

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 in Kansas City, Missouri August 11-13, 2017.

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

Staff participating were: Michael E. Cobb, President & CEO; Mindi Pfannenstiel, Senior Director of Finance; Eric Prill, Vice President and COO and Aimee Thoennes, Executive Assistant. Guests participating were: David Arken, CRB member and Jim Wheeler, CRB Chairman; Robey Clark, SCCA Enterprises President and Steve Oseth, SCCA Pro Racing General Manager.

The meeting was called to order by Vice Chairman Helman.

MOTION: To disband the planning committee and transfer responsibility and role to the STRAP committee and update the Operations Manual to reflect this change. Coleman/Burrows. PASSED.

MOTION: To accept the consent agenda as presented. Pulliam/Burrows. PASSED.

FINANCIAL REPORT

Pfannenstiel provided the financial report including June results; July results will be sent next week. A comprehensive forecast for the remainder of the year will begin the end of August.

Pfannenstiel reported on the status of the association management software upgrade. Staff met with business analysts for 3 days to review process and workflow to improve quality and efficiencies.

OPERATIONS REPORT

Prill reported on site visits for 2018 and 2019 Runoffs. Additionally, work is in full swing for the National Championship events with both the Solo Nationals and Runoffs experiencing high participation.

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MOTION: To approve the RXB 2017 Open Class Rules in Appendix A. Coleman Albin. PASSED.

MOTION: To permanently and immediately revoke the membership of Sammy Valafar (Member #217190). PASSED.

MOTION: To recognize the SCCA, Inc. shared services overhead cost allocation to the SCCA Foundation Inc. be treated as a donation effective 1/1/2018. PASSED.

MOTION: To suspend Tom Sloe's (Member #280767) SCCA competition privileges and ban his participation as a driver in any SCCA event permanently effective immediately. PASSED.

MOTION: To reinstate Mr. Tom Sloe's membership #280767 effective immediately. PASSED.

Jim Wheeler and David Arken presented a list of topics for discussion with the Board of Directors as well as a recommended rules package for approval.

MOTION: To approve CRB Rules as presented in Appendix B effective 1/1/2018 PASSED.

MOTION: To approve P2 Item #22206 in Appendix B effective upon publication PASSED.

MOTION: To adjourn. PASSED.

APPENDIX A: SCCA Rallycross Open Class – Proposed Rules

1.3 VEHICLE CLASSIFICATION

F. Open Category

Open Two Wheel Drive (O2) Open All
Wheel Drive (O4)

Preparation allowances:

1. The Open Category is intended for four-wheeled vehicles altered in excess of the Modified Category allowances, such as dune buggies, sand rails, tube frame/ chassis vehicles, kit cars and similar types of custom-built vehicles.
2. Minimum track is 42 inches measured from the center of the wheels. Maximum height is 90% of the average track width measured at the highest point of the roll cage. Minimum wheelbase is 72 inches measured from the center of the wheels.
3. Engines must be internal combustion, passenger car or light truck-based, and with no more than four (4) cylinders or two (2) rotors. Motorcycle, ATV, UTV and similar engines are not allowed.
4. Tube frame construction is allowed.
5. A roll cage meeting or exceeding the current SCCA GCR requirements for Showroom Stock/Improved Touring roll cages (per Appendix I: 2007 Roll Cage Rules) or the current requirements of another sanctioning body approved by the SCCA is required.
6. All cars shall be equipped with a master switch easily accessible from outside the car. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits when turned to the "OFF" position. The switch shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. "OFF" position shall be clearly indicated at the master switch location. The master switch shall be securely fastened to the vehicle, however, drilling of holes in the roll cage to attach the mounting bracket is prohibited. The mounting location shall be one of the following:
 - a. In proximity to the right-hand (passenger) side member of the roll bar in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member;
 - b. In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned
 - c. Below the center of the rear window or on a bracket welded, clamped or

bolted to the roll cage or dash, easily accessible through the open window.

7. Installation of a scattershield, chain guard or explosion-proof bell housing is required on any vehicle where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passenger. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure. The following material requirements apply to scattershields/explosion-proof bell housings:

- a) 1/8 inch (0.125"; 3.18mm) SAE 4130 alloy steel
- b) 1/4 inch (0.250"; 6.35mm) mild steel plate
- c) 1/4 inch (0.250"; 6.35mm) aluminum alloy
- d) SFI or NHRA approved flexible shields

8. The driver's seat shall be securely mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. A passenger seat is not required but must also be securely mounted if installed. Seats must be intended by their manufacturer for competition use.

9. A four (4)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs.

10. All occupants must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot. SCCA-compliant fire resistant clothing as listed in the current Club Racing GCR is highly recommended, including suits, gloves, socks, and shoes. An SFI or FIA-rated head-and-neck restraint device is recommended for each occupant.

11. Each wheel/tire must have a fender/mud flap assembly that covers 1/2 of the tire's circumference. When viewed from above, the fender must cover the entire width and diameter of the tire. The fender/mud flap assembly must cover the width of the tire when viewed from behind and extend to the rear of the tire with the bottom edge of the assembly no more than 4 inches from the ground (measured on a level surface without the driver or passenger).

12. A metal roof skin of mild steel (minimum thickness 0.069") or aluminum (minimum thickness: 0.100") must cover the top of the roll cage between the front and rear main hoops. The roof skin shall be securely fastened to the roll cage. Drilling of holes in the roll cage to attach the roof skin is prohibited.

13. Metal firewalls and floor panels/belly pans are required to prevent the passage of flame and debris into the driver's compartment. The entire driver's compartment below the base of the windshield and side windows must be covered with metal panels. These panels may be mounted inside the roll cage and/or outside the roll cage. For vehicles with fluid lines routed inside the driver's compartment, the belly pan/floor panels shall have drain holes to prevent the accumulation of fluids.

- 14.** Exterior body panels of metal or other fire-resistant material must cover the top side of the chassis. When viewed from above (plan view) the area between the front of the chassis to the base of the windshield and the area between the roll cage main hoop to the rear of the chassis must be covered with body panels. Body panels must cover each side of the vehicle between the front roll bar hoop and the rear roll bar main hoop, excluding any side window areas, and such panels may also serve as driver's compartment panels in Section 13 above if made of metal. Additional body panels are allowed. Vents and openings may be added to body panels to accommodate engine cooling, air intake and exhaust. All body panels shall be securely fastened to the roll cage/chassis. Drilling of holes in the roll cage to attach body panels is prohibited. The engine cover shall be removable by hand or with basic hand tools without the use of a key (e.g. hood pins, latches, Dzus fasteners).
- 15.** A front windshield is not required, however, if so equipped, the windshield must be made of automotive safety glass or polycarbonate/Lexan and securely mounted to the vehicle. Polycarbonate windshields must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach the windshield is prohibited. If the vehicle is not equipped with a windshield, all occupants must wear full face helmets with face shields or goggles, gloves, and arm restraints.
- 16.** Side windows made of automotive safety glass or polycarbonate/Lexan or window nets for the driver and passenger (if present) are required and must be securely mounted. A rear window is not required but if present, must be made of automotive safety glass or polycarbonate/Lexan and securely mounted to the vehicle. Polycarbonate windows must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach side windows, window nets or rear windows is prohibited.
- 17.** Driver and passenger (if present) must demonstrate they can egress from the vehicle in less than 10 seconds.
- 18.** All other Modified category modifications are allowed.
- 19.** If any conflict exists between the Club Racing GCR and the RallyCross® Rules, the RallyCross® Rules shall take precedence.

APPENDIX B: CLUB RACING Recommended Items for 2018

These rule changes will become effective 1/1/2018.

