

Fastrack[®] news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

March 2018

BOARD OF DIRECTORS

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

The Board of Directors met at the South Point Hotel in Las Vegas, January 17-20, 2018.

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

Staff participating were Michael E. Cobb, President & CEO, Eric Prill, Vice President of Operations and Aimee Thoennes, Executive Assistant.

Guests in attendance: Robey Clark, President of SCCA

Enterprises and his advisory board: Wade White, Tray Ayres, Jerry Wannarka, Gary Pitts. Jim Rogaski, Chairman of Stewards, John Zuccarelli, SCCA Foundation Board Chairman and Jeff Jacobs, Board member. Steve Hyatt, RallyCross Board Chairman, Club Racing Board Chairman, Jim Wheeler and Steve Oseth, SCCA Pro Racing.

The meeting was called to order by Vice Chairman Helman.

President Cobb presented his 2017 Summary including his vision for 2018 to be shared with the Membership at the National Convention.

Eric Prill attended to discuss the progress of the Road Racing Planning Advisory Group and set the direction for 2018. The Board requested that Cobb and Prill create a proposal for board review relative to the Club Racing Board and Road Racing Planning Advisory group with 2-3 desired outcomes to create continuity and structure accountability and communication channels between these groups and the Board of Directors.

Pulliam discussed progress on the charter project. Some charters have been gathered such as the COA, SEB and Executive Stewards but still needs others. The committee will continue to have monthly meetings to review requirements for changes to the Bylaws to allow for electronic voting and other potential updates to improve efficiencies and utilize technology.

Helman updated the board on Greenpower and the SCCA's role.

Albin requested clarification as to the process and requirements for race track inspections.

A list of proposed changes to the Operations Manual to reflect current practice and update was discussed.

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MOTION: To accept the changes to the Operations Manual. Lindstrand/Burrows. PASSED.

I.A.7. Trademarks

American Sedan
Fastrack
Formula Atlantic
Fomula Continental
Formula Vee
Press on Regardless
Pro Solo
ProSolo (stylized)
RallyCross (stylized)
Runoffs
SCCA
SCCA Pro Racing
SCCA Pro Racing & Design
SCCA U.S. Majors Tour & Design
Solo
Spec Racer
Sports Car Club of America & Design
SportsCar Stylized
Street Touring (stylized)
Super Touring
Track Night in America
Track Night in America & Design
Trans Am
Trans Am (stylized)
Trans-Am
United States Road Rally Challenge

II.C. SCCA ENTERPRISES, INC.

SCCA Enterprises was created in 1986 as a for profit, wholly owned subsidiary of SCCA, Inc. with its own Board appointed by the Board of SCCA, Inc. **SCCA Enterprises, Inc. consolidated into SCCA Ventures on January 1, 2017.**

II.E. SCCA PRO RACING, LTD.

SCCA Pro Racing, Ltd., was created in 1992 as a for-profit, wholly owned subsidiary of SCCA, Inc. A minimum three-member Board, appointed by the Board of SCCA, Inc., provides direction and sets policy. Pro Racing, Ltd. offers a variety of professional road racing series. **SCCA Pro Racing, Ltd. consolidated into SCCA Ventures on January 1, 2017.**

Remove Appendix A: Board of Directors Internal Committees

Remove Appendix B: SCCA, Inc. Committee Reporting Structure

A review of convention activities was provided and preliminary financial statements for December 2017 were shared.

Duncan had presented a request to discontinue the SCCA's pilot program of Club Drifting which had begun in late 2004 and has largely been inactive for a number of years.

MOTION: To approve discontinuation of Club Drifting program. Davis/Isley. PASSED.

In the absence of a President in 2016, the Chairman and Vice Chairman of the Board of Directors were added to the Club's Long Term Investment Account as signers. With the hire of President Cobb, we can remove Helman and Hill and add Cobb to the LTIA.

MOTION: To approve the changes to the Long Term Investment Account removing Lee Hill and Dan Helman and adding Michael Cobb. Burrows/Coleman. PASSED.

Discussion of liaison activity and participation. Agreed to add Bob Dowie as CRB Liaison and add Jason Isley as the SEB Liaison.

Jim Rogaski, Chairman of the Stewards met with the Board and presented requested changes to the Operations Manual to align with current practice.

MOTION: To approve operations manual changes as shown. Pulliam/Weidenbaum.

5.3 Chairman of the Stewards

Appointment: The Chairman of the Stewards Program shall be appointed at the October board meeting by the Board of Directors with input from the senior executive in charge of ~~Club~~ Road Racing Program. Term begins November 1.

Duties: The Chairman of the Stewards will have authority over and responsibility for the ~~Club~~ Road Racing Stewards program. *The Chairman will also be the Chairman for the Executive Stewards Committee.*

The Chairman, in consultation with the Club Racing Board, the Executive Stewards, and Stewards Program Advisory Committee will establish the policies and procedures of the Stewards Program and document them in the Stewards Manual.

The Chairman of the Stewards shall designate a sufficient number of National Stewards for each Division to serve as Chief Stewards ~~of National Race~~, from nominees of the Executive Stewards for the following calendar year. ~~Designations shall be made no later than November 1 of the year prior.~~

5.4.1. Executive Stewards

Appointment: One per Division, selected by the Area Director(s) for ~~each that~~ Division, upon advice from the Chairman of the Steward's Program ~~and with~~ final acceptance by the Board of Directors at their November meeting. Term to begin January 1 of the following year.

Duties: Those set forth in the SCCA ~~Club~~ Road Racing General Competition Rules, and responsible to the Chairman of the Stewards Program as follows:

- Maintain close liaison with Chairman of the Stewards Program in the supervision, training and licensing of Stewards within his/her Division, and ~~in~~ the implementation of national level programs.
- Maintain a roster of Senior, National, Divisional, Regional and Stewards-In-Training Stewards in his/her Division.
- Monitor the condition of each racing facility in the Division and work with the National Office to coordinate track reviews for the Division, ensure that current disaster plans are on file at the National Office for each facility that an event is conducted on.
- Review and approve Supplemental regulations, race schedules, and entry forms for race sanction requests prior to submission to the ~~Club Road~~ Racing Department.
- ~~Except for Super Tour Majors, Assign~~ all Stewards and approve other key officials for each ~~Conference Majors National~~, Regional, Driver's School, or Restricted Event held in the Division in accordance with the GCR.
- Delegate any or all duties of the Executive Steward to Deputy Executive Steward(s).
- Serve ~~on the Executive Stewards Committee~~ as ~~an~~ advisory resource for ~~the~~ Club Racing Board on GCR operational issues.
- Maintain full responsibility for licensing all Stewards in their Division, except National Stewards.
- Nominate a sufficient number of National Stewards in their Division to serve as Chief Stewards ~~as appropriate of National Races~~. Nominations shall be made ~~no later than September 1st of the year prior to effective date, and shall be made~~ to the Chairman of the Stewards Program.

