.

Junior Kart

#19917 Kart Alternative Minimum Weight

Thank you for your input; the SEB does not favor this change. Chief Stewards are encouraged to use time penalties where appropriate when dealing with such situations, rather than a DSQ.

#19918 Enhanced Kart Tech Inspection

Thank you for your input.

Street

#20069 Moving the 350Z along with the Twins

Thank you for your input. The SAC believes the 350Z is appropriately classed at this time.

#20057 Please move 7th gen Celica GT (non GTS) to HS

Thank you for your input. The SAC believes this car is appropriately classed.

Street Touring

#19966 Street Touring Classification for Solstice GXP

The STAC and SEB will continue to monitor the performance of this class for new classing opportunities.

#19997 987.1 S Porsche for STU / Porsche Street Class proposal

Thank you for your input. We will continue to monitor the performance of the class, and the impact of the original mid-engine proposal.

#20077 AP1 S2000 from STR to STX

Thank you for your input.

Tech Bulletins

Prepared

#20037 1999-2003 Mitsubishi Galant (4cyl) Placement in EP Class

Per the PAC the following new listing is added to EP, effective immediately upon publication:

Mitsubishi

Galant 1998-2002 (non-turbo)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 6, 2016

The Club Racing Board met by teleconference on September 6, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, Kevin Fandozzi, Peter Keane, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; John Bauer, Club Racing Technical Manager, and Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

Member Advisory

None.

No Action Required

GCR

1. #19862 (John Snow) Window Openings

Thank you for your letter. As long as the vehicle has not been modified contrary to the GCR, factory pop-out glass may be run in any position.

EP

1. #20054 (Sterling Cole) Anti-Roll Bar Clarification

Under 9.1.5.E.5.b.4. if, in the stock configuration, the anti-roll bar serves to locate the suspension, the attachment and pivot points must remain in the stock location. However on any anti-roll bars, the links that attach the bar to the control arms are unrestricted.

HP

1. #19188 (Steven Parsons) 84 Nissan Pulsar NX Production Classification Request

Thank you for your letter. The CRB will consider classifying this car in HP when the author submits a VTS sheet for the car.

T3

1. #20100 (David Cook) GCR Update: MX-5 Transmission Gear Allowance

Thank you for your letter. Transmissions compliant to current Global MX-5 Cup rules are compliant for Club Racing.

Not Recommended

AS

1. #20030 (John J. Gingery) 1984 Chevy Corvette

Thank you for your inquiry. The premise of American Sedan has always been the classic "pony cars" (Camaros, Firebirds, Mustangs) and a Corvette is considered a "sports car". Currently, the CRB/ASAC is developing an Ad Hoc team to look at the future of American Sedan with the potential of bringing in different cars. Your request will be provided to that team.

GT3

1. #20083 (Michael Heintzman) IRS on OEM Body-Engine-Chassis Combinations

Thank you for your letter. GT does not differentiate between tub and tube frame chassis configurations.

IT

1. #19999 (Raymond Blethen) Transmission and Rear Differential Coolers

Thank you for your letter. This allowance is not recommended at this time. The CRB will continue to monitor the class.

EP

1. #19864 (Jeff Young) TR8 Spec Line Clean up and Rear Spoiler

Thank you for your letter. The spoilers requested did not come on the base model of this car. Therefore, the spoilers are not allowed.

Please see the response to letter #20221, Technical Bulletin for the TB portion of your request.

2. #19971 (Ben Phillips) Porsche Wheel Sizes

The requested wheel size was not available on the base model of this car and is not the default wheel size used for newer cars classed in Production. Therefore, this wheel size is not allowed.

FP

1. #20130 (David Boles) MKIII Volkswagen Intake Manifold

Thank you for your letter. The substitution of an intake manifold, when the substitution is not necessary to allow the car to run an allowed throttle body or carburetor, is contrary to class philosophy. Based on competition results, changes may be considered for this car with respect to weight, etc. Please submit another letter requesting a change.

HP

1. #19973 (Mike Ogren) VW Scirocco Transmission Oversight

Thank you for your letter. The CRB could not locate and is unaware of any factory-based source that confirms the availability of this gear package in this model car. It is a competitor's responsibility to confirm, with factory sources, the correctness of the specifications to which the car is prepared.

Prod

1. #19984 (Aaron Johnson) Allow Sequential Gearboxes

Thank you for your letter. At present, no car is classed in Production where the base model came with a sequential or dual clutch transmission. The expense of such a transmission and the availability of alternate transmissions does not warrant allowance of sequential transmissions in Production and/or the creation of another weight penalty level for such transmissions.

STL

1. #20062 (Adam Jabaay) Intake Manifolds on Honda D Series SOHC Engines

Thank you for your letter. The CRB is not prepared to allow alternate intake manifolds at this time.