B-Spec

1. #22080 (July Fastrack - B-Spec Committee) B14 Bilstein Kit for All Cars
In B-Spec, add the following language to the Notes:

Ford Fiesta (4-dr) (11-12): *Allow Bilstein B14 suspension kit 47-167490.*

Honda Fit (09-12): *Allow Bilstein B14 suspension kit 47-165854.*

Honda Fit (2015-): *Allow Bilstein B14 suspension Kit 47-165854.*

Mazda2 (11-14): *Allow Bilstein B14 suspension kit 47-167490.*

Mini Cooper (07-10): *Allow Bilstein B14 suspension kit 47-139060.*

Mini Cooper (2011-): *Allow Bilstein B14 suspension kit 47-139060.*

2. #22086 (July Fastrack - B-Spec Committee) Allow Removal of the Front Sway Bar
In GCR section 9.1.10.E.36., add the following language to the last sentence:

Front sway bars may be disconnected or removed.

3. #22199 (August Fastrack - 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.

GCR

2. #20619 (July Fastrack - Jim Rogaski) Clarification of Yellow Flag Rules

Change 6.1.1.B. YELLOW FLAG (Solid Yellow)

~~STANDING YELLOW—Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.~~

~~WAVED—Great Danger, Slow Down, be prepared to stop—NO PASSING FROM THE FLAG until past the emergency area.~~

STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed thru the incident at a reduced speed. There is no passing from the flag until past the emergency incident.

WAVED – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.

The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.

GT2

1. #22270 (August Fastrack - 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.

IT

1. #20977 (May Fastrack - Lawrence Slivinski) Allowing Removal of Front Door Windows Change 9.1.3.D.9.f.: f. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Sound deadening (melt sheets) and undercoating may be removed. *Front door windows may be removed. All other interior trim panels, except the dashboard, may be removed.* Door interior trim panels may be removed *or replaced* with 0.060 - 0.065» aluminum securely attached to the door. *Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.*

STU

1. #21663 (August Fastrack - Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Allow Hood Vents 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 (August Fastrack - Charles Tobel) Update the Inlet Restrictor Chart Change 9.1.4.1 H. 6.

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

T1

1. #22075 (July Fastrack - Joe Aquilante) Add Dailey Dry Sump Pan to Corvette T1 Spec Lines

Recommended for 2018:

In T1, Chevrolet Corvette Cadillac XLR (04-09), add the following language to each engine Notes section:

Dailey dry sump kit permitted: 20-02-0666-assy, 04 90 2371

T2

1. #21582 (May Fastrack - Ron Randolph) Add Front Control Arm Language to Porsche Cayman S (06-08)

In T2, Porsche Cayman S (06-08), change the last sentence of the notes as follows:

Porsche Motorsport rear *and front* control arms allowed.

2. #21668 (May Fastrack - William Moore) Allow Alternate Springs for 2014 Chevrolet Camaro SS/1LE

Change the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Springs up to ~~800#~~ *1,000lb/in* front and rear permitted.

3. #21675 (May Fastrack - William Moore) Allow Alternate Rear Shock Mount for 2014 Chevrolet Camaro SS/1LE

Add to the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5).

T3

1. #22046 (July Fastrack - Fante Meng) Allow BMW 135i DCT Automatic Transmission

In T3, BMW 135i (08-13), add the following language:

Gear Ratios: *DCT only: 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00*

Final Drive: *DCT only: 2.56*

Notes: *DCT transmission permitted with 30lb. penalty.*

T4

1. #22027 (July Fastrack - Derrick Ambrose) CorkSport Rear Camber Arm Allowance for the 2014 and Up Mazda 3

In T4, Mazda3 (14-16), add the following language to the Notes:

CorkSport rear camber arms (Part# AXM-3-318-10) permitted.

This rule change will become effective upon publication.

P2

1. #22206 (July Fastrack - Formula/Sports Racing Committee) ESR in P2

The CRB recommends the following changes to 9.1.8.H.:

7. Engine and Drivetrain

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components,

including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.

2. Enterprises, Inc., seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through Enterprises.

3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.

4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.

5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.

6. Intake manifold: ~~No modifications are allowed.~~ *#WM03012 P2 Manifold as Delivered may be used.* Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold.

7. Engine Control Unit (ECU): *MBE or PE as* supplied and sealed by Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited.

8. The flywheel weight is a minimum of 2.6 lbs for the Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.

9. No modification to the crankshaft dampener is allowed.

10. Cars with P2 floors may use SCCA Enterprises updated exhaust system and muffler if needed.

The following parts must be used:

11. Clutch: Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston # WM701004A, Throw out bearing # WM701006A, Small O-ring # WM1010405, Large o-ring #WM1010406, Flex plate and Ring Gear # WM1101053.

12. Spark Plugs are open.

13. Fuel Injectors: Part # WM591929

14. Throttle Body: Part # WM591930 *or #WM591930 Jenvey*

15. Fuel Filter: Any fuel filter may be used as long as it performs no other purpose than to filter fuel.

16. Air Filter: Part # WM301020

17. Exhaust systems may be thermal coated or wrapped.

18. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.

19. Where needed to meet sound limits, Enterprises muffler kit part # WM301046 *or* #WM303017 is required. The muffler may not extend beyond the back of the ~~transmission-~~ *diffuser*. An additional muffler or *turndown* may be added to accompany the stock muffler as needed to meet sound requirements.

20. An optional air to oil cooler is allowed. No water to oil heat exchanger is allowed.

21. An optional Enterprises alternator kit is allowed, Part # WM1100101 *or* #WM1194031

b. Transmission

1. The transaxle *as* supplied by Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.

2. The servicing, replacement and modification of internal components is permitted by the competitor.

With the following exceptions:

a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

3. The rear cover plate may be manufactured or remanufactured using aluminum.

4. Differential – Only final drive ratios allowed *is are Elite 2.75/ SADEV 3.10* The differential must *remain be as delivered.* ~~an open differential. No limited slip mechanism is allowed. Differential must function as supplied.~~ Must be able to use existing components.

5. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

6. Shift cable is free, but shifting must remain cable operated.

7. Throttle cable is free, but must remain cable operated.

8. The shift actuator assembly must operate as supplied by Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

9. Shifter operated blipper kit #WM1159138 only, may be used.

8. Suspension

- a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.
- b. Front and rear springs are open.
- c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts, unless specifically authorized are not allowed.
- d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.
- e. Anti-roll bars (sway bars) may be disconnected, but not removed.

Anti roll bar sizes:

Front .875" OD \pm .005"

Top Tee .750" x .135" wall, \pm .005"

Top Tee Length: 7.5" maximum end to end

Rear lower stalk .615" Dia. \pm .005"

Upper stalk .765" \pm .005"

Arm length 5.470" shoulder to shoulder

Optional Front Sway Bar: Rotating blade style with or without cockpit adjustment. Minimum blade thickness 0.155" \pm .005" Main Shaft diameter 0.590" \pm .005", Length 6.006" \pm .010".