MOTION: To approve #22578 (February Fastrack - GCR Committee) Establish a Medical Review Board Change 2.5 effective 3/1/2018. Merideth/Davis. PASSED.

2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW

A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters, *including driver medical condition*. The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

MOTION: To approve #23537 (January Fastrack - Touring Committee) Clean Up Gauges in Touring

Effective March 1, 2018. Lindstrand/Davis.

Change 9.1.9.2.D.9.c.1 1. ~~Water temperature, oil temperature, oil pressure, and boost/vacuum gauges are permitted and shall be securely mounted;~~ *Add on gauges are permitted* and shall perform no other function other than their primary use *or for Data acquisition*.

MOTION: To approve #22456 (October Fastrack - Formula/Sports Racing Committee) Disc Brakes in FV - Member Survey. At the recommendation of the FV ad hoc committee, the CRB recommends the option of disc brakes in FV and that it be effective March 1, 2018. Davis/Lindstrand. PASSED. Opposed Dowie, Isley.

Add the following:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of

11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels.

MOTION: To amend the implementation date of #22456 (October Fastrack - Formula/Sports Racing Committee) Disc Brakes in FV - Member Survey from March 1, 2018 to January 1, 2019. PASSED.

MOTION: To approve #23681 (February Fastrack - Steve Bamford) Request Weight Reduction to Euro Spec Card. Davis/Lindstrand.

Change the Alternate Vehicle Allowance as follows:

Car must comply with published English FF regulations (Formula Ford 1600 – Formula Ford Championship of Great Britain: Dated 01/01/2010; Version 1) Article 3 (Bodywork & Dimensions) *except that (effective July 1, 2018) bodywork, rear spoiler(s) and any attached components except for suspension components shall not exceed a maximum width of 95cm (37.40 inches) as per 9.1.1.B.4.c;* Article 13 (Cockpit); Article 15 (Safety Structure); and Appendix A excepting Wheel width, and ground clearance *and (effective July 1, 2018) maximum width as per 9.1.1.B.4.c.* Allowed Engines: 1600cc Ford Kent or 1500cc Honda per SCCA rules. Tires, wheels, transmission, weight and all other items not specifically governed by the aforementioned English FF rules must comply with current SCCA FF rules. Competitors must have the English FF rules in their possession and present same upon request.

Change 9.1.1.B.20 as follows: 20. Weight A. Formula F

1. Ford Cortina Engine: 1060 lbs.

2. Ford Kent and Honda Fit Engines: 1110 lbs.

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95cm add 25lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c.; at such time this provision (3) shall become null and void.*

MOTION: To approve the rules as shown in Appendix A. Davis/Lindstrand. PASSED.

Effective 01/18/2018, in the FA spec table 2 change:

Car: ~~US F4~~ *FIA certified F4*

Notes: ~~Car must run per all current US F4 series rules.~~ *Upon request, competitors must provide a copy of the rules in effect when the car was certified by the FIA current US F4 rules upon request.*

MOTION: To approve RM 18-03 to allow all FIA F4 cars in FA effective 1/18/18. Merideth/Lindstrand. PASSED.

MOTION: To approve the rule additions as presented by RXB to match Solo and Road Racing requirements. Coleman/Pulliam. PASSED.

Section 4.2.B. Drivers must possess a currently valid automobile driver's license or a SCCA issued full competition license.

3.2.P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SAH2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, British spec BS6658 85 type A/FR, or ECE 22.05, FIA helmets 8859-2015, 8860-2010, 8860-2004, 8858-2002, 8858-2010 standards are acceptable.

Throughout the convention, the Board of Directors met with the members of each program board: Club Racing Board, RallyCross Board, Road Rally Board, Solo Events Board and the Chairman of the Stewards as well as the Chairman of the Court of Appeals.

There was one Electronic Motion in January as follows:

MOTION: To approve RM 18-02 effective 1/10/2018, classify the 2017 – Honda Civic Si in Touring 2 as follows. PASSED.

T2			Max				Brakes		
<i>Honda Civic (2017-)</i>	<i>x</i>		<i>18 x 8</i>	<i>255</i>	<i>3.64,</i> <i>2.08,</i> <i>1.36,</i> <i>1.02,</i> <i>0.83,</i> <i>0.69</i>		<i>(F) 312</i> <i>x 25</i> <i>Vented</i> <i>Disk</i> <i>(R) 282</i> <i>x 10</i> <i>Solid</i> <i>Disk</i>	<i>2750</i>	<i>HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, Offset Ball joint 51220-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, HPD Caster Adapter 51945-F23S-A6, HPD TCA brake kit, part #45025-F23S-A6 permitted +100lb.</i>

MOTION: To adjourn. PASSED.

APPENDIX A: Club Racing Board Rule Changes

Recommended Items for 2018

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

FC

1. #22970 (January Fastrack - Randall Smart) Pinto Longevity Improvement
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

The CRB is working with Quicksilver Racengines with respect to the development of a long rod and piston option for the Pinto engine as well as an alternative carburetor. The following is recommended for 2/1/2018 subject to confirmation of performance via engine dynamometer testing.

Change 9.1.1.15.f: f. Pistons shall be standard Ford Mahle, AE Hepolite, CP, ~~or~~ J&E or **Wiseco**. Pistons must be unmodified in any way except for balancing and as detailed herein.

Add 9.1.1.15.f.6.: **6. Wiseco piston P/N TBD with rings, pin, Crower connecting rod P/N TBD (with bolts), but without bearings: Minimum permitted weight = TBD grams.**

Change 9.1.1.15.h.: h. Full connecting rods may be standard Ford, Cosworth, Oliver, or Crower. The approved Crower part numbers are SP93230B-4 or SP93230PF-4. ~~Any rod bolts may be used. Floating piston pins may be used.~~ Standard rod length must be 5.00 inches (+.005" -.010"). **Alternative Crower connecting rod part number TBD is permitted. It's length must be TBD inches (+.005 -.010"). This rod may be used only with Wiseco piston part number TBD as provided above. Any rod bolts may be used. Floating piston pins may be used.** Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted.

Change 9.1.1.15.k.: k. A single carburetor only will be used on a standard inlet manifold. The carburetor will be a Weber 32/36 DGV 26/27mm venturi, its origin being from a 1600 GT "Kent" or 2000 SOHC NE engine. The Holly 5200 32/36 **or Weber 38DGES (27mm venturis)** carburetor may **also** be used; ~~carburetor with the~~ Swaged fuel inlet fittings shall be replaced by drilling and tapping the carburetor body for a threaded fitting. The air cleaner may be removed and a trumpet fitted., ~~and~~ Jets may be changed, both throttles may open together, cold start devices and diffused bar may be removed, internal and external antisurge pipes may be fitted, and seals on emission control carburetors may be removed. The bottom of the lower column portion of the auxiliary venturi may be machined for purposes of high speed enrichment. No other modifications are permitted. Chokes (venturi) shall remain standard and no polishing or profiling is permitted.

