

Fastrack® news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

August 2017

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 through the board portal in July for the purpose of a specific vote.

Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Earl Hurlbut, Marcus Merideth, Bruce Lindstrand, Charlie Davis, Jim Weidenbaum and Chris Albin.

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MOTION: To permit the transfer of U.S. Majors Tour participation credit (weekend participation and start credits) for participants whose car has been re-classified or dual-classified into a new class during the course of the U.S. Majors Tour season for the purpose of Runoffs qualification. This is done in recognition that a driver may have participated in one class during the season prior to notification that the car had been moved or dual-classified into another class. Participant may request that the participation credits from the first class be transferred to the second class. Points will not be transferred, and they will be removed from their respective point standings upon race participation transfer. This only applies in instances where cars have been re-classified or dual classified during the season. Transfer will only be done upon written request to the Director of Road Racing (roadracing@scca.com) no later than August 16, 2017. Hill/Helman. PASSED.

SOLO EVENTS BOARD | June 28

The Solo Events Board met by conference call June 28th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Doug Gill of the National Staff; Bob Dowie and Earl Hurlbut of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all 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

Member Advisories

General

Awards Nominations Requested

The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners may be found in Appendix L of the Solo rules. Nominations should be submitted via www.soloeventsboard.com no later than August 13th.

SEB Openings

Openings are anticipated on the SEB for 2018. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Street

#22079 Legality of an alignment cam-lock

The SAC believes aftermarket alignment cam bolt lock washers are not compliant, per rule 3.8 and 8.3.1. They also do not fit the category of "alternate components and hardware items" per the Section 13 header.

#22125 Ride height/camber adjustment

Thank you for your input. The SAC believes the alignment techniques outlined in this letter do not violate rule 13.8.b.

#22212 Fuel - provide strategy to enforce

Thank you for your input. Please refer to Zeltex.com for information on octane testing. The SCCA intends to submit protested fuel samples to a lab utilizing this type of equipment.

Street Touring

#22089 2017 era ECU rules clarification

Per the SEB, this change is viewed as compliant if the USB cable is part of a modification which is authorized by the category allowances, and the hole serves no other purpose.

Prepared

#21311 Request for Clarification 17.2.E&F

The author is correct that 17.2 E and F do not have an allowance for that modification. However, Section 12 defines the Chassis as the minimum configuration of a car to contain all the running gear (drivetrain, suspension, steering, etc) and provide support of the body. The bulkhead is considered part of the chassis. 17.2.C allows for holes to be cut in the chassis for authorized drivetrain component clearance.

Kart

#22461 Changes to Junior Kart rules

The changes to the Junior Kart program are available for preview here:

https://dk1xgl0d43mu1.cloudfront.net/user_files/scca/downloads/000/019/222/2017-01-31-appendix-G-_-H-karts-at-solo-events-_-junior-driver-program.pdf?1485875040

An online Town Hall will be held on July 25th at 9pm to discuss these changes. You can register for the Town Hall here:

<https://attendee.gotowebinar.com/register/4573691678587258627>

Change Proposals

General

#22455 Sound Regulations

The following proposed changes to Appendix I are provided here for member review:

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

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

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

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

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to *attempt a viable remedy to functionally alter the exhaust system* to reduce the sound level of the vehicle before his/her next run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) *If the excessive reading occurs on the driver’s last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run.*

The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy. Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back.

If a viable remedy has been attempted in the judgment of the Chief Steward, *Sound*

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

If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun.

For the purposes of sound measurement and enforcement, a “run” is defined as any attempt at driving through the course, whether or not *it* is scored or a rerun is allowed.

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

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

Street Modified

#21288 engine swaps shouldn't have to match chassis manufacturer

Given the performance potential of modern engines, engine controls, and turbo/supercharging systems, and a desire to simplify the rules, the SMAC is soliciting member feedback on the following revisions to 16.1.D.1:

“Engine blocks (or housings of rotary engines) must be a production unit ~~manufactured and badged the same as the original standard or optional engine for that model that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150lb weight penalty in addition to all weight calculations in appendix A. Badges-Brands~~ that exist as a marketing alias for the manufacturer will be recognized as equivalents. Swaps involving ~~makes brands~~ related only at a corporate level are not recognized as equivalents ~~and will be subject to the weight penalty referenced above. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Chrysler or Mitsubishi engine, may use any motor from Chrysler or Mitsubishi, or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Lexus/Scion engine).~~ This allows engine blocks manufactured as production units for sale in other countries such as Japan or

Germany.”

Prepared

#20237 Mid/Rear engine car weight penalty

The PAC would like feedback on adding a penalty to D and F Prepared for vehicles with more than 51% of the vehicle’s weight on the rear axle. The PAC recommends adding the following lines to Appendix A sections:

DPrepared

Weight adjustments (lbs):

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

FPrepared

Weight adjustments (lbs):

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

#21414 Turbo jets and other anti-lag

The PAC is seeking feedback on restricting “rocket” engine type anti-lag systems. We feel there are sufficient safety and performance related reasons to restrict this anti-lag system. This change is not intended to make unintentional combustion outside of the engine and head, or elliptical housing and rotor “chamber” (aka, backfiring) or similar events forbidden by this rule.

The PAC recommends adding to 17.10.D:

“4. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine. “

Other Items Reviewed

Street

#22059 Lotus Elise to AS

Thank you for your input regarding the proposed Lotus Elise re-classing.

#22224 21094 comment regarding octane and street classes.

Thank you for your input.

Street Prepared

#21078 Agree with #20406 Move MazdaSpeed Miatas to ASP, Boxsters to BSP

Thank you for your input. The SPAC will continue to monitor the competitive balance in BSP. Please also see letter 20406 published in the December 2016 Fastrack.