T1

1. #20011 (David Janse) Allow Manley #14318 Connecting Rods on 5000 Coyote Boss 302 OEM

Thank you for your letter. The rules are adequate as written. OEM is defined in the opening paragraph of the Touring 1 rules.

2. #20080 (Frank Brown) Aftermarket ABS in T1

Thank you for your letter. The rules are adequate as written. This change is not consistent with Touring philosophy.

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.

IT

1. #19493 (Improved Touring Committee) Allow the Removal of Power Assist in Steering Systems

NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing the location of this wording within the GCR FROM 9.1.3.D.1.o TO 9.1.3.D.5.e.1.**

In the ITCS, add the following section after 9.1.3.D.1.n

Create 9.1.3.D.5.e.1: ~~9.1.3.D.1.o~~ *1. 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.

2. #19726 (Improved Touring Committee) Category Wheel and Tire Size Review

NOTE: This letter was published in the August 2016 Fastrack Minutes and approved by the Board of Directors in their August meeting to be effective 1/1/2017. **The CRB recommends changing this letter. It will be re-submitted to the Board of Directors for approval in their December 2016 meeting, with the recommendation for implementation 1/1/2017.**

NOTE: This changes only the portion of the August recommendation for the ITS 8 inch wheel (from 245 to 225) and the ITB 7 inch wheel (from 225 to 205)

re-word section 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 width combinations are as follows:*

Class	Max Rim Width	Max Section Width
ITR	9 inches	275
ITS	8 inches	245 225
	7 inches	275
ITA	7 inches	225
ITB	7 inches	225 205
	6 inches	225
ITC	6 inches	225

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 vehicles spec line. Tire section width limit for stock wheels larger than specified above is the smallest size listed for the class. 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

3. #20000 (Ronald Earp) Power Steering Allowances

Thank you for your letter. Please see updated version of 19493, effective 1/1/2017 for additional information.

Add 9.1.3.D.5.e.2: *2. Power steering coolers or cooling systems may be added or replaced. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger*

compartment. Hydraulic hoses are unrestricted.

SM

1. #19992 (David Wheeler) Specify Battery Weight and Size

Thank you for your letter. Change 9.1.7.C.1.o.5 as follows: 5. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, ~~and weight~~, and are fitted in the standard location. *Batteries shall weigh 18.0-28.0 lbs.* Additional battery hold-down devices may be used and are strongly recommended.

2. #20047 (Spec Miata Committee) Piston Max Diameter

Change Table 4.:

Table 4: Piston Weight & Max Diameter			
Model Year	Part Number <i>Maximum Diameter</i>	Minimum Weight (w/o wrist pin and hardware (grams)	Minimum Weight Wrist Pin (grams)
90-93 (STD.)	B6Z2-11-SA0C <i>77.974 mm 3.0698 in</i>	271.5	86.0
90-93 (.010" over)	B6Z2-11-SB0C <i>78.217 mm 3.0794 in</i>	TBD	TBD
94-97 (STD.)	BPY11-11-SA0A <i>82.975 mm 3.2667 in</i>	291.5	80.0
94-97 (.010" over)	BPY1-11-SB0A <i>83.225 mm 3.2765 in</i>	TBD	TBD
99-00 (STD.)	BPZ0-11-SA0 <i>82.975 mm 3.2667 in</i>	288.0	78.0
99-00 (.010" over)	BPZ0-11-SB0 <i>83.225 mm 3.2765 in</i>	TBD	TBD
01-05 (STD.)	BPZ3-11-SA0 <i>82.975 mm 3.2667 in</i>	288.0	78.0
01-05 (.010" over)	BPZ3-11-SB0 <i>83.225 mm 3.2765 in</i>	TBD	TBD

STL

1. #20108 (Tom Lamb) STL 2% Weight Reductions for Non-ABS Cars

Thank you for your letter. Insert 9.1.4.N.10, move current .10 to .11

10. Vehicles not equipped with ABS brakes may reduce their weight by 2%.

T2

1. #20073 (Club Racing Board) Add Replacement Damper to T2 Camaro (98-02)

For the Chevrolet Camaro SS (98-02) and Pontiac Firebird (98-02), add to Notes: *ATI Super Damper part*

#918844 permitted.

Taken Care Of

GCR

1. #20087 (John Nesbitt) Support for Letter #19909

Thank you for your comment. Please see the response to letter #19909, September 2016 Fastrack Minutes.

IT

1. #20039 (Improved Touring Committee) Amending 19493 Rule Change Location in the GCR

Please see the updated response to letter #19493.

2. #20188 (Improved Touring Committee) Wheel Rules Review Recommended Changes

Please see the updated response to letter #19726.