Cockpit adjustable full bar kit PN: WM1121008. Bar kit only (with set screw lock) PN: WM1121007

Optional Rear Sway Bar: #WM1102025 Kit

11. Brakes

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER

BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall be used

- a. Brake pads are open. *#WM801005 Pad shims may be used*
- b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450".
Part # WM801002x Left, Part # WM801003x Right. Min width is .600"
- c. Master cylinders must be the Girling type.
Front master cylinder is .700" piston diameter, Part # WM802005
Rear master cylinder is .750" piston diameter, Part # WM802006
- d. Calipers must be AP 4 piston. Part numbers are:
LF # WM802004 RF #WM802003
LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed).

f. An optional brake duct kit Part # WM1180002 is allowed

12. Wheels (Only wheels supplied by Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from Enterprises with SCCA logo. If logo is worn off, or wheels that have been painted or powder coated, wheels must be inspected by Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in. x 13 in. Part # WM 205001- OZ Black

Front: 8 in. x 13 in. Part # WM 205001B- OZ Silver

Rear: 10 in. x 13 in. Part # WM 205002- OZ Black

Rear: 10 in. x 13 in. Part # WM 205001B- OZ Silver

Optional Jongbloed wheels may be used

Front 8 in. x 13. Part #WM205016

Rear 10 in. x 13. Part #WM205017

SOLO EVENTS BOARD | July 26th

The Solo Events Board met by conference call July 26th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Doug Gill of the National Staff; 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 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 2018

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

General

#21022 Update to 12-month rule

The SEB is recommending the following proposed change to section 3.2:

“3.2 VEHICLE CLASSIFICATION

New car makes, types, and models will be classified by the SEB as soon as sufficient information is available to do so. The SEB may reclassify a car ~~within the 12-month period following its at any time up to and including December of the calendar year following that of the~~ initial classification, without the approval of the Board of Directors. ‘Initial classification’ includes the addition of a new listing on an exclusion list.”

Explanation: The SAC routinely has to delay initial classification to manage the current 12-month rule; The SEB believes it’s in the membership’s best interest to get initial classifications out as early as possible yet still allow the SAC and SEB to see results from the National Championships before deciding if a car should be moved.

#21023 Timing Systems Requirements Update

The SEB is recommending the following proposed change to 7.2, to more accurately reflect how the National Staff and event officials manage available alternate (backup) timing equipment for the Solo National Championship:

“7.2 TIMING SYSTEMS FOR NATIONAL SOLO EVENTS

There shall be at least two (2) operable electronic timing systems per course at the Solo National Championship. ~~The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized.~~ Alternate *timing* systems and *operating* procedures may be approved by the SEB.”

#21024 National Appeals Committee

The SEB is recommending a minor change to the NAC composition rule, as follows:

“10.4 COMPOSITION OF THE NATIONAL APPEALS COMMITTEE

The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this Section. The NAC will be appointed by the SEB *and shall consist of three standing members plus two alternates*. Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo® matters.”

#21025 Protest Chief Duties

The SEB is recommending the following minor change to the Chief of Protest duties in section 5.10:

“5.10 CHIEF OF PROTEST

The duties of the Chief of Protest *are* to serve as Chairman of the Protest Committee, to provide leadership to the Protest Committee, *to provide prompt notification of protest filings to affected parties*, and to provide notification of protest decisions to the parties involved (i.e., the protestor[s] and protestee[s]). He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event.”

Explanation: In most cases, a successful protest will change the results of the class. We are proposing this change so the duties of the Protest Chief include notifying those who would be effected by the change. An example would be an announcement to those on the grid that a protest has been filed.

#21111 Docol R8 tubing (steel) for roll bars

Add after first sentence in Appendix C, subsection B.1:

“Docol R8 is also considered an acceptable material (tube sizing and wall thickness requirements are as per SAE 4130).”

#21399 I.2.2

The following rule change proposal is recommended by the SEB:

Change I.2.2 as follows:

“2. The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees, approve Solo® Safety Stewards, and other Chiefs of Specialties such as Timing, Tech, Impound, and Course for the Solo® National Championship events. ~~Any SEB member in attendance at the Solo® National Championship may serve on the Appeals Committee.~~ *Members of the SEB may not serve on the National Championship Protest Committee.*”

Member Advisories

Street

#22307 civic type R for DS

Due to its late availability, the SAC is continuing to evaluate the Civic Type R and is delaying official classification as we continue to evaluate the performance potential of the car, and is currently deciding between BS and DS. For Regional competition the SAC suggests classing the car provisionally in DS until the final classing decision is made after the 2017 Solo National Championships. The SAC encourages feedback on classing via letters and at the SAC Town Hall in Lincoln

Prepared

#22559 Committee Personnel

The SEB is anticipating vacancies on the PAC and is seeking members with CP, FP, or EP experience who are interested in serving on the committee. Interested members are invited to submit their qualifications via www.soloeventsboard.com

Change Proposals

Prepared

#21828 XP non-OE wing mounting

The PAC is requesting member feedback on cleaning up the wing mounting allowance for XP. The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work. The PAC proposes the following changes to the applicable wording.

Appendix A: 1.c. "Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the ~~wing's point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*"

Other Items Reviewed

General

#21249 Standard Part Redefinition

Thank you for your input.

Street

#22236 Keep the existing octane rule

Thank you for your input on the octane rule change proposal.

#22313 General Parameters for determining Street Classes.

Thank you for your input. The SAC uses many evaluation tools beyond power/weight ratio to classify vehicles.

#22420 Letter against Proposal #20102

Thank you for your input on the proposed electronic shock rule changes. The SAC is continuing to evaluate this proposal.

Prepared

#21222 Regarding #18207

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

#21295 17.2.G Bumpers

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

#21329 response to letter #18207

Thank you for your input; please review the #18207 rewording in July 2017 Fastrack. The PAC would like feedback on the updated proposal.

#21452 Please correct the weight calculation example in

The PAC thanks the member for their input. The rulebook has been updated to show the corrected weight formula example.

Not Recommended

Event Operations

#22371 Inclement weather and event operations

Thank you for your input. The SEB does not believe this change is necessary.

#22372 Revising Run Order for National Tours and National Championships

Thank you for your input. The SEB does not believe this change is necessary.

Street

#22258 2018 Proposed classing of the Lotus Exige S260

Thank you for your input on the proposed Lotus classing changes.

#22294 6th gen camaro 1le and mustang gt350 to bs

Thank you for your input. The SAC will continue to monitor the competitive balance between BS and AS.

#22295 Issue with proposed rule change

Thank you for input regarding the proposed octane rating change. The SAC would like to remind competitors that we are basing the proposed octane ratings on the $(R+M)/2$ formula which is different from the quoted RON metric.

#22314 Fiat 500e eligibility

The SAC cannot class the Fiat 500e as it does not meet the rollover guidelines per 3.1.A and there is currently no SSF rating available for this model.

#22338 Camaro V6 1LE from BS to FS

Thank you for your input. The SAC will continue to monitor the balance between BS

and FS.

#22387 We think the 2017 BRZ & 86 should be classed in DS

Thank you for your input. The SAC will continue to monitor the performance balance between the newer and older “twins.”

#22394 Include 2017 NSX in SSR

Thank you for your input. The SAC will continue to monitor the performance balance in SSR but does not believe the NSX is an appropriate addition to the class.

#22395 Audi S4 (B8) to D-Street

Thank you for your input. The SAC believes the S4 is appropriately classed.

#22407 2017 Acura NSX Classing

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

#22416 Re-class S2000 CR from AS to BS

Thank you for your input. The SAC believes the S2000 CR is appropriately classed.

#22444 Move Porsche 991.1 and 991.1S to AS

Thank you for your input. The SAC believes the 991 base and S are appropriately classed at this time.

Prepared

#22240 Carbon fiber body panels in prepared

The PAC feels that carbon fiber body panels are within the current definition of Prepared. In many instances carbon fiber body panels are a similar price to fiberglass and OE replacement parts. The PAC also feels that non-structural composite body panels are within the scope of the home-based builder.

Street

#21519 More expansive, non-performance electronic defeats

Per the SAC, make the following addition to Section 13:

13.9.1

On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.