Prepared

#21545, 21546, 21563, 21598, 21604, 21894 Feedback on DP proposal for wheel width weight penalty

The PAC thanks the members for their input in items 21545, 21546, 21563, 21598, 21604, and 21894.

#21551 D/E/F Prepared wheel allowance

The PAC thanks the member for the input. Please see item #20024 in the July Fastrack.

Not Recommended

Street

#22053 Reclassify BMW M2 to FS with M235i

Thank you for your input. The SAC believes the M2 is appropriately classed.

#22154 Move RX8, 350Z, NC Miata to DS

Thank you for your input. The SAC will continue to monitor the performance balance in CS and DS.

#22157 Wheel Width Allowance?

The SAC believes the current wheel rule is sufficient and that additional wheel width of +/-1" is not in the spirit of the Street category. Please also see the response to #22221.

#22193 Include Tesla Roadster with proposed Lotus Elise class change

Thank you for your input. The SAC feels the Tesla roadster is appropriately classed in Street at this time. Further classing and eligibility for other categories will be evaluated as appropriate.

#22207 competition package m3 moved to BS

Thank you for your input. The SAC will continue to monitor the performance balance in FS, however we feel that the M3 Competition package is appropriately classed.

#22221 Add exception for wheels narrower than 6"

Thank you for your input. The SAC believes the current wheel rule is sufficient and that additional wheel width for older cars is not in the spirit of the Street category.

#22222 Extend, alter, or eliminate STREET class sunset rule

Thank you for your input. The SAC believes that the current sunset rule in Section 13 is sufficient.

Street Touring

#22124 Classing request for Lotus Elise

The STAC feels that at this time the Lotus Elise far exceeds the current potential of the Street Touring Ruleset.

#22187 Open ECU / Controlling Boost

The STAC thanks you for your input. Mechanical allowances for boost control are not considered an appropriate change for ST.

Street Prepared

#22054 removal of carpets on cars with track-legal roll bar - weight

The SPAC does not feel that removal of carpets is appropriate for Street Prepared.

Street Modified

#22219 Alternate Hatch Allowance Proposal

The SMAC does not see this allowance as a benefit to the category.

#22304 Lexan glass replacement

The SMAC does not see this change as being in the best interests of the category, or in line with the category philosophy. Modern cars exist that can hit minimum weight within the current rule set.

Prepared

#21543 RE 20239 Engine swaps in FP

The PAC thanks the members for their input. The PAC is withdrawing the proposal associated with letter #20239 for 2018. Membership feedback was generally in favor but showed this proposal is not ready. The PAC will continue to monitor Prepared class participation and membership desires.

Members are also reminded that specific engine swap allowances can be petitioned, on a case by case basis. These swaps may be considered, if the member can demonstrate a **strong** need due to replacement parts no longer being available. Rather than out of a desire for a competitive performance advantage.

#21544 Add option to reduce weight + smaller restrictor for turbo

The PAC does not feel that adding a second option for restrictor and weight limits is in the spirit of keeping it simple and keeping it fun. Even though this is a second restrictor, the PAC feels that it will lead to multiple restrictors and weight limits. These changes will not lead to an easy-to-maintain equilibrium.

Currently, FP turbo cars are at neither an obvious disadvantage or advantage. The PAC does not feel the current restrictor rules are an issue. The PAC will continue to monitor the competitive conditions.

#21552 Class weight calculation

The PAC thanks the member for the input. The PAC does not feel that further weight reductions are in the best interests of the classes. Older cars are typically the only ones capable of hitting the current minimum weights or are already lighter than those with more modern motors.

Handled Elsewhere

Street

#22049, 22050, 22051, 22052, 22055 Feedback (various) on Lotus Exige, Elise Classing

Please see the response to #22059

#22133 I'm selling my beloved s2k to go to CS.

Thank you for your input. Please see response to letter #21918 in the June Fastrack.

#22141 Please classify the Chevrolet Bolt

Thank you for your input. Please see the response to #21981 in the July Fastrack.

#22225 Reclass the RX8 from CS to DS

Please see the response to #22154.

Street Prepared

#22153 Keep the MSM in BSP

The SPAC will continue to monitor the competitive balance in BSP. Please also see letter 20406 published in the December 2016 Fastrack.

Prepared

#21103 Prepared Category Section 17.Q.1

Please refer to the 2017 June Fastrack regarding #18648

#21550, 21588, 21599, 21603, 21655, 21705, 21709, 21712, 21776, 21952, 21990, 22026
Feedback (various) on engine swaps for P classes (20239)

Thank you for your input. Please see the response in item #21543.

#21553 Turbo restrictor sizing and weight

Thank you for your input. Please see the response to #21544.

Tech Bulletins

Street

#22105 '18 WRX and '17 Civic Si classing

Per the SAC, please add the following listing to appendix A:

GS

Honda

Civic Si (2017)

The SAC will wait to class the 2018 WRX until it becomes available.

ROAD RACING BOARD

CLUB RACING BOARD MINUTES | July 2017

The following decisions were made:

Member Advisory

GCR

1. #22354 (SCCA Staff) Notice of Counterfeit SFI Labels on Driver Restraints
Notice of Counterfeit SFI Labels on Driver Restraints Sold by Ruian Sanlian
View MA 17-04 at <https://www.scca.com/pages/cars-and-rules>.

No Action Required

GT1

1. #22204 (Jason Braun) What is the Outlook for GT-1?
Thank you for your letter. SCCA includes a variety of classes for competition. GT1 was never intended as a stepping stone class.

T2-T4

1. #22261 (Scotty White) Feedback on T3 Weight Adjustments
Thank you for your input.

T3

1. #22248 (David Mead) Feedback for Racing Memo 17-06 and the T3 Weight Adjustments
Thank you for your feedback. The CRB will continue to monitor the class.