FP

1. #20008 (Ted Russell) Letter #19506 Fiat Track Width Correction

Thank you for your letter. Please see the response to letter #19506, Technical Bulletin.

Prod

1. #20064 (SCCA Staff) Clarify Sway Bars Used as Suspension Locating Devices

Thank you for your letter. Please see the response to letter #20054.

2. #20089 (Jesse Prather) Update on Necked Down Valves

Thank you for your letter. Please see the response to letter #20088.

What Do You Think

Prod

1. #20088 (Jesse Prather) Valve Stem Rule

Some years ago, the level 2 rules were revised to prohibit the use of valves with necked down stems. Recently, the level 2 valve rule was revised to reflect the fact that, even with stock diameter stem valves, the manufacturing process frequently results in a small reduction in the stem diameter where the stem transitions into the valve head. At present, necked down stem valves are, for some cars, more readily available than non-necked down stem valves. However this is not the case for all cars classed in Production.

The CRB seeks your feedback on the question of whether the level 2 rules should allow valves with necked down stems, the rationale for such a change and the impact on costs and competition. Please submit your feedback through the CRB letter system at crbscca.com.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2016

NUMBER: TB 16-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/30/2016 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

None.

GCR

None.

Grand Touring

GT2

1. #19922 (Pete Peterson) Tire Box Rule

Effective 9/7/16 in GCR section 9.1.2.F.F.4.c.10.a., add the following language:

"GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs. *GT2 cars may run Hoosier DOT tires #46846 front, P315/30ZR18 A7 and #46850 rear, P335/30ZR18 A7.*"

Note: This was published as Racing Memo 16-06 and was effective 9/7/2016.

GT2-ST

1. #19349 (Craig Anderson) LS6 Corvette Motor

In GT2/ST, Chevrolet Corvette (-2016), Maximum Displacement 5665, make the following changes:

Weight: ~~2950~~ *3000*

Restrictor: ~~70mm flat plate~~ *75mm flat plate*

Notes: "GM LS1, LS6. LS1/LS6 C6 Corvettes using the OEM C6 intake manifold and 90 mm throttle body must use ~~65mm~~ *use a 75mm* flat plate restrictor. *OEM 75 mm throttle body and manifold do not require a restrictor.*"

Improved Touring

None.

Production

1. #20221 (Club Racing Board) Technical Bulletin Portion of Letter #19864

In EP, Triumph TR8 (78-81), add the following language to Brakes Alt:

"JRT brake kit # STN 0068 and Rimmer Bros. brake kit #GRID007446 permitted."

In EP, Volvo P-1800, 1800S, 1800E, 1800ES Sports Coupe, remove the following language from Brakes Alt:

~~"JRT brake kit # STN 0068 and Rimmer Bros. brake kit #GRID007446 permitted."~~

1. #19506 (Ted Russell) Spec Line for Track Width Correction

In FP, Fiat 124 Sport Spider (-1977), change the track dimensions as follows:

~~56.7 / 55.4~~ *57.2 / 56.0*

1. #20036 (Bobby Beyer) Please add Yaris Sedan to HP Yaris Spec Line

In HP, classify the Yaris sedan as follows:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	
<i>Toyota Yaris Sedan (2007-2012)</i>	<i>2</i>	<i>1970 * 2019 ** 2069</i>	<i>4 Cyl. DOHC</i>	<i>74.9x84.6</i>	<i>1496</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 30.5 (E) 25.5</i>	<i>Fuel injection</i>	<i>100.4"</i>

HP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>Toyota Yaris Sedan (2007-2012)</i>	<i>15x7</i>	<i>5</i>	<i>(F)255 disc (R) 200 drum</i>		<i>NA</i>	<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .390"</i>

Spec Miata

None.

Super Touring

STL

1. #19372 (Super Touring Committee) Allow the Mazda BP5A 1.8 engine Effective **10/1/16**, In STL, Table B Allowances, classify the following engine:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda BP5A</i>	<i>1839</i>	<i>Chart</i>	<i>Must meet all STL engine regulations</i>

Touring

None.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Andrew Abbott vs. SOM COA Ref. No. 16-08-GL July 7, 2016

FACTS IN BRIEF

On June 5, 2016, at the Mid-Ohio Majors, following the race for Group 3, Costa Dunias, Race Director, filed a Request for Action with the Stewards of the Meeting requesting an investigation and ruling on two separate metal to metal incidents. The first incident was between Gary Kittell, FV #76, and Andrew Abbott, FV #25. The second incident was between Jeff Loughead, FV #8, and Andrew Abbott, FV #25.

The Stewards of the Meeting (SOM), C. J. Harleman, Doug Tillman, Fred McAninch, and Dan Miklovic, Chairman, met, reviewed the evidence, and heard witnesses.