GCR

1. #21912 (January Fastrack - Frank Todaro) Contact Impound for Regional Racing
The CRB recommends this become effective March 1, 2018.

Add 6.11.1.E.: ***E. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.***

2. #23575 (January Fastrack - GCR Committee) Move Specialty Licensing Requirements to the Specialty Manuals
The CRB recommends this change be effective March 1, 2018.

The Divisional Administrator Coordinators and the Executive Stewards are requesting a change in the GCR Licensing Requirement section to address the reality of the status of our ability to staff events and the number of events our worker force is attending per year. This change also allows for specific technical specialty expertise to be recognized for license and upgrade renewals without mandating the number of events that must be attended. Having the upgrade and renewal requirements listed in each of the Specialty Manuals allows flexibility of handling licenses for each of the Specialties. We may have a very proficient race official

that can only attend 2-3 events per year and at the same time a weaker skills race official that attends every event a year. Basing the license level purely on attendance does not address this issue.

1.3. Licensing Requirements

A. Only SCCA members may be licensed.

B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official website, and by mail from the SCCA National Office.

C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.

~~D. Following the initial year, the renewal minimums are as follows:~~

~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months:~~

~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months:~~

~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years:~~

D. The renewal minimums are stated in each of the Specialty Manuals for which you are licensed. you are licensed for. If you do not have a copy of your Specialty Manual, Contact your Divisional Specialty Administrator for a copy.

E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.

F. Upgrading to the next level of license is dependent upon the specialty.

G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

3. #23577 (January Fastrack - GCR Committee) Change Split Start Procedure to Allow Gap Starts

The CRB recommends this become effective March 1, 2018

The Executive Stewards are requesting that GCR Section 5.12.3.A. and Section 6.5.5. be changed to allow either the Race Director or the Chief Steward to change the Split Start procedures slightly to allow for either use of the GCR defined split start process or what some regions use called a "gap start". The basic difference is the GCR split start calls for two separate Green Flags. The "gap start" calls for the split groups be close to each other and there would be one continuous Green Flag shown to each group. The current GCR wording prevents a continuous Green Flag. All other requirements of the GCR Split Start Section would remain the same.

The procedure for doing both types of split starts will be laid out in the Stewards Manual.

Change the following GCR Sections:

5.12.3. Chief Steward

The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any duties to Assistant Chiefs. See Appendix D, Duties,

Authorities, and Responsibilities of the Chief Steward, for specific powers of the Chief Steward.

A. Execution of the Event

The Chief Steward shall:

1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.
2. Determine whether Officials are at their posts and report any absences to the SOM.
3. Ensure that all Officials and workers are provided with necessary information.
4. Collect all reports and other official information to determine the results.
5. Provide any information required to enable the Chairman SOM to prepare the Observer's Report.
6. Authorize a change of driver or car.
7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for approval.
8. Prevent an ineligible driver from competing.
9. *Modify the Split Start procedures.*

6.5.5. Split Starts

A. Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. *The Race Director or the Chief Steward may modify the Split Start procedures.* The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.

There is no need to change GCR Section 5.12.2. Race Director as it points to GCR Section 5.12.3. as having the same powers as the Chief Steward

4. #23586 (Club Racing Board) Change 3.7.4.C
The CRB recommends this change be effective March 1, 2018.

Change in 3.7.4.C.: ~~All Runoffs-eligible classes are invited to the Runoffs.~~ *Club Racing, in consultation with the Club Racing Board, will determine and announce by January 1 the number of Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue.*

GT2

1. #23573 (February Fastrack - James Goughary) Request for Aero Spec Changes
Thank you for your letter. The CRB recommends these changes be effective March 1, 2018.
Make the following changes to the GCR:

Modify 9.1.2.F.7.b.12: 12. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except as follows:

~~•GT2: a front splitter may extend up to 3 inches.~~

Modify 9.1.2.F.7.b.13: 13. A spoiler or a Club Racing specified rear wing for ~~GT2 and~~ GT3 may

be fitted to the rear of the car. Note: OEM rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification line. If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:

A. Height (max): six (6.0) inches (GT-2 & 3) or five (5.0) inches (GT-Lite) measured from the bodywork along the face of the spoiler from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the bodywork, the measurement shall be made ignoring any slight amount of mounting flanges (see below) exposed due to the curvature of the rear bodywork at the point of attachment.

If a Club Racing specified wing is used (GT2 and GT3 only), it shall comply with the following:

E. A single element, single plane airfoil scaled to a chord length of 10.75 inches. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs.

~~GT2: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 68.00 inches, but no wider than the rear body width including fender flares.~~

F. Wing mounting

~~GT2 and GT3: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.~~

~~GT2 and GT3: The trailing edge of the wing assembly must be located within an area not forward of 6" forward of the rear most bodywork and not rearward of the rearmost bodywork. The rearmost bodywork is to be measured at the vehicle centerline.~~

In GCR section 9.1.2.F.7.b. add a new section as follows:

16. GT2 Aerodynamics:

A. Front Air Dam

1. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.

2. The spoiler/air dam shall be mounted to the body and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

3. The minimum ride height of the air dam is 2.0 inches.

4. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

B. Under tray

1. An under tray may be added. The under tray may close out the underbody from the leading

edge of the approved bodywork (including air dam) back to the centerline of the front axle.

2. The minimum ride height of the under tray is 2.0 inches.
3. Regardless of front or rear engine placement, an additional front under tray (close out panel) is allowed from the floor pan forward to the rear of the rear of the front wheel opening.

C. Splitter

1. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce down force through vertical pressure differential. A splitter shall have no vertical deviations.
2. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.
3. The front splitter must not extend more than 5.0 inches past the forward most surface of the original or approved bodywork as viewed from above for the entire profile of the splitter.
4. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.
5. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.
6. The minimum ride height of the front splitter is 2.0 inches.

D. Rear Wing

1. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.
2. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.
3. No wing may exceed 72" in length. The entire wing assembly may be no wider than the widest part of the car.
4. The entire rear wing assembly, including the end plates and any wicker, shall be mounted level with, or below, the peak of the roof.
5. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.
6. Wing end plates must not exceed 144.0 square inches each.

E. Additional Aerodynamics

1. Canards or dive planes are permitted up to 50 square inches (per canard) and two per side (max 4). Vertical side fences permitted at a maximum of 0.75" from the canard surface. Canard surface must be mounted to the front bodywork/spoiler with a maximum 1/16" gap allowance between canard and bodywork.
2. Regardless of front, rear or mid-engine placement, flat underbody panels are permitted. Underbody panels may start behind the front wheel openings. A minimum engine opening of

12" front to back and 14" side to side must remain open.