Not Recommended

F

1. #22068 (SCCA Staff) Require Data Mounting Plates on All National Formula Car Classes
Thank you for your letter. The CRB does not recommend data mounting plates for all classes but may require mounting plates on individual classes as needed.

P2

1. #22424 (Formula/Sports Racing Committee) WDYT Diffusers in P2
After reviewing member response from letter #22175 WDYT, the CRB does not recommend removing diffusers from cars in the P2 class.

GCR

1. #22104 (Steve Pence) Championship Points In The Event of Cancellation
Thank you for your suggestion. The decision on how to handle event cancellations should be the responsibility of the host region and dealt with in their Supplemental Regulations.

GT3

1. #22091 (Michael Heintzman) Classify Mazda MZR 1.8L DOHC Engine
Thank you for your request. MAZDASPEED confirmed this engine was never in a US-based automobile and therefore does not conform to 9.1.2.B.4.

STL

1. #22152 (Tom Lamb) Change the STL Rear Wing Height Requirement

Thank you for your request. The CRB does not recommend this change. The rule is adequate as written.

2. #22195 (Alan Cross) Max Brake Rotor Diameter

Thank you for your feedback. The CRB does not recommend changing the brake rules in Super Touring at this time.

STU

1. #22350 (Eric Heinrich) 300 Pounds Off NA Cars Under 2.4 Liters

Thank you for your input.

T1

1. #22217 (John Buttermore) T1-LP Restrictor Removal for No Headers Prep Level

Thank you for your request. Competitors have a choice to use headers or not use them.

2. #22249 (John R Buttermore) Remove the Approval for Headers in T1 LP

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

3. #22308 (Marc Hoover) Allow Alternate Miata Front Fenders

Thank you for your letter. Your request is against class philosophy.

T3

1. #22174 (Budd Beaman) Spec Line Change Request for T-3 2011-14 V6 Ford Mustang

Thank you for your request. Data has shown this car to be competitive as classed. The CRB will continue to monitor T3.

2. #22245 (Ali Salih) Please Revert RM 17-06

Thank you for your feedback. The CRB will continue to monitor the class.

3. #22246 (Matt Slavens) Reconsider the Recent Weight Changes in T3

Thank you for your feedback. The CRB will continue to monitor the class.

4. #22247 (Adam Williams) Keep the Spec E46 Weight Closer to the Spec Weight: 2850 lbs.

Thank you for your feedback. The CRB will continue to monitor the class.

5. #22273 (Michael Sullivan) Restore Parity to T-3

Thank you for your feedback. The CRB will continue to monitor the class.

6. #22320 (David Mead) Allow Panhard Bar on 99-04 Mustang GT and Bullitt

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

7. #22321 (David Mead) Disparity in T2 2011+ Mustang V6/Spec E46

Thank you for your feedback. The CRB will continue to monitor the class.

8. #22334 (Paul McNamara) Reduce the Weight for the Nissan 350Z

Thank you for your request. The CRB will continue to monitor the class.

T4

1. #22137 (Brian Husting) Reduce The T4 Acura RSX-S Weight (-100lbs.)

Thank you for your letter. The CRB will continue to monitor the class.

2. #22163 (Darren Seltzer) Unachievable Ride Height Limits

Thank you for your request. Adjusting the rule for a single car in any class is not good for the entire class. The rule is adequate as written.

3. #22180 (Dan Wiegandt) Remove Restrictor Plates for Acura and Honda Cars

Thank you for your letter. Recent changes have been made to T4. The CRB will continue to monitor the class.

4. #22181 (Dan Wiegandt) Increase Tire Sizes for Acura and Honda Cars

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

5. #22182 (Dan Wiegandt) Reduce Weight on Acura and Honda Cars

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

6. #22183 (Dan Wiegandt) Remove Scion/Subaru Multiple Advantages in T4

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

7. #22184 (Dan Wiegandt) Reduce Scion/Subaru Tire Size

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

8. #22237 (Mark McCaughey) Reinstate Entry Level Showroom Stock C

Thank you for your letter. B-spec and T4 cars are considered entry level classes.

9. #22300 (Lothar Kremer) Mazda RX-8 Tire Size Change - Re-Submittal

Thank you for your letter. The CRB will continue to monitor the class.

Recommended Items for 2018

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.

B-Spec

1. #22199 (B-Spec Committee) Camber

Change to section 9.1.10.E.35: 35. Maximum ~~3.0~~ **3.5** degrees negative chamber is allowed on front and rear suspensions.

GT2

1. #22270 (Mark Kibort) Porsche 928S4 - 928GTS to Be Classed in SCCA GT2

Add 928S4 and 928GTS to GT2:

Engine build rules: stock displacement of 5L (not included allowed 1mm overbore), .600" max cam lift, 12:1 max compression ratio. Weight @ 2,900 pounds. Must comply to all of the ST rules other than what is stated here.

STU

1. #21663 (Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Allow Hood Vents
Thank you for your request. Change 9.1.4.1.:

A. Chassis *and Bodywork*

1. Minimum ride height is 4.0 inches.

2. Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum total area of the vents shall not exceed 200 square inches.

2. #22346 (Charles Tobel) Update the Inlet Restrictor Chart
Thank you for your letter. Change 9.1.4.1 H. 6.

AWD/RWD cars must reduce restrictor ~~2~~ **1** mm from this table.

Taken Care Of

P2

1. #22175 (Mike Bachman) Eliminate Diffusers in P2

Thank you for your letter. Please see the response to letter #22424.

2. #22259 (Armen Megregian) Feedback for Letter #22175: Eliminate Diffusers in P2

Thank you for your letter. Please see the response to letter #22424.