- The SOM ruled Mr. Kittell was not at fault in the metal to metal incident with Mr. Abbott.
- The SOM ruled Mr. Abbott breached General Competition Rules 6.11.1.A through D. (On Course Driver Conduct) in attempting to pass Mr. Kittell.
- The SOM ruled Mr. Loughead was not at fault in the metal to metal incident with Mr. Abbott.
- The SOM ruled Mr. Abbott breached GCR 6.11.1.A-D. in attempting to pass Mr. Loughead.
- The SOM ruled Mr. Loughead breached GCR 2.1.7. (Breach of the Rules – Acting in an unsportsmanlike manner.) with his unprofessional behavior after the race.

The SOM penalized Mr. Abbott with a two event probation. Three penalty points were assessed against his competition license. Mr. Loughead was given a reprimand and no points were assessed against his competition license.

Mr. Abbott appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on June 9, June 23, June 30, and July 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 June 22, 2016.
2. Email testimony from Larry Dent, SOM Chairman, received, June 14, 2016.
3. Email testimony from Dan Miklovic, Deputy SOM Chairman, received June 23, 2016.
4. Email testimony from Jeff Loughead, received June 19, 2016.
5. Email testimony and photographic evidence from Gary Kittell, received June 17, 2016.
6. SCCA live feed videotape footage obtained from You Tube archive, received June 22, 2016.

FINDINGS

In his appeal Mr. Abbott asserts he has successfully executed multiple passes in past races at the turn where both metal to metal contacts occurred. He further asserts both Mr. Kittell and Mr. Loughead failed to provide him with racing room by forcing him to the left edge of the racing surface and/or onto the grass as they entered the left hand turn. He provided edited video of SCCA's You Tube live feed broadcast that contained both still frame shots and looping video playback of the lead up to both incidents. He asserts the video footage clearly shows he was holding his line and the other drivers turned into him. Mr. Abbott further states he was faster than Mr. Kittell and Mr. Loughead, timed his move properly to execute a safe pass, and that the other drivers appropriated his racing room and were at fault. In both metal to metal incidents videos, the cars are seen approaching the turn, not touching at any point, and then the cars go beyond the view of the camera. The footage shows no visible metal to metal contact between the cars.

Mr. Abbott provided telemetry data that he states supports his contention that he did not cause the contact in either incident. While the COA understands his argument, the data evidence cannot be independently correlated to the incidents and therefore does not overcome the eyewitness reports relied upon by the SOM.

Mr. Abbott also provided a witness statement from a spectator watching the race who asserted Mr. Abbott could not have been at fault. The COA notes there were two metal to metal incidents involving Mr. Abbott at this corner and both were heard and decided by the SOM. It is further noted the witness statement only alluded to one incident. The COA was able to conclude the witness statement was in reference to the incident with Mr. Kittell. However, in the statement the witness acknowledges he did not see the metal to metal contact. Since the metal to metal incident was not seen, the statement's evidentiary value is limited.

The SOM relied on eyewitness accounts of both incidents which, except Mr. Abbott's, were consistent in stating Mr. Abbott was at fault in both incidents. No video evidence was provided to the SOM by any driver.

The Court of Appeals finds the evidence provided by Mr. Abbott is not enough to overcome the evidence relied upon by the SOM.

The SOM arrived at a well-reasoned decision based on the facts and evidence presented at the hearing. The SOM ruling was within their authority as were the penalties imposed.

DECISION

The COA upholds the SOM's decision affecting Mr. Abbott in its entirety. The COA upholds the SOM's decision exonerating Mr. Kittell in its entirety. The COA upholds the SOM decision affecting Mr. Loughead with exception.

The SOM ruled no points would be assessed against Mr. Loughead's competition license. GCR 7.4. (Penalty Points) requires points be assessed when the SOM imposes a penalty. Therefore, one penalty point will be assessed against Mr. Loughead's competition license. SCCA staff is directed to add one penalty point to Mr. Loughead's license.

Mr. Abbott's appeal is well founded. The appeal fee, less the amount retained by SCCA, will be refunded.

JUDGEMENT OF THE COURT OF APPEALS Andrew Abbott vs. SOM COA Ref. No. 16-09-GL July 7, 2016

FACTS IN BRIEF

On June 5, 2016, at the Mid-Ohio Majors, following the race for Group 3, Gary Kittell, FV #76, filed a protest against Andrew Abbott, FV #25. Mr. Kittell asserted Mr. Abbott violated General Competition Rule 6.11.1. in a metal to metal incident at turn 5.