3. An underbody close-out panel(s) may be used in the area behind the rear axle centerline. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car. Regardless of front or rear engine placement, an additional rear under tray (close out panel) is allowed from the floor pan rearward to the centerline of the rear axle. The rear engine opening must start after the rear edge of the rear wheel opening.

ST

1. #23244 (January Fastrack - Samuel Myers) Allowing the Use of Alternate Rocker Arms
The CRB recommends this change be effective March 1, 2018.

Change 9.1.4.G

6. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head and camshaft carrier may be machined to fit valve train components. *Alternate valve train components may be used. Rocker arms may be substituted, i.e. solid may convert to roller. OEM valve head diameter must be maintained.*

STU

1. #23274 (January Fastrack - Eric Thompson) OEM and LKQ Front Bumper Discontinued
Thank you for your letter. The CRB recommends this change be effective March 1, 2018.

Change

9.1.4.C Bodywork

12. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations. *OEM equivalent fascias may be used, must maintain OEM shape. Replacement fascias may not be made of carbon fiber.*

T2

1. #23068 (January Fastrack - Harley Kaplan) Motor Mounts
The CRB recommends this to be effective March 1, 2018.

Due to member feedback and older parts failing that are hard to replace with new parts, recommend the following change for 2018:

Add 9.1.9.2.D.1.i.7.: *7. Fluid filled motor mounts, fluid filled transmission mounts and fluid filled differential mounts may be replaced with non spherical non-metallic mounts. Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose.*

2. #23353 (January Fastrack - Joe Aquilante) Increase Front Wheel Size for 2016/2017 Camaro SS

Thank you for your letter. The CRB recommends this be effective March 1, 2018. Change the

specification line:

Chevrolet Camaro, 1LE (2016-)

Wheels: ~~18x10 (F) 18 x11 (R)~~ **18 x 11**

T2-T4

1. #23190 (January Fastrack - Raymond Blethen) Fix Car Classifications Rules to match what CRB is doing

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Clarify T2-T4 car classification:

E. Car Classification

~~These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, no changes or additions shall be made after March 1 of the calendar year.~~ ***These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, models and or specified OEM parts not available to the public or valid SCCA club members by March 1 of the calendar year will not be classified for competition until the following calendar year.***

2. #23254 (January Fastrack - Touring Committee) 2018 Rule Recommendation Rear Toe Links

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add to 9.1.9.2.D.5.a.1:

1. T2-T4: A maximum of 3.0 degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment maybe achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only. ***Adjustable toe links are permitted. Spherical bearings/bushings are not permitted in T2-T4 except for adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.***

3. #23536 (January Fastrack - Touring Committee) Clean Up Air Conditioner Section

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.3.b.1: ~~1. The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser, H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system,~~ ***The compressor may be retained and disabled or may be replaced with an idler pulley that serves no other purpose.***

5. #23538 (January Fastrack - Touring Committee) Add NACA Duct Language to T2-T4

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add 9.1.9.D.9.a.2,b: ***b. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct***

for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 24th

The Solo Events Board met by conference call January 24th. Attending were SEB members Mike Simanyi, Brian Connors, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Charlie Davis and Chris Albin of the BOD; Doug Gill of the National Staff. 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 **1/1/2019**.

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

Recommended Items

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.

Prepared

#21414 Turbo jets and other anti-lag

Add to 17.10.D as follows:

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.

#21828 XP non-OE wing mounting

Change 1.c in Appendix A, class X Prepared, as follows:

“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.*”

Note: 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.

Member Advisories

General

#23854 spectator and non-spectator Solo events update

The Solo rule book has been updated to contain language which is consistent with current insurance requirements, regarding spectator/non-spectator events.

#23960 SEB Personnel

The SEB has a vacancy and is requesting interested members to submit their qualifications in writing via www.soloeventsboard.com

The SEB thanks Eric Hyman for his service as an SEB member.

Street Touring

#23688 2 step limiters on STS Civics

Thank you for your inquiry. There is no allowance for wiring modifications in the current Solo rules to facilitate feeding additional sensors into the ECU. The STAC would

encourage the letter author to talk with fellow competitors who are utilizing a 2-step rev limiter under the current rules.

Change Proposals

General

#23348 Approved means for preheating tires

The SEB is seeking member feedback regarding the following proposal.

Change 6.11 as shown:

~~“6.11 PREHEATING TIRES-TIRE TEMPERATURE MANAGEMENT~~

~~Pre-heating of tires prior to competition by electrically heated covers or by similar means is prohibited. Supplemental heating of tires less than 30 minutes prior to the first car of the heat starting a run is prohibited.~~

~~Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off.~~

~~Water may be used to cool tires.”~~

Street

#22582 Muscle cars to B Street?

The SAC would like member feedback on the following proposal:

Move *from AS to BS*

BMW

M3 and M4 (F80/F82)(2015-18)

Chevrolet

Camaro SS 1LE (V8)(2017-18)

Ford

Mustang Shelby GT350 (2015-18)

Nissan

350Z NISMO (2004-08)

370Z NISMO (2009-18)

#23650 BMW Z4 Class Change Proposal

The SAC would like member feedback on the following proposal:

Move *from BS to CS*

BMW

Z4 roadster (2.8i, 3.0i)(2009-16)

#22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS

The SAC would like member feedback on the following proposal:

Move *from DS to GS*

BMW

3-Series (E46 chassis)(non-M3)(1999-2006)

Lexus

IS300 (2001-05)

Subaru

WRX (non-STi)(2001-08)

#22882 Move RX-8 from CS to DS

The SAC is requesting member feedback on the following revised version of a previously-published list of class change proposals for 1/1/2019:

Move *from BS to DS:*

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

Ford

Focus RS (2016-2017)

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move *from BS to DS:*

Audi

TTS (2009-15)

Move *from CS to DS*

Mazda

RX-8

Nissan

350Z (exc Nismo)(2003-2009)

#23333 2011 Audi R8 V10 Spyder from SSP -> SS

The SAC would like member feedback on the following proposal:

Move *from exclusion list to SS*

Audi

R8 (non-GT) (2008-2015)

R8 (non-Plus) (2016-2018)

Street Touring

#22139 Master cylinder brace allowance in ST

The STAC would like to solicit member feedback on an allowance for a bolt-on master cylinder brace mirroring the allowance present in the SP category. This would be added as a new section 14.6.E, as follows:

“E. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose.”

Street Prepared

#22718 Request to Re-classify FR-S/BRZ/GT86 to DSP

The SPAC is requesting member feedback on the following proposal:

Move the BMW 128i(2008-2011), Subaru BRZ (2013-2016), and Scion FRS (2013-2016) to DSP with limitations on fender cutting. Section 15.2.A would not apply to these cars and fender rules would instead follow the applicable rule from Street Touring (14.2.E). These cars would run against normal DSP cars as DSP classed vehicles.

Please see item #22536 in the February Fastrack for a related proposal.