3. #22260 (Craig Farr) Feedback for #22175 - P2 Diffusers

Thank you for your letter. Please see the response to letter #22424.

4. #22264 (Jay Messenger) Support for P2 Diffuser Elimination

Thank you for your letter. Please see the response to letter #22424.

5. #22265 (Robert Kazen) Response to the Rear Diffuser WDYT

Thank you for your letter. Please see the response to letter #22424.

6. #22266 (Vaughan Scott) Keep Diffusers in P2

Thank you for your letter. Please see the response to letter #22424.

7. #22267 (Doug Piner) Reply to P2 Diffuser WDYT

Thank you for your letter. Please see the response to letter #22424.

8. #22268 (Robert Christensen) Feedback for the Diffuser WDYT

Thank you for your letter. Please see the response to letter #22424.

9. #22272 (Eric Wallgren) Removal of Diffusers From P2 Cars is Unneeded and Dangerous

Thank you for your letter. Please see the response to letter #22424.

10. #22274 (Stan Clayton) Response to Request for Input, Letter # 22175

Thank you for your letter. Please see the response to letter #22424.

11. #22276 (Stan Clayton) Clarification to my letter #22274
Thank you for your letter. Please see the response to letter #22424.

12. #22305 (Robert Fox) Remove Diffusers From P2
Thank you for your letter. Please see the response to letter #22424.

13. #22306 (Fred Michael) Do Not Remove Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

14. #22311 (DAVID O'LEARY) Not in Favor of Diffuser Elimination
Thank you for your letter. Please see the response to letter #22424.

15. #22312 (Sherman Chao) Response to #22175 - Not in Favor of Removing Diffusers
Thank you for your letter. Please see the response to letter #22424.

16. #22362 (Jake Thielmann) Opposed to Rear Diffuser Removal
Thank you for your letter. Please see the response to letter #22424.

17. #22374 (Tim Day, Jr.) Not in Favor of the Removal of Rear Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

18. #22375 (Tim Day, Jr.) Follow Up Attachment to Letter #22374
Thank you for your letter. Please see the response to letter #22424.

19. #22376 (Tim Day, Jr.) More Information for Recently Submitted Letter #22375
Thank you for your letter. Please see the response to letter #22424.

20. #22388 (Greg Gyann) Response to WDYT - P2 Diffusers
Thank you for your letter. Please see the response to letter #22424.

21. #22411 (Doug Geisler) Eliminating Diffuser proposal
Thank you for your letter. Please see the response to letter #22424.

GTL

1. #22122 (Joseph Besenti) Allow Newer Mini Engines in Older Mini Chassis
Thank you for your request. These engines are already classified in GTL for the older Mini body styles.

STU

1. #22062 (Anthony Philleo) Feedback for Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

2. #22063 (Michele Abbate) Feedback for Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

3. #22096 (Eric Thompson) Response - Hood Vents Are Long Overdue
Thank you for your feedback. Please see the response to letter #21663.

4. #22131 (Ian Barberi) Response to the Allowance of Hood Vents WDYT
Thank you for your feedback. Please see the response to letter #21663.

5. #22196 (Joe Dillard) Response to ST WDYT Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

T2

1. #22233 (Christopher Childs) Adjust the Restrictor Size for the C6 Corvette With An LS2 Engine

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

2. #22250 (John R Buttermore) Car of the Year in T2

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

3. #22319 (Rob Huffmaster) Competitive Issue in T2

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

4. #22323 (Ray Huffmaster) C6 LS2 Warning - Possible Parity Threat

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

5. #22325 (John Stracensky) The Corvette C6 / LS2 is a Potential

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

T3

1. #22115 (Derek Kulach) Consider Small Spec E46 Adjustments

Thank you for your letter. Recent changes were adapted for T3. The CRB will continue to monitor the class.

T4

1. #22116 (Oscar Jackson) The MX-5 Needs a Weight Increase Similar to The RX8 and FR-S

Thank you for your letter. Recent changes were made for T4. The CRB will continue to monitor the class.

What Do You Think

None.

RESUMES

None.

ROAD RACING TECH BULLETIN

DATE: July 20, 2017

NUMBER: TB 17-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2017 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FE

1. #22419 (Formula/Sports Racing Committee) American Racer Gen 2 tire for FE
In 9.1.1.13, add an additional tire option as follows:

Dry

American Racer

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

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

or

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

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

P1

1. #22392 (Formula/Sports Racing Committee) Clean up P1 Engine Table for internal consistency

In P1 Engine Table, make the following changes:

On line A,

Restrictor: 32mm *TIR*

Notes: *STR*

On line B,

Restrictor: 32mm *SIR*

Notes: *SSIR*

On line I,

Restrictor: 34mm *SIR*

Notes: *SSIR*

On line M,

Notes: *SNA*

GCR

None.

Grand Touring

GT

1. #22359 (SCCA Staff) Clarify GT1 Intro and Add GT2-GTL Intro

Clarify the introduction of GT1 and GT2 as follows:

GT1

In 9.1.2.A-C, clarify by removing all references to GT2-GTL as follows:

These specifications are part of the SCCA GCR, and all automobiles shall conform with GCR Section 9.

A. PURPOSE

The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. The SCCA does not guarantee the competitiveness of any car.

B. INTENT

It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high-performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification in the GT Category:

1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).
2. Member interest.
3. Manufacturer interest and potential support to competitors.
4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve (12) month period, all such units being approved by the EPA and DOT for sale in the United States

~~S(Production Cars that have been reclassified into the GT Category need not meet minimum production quantities).~~

C. SPECIFICATIONS

The SCCA shall publish the GT Category Specifications (GTCS) containing recognized specifications for each car eligible to compete in the GT Category during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in the GTCS, Scrutineers/Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation

Certificates for the make and model, or may inspect other cars of the same make and model.