The Stewards of the Meeting (SOM), C. J. Harleman, Doug Tillman, Fred McAninch, and Dan Miklovic, Chairman, met, reviewed the evidence, and heard witnesses. The SOM ruled Mr. Abbott breached General Competition Rules (GCR) 6.11.1.A through D. (On Course Driver Conduct) in attempting to pass Mr. Kittell. The SOM penalized Mr. Abbott with a loss of two finishing positions in class. The SOM further noted this penalty became moot based on a decision rendered in a separate protest against Mr. Abbott that resulted in his disqualification from the race. Therefore, the penalty rendered here would not be enforced.

Mr. Abbott appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on June 9, June 23, June 30, and July 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 June 22, 2016.

2. Email testimony from Larry Dent, SOM Chairman, received, June 14, 2016.
3. Email testimony from Dan Miklovik, Deputy SOM Chairman, received June 23, 2016.
4. Email testimony and photographic evidence from Gary Kittell, received June 17, 2016.
5. SCCA live feed videotape footage obtained from You Tube archive, received June 22, 2016.

FINDINGS

In his appeal Mr. Abbott asserts he has successfully executed multiple passes in past races at the turn where contact occurred. He further asserts Mr. Kittell failed to provide him with racing room by forcing him to the edge of the racing surface on driver's left as they entered the left hand turn. He provided edited video of the You Tube live feed broadcast that contained both still frame shots and looping video playback of the lead-up to the incident. He asserts that the video footage clearly shows he was holding his line and Mr. Kittell turned into him. Mr. Abbott further states he was faster than Mr. Kittell, timed his move properly to execute a safe pass, and that Mr. Kittell appropriated his racing room and was at fault. In the video, the cars are seen approaching the turn, not touching at any point, and then the cars go beyond the view of the camera. The footage shows no visible metal to metal contact between the cars.

Mr. Abbott provided telemetry data that he states supports his contention that he did not cause the contact. While the COA understands his argument, the data evidence cannot be independently correlated to the incident and therefore does not overcome the eyewitness reports relied upon by the SOM.

Mr. Abbott also provided a witness statement from a spectator watching the race who asserted that Mr. Abbott could not have been at fault. However, in the statement the witness acknowledges he did not see the metal to metal contact. Since the actual metal to metal incident was not seen, the statement's evidentiary value is limited.

The SOM relied on eyewitness accounts of the incident which, except Mr. Abbott's, were consistent in stating Mr. Abbott was at fault. No video evidence was provided to the SOM by any drivers.

The Court of Appeals finds the evidence provided by Mr. Abbott is not enough to overcome the evidence relied upon by the SOM.

The SOM arrived at a well-reasoned decision based on the facts and evidence presented at the hearing. The SOM ruling was within the authority granted by the GCR as was the penalty.

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS Andrew Abbott vs. SOM COA Ref. No. 16-10-GL July 7, 2016

FACTS IN BRIEF

On June 5, 2016, at the Mid-Ohio Majors, following the race for Group 3, Jeff Loughead, FV #8, filed a protest against Andrew Abbott, FV #25. Mr. Loughead asserted Mr. Abbott violated General Competition Rule 6.11.1. in a metal to metal incident at turn 5.

The Stewards of the Meeting (SOM), C. J. Harleman, Doug Tillman, Fred McAninch, and Dan Miklovic, Chairman, met, reviewed the evidence, and heard witnesses. The SOM ruled Mr. Abbott breached General Competition Rules (GCR) 6.11.1.A through D. (On Course Driver Conduct) in attempting to pass Mr. Loughead. The SOM disqualified Mr. Abbott from the event and assessed four (4) penalty points against his competition license.

Mr. Abbott appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on June 9,

June 23, June 30, and July 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 June 22, 2016.
2. Email testimony from Larry Dent, SOM Chairman, received, June 14, 2016.
3. Email testimony from Dan Miklovik, Deputy SOM Chairman, received June 23, 2016.
4. Email testimony Jeff Loughead, received June 19, 2016.
5. SCCA live feed videotape footage obtained from You Tube archive, received June 22, 2016.

FINDINGS

In his appeal Mr. Abbott asserts he has successfully executed multiple passes in past races at the turn where contact occurred. He further asserts Mr. Loughead failed to provide him with racing room by forcing him onto the grass on driver's left as they entered the left hand turn. He provided edited video of the You Tube live feed broadcast that contained both still frame shots and looping video playback of the lead-up to the incident. He asserts that the video footage clearly shows he was holding his line and Mr. Loughead turned into him. Mr. Abbott further states he was faster than Mr. Loughead, timed his move properly to execute a safe pass, and that Mr. Loughead appropriated his racing room and was at fault. In the video, the cars are seen approaching the turn, not touching at any point, and then the cars go beyond the view of the camera. The footage shows no visible metal to metal contact between the cars.