Handled Elsewhere

General

#20248 Using a Turn-Down Elbow as a

Please see the related proposal in item #22455 in the August Fastrack.

Street

#22255 Please Class the 2017 Civic Si

Please see the response to #22105 in the August Fastrack.

#22341 Electronic shock proposal feedback

Please see the response to #22420 in the July Fastrack.

#22352 Electronic shock removal

See the response to item #22420 in the July Fastrack.

#22415 Re-class S2000 CR from AS to BS

See the response to item #22416.

Prepared

#21812 Wing mount clarification

Please see item #21828 for a related proposal.

Tech Bulletins

Street

#22243 SSF of Nissan Leaf

Per the SAC, add the following listing to Appendix A:

HS

Nissan

Leaf (2011-2017)

The SEB and SAC thank the member for supplying the government's documented SSF data for this model.

#22322 request to have Alfa Romeo Giulia Base and Quadrifoglio classed

Per the SAC, add the following listings to Appendix A

AS

Alfa Romeo

Giulia Quadrifoglio (2017)

DS

Alfa Romeo

Giulia (incl TI) (NOC) (2017)

#22431 Clarify wheel +/- 1

Thank you for your input on clarifying the wheel diameter rule in the Street category.

Per the SAC, add to 13.4.B as shown:

Wheel (rim) diameter may be increased or decreased 1" from the standard part. *This change may be applied to the front, rear, or both axles.*

#22436 Change wording for HS Ford Focus

Thank you for your input.

Per the SAC, please clarify the following listing in Appendix A as shown:

HS

Ford

Focus *(except AWD and ST 2013-17)*

Modified

#22302 GCR rule reference change

The MAC recommends updating Appendix A - FM - A.9 as follows:

“The measurements for the height, the maximum width (bodywork), and the distance from the tires of sidepods as specified in the GCR, Bodywork *D.9.C*, shall have an allowance from the GCR of ± 1 ” (± 25.4 mm).”

ROAD RACING BOARD

ROAD RACING BOARD MINUTES | August 1, 2017

The Club Racing Board met by teleconference on August 1, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Marcus Meredith, BoD liaisons; and John Bauer, Club Racing Technical Manager. The following decisions were made:

Member Advisory

FA

1. #22228 (SCCA Staff) Single Seater Jacking Points: Important Safety Notice
The CRB, at the request of the FIA would like to make the following recommendation for all F4 cars.

Please see <https://www.scca.com/pages/cars-and-rules>

FC

1. #22484 (SCCA Staff) FC Zetec ECU Map
A reminder to all FC competitors that the Pectel T2 ECU Map for the Zetec engine is available on the SCCA website:

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

Only that map or the equivalent Performance Engineering PE-3 map will be considered as compliant for 2017 Majors and Runoffs events. The PE-3 map must be installed with Version 35 firmware.

Note: This memo was posted on www.scca.com on July 20, 2017. See MA 17-05.

GCR

1. #21698 (SCCA Staff) Look Into Fire Extinguishers/Lithium Batteries
Competitors using Lithium Ion batteries are advised to make sure that their on-board or hand held fire extinguisher system (as required) meet the chemical requirements to extinguish Lithium Ion fires. For example, water-based systems are not acceptable to extinguish Lithium Ion fires.

No Action Required

F500

1. #22384 (Jack Walbran) F500: Sense of Class on Competition Issues
Thank you for your letter. The CRB appreciates your input.

P1

1. #22177 (Jim Devenport) Requested P1 Dynamometer Information
Thank you for your letter. The CRB appreciates your response.

GCR

1. #22417 (Jason Stine) The Future of SCCA Racing

Thank you for your thoughtful suggestions on how to restructure all of our Club Racing classes, Your comments has been shared with the Board of Directors Planning Committee for consideration.

GT

1. #21868 (James Rogerson) Remove References to SCCA Pro and World Challenge

Thank you for your concern. The SCCA is looking into this.

GT2

1. #22113 (Steven Pounds) Supporting Information for Competition Adjustment Letter #21955

Thank you for your letter. The CRB believes this car is competitive as classed and will continue to monitor the performance of this car in GT2.

HP

1. #22134 (Joe Camilleri) Clarify Brake Rotors for 1588cc VWs in HP

The Production Advisory Committee is in the process of putting together complete brake specifications for the specification lines in the PCS (starting with HP).

Not Recommended

F500

1. #22377 (Jack Walbran) F500: Rotax 593 Sleeves

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

2. #22378 (Jack Walbran) F500: Require Engine Identification on Entry Forms

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

3. #22379 (Jack Walbran) F500: Two Stroke Performance Baseline

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

4. #22382 (Jack Walbran) F500: Limiting Rear Spoilers

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

5. #22383 (Jack Walbran) F500: Reduce Motorcycle Engine Restrictors to 28mm

Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor performance of the different engines in the class.

6. #22397 (Cory McLeod) Support for TEMPORARY Division of F500 Into 2 Classes

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

7. #22402 (Jim Murphy) Change Weight Not Restrictors

Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor performance in the class.

GCR

1. #22044 (Brad McCall) Follow-Up to Letters #20767 and #21165 - Allow E85 Fuel

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

GT1

1. #22335 (Alexander Marmureanu) Classify the Porsche 997 GT3R

Thank you for your request. This car does not fit the profile for a GT1 car; however, it can run in SPO.

GT2

1. #22391 (Scott Graf) Classify the Factory Five Daytona Coupe

Thank you for your request. The SCCA does not classify non-production cars in GT racing.

GT3

1. #22132 (Michael Heintzman) Chassis, Bodywork, and Engine Location

Thank you for your letter. If a competitor is changing body styles on a chassis, then the chassis must meet all specifications related to GTL, including engine set back. (9.1.2.F.4.e.13)

GTL

1. #22441 (Tim Linerud) 15 Inch Wheels

Thank you for your letter. The CRB has found numerous sources for 13" wheels. Additionally, most brake packages are custom or semi-custom using a wheel of any size.

FP

1. #22160 (Joe Huffaker) Lotus 7 Competition Adjustment Request

The available competition data does not support the requested adjustment. The CRB will continue to monitor the performance of this car.

2. #22386 (Larry Svaton) Allow 15x7 Wheel Size and Approve Fenders

Based on the weight of this car, the wheel size specified is appropriate and the size specified is the default size based on the dimensions of the stock wheels that were available on this car. The proposed alternate fender would change the coefficient of drag for this car and is thus a performance advantage, which is not warranted by the available competition data.

HP

1. #22164 (Bobby Beyer) Allow Gen 1 Intake on Gen 2 1NZ Engine

Thank you for your letter. The substitution of engine parts, including intake manifolds, between different cars is not in accord with class philosophy. However, it is believed an adapter would allow the use of the desired type of throttle body and the writer is requested to explore and submit a letter for this alternative.

2. #22299 (Jack Banha) Add Valve Lift Note to the Volkswagen Rabbit 1588 Specification Line

Thank you for your letter. Only the first generation of limited preparation cars classed in EP use this cam lift measurement standard. To expand this rule to all the other limited preparation cars classed in Production could result in a massive expenditure of funds by competitors buying new cams that take advantage of the change without any improvement in parity in each of the Production classes.

SM

1. #21738 (John Bauer) Clarify the Use of Mazda Competition Bushings

The only bushings that are compliant are the OEM bushings.

ST

1. #22369 (Eric Thompson) A Wheel Width Increase is Needed

Thank you for your request. The CRB does not recommend changing wheel size. Wheel size maximums have been part of the balance of performance in this class since its inception.