~~S1. GT Category automobiles shall be divided into Classes based on relative performance as follows: GT1,~~

~~SGT2, GT3, and GTLite.~~

2. Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List of the GTCS (GT-1), or as listed on a single GT Specification Form line of the GTCS. Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line.

3. Cars shall meet or exceed their minimum specified weight, as listed in the GTCS, as qualified or raced, with driver.

4. No permitted component/modification shall additionally perform a prohibited function.

5. Turbocharging/supercharging is not permitted.

6. Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars, unless

otherwise noted, are as follows:

GT-1 70.0" F & R

~~SGT-2 64.0" F & R~~

~~SGT-3 / GT-Lite 60.0" F & R~~

GT2

In 9.1.2.F., add a new F.1-F.3 and renumber as follows:

These specifications are part of the SCCA GCR, and all automobiles shall conform with GCR Section 9.

F.1. PURPOSE

The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. The SCCA does not guarantee the competitiveness of any car.

F.2. INTENT

It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification in the GT Category:

1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).

2. Member interest.

3. Manufacturer interest and potential support to competitors.

4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve

(12) month period, all such units being approved by the EPA and DOT for sale in the United States

(Production Cars that have been reclassified into the GT Category need not meet minimum

production quantities).

F.3. SPECIFICATIONS

The SCCA shall publish the GT Category Specifications (GTCS) containing recognized specifications for each car eligible to compete in the GT Category during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in the GTCS, Scrutineers/Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation Certificates for the make and model, or may inspect other cars of the same make and model.

1. GT Category automobiles shall be divided into Classes based on relative performance as follows: GT2, GT3, and GTLite.
2. Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List of the GTCS, or as listed on a single GT Specification Form line of the GTCS. Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line.
3. Cars shall meet or exceed their minimum specified weight, as listed in the GTCS, as qualified or raced, with driver.
4. No permitted component/modification shall additionally perform a prohibited function.
5. Turbocharging/supercharging is not permitted.
6. Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars, unless otherwise noted, are as follows:

GT-2 64.0" F & R

GT-3 / GT-Lite 60.0" F & R

GTL

1. #22176 (Erik Madsen) Request to Classify Porsche Boxster(GTL) with Existing GTL Engine
In GTL, Classify the Porsche Boxster as follows:

Model: *Porsche Boxster*

Body Style: *2dr*

Driveline: *RWD*

Wheelbase: *96.5*

Improved Touring

ITS

1. #20627 (Chuck Baader) 92-95 BMW E36

In ITS, BMW 325i/is (2 & 4 Door) (92-95), add an unrestricted option as follows:

Restricted: 2850

Unrestricted: 3265

Production

None.

Spec Miata

None.

Super Touring STU

1. #22229 (Brad McCall) Allow the Jackson Racing High Boost Pulley on FR-S / BRZ / 86 In STU, Table B, Subaru BRZ/Scion FRS/Toyota 86 (Jackson Racing S/C), change the weight as follows:

S2800S **2750**

Touring

T2

1. #22135 (Terry Eskind) Competition Equalization of Current Model Mustangs in T2 Effective 1/1/18 in T2, Ford Mustang GT 5.0L (2015-), change the tire size as follows:

Tires: S295S **275**

2. #22333 (Richard Kulach) Update the 370Z Model Years

In T2, update the Nissan 370Z model years as follows:

Nissan 370Z (09-S43S **17**) / 370Z NISMO Edition (09-S43S **17**)

T3

1. #22170 (david mead) Please Add Mustang GT/CS to 05-10 Mustang GT Spec Line

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), add the California Special model as follows:

Ford Mustang Coupe GT & Shelby GT 4.6L (05-10) **& Cal. Special**

2. #22326 (Lansing Stout) Update Nissan 350Z Spec Line for Rear Diff Cover

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), due to lack of part availability, add an alternate rear differential cooler and associated parts to the notes as follows:

Rear diff cover Nismo part #99996-35TDK **or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-0C00A.**

3. #22347 (david mead) Please Add 06-15 MX5 to MX5 Cup Spec Line

Effective 11/1 in T3, classify the Mazda MX-5 NC (06-15) as follows:

T3	Bore x		Max Wheel Size (inch)	Tire Size (max)	Gear	Final Drive			Notes:
<i>Mazda MX-5 NC (06-15)</i>	<i>87.4 x 83.1 2000</i>	<i>2330</i>	<i>17 x 7</i>	<i>245</i>	<i>3.82, 2.26, 1.64, 1.18, 1.00, 0.83</i> <i>or</i> <i>3.82, 2.26, 1.64, 1.18, 1.00, 0.79</i>	<i>4.10</i>	<i>(F) 290 (R) 280</i>	<i>2400</i>	<i>Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners). Max spring rate: 700lbs. Max sway bar diameter 35mm. Cold air intake permitted.</i>

T4

1. #22024 (Julian Macias) 2016 Honda Civic EX-T

Effective 11/1 in T4, classify the 2016-2017 Honda Civic EX-T as follows:

T4	Bore x		Max	Tire Size	Gear				Notes:
<i>Honda Civic EX-T (16-17)</i>	<i>1496</i>	<i>2700</i>	<i>17 x 7</i>	<i>235</i>	<i>3.64, 2.08, 1.36, 0.83, 0.69</i>	<i>4.11</i>	<i>(F)</i>	<i>3050</i>	<i>HPD differential assembly, part # 41100-F23S-A610-M1, HPD Damper collar, part # 51602-F23S-A610-M1, HPD SPRING, FR 2.5" 550LB part # 51401-FC4Y-A610-M1, HPD ASSY, FR CAMBER ADJ part # 51920-F23S-A610, HPD OE DAMPER ADAPTER KIT part #51980-F23S-A600, HPD ASSY, SPRING ADJ RR part #52691-F23S-A610, 28MM TIR required</i>