Mr. Abbott provided telemetry data that he states supports his contention that he did not cause the contact. While the COA understands his argument, the data evidence cannot be independently correlated to the incident and therefore does not overcome the eyewitness reports relied upon by the SOM.

The SOM relied on eyewitness accounts of the incident which, except Mr. Abbott's, were consistent in stating Mr. Abbott was at fault. No video evidence was provided to the SOM by any drivers.

The Court of Appeals finds the evidence provided by Mr. Abbott is not enough to overcome the evidence relied upon by the SOM.

The SOM arrived at a well-reasoned decision based on the facts and evidence presented at the hearing. The SOM ruling was within the authority granted by the GCR as was the penalty.

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS Curtis Gong vs. SOM COA Ref. No. 16-07-SP July 7, 2016

FACTS IN BRIEF

On June 11, 2016, following the Group 3 Regional Race at Buttonwillow Raceway Park, Curtis Gong, driver of SM #71, filed a protest against Justin Hall, driver of SM #11, for contact resulting in Mr. Gong spinning and being unable to complete the race. The Stewards of the Meeting (SOM), Bill Wells, Michael Lawler, Jack Brabban, and Barb Knox, Chairman, met, reviewed the evidence, heard testimony from witnesses, and determined that Mr. Hall had violated General Competition Rules (GCR) 6.11.1.A. (Avoid contact) and 6.11.1.B. (Allow other competitors racing room). The SOM assigned a penalty of Loss of Finishing Position by moving Car #11 to "last in class" and assessed two (2) penalty points. Mr. Gong is appealing the decision of the SOM based on perceived leniency of the penalty.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jerry Wannarka, Laurie Sheppard, and Spencer Gorham (Chairman) met on June 23, June 30, and July 7, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Curtis Gong, received June 15, 2016.
2. Official Observers Report and related documents, received June 22, 2016.
3. Video from Car #71 (Gong), received June 24, 2016.
4. Letter from Justin Hall, received July 2, 2016.
5. Rear-facing video from Car #48 (Clement Lee), received July 2, 2016.

FINDINGS

In his appeal, Mr. Gong alleges that Mr. Hall in Car #11 moved to the right to intentionally make contact with Car #71 (Gong) at the beginning of a straightaway when the cars were traveling over 100 mph, which put Mr. Gong at great risk. Mr. Gong believes the penalty imposed on Mr. Hall was too lenient and not an appropriate punishment for the dangerous nature of the contact.

Video from Car #71 shows the close racing at the front of the field and Car #11 in the rear view mirror is clearly looking for a place to pass. The rear-facing video from Car #48 shows the track positions and movements of both Car #71 and Car #11 leading up to and at the moment of contact. Car #11 was rapidly approaching Car #71 and moved to the right as the cars entered the straightaway. An instant later, Car #71 also moved to the right, ultimately moving to less than a car width of the right edge of the track. Car #11 attempted to move left and made contact with the right rear bumper of Car #71, causing #71 to spin off course to the right.

The SOM determined that Car #11 was responsible for the contact and moved Mr. Hall to last in class. Per GCR 7.4.A. "Penalties assessed by the SOM...accumulate points..." and the SOM correctly assessed two (2) penalty points to Mr. Hall's record. The penalty assessed was within the Powers of the SOM as listed in GCR 7.2. (Range of Penalties).

In both his witness statement and his letter in response to the appeal, Mr. Hall acknowledges and accepts responsibility for the contact that occurred. Malicious intent cannot be inferred from the evidence or statements made. The COA finds the SOM acted appropriately in judging Mr. Hall responsible for the contact and upholds the decision of the SOM, including the penalty assessed.

DECISION

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

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE 09/13/16 – Minutes

Participants:

BOD: Lee Hill, Tere Pulliam, ~~Jim Weidenbaum~~

EP: ~~Heyward Wagner~~, Rick Myers

DTTC: ~~Kent Carter~~ (SouthWest), ~~Jim Guyle~~ (SoPac), ~~Dave Deborde~~ (NorPac), Chuck Deprow (MidWest), Craig Farr (SouthEast), Tony Machi (Central), ~~Chris McMillen~~ (NorPac), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

Reports:

Board of Directors Report - search for SCCA president and BOD working on the requirements. Need to break chain of short termed CEOs. BOD sense is a need for someone to unify the entire club.

Ongoing Business:

- 2016 TTR- Status re implementation: New documents have been uploaded to the SCCA website.
- SCCA Email event notification – Still not satisfactory with everybody. Some get the emails, some do not or get them sporadically.
- 2017 DTTC Chairman – Request for nominations. To be discussed at the next meeting.
- Track Inspection
 1. Guidelines Status – Dominion Raceway will become the model for Matthew as he looks at building guidelines.