STU

1. #22357 (Eric Heinrich) Adjust FWD Weight Adjuster for 2018

Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor the performance of STU cars.

2. #22367 (Alan Gould) Allow Alternate Intake Manifolds for the MX5

Thank you for your request. Alternative intakes are not permitted in Super Touring. The CRB suggests the competitor build the car to World Challenge spec VTS with intake part #s LF9G-13-130B and LFE2-13-100.

3. #22501 (Frank Capobianco) Allow 9 Inch Wheels

Thank you for your letter. The CRB does not recommend changing the wheel size in Super Touring. Stable, consistent rules such as maximum wheel size, maximum tire size, and maximum brake rotor diameter are used for balance of performance across the class.

T1

1. #22468 (Chris Edens) Allow Complete Fender Replacement of Alternate Material

Thank you for your letter. This is outside of class philosophy. The rule is adequate as written.

T2

1. #22442 (Kurt Rezzetano) 2015-Current Mustang GT Brake Problems

Thank you for your letter. This car is classed appropriately.

T2-T4

1. #22385 (Darren Seltzer) Follow Industry Standard Tire Size and Wheel Width Guidelines

Thank you for your letter. Competitors can run wheels or tires under the specified maximum size to achieve safe combinations from various manufacturers.

2. #22409 (Darren Seltzer) Require 93 Octane For Lower Touring Classes

Thank you for your letter. Fuel rules changes are not recommended at this time.

3. #22459 (Harley Kaplan) Remove Camber Rule

Thank you for your letter. The rule is adequate as written. The CRB recommends getting a voluntary inspection before the race to confirm your car is within the specification. The CRB is not in favor of opening up the camber rules.

T3

1. #22418 (Eric Ronning) 2011-2014 V-6 Mustang Restriction Change Request

Thank you for your letter. The CRB will continue to monitor T3.

2. #22446 (David Cook) Re-Classify the Global MX-5 Cup Car to T4

Thank you for your letter. The CRB believes this car is not appropriate for T4. T4 remains the last entry-level class.

3. #22448 (David Mead) Re-Consider the T3 MX5 Classification in August 2017 Fastrack
Thank you for your letter. The car is classed appropriately. Please bring the car to the track.

T4

1. #22398 (Dave Wheeler) Allow SM To Compete In T4
Thank you for your letter. Spec Miata rules are outside T4 class philosophy.

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.

AS

1. #21799 (American Sedan Committee) Tires for American Sedan

The ASAC recommends the following addition to the tire rule for American Sedan.

Add 9.1.6.D.6.b.4: 4. Beginning 1/1/2018 for all American Sedan cars competing in regional and divisional races and beginning after the second 2018 Majors race in each Conference, all American Sedan cars must compete with one of the DOT tires listed below:

BFGoodrich R1

Hancock Ventus Z214 C51/Medium

Hoosier R (7 or 6)

Kumho Ecsta V700

Nitto NT101

Toyo R888

Toyo Proxes RA1

Toyo Proxes RR

Yokohama A048

Rain tires must continue to have a DOT rating, but, are otherwise unaffected by this rule, except that, softer compound dry tires, such as (but not limited to), BFGoodrich R1-S and Hoosier A (all versions), are not permitted for use as rain tires.

The ASAC and CRB thank the following authors for their feedback on this idea:

Brian Himes (21900 and 22123), Dean Bailey (21922), Mark Wheaton (21936), Matt Regan (21958), Matt Chojnacki (21959), Daniel Licklider (21961), Stephen Ott (21962), Allison Palitz (22002), Jim Wheeler (22018), Jack Martin (22034), Daniel Richardson (22095), Drew Cattell (22098), John Barnett (22149), Ted Warning (22168), Ted Johnson (22252)

F500

1. #22380 (Jack Walbran) F500:Further Limiting Rub Strips

Change 9.1.1.D.9.e:

e. The purpose of these rules is to limit the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) Except for rub strips *not exceeding 1 cm (.394 inches) in depth* within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

GCR

1. #21577 (Greg Amy) FIA Window Nets
Thank you for your letter. Change 9.3.53:

9.3.53. WINDOW SAFETY NETS

Window safety nets shall be used on the driver's side window of all closed cars unless these are factory(OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1.,Label" to that effect. *Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. (Note: Window nets need not be dated.)* The window net shall be equipped with a quick release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net.

2. #21682 (Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier

Thank you for your request. Change Appendix B, Section 1.4:

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers shall not *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

SM

1. #22480 (Spec Miata Committee) Clarify/Update Differential Repair Rule
Add 9.1.7.c.2.h as follows: *h. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

T4

1. #22469 (Jared Lendrum) Allow 17 x 7 Wheel for 2008-2011 Subaru Impreza
Thank you for your letter. Add to the Subaru Impreza (08-11) specification line:

WheelSize(in.)/Mat'l:

~~17x7~~ **18 x 7**

Taken Care Of

F500

1. #19939 (Jay Novak) Proposed Rule Change to F500
Thank you for your letter. Please see the response to letter #22380.
2. #21997 (Wiley McMahan) Performance Between the MC Motor and Two Stroke Motor
Thank you for your letter. Please see the response to letter #22383.
3. #22396 (Cory McLeod) Support for Letter #22383
Thank you for your letter. Please see the response to letter #22383.
4. #22401 (Chuck McAbee) Split F500 and F600 Into Two Classes
Thank you for your letter. Please see the response to letter #22397.
5. #22412 (Barry Luterek) Motorcycle Engine Power
Thank you for your letter. Please see the response to letter #22383.
6. #22425 (Darrel Greening) Support for Letter #22383 Restrictor for MC Engines
Thank you for your letter. Please see the response to letter #22383.
7. #22428 (Tom Buckman) F500 Ad Hoc Committee Proposals
Thank you for your letter. Please see the response to letters #22383 and #22397.
8. #22439 (Jay Beckley) Committee Recommendation on F600 vs. F500
Thank you for your letter. Please see the response to letter #22397.
9. #22515 (F Russell Strate Jr.) Consideration of F-500 Proposals
Thank you for your letter. Please see the response to letters #22383 and 22397.
10. #22518 (H. Cory McLeod) Support for Letter #22382: Limit Rear Spoilers in F500
Thank you for your letter. Please see the response to letter #22382.
11. #22519 (Jay Beckley) Northeast Conference Champion Declines Runoffs Attendance
Thank you for your letter. Please see the response to letter #22397.
12. #22530 (James Weida) Letter in Support of Letter #22383
Thank you for your letter. Please see the response to letter #22383.
13. #22533 (Darrel Greening) Support for Letter #22383
Thank you for your letter. Please see the response to letter #22383.

P2

1. #22390 (John Gyann) P1 and P2: Maintain a Separation in Performance
Thank you for your letter. Please see the response to letter #22424, August 2017 Fastrack Minutes.
2. #22438 (Michael Reupert) Rear Diffuser
Thank you for your letter. Please see the response to letter #22424, August 2017 Fastrack Minutes.

GCR

1. #22060 (Brad McCall) Follow-Up With More Info For Letter #22044 E85 Fuel
Thank you for your letter. Please see the response to letter #22044.

2. #22364 (Peter Watson) Feedback and a Comment on Letter #20619
Thank you for your letter. Please see the response to letter #20619, July 2017 Fastrack Minutes.

STU

1. #22389 (Brad McCall) Safety Issue - Allow 9 Inch Wheels
Thank you for your letter. Please see the response to letter #22369.

What Do You Think

GCR

1. #22432 (Lansing Stout) Balance of Performance Adjustments During Season
The CRB would like the opinion of Club members regarding balance of performance adjustments during the season. Please respond by stating your preference for option A or option B.