Street Modified

#23104 16.1K Canards

The following change proposal is submitted for member review and comment:

Revise the following paragraph from 16.1.K as shown:

“Canards are allowed and may extend a maximum of 6.0” (152.4 mm) from the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. *Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm²) for each side.*”

#23106 16.1.H Rule Clarification - Rear diffusers

Per the SPAC, the following change proposal is submitted for member review and comment:

Add to 16.1.K as follows:

“Diffusers that come as a standard OE part are allowed, but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed.”

Prepared

#23614 Please remove RWD Escort and Chevette from EP Appendix A

In order to correct an oversight from the DP/EP/GP reorganization, the RWD 1968-1981 Escort & Lynx and Chevrolet Chevette are recommended to be removed from EP. The listing is proposed to be corrected as follows:

Appendix A

E Prepared (EP)

Ford & Mercury

~~Escort & Lynx (1968-81)~~

Chevrolet, ...

~~Chevette (1975-87)~~

Other Items Reviewed

General

#22756 input on multiple proposals

Thank you for your input.

Street

#23634 Feedback for street class proposed moves #22526 & #22882

Thank you for your input.

#23659 Move AWD boost machines from BS to DS

Thank you for your input.

#23660 S2000 (non CR) to CS

Thank you for your input.

#23668 Concur with Proposal # 22882

Thank you for your input.

#23732 YES to #22613 Comprehensive Street Reclass for Lotus Evora

Thank you for your input.

Street Touring

#23682 Not for the proposed 93oct rule change.

Thank you for your input. The STAC will monitor the new 93 octane rule and continue to accept member feedback.

Street Prepared

#22733 SP Participation

Thank you for your input.

Prepared

#23373 Response to #21828

The PAC thanks the member for their input. The PAC feels a wing mount, regardless of style, is considered a component of the wing and would be subject to the placement allowances of Appendix A.1.c.

#23442 Member input Prepared Letter #20237

Thank you for your input.

#23794 PAC Opening

The PAC thanks the member for their interest in serving on the PAC.

#23832 PAC Committee Personnel

The SEB thanks Jeff Stroh for his service on the PAC.

Kart

#22509 Proposed 19.2.H.2

Thank you for your input.

#23314 Information about comparing weights of KZ/ROK/Stock Honda

Thank you for your input.

Not Recommended

General

#23164, 23166 3.3.3.B.12 - Non-Metallic Wheels

The SEB does not recommend this change.

Street

#22749 More Vipers into SSR

Thank you for your thorough and data-driven letter. However the SAC does not want to make further changes to SSR at this time.

#22763 Shock bumpstop rule, 13.5.D

Thank you for your input. The SAC believes the rule is adequate as written.

#22807 Move Honda S2000 CR from AS to BS

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

#23669 Move Porsche Cayman (non-S, all years) to D-Street

Thank you for your input. The SAC believes any Cayman variant exceeds the performance potential of DS. Please see letter #22275 in the February 2018 Fastrack for a class change proposal involving the Cayman.

#23670 Addition of the 2018 Audi TTRS and RS3 to SSR

Thank you for your input. The SAC does not want to make further changes to SSR at this time.

Street Touring

#23133 Tire width proposal for stf cars being moved to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23134 Wheel/LSD allowance

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23137 Additional allowances for STF cars moving to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23139 Larger wheel/tire for STF cars going to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23141 STF cars to STX instead of STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23143 stf cars to stx

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23151 Additional STF cars reclassified to STX.

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23484 It's time to move all NA/NB Miatas to STS

Thank you for your input. The STAC feels the performance levels of the Torsen-equipped NA and NB Miatas are not currently appropriate for STS. In Club Racing, Spec Miata uses restrictors and weights to balance performance of the NA and NB Miatas, and such measures are not applicable in the Solo Street Touring category.

#23663 Request to please consider classifying the BMW Z4 M Coupe in ST-

Please see the response to letter #22214 in the October 2017 Fastrack.

Street Prepared

#22716 Stop fender cutting

Thank you for your input. Please see item #22536 in the February Fastrack.

Prepared

#22239 Prepared a restructuring comment.

Thank you for your input. Please see item #14898 in the February Fastrack.

#22789 Restrictor size increase request?

The PAC feels that the current restrictor allowances provide sufficient parity for Forced Induction and Naturally Aspirated motors in the current structure.

#23338 Weight calculations

The PAC feels the current allowances for 2 valve engines adequately cover the performance differences. The PAC will continue to monitor the competitive balance of the weight formulas.

#23356 Restructuring classes Blown versus NA engines

Thank you for your input. The PAC will consider this subject when discussing long-term category goals.

Kart

#21979 Legal motor

Thank you for your input. At this time, the KAC/SEB does not believe this motor should be added to KM.

#22020 REQUEST TO CLASS ROK SHIFTER AS NEW ENGINE

Thank you for your input. The KAC does not recommend adding this motor to KM.

#22022 Change 19.D.2 to allow csai aci homologation

Thank you for your input. At this time, the KAC prefers not to class the ROK motor in KM.

#22508 Consider requiring WKA/IKF/... compliance for kart chassis?

Thank you for your input.

#22517 Jr. Kart Weights

Thank you for your input. The KAC believes the weight requirements are sufficient as written.

Handled Elsewhere

Street

#22632 Please DO NOT move Mustang GT 350 to BStreet

Please see the response to item #22582.

#22697 Follow up from the town hall discussion at Nationals

Please see the response to item #22696.

#22699 6th Gen SS 1LE to B Street

Please see the response to item #22582.

#23413 Street class change proposals

Please see the response to item #23555 in the January Fastrack.

#23642 Take a few cars off the exclusion list?

Please see the response to item #22333.

#23689 Member Feedback on proposed moves to DS

Please see the response to item #23634.

#23694, 23730, 23734, 23735, 23736, 23742, 23748 Re: Lotus Evora (various)

Please see the response to item #23732.

#23698 RE letter 22882

Please see the response to item #23634.

#23722 Feedback on the proposal to move the s2000 to C-Street

Please see the response to item #23660.

Street Touring

#23643 STR NB Miata with open diff to STS

Please see the response to letter #23484.

Street Modified

#22741 Diffusers in Street Modified

Please see the response to item #23106.

#23249 Car Classification

Please see the response to item #23106.

Prepared

#16812 XP Weight Formula Conformity

Thank you for your feedback. Please see item #14898 in the February Fastrack.

#22791 22790 - ABS in CP

Thank you for your feedback. It was considered in the response to item #22790, which can be found in the February Fastrack.

#22830, 22947, 22949, 22950, 22951, 22968 Re: 22790 - ABS in CP (various)

Please see the response to item #22791.

#23516 51% weight modifier

Thank you for your input. Please see item #14898 in the February Fastrack.

#23618 Oppose Proposed Rule Change #20237!

Thank you for your input. Please see item #20237 in the December 2017 Fastrack.

Modified

#22811 Non Ferrous floor attachment.