New Business:

- Discussion on the requirement for TT licenses – Tabled until next meeting.
- 2017 Draft TTR – Good to go. Still working on the new SOLO based helmet requirements for
- NTTC Coordination – Currently the NTTC does not exist. Whether it will and who it should report to in the future is a topic for further discussion.
- Review TT Committee information on the SCCA website and report back to Rick.
- Discussion of rulesets that tend to overlap and confuse drivers (i.e., TNIA and PDX)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | September 6, 2016

The RallyCross Board (RXB) met via conference call on September 6. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance was Tere Pulliam, BOD liaison.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): A safety advisory has been prepared and posted at the RallyCross forums to remind Safety Stewards and course designers to avoid any possibility of competition vehicles getting close to one another on course. After review of an incident involving a car hitting a pole after the finish line, an additional paragraph will be added to the advisory addressing course proximity to solid objects beyond the finish line.

The RXB addressed and voted on the proposed RallySprint Safety Steward Training program.

Motion: Approve the RallySprint Safety Steward Training program with implementation beginning January 1, 2017. Regan / Lightfoot. PASSED 5-0-2 (Brielmaier and Macoubrie absent).

- Rules Committee (Keith Lightfoot): The member comment period for the new 2017 rules proposals is due to wrap up on September 15. Lightfoot noted that there has been good feedback on the forums. The proposals will then get a final review from the Committee before the RXB reviews and votes on them. Hyatt praised the Committee for its quick response to members' rules questions and clarification requests. Lightfoot plans to put those clarifications on the forums for all the membership to read. Hyatt would like to see clarification requests handled through the forums as much as possible as it would allow for valuable member feedback.
- RallySprint Committee (Kito Brielmaier): The Committee is continuing to consider possible changes to the RallySprint Rules for 2017. Upcoming events include one in the Northeast Division on October 8 and one in the Northern Pacific Division on October 15.
- National Championship Committee (Mark Macoubrie): Registration for the RallyCross National Championship is now open with 85+ entries. A couple more Committee meetings are planned for final coordination. The schedule is now posted, although the planned car show has been removed from the schedule. Macoubrie has contacted the hosting Region; they are ready for the event and prepared with adequate volunteers. A "Reasons to Attend the RallyCross Championship" article was posted on the website on September 3. "Who Will Win" and "Rookies" articles are planned for release prior to the event. Four competitor bios are planned for use in the competitor packet. Event t-shirts and trophies are being handled by office staff.
- Divisional RallyCross Stewards Liaison (Ron Foley): The stewards met on August 25 with 7 attending. The stewards discussed 1) the 2017 National Challenges and how the decisions will be made for the dates and locations, 2) the Friday schedule at the RallyCross National Championship, and 3) the many runs provided at the Central National Challenge.

Old Business

- Central Division RallyCross Steward: The RXB has two possible candidates for Divisional RallyCross Steward in the Central Division. Foley will contact both and report back to the RXB with a recommendation.
- Hybrid / Electric vehicles: The RXB discussed further hybrid and electric vehicles in RallyCross and agreed to have them run in their respective classes for now. At a future date a pilot program may be considered to develop rules for a specific hybrid / electric class.

New Business

- VW rail buggies: The RXB was contacted by a group interested in running VW rail buggies in RallyCross competition. These vehicles are currently not allowed per the RallyCross Rules and would require a rule change before being included. In a phone call with a group representative Hyatt suggested they contact their local Region and put together a proposed set of rules. Any resulting rules would be reviewed by the RXB and forwarded to Risk Management for approval before a rule change could be considered.
- Region event exception request: The RXB received a request from a Region to hold an event on the same weekend as the RallyCross National Championship. The RXB has maintained a precedent of not allowing Regional events on the same weekend as the RallyCross National Championship and agreed to not depart from that policy. A sanction will not be issued for this Regional event.

Next meeting: October 11, 2016

Submitted by Karl Sealander, RXB Secretary

ROADRALLY BOARD

RoadRally Board Minutes|September 12, 2016

The RoadRally Board met via conference call on September 12, 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, and Terry Hanushek, SCCA Staff Jamie Mullin, and Jeanne English, RRB secretary. Jim Weidenbaum, Area 13 Visiting BOD member was invited but declined the invitation due to a previous commitment.

Minutes: August minutes stand as published.