Option A:

More frequent, but less significant member and data-driven adjustments during the season after post-Runoffs adjustments. This is the current formula.

Benefits: Decreased risk of sustained imbalance. Greater use of member input and mid-season data.

Risks: Greater variability. Increased perception of “meddling” with classes.

Option B:

With the exception of new classifications, few, if any, adjustments during the season. Significant post-Runoffs adjustments made.

Benefits: Potential for class growth through greater stability.

Risks: Sustained, significant imbalance through the season. Increased potential for losing competitors for an entire season if they feel uncompetitive. Increased difficulty in addressing member’s letters during season as changes would not apply until following season.

RESUMES

None.

CLUB RACING TECH BULLETIN

DATE: August 20, 2017

NUMBER: TB 17-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/2017 unless otherwise noted.

American Sedan

None.

B-Spec

1. #22198 (B-Spec Committee) Model years

In B-Spec, Chevrolet Sonic (2012), update the model years as follows:

Chevrolet Sonic S(~~2012~~)S (12-16)

In B-Spec, Mazda2 (11-14), update the model years as follows:

Mazda 2 (S44S 10-14)

Formula/Sports Racing

None.

GCR

1. #22332 (Todd Butler) Appearance Neat and Clean for Competition

In GCR section 9.3.6, clarify as follows:

“Specifically, cars that are dirty either externally or in the engine or passenger compartments, or that show *substantial* bodywork damage, structural or surface rust, or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition.”

2. #22458 (Lansing Stout) E/O 9.3.8 - Batteries in T1

In GCR section 9.3.8., correct the first sentence regarding battery location for T2-T4 as follows:

“Battery location is unrestricted within the bodywork (except Spec Miata, Touring 2-4, B-Spec, and Improved Touring).”

Grand Touring

GT1

1. #22443 (SCCA Staff) Clarify Porsche 991 GT3 Cup

In GT1, Porsche 991 GT3 Cup, clarify the spec line as follows:

Porsche 991.1 GT3 Cup

GT2

1. #22373 (Zane Dexter) Ginetta G55 GT4 Classification

In GT2/ST, Ginetta G55, replace the notes as follows:

“Must comply with FIA-GT4 specs.”

GTL

1. #22494 (Grand Touring Committee) clarification to letter #22176

In GTL, Porsche Boxster, add to the notes as follows:

“May utilize any engine listed in GTL VW engine spec line.”

Improved Touring

None.

Production

1. #22410 (Andrew Zabilla) Correct the BMW e46 325is Classification

In EP, BMW 325i/is (E46) (01-06), correct the model designation as follows:

BMW S325i/is *325i/ci* (E46) (01-06)

2. #22146 (Adam Sargis) Allow Hybrid 1500 Spitfire in HP

Add to the specification line for the Triumph spitfire Mk. III and IV the following. In the weight column list two weights- 1705 for the 1296 cc displacement engine and 1750 for the 1493 cc displacement engine. in the bore x stroke column add 2.90 x

3.44. In the displacement column add 1493 .

3. #22426 (Greg Amy) Clarification of H Prod VW Brakes

In HP, Golf(85-92), Jetta 1780, Rabbit Cabriolet 1780, Rabbit GTI 1780 and Scirocco 1780, correct the dimensions for “Brakes Std.” as follows:

(F) 9.41” x .787” vented disc

(R) 7.087” drum

In HP, Rabbit 1588, Rabbit 1715, Scirocco 1457/1471, Scirocco 1588 and Scirocco 1715, correct the dimensions for “Brakes Std.” as follows:

(F) 9.41”x.472” solid disc

(R) 7.087” drum

In HP, Rabbit Cabriolet 1780, Rabbit 1588, Rabbit 1715, Scirocco 1457/1471, Scirocco 1588, Scirocco 1715 and Scirocco 1780, correct the notes as follows:

~~“SMk2 VW front spindles are permitted.”~~ *Mk2 VW front spindles, hubs and bearings are permitted.”*

Spec Miata

None.

Super Touring

None.

Touring

T3

1. #22454 (Todd Lamb) Error in spec lines for Spec Boxster tire size

In T3, Spec Boxster, make the following changes to the model designation and notes:

Model: *Porsche* Spec Boxster

Effective 1/1/2018:

Notes: "Tires must meet 2016 SPB rules or any S225S *255* DOT tire permitted."

JUDGEMENT OF THE COURT OF APPEALS Mark Liller vs. SOM COA Ref. No. 17-14-NE July 27, 2017

FACTS IN BRIEF

On June 25, 2017, following the Group 5a Hoosier Super Tour Race at Watkins Glen International, David Brand (#03 STU) filed a Protest charging Mark Liller (#79 STU) with violating General Competition Rules (GCR) 6.11.1.

The Stewards of the Meeting (SOM), Barry Kaplan, Roy Bergman, Marc Gerstein, and Kathy Barnes, Chairman, met, reviewed the evidence, and determined that Mr. Liller had violated GCR 6.11.1.D. The SOM penalized Mr. Liller by moving his finishing position to be immediately behind Mr. Brand. Mr. Liller appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Gerry Wannarka, and Spencer Gorham (Chairman) met July 20 and 27, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mark Liller, received July 5, 2017.
2. Official Observers Report and related documents, received July 7, 2017.
3. Video evidence considered by the SOM, received July 13, 2017.
4. Email and Memorandum from Kathy Barnes, received July 12, 2017.
5. Email and video link from David Brand, received July 18, 2017.

FINDINGS

Mr. Liller provided a narrative account of the incident and submitted links to two YouTube videos. One link was for the WGI turn one camera and the other was for an excerpt from Mr. Liller's in-car camera. The COA also viewed full race videos from Mr. Liller's car (#79) and John Weisberg's car (#15 STU) which had been provided to the SOM.

The videos showed that at the start of the race, approaching turn 1, Car #03 passed Car #15, Mr. Weisberg, on the left. Car #79 then passed Car #15 on the right. As a result, Car #03 was approaching turn 1 from the left side of the track with Car #79 on the extreme right side. Car #03 aimed for the corner apex taking the normal fast line through the corner. Car #79 was braking into the corner from the right side of the track along the curbing and within the expected blind spot of Car #03. Car #79 contacted Car #03 at the apex of the corner. Car #03 was slightly ahead of Car #79 at the moment of contact and the right rear tire of Car #03 imprinted the driver's door of Car #79. Car #03 was forced into a spin off the track while Car #79 continued. Car #03 reentered the track after the field had passed.

The COA finds that the overtaking car, Car #79, had principal responsibility to complete a safe pass without contact. The driver of Car #79 should have acknowledged that Car #03 was traveling on the classic fast line through the turn and the cars would reach the turn apex at the same time. The driver of Car #79 made a choice that resulted in a collision. He violated GCR 6.11.1.D.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalty assessed by the SOM was within their purview as defined in GCR 7.2. (Range of Penalties).

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS
Kyle Disque vs. SOM COA Ref. No. 17-15-GL
August 08, 2017

FACTS IN BRIEF

On June 4, 2017, following the Group 5 Majors Sprint Race at Mid-Ohio Sports Car Course, Race Director Steve Pence filed a Request For Action (RFA) to investigate contact among STL #92, driven by Kyle Disque, EP #77, driven by Jason Albright, and BSpec #02, driven by Ted Sahley. The contact occurred near Station 8.