2. #22126 (Eric Langer) Questions About the Toyota 86, Subaru BRZ, Scion FRS

In T4, Subaru BRZ (2017-), change the final drive ratio as follows:

~~S4.10S~~ **4.30**

3. #22330 (Breck neer) Add All 8th Generation Honda Accord Years to the Spec Line

In T4, Honda Accord LX-S/EX/EX-L (08-09), update the model years as follows:

(08-S09S **12**)

JUDGEMENT OF THE COURT OF APPEALS Abhi Ghatak vs. SOM COA Ref. No. 17-13-NE June 15, 2017

FACTS IN BRIEF

On April 29, 2017, following the Group 4 Majors Sprint Race for SRF/SRF3 at Summit Point Motorsports Park, Race Director Russell Gardner filed a Request For Action (RFA) to investigate contact between SRF #37, driven by Abhi Ghatak and SRF3 #17, driven by Scott Rettich. Also noted in the RFA was additional contact between Car #37 and Car #06, driven by Steven Thomas.

The Stewards of the Meeting (SOM), John Deonarine, Jim Harrison, Marc Gerstein, Gene Kern, Herb Sweeney, and Charles Dobbs, Jr., Chairman, met, reviewed the evidence, and determined that Mr. Ghatak had violated General Competition Rules (GCR) 6.11.1.A., B., and C. The SOM penalized Mr. Ghatak by moving him to last in class, removing his qualifying times, and placing him on probation for two (2) event weekends occurring after May 1, 2017. Mr. Ghatak incurred three (3) automatic penalty points as a result of the penalties assessed. He appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Laurie Sheppard (Chairman) met June 8 and 15, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Abhi Ghatak, postmarked May 9, 2017 and received May 18, 2017.
2. Official Observers Report and related documents, received May 23, 2017.
3. Video evidence considered by the SOM, Received May 23, 2017.
4. Email and Memorandum from Charles Dobbs, Jr., received May 26, 2017.

FINDINGS

Mr. Ghatak provided a narrative account of the incidents and submitted two in-car videos. Video from Car #06 was obtained from Mr. Thomas and video from Car #99 was found on YouTube a few days after the race. The COA accepted these videos as new evidence, since Mr. Ghatak was not aware that both had been viewed and considered by the SOM. The COA also viewed video from Car #17 which had been provided to the SOM.

Mr. Ghatak expressed frustration that he was not informed of the witnesses and evidence presented against him in the SOM hearing. GCR 8.2. (Hearings and Judgements) states that "Each party or witness must be heard separately and privately." That privacy extends to their identity as well as the verbal and written testimony they provide.

The three videos showed that while battling for the lead in the SRF class, Mr. Ghatak (SRF

#37) and Mr. Thomas (SRF #06) had side-to-side contact at the exit of Turn 1. Later, the two cars again had contact at the exit of Turn 3 and Car #06 spun off course. At that point in the race, the SRF3 leaders were approaching and preparing to lap the SRF leaders. Mr. Rettich (SRF3 #17) was the first car in the SRF3 pack. Car #17 caught up to Car #37 as they exited Turn 5. Car #17 followed Car #37 in Turn 6a and drew at least halfway up along the right side of Car #37 before the apex of Turn 6b. As Car #37 turned right toward the apex of Turn 6b, Car #17 attempted to back off, but Car #37's right rear contacted Car #17's left front causing damage. Car #37 spun to the left as a result of the contact and an uninvolved SRF3 went off course to avoid the spinning car.

GCR 6.11.1.B. requires that each competitor be aware of the location of other cars around him and allow their fellow drivers racing room, defined as "sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car ". When Car #17 drew alongside, Mr. Ghatak had an obligation to modify his line sufficiently to allow Car #17 racing room. In the video from Car #99 which Mr. Ghatak provided, Mr. Rettich can be seen judiciously applying the brakes and moving onto the berm in an attempt to avoid Car #37 as it moves to the right. GCR 6.11.1.A. states: "Drivers are responsible to avoid physical contact between cars on the race track." Mr. Rettich attempted to avoid contact by backing away, but Mr. Ghatak continued moving to the right and contacted Car #17 with his right rear. The COA does not believe Mr. Ghatak moved to the right in an attempt to impede Mr. Rettich as per GCR 6.11.1.C., but rather he expected to be overtaken after Turn 6b.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalties assessed by the SOM were within their purview as defined in GCR 7.2. (Range of Penalties). GCR 7.4.A. states: "Penalties assessed by the SOM or the Court of Appeals accumulate points..." and those points cannot be rescinded by the COA.

DECISION

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

RALLYCROSS BOARD

Agenda for RallyCross Board Meeting, Tuesday, July 11, 2017

The RallyCross Board (RXB) met via conference call on July 11th. Attending were Stephen Hyatt, Chairman, Ron Foley, Kent Hamilton, Keith Lightfoot, Chris Regan, Kito Brielmaier, and Mark Macoubrie. Also in attendance was Arnie Coleman BOD liaison.

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

Chairman Hyatt called the meeting to order at 7:07pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): No Report.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)

- ∅ Updates: No incidents. The safety committee continues to work on a national safety training program.

- Rules Committee (Lightfoot)

Updates: The 2018 rules suggestions will be posted on the www.rallycross.com forum for review by the RallyCross community in August.

The new 10th class rules will be finalized this month and will be sent to the SCCA Board of Directors for review and approval at the August BOD meeting.

- RallySprint Committee (Brielmaier)

- ∅ Updates: Two events will be held soon including an event in Texas and an event in the New England region.