Please see item #22770 in the February Fastrack.

Tech Bulletins

Street Touring

#23716 2017+ Civic Si to STH

Per the STAC, add the following new listing in Appendix A:

STH

Honda

Civic SI (2017-2018)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 6, 2018

The Club Racing Board met by teleconference on February 6, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers and Sam Henry. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager; Rick Harris, Technical Manager; and Glen Thielke, Lead Data Technician. The following decisions were made:

Member Advisory

FM

1. #23907 (SCCA Staff) FM Spec Tire Rule

In FM,

Recent questions pertaining to the FM spec tire rule have been brought to SCCA's attention. The Club Racing Board would like to remind competitors and event officials that FM is required to follow section 9.1.1.E.14 Tires and Wheels at all times in SCCA events regardless of the number of entries.

Please see MA 18-01

STL

1. #23769 (Tom Lamb) Request Acura/Honda Engine Clarification

Recent questions pertaining to the STL Acura/Honda engine specs have been brought to SCCA's attention. By not listing any suffix to B16/B18 it is intended to include all B16/B18 engines.

Note that B18C is on separate spec line due to weight chart +2%.

Please see MA 18-02

STU

1. #23275 (David Fiorelli) Interpretation of 9.1.4.1 STU Suspension Rules

Altered Rear Suspension in the case of ST is alteration of either pick up points or custom fabricated control arms. If the competitor is using neither of these there is no need to add 50 lbs.

No Action Required

EP

1. #23798 (Dave Kavitski) SCCA You Are Missing the Point

Thank you for your letter. After another evaluation considering the additional information/comments submitted, the response to letters 23170 and 23664 is appropriate. The CRB will continue to monitor the performance of the cars in the class and the CRB believes it fully understands the author's concerns.

Prod General

1. #23791 (David Mead) Clarification of Carburetor Manufacturer Rule

Thank you for your letter. The reference to automotive type carburetors in the specification lines is not an exception to the overriding rule in Production; that if the rules do not specifically allow a modification, the part must remain unmodified. The addition to the rules was meant to confirm the above. As to the example provided by the letter writer, the CRB believes EMPI makes a Weber copy with a 51mm throttle plate and EMPI is on the list of approved carburetor manufacturers.

SM

1. #23115 (Shaikh Ahmad) Data Gathering, Future Spec for SM Bump Stop Force and Length
Thank you for your input.

ST General

1. #23526 (Rich Walke) Request Alternate Rotors for Rotary Engines
Thank you for your letter. The rule is clear as written. Mazda 13B is in table as 13B. Components from 13B i.e., S4,S5,... are interchangeable. You are permitted to use rotors and housings from any version of the 13B engine.

STL

1. #23394 (Peter Davis) B Series Adjustments
Thank you for your opinion. The CRB will continue to monitor these changes.

STU

1. #23224 (Alex Phelps) Weight Parity NC MX-5
Thank you for your input. The car is properly classed in STU.

2. #23393 (Patrick Waligore) Weight and Engine Allowances
Thank you for your input. The weight of 2551-engines was adjusted for the 2017 rules season. The CRB will continue to monitor class performance.

T4

1. #23695 (Gresham Wagner) Request to Correct and Add Restrictor to Toyota 86
Thank you for your letter. There was no legal Toyota 86 prior to 2017. No action is needed on this letter.

Not Recommended

AS

1. #23454 (Scott Shadel) Allow Pre-1982 Vehicles to Compete in A-Sedan Class
Thank you for your request. In SVRA form, the Group 6 cars (which include pre-1982 Camaros/Firebirds and pre-1979 Mustangs) would have significantly more power than AS engines and would have less capability in terms of wheels, tires, brakes, and suspension than AS cars. This mis-match could cause significant issues for racing in American Sedan.

You are welcome to submit an additional letter for consideration, to include older chassis styles running AS rules. However, the CRB/ASAC do encourage building to the current AS rules.

P1

1. #23750 (Greg Bell) Request Weight Reduction for P1 - 1000cc
Thank you for your letter. The CRB does not recommend this change. The P1 class philosophy does not include provisions for balancing different designs, or newer verses older engines within the same platform. Conceptually a development class like P1 will over time obsolete older technology and it would be an overwhelming challenge to attempt BOP of all the engines within a particular platform.

2. #23792 (Jim Devenport) Request for Flat Plate Restrictor in Lieu of SIR for CN cars
Thank you for your letter. The CRB does not recommend the use of 2 different restrictor solutions for the same engine platform. SIR's have been successfully implemented on other P1 cars.

GT1

1. #22608 (Grand Touring Committee) GT1 Fuel Injection?
The What Do You Think response did not indicate the community wants this change. The CRB will continue to study this.

GT2

1. #23652 (Amir Haleem) Request to Allow Any Turbocharger for 93-98 Toyota Supra
Thank you for your letter. The CRB will continue to monitor the performance of the engine as classified.

GT3

1. #23672 (Craig Johnson) Request Larger Restrictor for GT3 Nissan
Thank you for your letter. The engine is competitive as classed at the specified weight.

2. #23720 (Jeremy Rohan) Request to Classify a Modified RX8
Thank you for your letter. This car would be eligible for Regional SPO.

GTL

1. #23661 (Joe Harlan) Request Cylinder Head Welding
Thank you for your letter. The CRB does not recommend this change as it would cause a development imbalance in cylinder heads.

FP

1. #23766 (Rick Haynes) Request For Alternative Roll Bar Rule For Production Cars
Thank you for your letter. The CRB continues to support the current Roll Bar Rule for Production Cars.

HP

1. #23430 (Charlie Clark) Re-Classify the FP 1991-1994 Mercury Capri to HP
Thank you for your letter. The specifications of this car in FP place it well within the range for the class. Absent competition results showing a clear need for re-classification, there is no apparent need to move this car to HP.

Prod General

1. #23765 (Rick Haynes) Request Rule Transparency - Sunshine Law
Thank you for your letter. The CRB has no plans to change this process.

2. #23767 (Rick Haynes) Request For Alternative Roll Bar Rule - Duplicate of 23766
Thank you for your letter. Please see the response to letter #23766.

3. #23851 (James Rogerson) Request to Combine Production Classes With GT Classes
Thank you for your letter. This idea has been discussed over several seasons. The Production Advisory Committee feels that combining Prod and GT would not advantage either group and would impose an unnecessary financial burden on the Production racer, who would need to make massive changes to their cars to be competitive in GT. The level 2 prep rules for Prod require a close connection to the cars as produced by the manufacturer. The majority of the cars campaigned in Prod today use the level 2 rule set. The CRB will continue to consider this and other proposals that look to reduce the number of classes without harming any existing racers.

ST General

1. #23103 (Super Touring Committee) K20
Thank you for your letter. The CRB will continue to monitor class performance.

STL

1. #23149 (John Schmitt) Miata Corner Speed Advantage
Thank you for your letter. The CRB will continue to monitor class performance.