The Stewards of the Meeting (SOM), Debbie Lafond, Anne Burke, and Peter Esposito, Chairman, met, reviewed the evidence, and determined that the evidence was not conclusive as to fault. They did, however, note that immediately after the contact between Car #02 and Car #77, Mr. Albright raised his arm outside the vehicle in an unsportsmanlike gesture of displeasure. The SOM assessed a penalty of Reprimand and one (1) automatic penalty point against Mr. Albright. Mr. Disque appealed the ruling of the SOM as too lenient.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard (Chairman) met July 27 and August 3, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Kyle Disque, received July 10, 2017.
2. Official Observers Report and related documents, received July 12, 2017.
3. Video evidence considered by the SOM, received July 12, 2017.
4. Email and Memorandum from Peter Esposito, received July 18, 2017.
5. Additional information and video link from Kyle Disque, received July 26, 2017.
6. Additional video evidence from Car #92, received August 1, 2017.

FINDINGS

Mr. Disque provided a narrative account and his analysis of the incidents in his appeal, which also included links to two in-car videos. Video from GTL #46, driven by Ryan Kristoff was posted on YouTube after the event and video from BSpec #02 was posted publicly on Facebook. The COA accepted these videos as new evidence, since Mr. Disque was not certain what video had been viewed and considered by the SOM. Mr. Disque later provided a link to a YouTube video from FP #52, driven by Mason Workman. The SOM Chairman provided two micro SD cards from Mr. Disque's in-car cameras that could not be viewed by the SOM. Video from the forward facing camera was recovered and made available for viewing by the COA.

Mr. Disque suggested the incident between Car #02 and Car #77 be considered separately from the incident between Car #02 and Car #92. The COA agrees that the contact between Car #02 and Car #92 was unavoidable based on the position of Car #92 when Car #02 was pushed to the left by the contact with Car #77.

Mr. Disque alleges that Mr. Albright (Car #77) was responsible for the incident between Car #77 and Car #02 and had violated GCR 6.11.1.A. and GCR 6.11.1.D. The COA reviewed witness statements and viewed video from four different perspectives. Leaving the Esses and

under the pedestrian walk-over bridge, Car #77 was ahead of Car #92 as they approached and prepared to lap Car #02. Prior to the right hand turn leading to Thunder Valley, Car #77 moved to the right to pass Car #02. Simultaneously, Car #92 stayed left to make an outside pass on Car #02. Prior to the apex of the turn, Car #77 and Car #02 had side to side contact. At the moment of impact, Car #77 was slightly ahead of Car #02 and positioned at the extreme right side of the paved surface. The impact caused both Car #02 and Car #77 to fail to turn right and stay to the inside of the turn. Car #02 impacted Car #92 as Car #92 was following the curve of the track to the right. The COA agrees with the SOM that this was a racing incident that might not have occurred if any or all of the drivers involved had chosen a different action approaching this corner.

Regarding the unsportsman-like conduct by Mr. Albright, the COA finds that gesturing in a rude or threatening manner is indicative of a loss of personal control and is a breach of the rules. Such action is not acceptable on or off track and the SOM court was correct to reprimand Mr. Albright. Mr. Disque suggests that Mr. Albright planned the gesture before the incident, was driving distracted, and recklessly drove one-handed through the incident. It cannot be shown at what point in the incident Mr. Albright removed his left hand from the steering wheel but it is clear that his hand was outside his car soon after the contact. The COA will not increase the penalty already assessed but reminds Mr. Albright that he must maintain control of his car and his emotions at all times.

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).

DECISION

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

Agenda for RallyCross Board Meeting, Tuesday, Aug 1, 2017

The RallyCross Board (RXB) met via conference call on Aug 1st. Attending were Stephen Hyatt, Chairman, Ron Foley, Kent Hamilton, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance Jim Weidenbaum, Arnie Coleman, and Brian Harmer from the National office.

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

Chairman Hyatt called the meeting to order at 7:08pm CST.

1. **Additions or corrections to the agenda:** None
2. **Chairman's report:** (Hyatt): Dirtfish is happy with the coverage the raffle is getting. The forums have not had much activity recently. Activity is expected to grow with the National Championship getting closer.
3. **Committee reports:**
 - RallyCross Safety Committee (Regan)
 - Updates: No Report.
 - Rules Committee (Lightfoot)
 - Updates: Rules will be posted next week for review. A questions was raised about the use of the new hardtop released by Mazda for the Miata. The committee will review the new hardtop to determine if it is compliant with the current rules.
 - RallySprint Committee (Brielmaier)
 - Updates: A RallySprint is being consider in Oklahoma in the near future.
 - National Championship Committee (Macoubrie)
 - Updates: The 2017 SCCA RallyCross National Championship will be held Oct 20-21. Registration is now open. The committee meets tomorrow August 2nd. Class Inspection is planned to be in grid. Mark Macoubrie will check on the site and see if any prep work is needed for the National Championship. New this year –early registration for championship of the past 5 years instead of all past champions. A writer will be going to the National Championship to cover the event. Committee will push out information as it becomes available.
 - Divisional Steward Liaison (Foley)
 - DRXS meeting: The last DRXs meeting was held July 27th, 2017. Five people were in attendance. The IC was invited but was not able to make it to the meeting. Safety Steward license approval for RallySprint and RallyTrials was discussed. The question was asked if there is any way to get training via teleconference. Scott

Beliveau is working on setting up a webinar for RallyTrials and RallySprint safety training. The Stewards also asked about the new President and if he may be able to come to the RXNC. The President has been invited. There will also be a new region to the Southeast. Puerto Rico will be having an event. National Office has a person in Puerto Rico setting up a RallyCross Camp. The event will be bringing in national staff and RX folks to help with a Starting Line School type event.

- Growth and Development Committee (Hamilton)
 - Updates: Committee has been corresponding by email.

4. Old business:

- Convention (Hyatt): The RXB will meet Wed all day and Thursday similar to 2017.

There will be four sessions on RallyCross at the National Convention including organizing and running RallySprints and RallyTrials, new classes being added to RX, growing and development of an RX program and RX, RS and RT Safety.

5. New business:

- West Coast Challenge Recap (Macoubrie). 77 entries, 11 runs. There were some really close battles during the event. Dirtfish was an excellent host. Most competitors at any national challenge to date.

- Run order with two car drivers: Based on observations made at the national challenges Mark Macoubrie made a motion to create a proposal on a change to the current two driver rules, including working with the RXNC to develop the language, presenting it to the RXB for review and then providing it to the membership for feedback and potential incorporation at the National Championship for 2017. The change would be for Saturday only. Kito Brielmaier Seconded the motion: Motion was accepted 5-1-1 Macoubrie, Brielmaier, Lightfoot, Hamilton and Foley voted for. Hyatt voted against. Regan not present.

- The next RXB meeting will be Sept 5th, 2017.

6. Motion to adjourn: 8:24pm CST

7. Next RXB Meeting September 5th, 2017.

ROADRALLY BOARD

Sports Car Club of America RoadRally Board Minutes August 10, 2017

The RoadRally Board met via conference call on August 10, 2017; meeting called to order at 7:35 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Peter Schneider, secretary Jeanne English, Mike Thompson, NEC chairman, Jamie Mullin, National Office, and Earl Hurlbut, BOD liaison. Not present: Clyde Heckler.