- National Championship Committee (Macoubrie)

- ∅ Updates: The 2017 DirtFish SCCA RallyCross National Championship committee met on July 5, 2017. The committee discussed the schedule for the event. The committee has send the schedule to the national office for review. The committee sent the list of chief positons to the RXB for approval. The RXB approved the list of chief positions for the National Championship. The committee reviewed the site layout and is working with the national office to finalize the site layout for the event. The RXB discussed the opening day for registration. A notice will be posted soon on the opening day of registration.

- Divisional Steward Liaison (Foley)

- ∅ DRXS meeting: No Report.

- Growth and Development Committee (Hamilton)
 - ∅ Updates: No Report.

4. Old business:

5. New business:

- 2017 DirtFish SCCA East Coast Review: 71 competitors participated at the East Coast Challenge. There were 12 runs across three days with close competition in several classes. There was a large group of competitors who had never been to a national level event which cause some confusion for the competitors. The RXB will look at how to improve communication of expectation to all the competitors.
- The RXB was tasked with coming up with topics and presenters for the 2018 SCCA National Convention.

6. Motion to adjourn: 8:03pm CST

7. Next RXB Meeting August 1st, 2017.

ROADRALLY BOARD

Sports Car Club of America RoadRally Board Minutes June 22, 2017

The RoadRally Board met via conference call on June 22, 2017; meeting called to order at 7:50 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Peter Schneider, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Jamie Mullin, National Office, Lee Hill, BOD liaison, and guest Pego Mack.

1. Approval of May minutes; stand as published.
2. RReNewsletter not published yet, Cheryl has been very busy, she will have one soon.
3. New Event Planning Calendar (Jeanne) -- coming soon.

4. Staff report – Jamie

For tonight's meeting (our first with Skype) she needs to know who is on the Skype app versus on phone; by the end of the meeting, Skype had dropped everyone (using Skype or on the phone) several times, some as many as five times; Rich said that this was not acceptable.

The new Incident Reporting forms are in the file cabinet on the SCCA website.

Rich said that the problem with the RRB mailing list was fixed now.

5. NEC report – Mike T. – Mike T presented the NEC proposal for changes to the class structure; Mike B asked why it listed specific models of rally computer, does the list need to be updated every year? Mike T answered that the definition says "or similar items". Rich said that Mike Young has an app for a simple driver display, what class would that be? Mike T said E. Jim asked what if a Class S competitor has a GPS odometer device? Mike T said L. Peter asked what about Halda Twinmaster/Tripmaster? Mike says S. Peter how is this any different than GPS? Mike B said it is not fair if some in S can correct odo and others can't; Jim and Rich agree. Jim said that the essence of S is stock, non-correctable odometer; there are a number of apps that use GPS, they can be corrected; there are apps with correctable odos, that can be reversed, that can read to hundredths and thousandths – these should all be class L. More advanced apps such as the Richta which gives a continuous readout, should probably be E. Rich said that GPS is not as accurate as a pulse-driven device. Mike T said if it uses a driver's display it's E, if it doesn't use a driver's display, it's L. Jim would put a simple rally computer (GPS app) in L. Mike T said the only app to go in E would be Michel Young's because it has a driver's display. Mike B talked to Class L people in his region about apps; they said "bring it on". Rich asked Mike T to make this part of the rules to be published for comment for 2018.

Peter – published to the RRB a two-page document with his review of his precheck of the USRRC. Peter and Mike T will work on generals. The rally is a destination rally. Trying to get Kevin Poirier to go up in August to do a precheck.

6. Rich reminds all that the rule change window ends June 30; he received a letter from Greg Lester with several suggestions. Peter had a suggestion about getting points all in one region; he will write it up and submit it.

7. Peter asked about RRB members for 2018; Rich is leaving, is he preparing someone to take over? Rich said that the RRB will need to add someone for next year, so there will be an odd number of people; if someone else decides to leave, then the RRB will need two new members.

8. Clyde is working on timelines for rallies; he asked if we are we looking to update the handbooks, or create new stand-alone timelines? Peter said that there should be a document for first-time rallies; also, if documents have different time lines, they should all be the same. Clyde agreed that all timelines should be consistent, but thinks there should be a stand-alone document. If anyone else has comments, send them to Clyde.

9. Under Old Business, Peter asked whether any progress had been made regarding getting Divisional Road Rally Stewards for those regions that don't have them (Northeast, Rocky Mountain, and Northern Pacific); for now, we need stand-ins. Rich will do Rocky Mountain, Peter is already doing Northeast..

10. Any New Business? Rich said that tonight was an unacceptable level of service for this call; too many bounces.

Motion to adjourn at 9:27 pm CDT

Next meeting via conference call, July 13, 2017

Respectfully submitted,

Jeanne English, RRB Secretary

Sports Car Club of America
RoadRally Board Minutes
July 13, 2017

The RoadRally Board met via conference call on July 13, 2017; meeting called to order at 8:23 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Peter Schneider, Clyde Heckler, Jeanne English, secretary, Mike Thompson, NEC chairman, Jamie Mullin, National Office, and Earl Hurlbut, BOD liaison. We were supposed to use Skype for the meeting, but after 45 minutes of people not being able to call in/login, the meeting was switched to a backup phone conference service.