2. #23366 (Greg Maloy) Honda B-Series Adjustments
Thank you for your letter. Please see response to letter 22938 in January 2018 Fastrack Technical Bulletin.

STU

1. #22857 (John Weisberg) Create an Engine Size to Inlet Restrictor Formula
Thank you for your letter. The CRB does not recommend opening up intake manifolds at this time in STU.
2. #23840 (Brad McCall) Request to Eliminate the FWD Weight Break
Thank you for your letter. The CRB does not recommend this change. The CRB will continue to monitor class performance.
3. #23855 (Michele Abbate) In Support of Letter #23840 FWD Weight Break
Thank you for your letter. Please see the response to letter #23840.
4. #23856 (Anthony Philleo) Support of Letter #23840 FWD Weight Break
Thank you for your letter. Please see the response to letter #23840.

T1

1. #23678 (Marc Hoover) Request for Mazdspeed Miata Weight
Thank you for your letter.

T2

1. #23809 (Kurt Rezzetano) Observation - No need for Slowing Down Whole Class
Thank you for your letter. The changes approved in T2, effective 3/1/18, will be observed.

T2-T4

1. #23787 (Stephen Blethen) Request to Publish HP and Torque Targets
Thank you for your request. Horsepower and torque are only two of many factors that define a car's performance. When a car is classed or performance is adjusted all of the factors are considered. Therefore, there is not a specific power or torque target for each class.

T3

1. #23733 (Scotty B White) T3 Feedback
Thank you for your letter. The CRB will continue to monitor T3.

T4

1. #23683 (Scotty B White) Request to Clarify Mustang Springs
Thank you for your letter. The rules are clear as written.
2. #23684 (Scotty B White) Request for Larger Rotors for Mustang
Thank you for your letter. This is not recommended at this time. A positive adjustment was just made to this car for 2018. Increasing the rotor diameter of T4 cars is not recommended.
3. #23814 (Chi Ho) Request BOP on RX8 and MX5
Thank you for your letter. Recent changes have been made to T4 in 2018. The CRB will continue to monitor the class.
4. #23818 (Darren Seltzer) Request to Mandate Octane for Lower Fuel Cost
Thank you for your letter. Your request is too difficult to enforce at the track.
5. #23821 (Darren Seltzer) Request for BOP Considerations
Thank you for your letter. Recent changes have been made in T4 for 2018. The CRB will continue to monitor the class.

Recommended Items

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.

FC

1. #22958 (Robert Wright) Sequential Gearbox in FC/FF
In GCR section 9.1.1.B.17, make changes as follows:

Transmission

Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. The change gear ratios are unrestricted.

a. The use of an automatic ~~and/or sequentially shifted~~ gearbox is prohibited.

b. Electronic and/or electro-mechanical assisted gear change mechanisms are prohibited.

c. Flat-shift, throttle blip/cut out or any other type of "shift assist" whether electronic or mechanical is prohibited.

d. Paddle shift is prohibited.

e. Shifting shall be through a mechanical linkage only and shall have no electronic sensors attached or configured for any purpose.

~~e.~~ *f.* Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).

~~d.~~ *g.* All change gears must be located in the case aft of the final drive.

In GCR section 9.1.1.B.20.A. and B., make changes as follows:

Weight

A. Formula F

1. Ford Cortina Engine: 1060 lbs.

2. Ford Kent and Honda Fit Engines: 1110 lbs.

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95 cm add 25 lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c; at such time this provision (3) shall become null and void.*

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

B. Formula Continental

1. Pinto Engine: 1200 lbs.

2. Pinto with aluminum cylinder head: 1200 lbs.

3. Zetec Engine: 1200 lbs.

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

P1

1. #23702 (Formula/Sports Racing Committee) Remove Unused Line From P1 Engine Table
The supercharged engine option has existed in the sports racing classes since the CSR and DSR days, and the CRB and FSRAC know of no competitor seriously attempting to develop a supercharged engine in P1 or any competitor having previously run one in CSR or DSR. The P1 engine table has sufficient engine options for a development class at this time. If a competitor wishes to run a supercharged engine in the future, the P1 rules include a provision for requesting an engine option not currently approved. Any proposed engine option submitted on this path can be properly classed in the engine table using the SCCA Power Factor.

SM

1. #22904 (John Adamczyk) Request for Revision of GCR Rule: 9.1.7. Spec Miata Bump Stops Effective 1/1/19, in GCR section 9.1.7.C.3.b, make the following changes:

"All cars ~~may~~ **shall** use the Fat Cat Motorsports **Spec Miata shock mount**/bump stop kit (p/n FCM-MT-KIT-SM) **unmodified and in its entirety** ~~or the unmodified Mazda speed-bump stop (p/n 0000-04-5993AW)~~ in conjunction with the 1999 - ~~up~~ 2005 stock upper **shock mount hats** ~~assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW).~~ All other OEM upper mounting hardware shall be discarded. ~~Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only.~~ No other modifications are allowed."

Taken Care Of

AS

1. #23662 (Matthew Long) January Prelims

Thank you for your letter. Please see the response to letter #23549, February 2018 Fastrack Technical Bulletin and RM 18-01.

2. #23691 (Matt Regan) Disagrees With ASAC 23549

Thank you for your letter. Please see the response to letter #23549, February 2018 Fastrack Technical Bulletin and RM 18-01.

FC

1. #23281 (Nicholas Belling) Sequential Boxes #22958

Thank you for your letter. Please see the response to letter #22958, recommended (above) for 1/1/19.

2. #23282 (Steve Demeter) Sequential Shift

Thank you for your letter. Please see the response to letter #22958.

3. #23285 (Bill Wise) Sequential Transmissions

Thank you for your letter. Please see the response to letter #22958.

4. #23297 (Chris Scharnow) Sequential Gearbox in FC

Thank you for your letter. Please see the response to letter #22958.

5. #23305 (Philip Creighton) Sequential Gearboxes

Thank you for your letter. Please see the response to letter #22958.

6. #23339 (Keith Averill) Sequential Gearbox

Thank you for your letter. Please see the response to letter #22958.

7. #23753 (Lyn Greenhill) Sequential Transmissions in FF/FC With Criteria

Thank you for your letter. Please see the response to letter #22958.

FF

1. #23336 (Ray Rivard) Sequential Gearbox

Thank you for your letter. Please see the response to letter #22958, recommended (above) for 1/1/19.

2. #23355 (Brad Hayes) Sequential Shift Gearbox in FF/FC

Thank you for your letter. Please see the response to letter #22958.

3. #23376 (Eric Little) Response to Letter #22958

Thank you for your letter. Please see the response to letter #22958.

4. #23388 (John Haydon) Sequential Shift Gearboxes

Thank you for your letter. Please see the response to letter #22958.

5. #23412 (Kevin Brumbaugh) Sequential Shift Gearboxes

Thank you for your letter. Please see the response to letter #22958.