1. Approval of July minutes. – stand as published
2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a. July/August issue published yesterday. Another great diverse issue with articles from Jamie, Mike, Clyde and Cheryl; Rich’s wife enjoyed his picture
3. Event Planning Calendar (Jeanne) – coming soon
4. SCCA Staff Report (Jamie)
 - a. Heyward Wagner, USRRRC Coverage – thank you, Heyward, for the additional coverage on the SCCA website
 - b. Road Rally Board Charter – Earl said the BOD wants to get more information on all specialties; the road rally information was sent to the RRB; Mike T and at least one other person sent versions to Earl; Earl wants more discussion on this
 - c. Sanction applications – Event Chairs should expect sanction/insurance documents within 7 days of submission for Regionals/Divisionals and should contact Deena Rowland and Jamie Mullin if these documents are not received within a week Jim suggested having Topeka send an email when a sanction is approved with the sanction number; and verify insurance certificates are sent.
 - d. SCCA Conference Calling system update – Mike Fitzgerald (IT) is not available for tonight’s call, so back to phone conference for tonight; we’ll try Skype next month
 - e. 2018 SCCA Convention Speakers – Jeff Luckritz contacted Rich for Convention speakers; Peter will do ‘Rally as a Social Activity’ as a replace to ‘Introduction to Rallying’ with was done previous years; Jeanne will do Road Rally Safety Steward Training, including the new test; there will be a Town Hall Meeting; there will also be a private RRB meeting, likely on Sunday as was done last year; Heyward asked for a three-sentence introduction for the Road Rally Chairman
5. NEC Report – Mike T – NEC meeting postponed this month
 - a. Recent Nationals - Indy
 - b. Upcoming Nationals – Oktoberrally and Badger Trails prechecks are being done
6. Old Business
 - a. Veterans in Motorsports - Jim – has been unable to get further information

about this program, no response to his emails, he will continue trying

7. New Business

- a. Starter Kits - Clyde, unable to join this evening
- b. Standard Rally School (Peter) – nothing this month
- c. Roll out of Road Rally Safety Steward Process – Peter - see d and e
- d. Combined email list of Road Rally Safety Stewards, RRSS Instructors, and Divisional Road Rally Stewards – 490 names, Peter hopes to use this for roll-out of the revised RRSS program (only missing three email addresses).
- e. Communications Plan – part of d above
- f. 2018 Regional Development Funding proposal – Rich received a response from Howard Duncan that he was not necessarily opposed to it, but that he will need to get his ducks in a row for either asking the BOD for more funding or explaining why the annual budget at the end of 2017 looks to be in the hole by some amount; Peter suggested asking the Board of Directors directly.
- g. Other items of new business – the second Targa event is this weekend; Peter reported that there are 53 cars entered for the rally; Mark Johnson is doing the Safety Steward precheck; the rally is 1½ hours long, no dirt roads, the format is questions and Monte Carlo, as was done at the last one
- h. Rich did a Targa-similar event at Heartland Park recently
- i. 2018 Rule Change Proposals
Rich sent an email with proposed changes; Mike sent a list of the changes from the NEC; a discussion was held regarding the changes; Rich has made a combined list with the NEC changes; the list will be published with these minutes in Fastrack, for public comment. See 2018 RRR Proposed Changes below.

Motion to adjourn at 9:04 pm CDT

Next meeting via Skype (or conference call), September 14, 2017

Respectfully submitted,

Jeanne English, RRB Secretary

2018 SCCA Road Rally Rule Change Proposals

The attached list of proposals has been suggested by members of the road rally community as rule changes for SCCA Road Rallies for next year. The SCCA Road Rally Board (RRB) will vote on each one of these proposals later this year and would very much like to hear your opinion on each of them. If you would be willing to share your opinion on any or all of these proposals with us, please send an email to rrb@scca.com and tell us what you think. Let us hear from you prior to September 30th. In sharing your opinion on a particular proposal, please refer to it by the number assigned in the list below. The RRB wants to hear the opinions of the rally community before making a decision whether to accept or reject each proposal.

Administrative proposals:

1. Remove the restriction that a region may have a maximum of 4 equivalentes per series within a 7 day period. (Article 4.C). 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.

Operating rule proposals:

2. In the Article 13.C.2 list of recommended (but not required) rally equipment, remove the reference to night events. Rationale: Suggested equipment is also useful during day time events.
3. In Article 16 C, add the following language for clarification and safety: If a control immediately follows a traffic control device such as a traffic light, blinker, stop sign, or yield sign, the average speeds will be set so that 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.

Class definition proposals:

4. Change the descriptions of Classes L and S as shown below. The reasoning and intentions for these changes is:
 - a. Class S is for cars that calculate using the stock tenth reading odometer and for cars that are not calculating at all.
 - b. Calculating with apps that use GPS for mileage will be in Class L. These apps report mileage to a resolution of 0.01 or 0.001 mile and this gives them a distinct advantage over teams using the stock tenth reading odometer. Yet they are not competitive with the dedicated rally computers in Class E that measure distance by using pulses generated by movement of the car.
 - c. Cars using GPS solely as a map or as an odometer and not doing any calculating with that distance information may still run in Class S.

Proposed Class definitions:

Class S (Stock): Any distance information used for timing calculations must be visually acquired from the vehicle's stock, non-adjustable odometer in the stock location. Any calculating device may be used as long as the distance information from the vehicle's stock odometer is manually entered into the device. GPS odometers may be used in this Class only if their information is NOT used for any calculations.

Class L (Limited): If distance information is derived from either the car's electronic system, from the car's speedometer cable, or from pulses generated by the movement of the vehicle (for example, magnets mounted to the drivetrain), then calculating devices are limited to those that require manual entry of this distance information. Examples: Curta calculator, tables, laptop computer, programmable and non-programmable electronic calculators. If the distance information is derived solely from GPS signals, then any electronic app may be used. Examples: Richta apps, Michael Young apps.

Class E (Equipped): There are no restrictions on calculating equipment in this Class. Typical calculating devices in this Class include: Alfa, Chronar, Timewise, and Zeron rally computers.

5. Change the descriptions of Championship Classes to:

A) Class E: No limit is placed on the equipment permissible for use

B) Class L: Use of the following devices is prohibited: Alpha Elite, Chronar, Timewise 797A, Timewise 798A, Zeron 660, Zeron 770, Zeron 880, and any devices similar to those listed that have an external display capable of showing earliness/lateness. Other than prohibition of those devices listed, no further limit is placed on the equipment permissible for use.

C) Class S: Distance measuring equipment is limited to stock odometer(s) in the stock location(s) and/or a factory installed GPS device(s). Computation equipment must not receive a direct input from any distance measuring device. Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment (if any).

Comment: Proposal 5 is an alternative to Proposal 4.

6. 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.

Comment: This change is included in Proposal 4. Proposal 4 also includes changes to the definition for Class S.

Championship Series proposals:

7. 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. It is proposed 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.

8. The current rule is that at the end of the year people who are ineligible for a year end award

(are not an SCCA member, did not compete in a National rally) will be removed from the standings. It is proposed that everyone remain in the standings at year end regardless of whether they are eligible for a year end award.

9. Delete Article 8.F that states: "If event results are not received within 45 days of the event, or December 31 (whichever occurs first), the event shall not count toward the SCCA RoadRally National Championship Series."
10. Remove the requirement for a competitor to enter at least one National rally to be eligible for a year end award 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. Finish the job.

Proposals 11 through 13 are clarifications or changes that bring the RRR's into agreement with current policy and practice.

11. Update the aspect of Article 9.C that says General Instructions must be mailed via First Class mail to say that General Instructions are to be sent via email.
12. In Article 8.B, clarify that a person must compete in a National rally rather than just work a National rally in order to be eligible for a year-end award. This is not a change from the way it has been interpreted in the past; it is merely a clarification of current procedure.
13. Add the word 'ten' in Article 8 B 4 so that it reads: "contestant may count the best ten (10) of their first fourteen (14) equivalentents entered in each series with at least two (2) of those ten equivalentents coming from a National event. This is not a change from the way points have been calculated; it is merely a clarification of current procedure.

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/>