Front Burner Items:

1. RReNewsletter – latest edition not out yet, coming shortly
2. Planning Calendar released last week. – Jeanne will have a new one soon, showing that both USRRRC rallies are divisionals; Mike will have liaison Chuck Larouere follow up with their committee to make sure the classes on the Sunday rally are per SCCA. Jim asked about points for the USRRRC events. It was discussed and agreed that this year's USRRRC events would have normal points, that is 10 points for winning a Divisional.
3. Targa Southeast Report (Peter) – well received, positive mention in a Road & Track article; 33 cars entered, 31 started and finished, prompt scoring, no issues; Rich asked if there are any more to come – maybe in the northeast or Florida; the majority of the contestants had no rally experience, yet still enjoyed the event.
4. Lisa Noble Resignation (Liaisons) – Lee said they can't say too much, except that it has caused the BOD to try to identify what they really want in a leader; really need someone to pull the whole club together, including regions and programs. Terry said the BOD is working internally first on the governance of club, then working on selection of new leader which will likely be no sooner than the convention.
5. SCCA Staff Attendees – Jamie said that Heyward asked if the RRB has any recommendations for presentations for convention; Rich said we would like two sessions, essentially the same as last year. Jamie will check to make sure that our National rallies are all on the schedule on the SCCA website.
6. Regional Development Committee – Jay has been working with Peter (working on historical data), continuing writing articles for RReNews, contacting people. He has materials that he needs a place to put. Terry asked if Rich has talked to Heyward about this; Rich will reach out to Heyward to see if there is a place for Jay's material. Terry asked if Lee could also talk to Heyward; Lee said he would. Lee suggested that the RDC contact all regions with no rally program to get them up and running, Jay says that the first step is to contact the REs to see if there is any interest in a rally program.
7. NEC Report (Mike)
 - a. Recent and Upcoming National events (Confirm dates at scca.com)
 - i. Clear Blue Sky GTA – August
 - ii. LOL – Course/Tour – Oktober Rally/Badger Trails – Sept 16, 17
 - iii. Two National Course Rallies, Folsom, CA – October 15, 16
 - iv. SoCal Highway Robbery – October 22
 - b. Liaisons for 2016 and 2017 USRRRC
 - i. Chuck Larouere is the new liaison – 2016 (New England)
 - ii. Mike Thompson – 2017 (Arctic Alaska)

Rallies for next year include: Yucatan Safari, LOL, tour, February in Rochester; one course, one tour, Milwaukee, May in Madison; two course rallies, AZ Border, in March
8. Pointskeeper status – John is keeping up, as long as results are submitted to him; he will not seek out results from event chairmen if he doesn't receive them.
9. 2017 Proposed Rule Changes.
 - a. Strength of Field points (What-do-you-think memo issued) – Rich received no responses from the rally community.

- b. The RRB received a proposal from John Sears to restrict voting on Rally of the Year awards. Contestants would be limited to voting only for an event that they had attended; Jay said this would be tough to administer; currently, only top 20 in class who have competed in at least 3 nationals are eligible to vote. Jim – opposed to proposal, Clarence – opposed, John – opposed. The RRB reviewed this proposal and is taking no action; Rich will contact John Sears to inform him of the decision. In discussing this proposal it became apparent that we need to clarify the language; Mike will rewrite it and send it to the RRB.
 - c. Clarification of “2 Nationals” and “Increase in equivalents” rules – Jim said that the wording is ambiguous, does it mean 2 of 10 or 2 of 14? Rich said he thought that a national should have to be included in final point counts; the other RRB members mostly agree to count 1 national, which is being done for 2016. The current proposal for 2017 is to count 2 nationals, the NEC does not agree, think it should be 1 national.
 - d. Road Rally Grand Champion Award – Jim had an idea for this new award, that he wanted comments on: based on the RRB our mission is to encourage more rallies and more contestants, and previous talk about combining both series he has the idea for the Grand Champion Award. It would count all points earned during the year without limit, including all points for putting on events, competing, working, and must be an annual SCCA member; there would be one award only, for first place. Comments? John – opposed to the proposal (preaching to the choir, need to grow the congregation); Jeanne – agrees with John, thinks there should be some limits on points earned; Clyde – what does it hurt; Clarence – agrees with John; Jay – make sure that worker points are required; Mike – doesn’t see that it gets us anything. Based on the mostly negative comments, Jim withdrew his proposal.
 - e. Cable synching to the rallymaster’s clock – Mike said that the NEC feels it should be allowed.
10. Some road rally items, such as SCCA Road Rally stickers, car numbers, and checkpoint signs seem to be no longer available. Can they be made available again? Lee suggested approaching Howard about this; Rich will do this. Peter commented that SCCA Gear (clothing) has the road rally logo available for shirts, etc. and will also put region artwork on shirts, etc. with no artwork charge.

Motion to adjourn at 9:17 PM CDT
Next meeting October 10, via conference call
Respectfully submitted,
Jeanne English, RRB Secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/solonats>

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/1983542-2017-scca-national-convention>

EVENT CALENDAR:

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