1. Approval of June minutes, stand as published.
2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a. July issue should be out shortly. Rich was late getting his column to Cheryl, and Cheryl has been busy working on the USRRC.
3. Event Planning Calendar (Jeanne) – most recent calendar has been reissued in color.
4. SCCA Staff Report (Jamie) –Why are phone call-ins not working? Best answer right now –wrong settings. Jamie and Michael Fitzgerald will do their best to have the Skype system working properly for our August meeting; this month’s attendees may be contacted for their experiences this month.
5. NEC Report (Mike)
 - a. Recent Nationals – already discussed
 - b. Upcoming Nationals – this weekend Indy; LOL events, Labor Day weekend. are under control in various stages of measurement and precheck
 - c. USRRC Update – generals received from Cheryl, Peter suggested deleting things that don’t apply; Saturday and Sunday count as one divisional course rally, Friday is a regional rally (warm-up); Peter wrote a synopsis of rallies as part of generals, emphasizing that this USRRC is a destination event (see the beauty of Alaska)
6. Old Business
 - a. At the end of July, a memo to all rally organizers will be sent out reminding them about control locations, speeds into controls, and certain aspects of pre-checks.
7. New Business
 - a. Starter Kits (Clyde) – updated, if you have more suggestions let Clyde know
 - b. Standard Rally School (Peter) – not ready yet
 - c. 2017 Targa Southland (Peter) – agreed about expenses, meeting with Heyward Wagner tomorrow to go over things; rally date is August 12, it will be the same format as last year, followed by a 6 hr transit to Memphis
 - d. 2018 Regional Development Funding proposal (Peter) – Howard Duncan said there is no budget for it, Peter asked when the budget deadline is for 2018. It was suggested that we ask our liaisons for help with this; Earl asked for an idea of what is needed/wanted.
 - e. Veterans in Motorsports (Crittenden) – Sasha Lanz contacted Jim about a Vet Motorsports article in SportsCar, which mentioned that they had been given a grant from the SCCA Foundation; there are still more events in

Texas, and Sasha wondered if there was any interest in including road rally in this program? Jim will contact Howard Duncan about this.

- f. Other items of new business – Stu Helfer accepted the position of Divisional Road Rally Steward for Northern Pacific.
- g. 2018 Rule Change Proposals

Rich sent 5 separate emails to the RRB each containing a different proposal for RRRs changes which were received from various people by the June 30th deadline. Mike T sent the NEC proposals separately. Rich wants final RRB action on the changes to be October, so they can go to the BOD for final approval by the end of the year. Emails 2 through 5 are being released for public comment, and are listed at the end of these minutes. Email 1 is not being released for public comment, but is listed below.

1. Email 1: Rich thinks this is a bad idea; Jim said that, if approved, it makes Divisionals just short Nationals. **Motion: Release for public comment.**

Rich/Mike B/Fail

2. Email 2: **Motion: Release for public comment. Rich/Peter/Pass** (there is also an NEC proposal for this)

3. Email 3: multi-item list:

1 – **Motion: Release for public comment. Jim/Rich/Pass**

2 – **Motion: Release for public comment. Rich/Jim/Pass**

3 – Postpone until equipment discussion (NEC proposal) for final wording; no comments yet, please

4 – The RRB recommends the following change to

RRR.13.C.2:

~~In addition for night events~~, it is recommended that each car have aboard ... **Motion: Release for public comment.**

Rich/Clyde/Pass

5 – Already done, see March 2017 RRB minutes, no public comment needed

4. Email 4: (there is also an NEC proposal for this) **Motion: Release for public comment. Rich/Jim/Pass**

5. Email 5: there is confusion/ambiguous wording about how year-end scoring is done (there is also an NEC proposal for this).

Motion: Release for public comment. Jim/Rich/Pass

h. Defer NEC proposals to next month. Rich will contact the people who submitted Emails 1 and 3.

i. If the Skype system is not working, we will again use an alternate call-in number.

Motion to adjourn at 9:52 pm CDT

Next meeting via conference call, August 10, 2017

Respectfully submitted,

Jeanne English, RRB Secretary

Email proposals for RRRs changes:

1. I suggest the divisionals adhere to the complete RRR's (no public comments, please)

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

3. Multi-part proposal:

1. Art 4.C - Remove 4 "equivalent" per 7 day restriction. Rationale: Rulebook simplification. With expanded (Divisional) minimums for course length and number of controls there is no danger of the previously-feared "10-rally weekend" occurring.

2. Art 8.B.4 and Art 8.D - Remove any requirement for a competitor to enter at least one National rally to establish eligibility for year end awards in a National Championship. Rationale: Elimination of unnecessary obstacle to participation in National Championship. Last year's elimination of the "70 Point" rule was a good start.

3. Art 11.B - Remove restriction on direct input of GPS-derived mileage in timekeeping calculations in Limited class. Rationale: Allow for proliferation of new "tech" devices, which, because of limitations of GPS-based mileage estimates, are not currently competitive with dedicated rally computers in Equipped class. These devices should be competitive with skilled teams using wheel-sensor derived mileages and semi-automated hand calculations. (this one is being postponed until we get the NEC equipment proposals, so no comments, please)

4. Art 13.C.2 - Remove reference to night events. Rationale: Automobile accidents only occur after dark??

5. Art 13.C.4 - Delete any requirement for competitors to display SCCA logo sticker(s) (already done, no comments needed).

4. Article 16, paragraph C currently says:

No open or passage control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions.

This wording could maybe use some more specific expansion. The following might be a bit wordy, but a suggested addition: If a control immediately follows a traffic control device such as a traffic light, blinker, stop sign, or yield sign, the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control. (there is also an NEC proposal for this)

5. Proposed clarification to Article 8 B) 4). The wording in yellow is to be added.

"contestant may count the best ten (10) of their first fourteen (14) equivalents entered in each series, with at least two (2) of those ten equivalents coming from a national event." Bruce Gezon has indicated this is already how he is applying the rule, but he felt that clarification certainly wouldn't hurt (adding 'ten' is his suggestion, 'best ten' is mine). At least a few people expressed that in their opinion if someone ran a national, but didn't win, they qualify for a year-end award and could then earn 100 points from divisionals. (there is also an NEC proposal for this)

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:

<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

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