6. #23436 (Michael Rand) Transmissions and Gearboxes

Thank you for your letter. Please see the response to letter #22958.

7. #23443 (Mark Walthew) Sequential Gearbox in FC/FF

Thank you for your letter. Please see the response to letter #22958.

8. #23718 (Josh Harvey) Sequential Gear Boxes 22958; 9.1.1.B.17

Thank you for your letter. Please see the response to letter #22958.

9. #23837 (Greg Rice) FIA Safety Pods

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23681, February 2018 Fastrack Minutes, which the Board of Directors approved as recommended in January 2018 (to be effective July 1, 2018).

10. #23938 (Denny Renfrow) Sequential Shift Gearbox for FF

Thank you for your letter. Please see the response to letter #22958.

FV

1. #23719 (William Ross) Disc Brake Proposal

Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

2. #23771 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

3. #23793 (Robert Frasseti) Disc Brake Conversion

Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

4. #23895 (Don Manthe) Proposal to Allow Disc Brakes

Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which shows the intended language for this rule, 9.1.1.4.D. The Board of Directors approved this wording as recommended during their meeting at the National Convention in

January 2018 (to be effective January 1, 2019).

P1

1. #23749 (Greg Bell) Request Support for P1 #22959

Thank you for your letter. Please see the response to Letter #22959, December 2017 Fastrack Minutes, which was approved as recommended, January 2018 Board of Directors Minutes, and went into effect 1/1/2018.

2. #23827 (Jonathan Benefield) Request GCR 2018 Rules Change

Thank you for your letter. Please see the response to letter #23935, Technical Bulletin.

3. #23882 (Jeff Shafer) Request to Group CN Cars

Thank you for your letter. Please see the response to letter #23935, Technical Bulletin.

GT1

1. #22540 (Michael Major) Fuel Injection

Thank you for your letter. Please see the response to letter #22608.

GT2

1. #22577 (Gordon Leslie) Allow Canards

Thank you for your letter. Please see the response to letter #23573, February 2018 Fastrack Minutes.

2. #23773 (Tom Patton) Request to Postpone Proposed GT2 Aero Rule Changes

Thank you for your letter. Please see the response to letter #23923, Technical Bulletin.

3. #23777 (Leroy Lacy) Request GT2 Aero Rules Wording Changes

Thank you for your letter. Please see the response to letter #23923, Technical Bulletin.

GT3

1. #23917 (Samuel Fouse) Additional Info for 23291

Thank you for your letter. Please see the response to letter #23291, Technical Bulletin.

GTL

1. #23687 (Edward Nicholson) Request Wing Height Change

Thank you for your letter. Please see the response to letter #23675, Technical Bulletin.

SM

1. #23445 (Shaikh Ahmad) Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

2. #23455 (Gordon Kuhnley) Clarify Shock Rules and Reduce The Need for Binning

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

3. #23468 (William Keeling) Current Shock Spec

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

4. #23470 (Charles Mathes) Shock Rule Change

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

5. #23488 (Brandon Fetch) Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

6. #23502 (Jim Drago) Updated Shock Spec

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

7. #23562 (Todd Martin) Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

8. #23617 (David Dewhurst) Observation on the New Spec Miata Shock Rule

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

9. #23636 (David Dewhurst) Observation on Spec Miata Shocks

Thank you for your feedback. Please see the response to letter #21854, June 2017 Fastrack Minutes.

STL

1. #23838 (Bob Clark) Clarifications for Honda Flat Plate Restrictors and RM_18-01

Thank you for your letter. Please see the response to letter #23769.

What Do You Think

None.

RESUMES

1. #23093 (John Adamczyk) SMAC Resume

Thank you for submitting your resume. The CRB will keep it on file for the future.

2. #23127 (Jason Kohler) SMAC Application

Thank you for submitting your resume. The CRB will keep it on file for the future.

3. #23140 (Kyle Webb) SMAC Opening

Thank you for submitting your resume. The CRB will keep it on file for the future.

4. #23375 (Richard Muise) Spec Miata Advisory Committee - Volunteer

Thank you for submitting your resume. The CRB will keep it on file for the future.

TECH BULLETIN

DATE: February 20, 2018

NUMBER: TB 18-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2018 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FA

1. #23805 (Formula/Sports Racing Committee) Allow all FIA F4 cars in FA

Effective 01/18/2018, in FA add the following:

Car: ~~US F4~~ **FIA certified F4**

Notes: ~~Car must run per all current US F4 series rules.~~ **Upon request, G** competitors must provide **a copy of the rules in effect when the car was certified by the FIA** ~~current US F4 rules upon request.~~

*See Racing Memo RM 18-03

P1

1. #23875 (Kevin Kloepfer) Request Elan DP02 spec line Clarification

In GCR Section 9.1.8.I., clarify as follows:

Engines

The only engine permitted is the Mazda 2.0 liter MZR as supplied by **Elan Power Products (EPP) or Elite Engines (Elite)**. No modifications are permitted. The engine must have the four (4) **EPP or Elite** numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by **EPP or Elite**. **Cars with the 2.3 liter Mazda MZR/ Ford Duratec engine must comply with the requirements of the P1 Engine Table and need not have the EPP or Elite numbered seals.**

Wheels and Tires

Thirteen (13) inch diameter wheels with a maximum rim width of **9 ten (10)** inches front and twelve (12) inches rear are the only wheel sizes permitted. Material is unrestricted providing it is metal. Tire brand and compound is unrestricted.

2. #23935 (Formula/Sports Racing Committee) Add New Line to P1 Engine Table for Honda K20A Engine

Professional series in the U.S. and Europe will be a source of new cars for the P1 class and it is necessary to incorporate these cars with as little impact as possible on their original configurations without obsoleting existing cars in the class. The FIA Group CN/V de V series regulations permit an unmodified 2-liter Honda K20A engine with a 64mm single throttle body. In stock configuration with the 64mm throttle body, this engine produces horsepower and torque that fit into the P1 engine table without an inlet restrictor. Although stock engine lines are currently outside the P1 class philosophy, adding a line for the unmodified Honda K20A will allow CN cars to compete as delivered without other special considerations (no spec line is required). If a competitor wishes to modify the K20A engine, compliance with the applicable engine table line will be required.

In P1, add a new spec line as follows:

P1 Engine Table						
	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
H	4 Cycle Honda K20A	2000	4	Stock 64mm single throttle body	1400	No engine modifications except for dry sump oil system, ECU mapping and exhaust system. Internal dimensions and materials must be stock with no machining allowed.

3. #23962 (Formula/Sports Racing Committee) Revise P1 rules to correct errors In GCR Section 9.1.8.C., make corrections as follows:

“P1 is a sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. Homologation may be required. Refer to section 9.2.2. for details. Cars homologated prior to 1/1/14 may be spec line cars or required to be fully compliant with all P1 rules. The class is intended to be the premier sports racing class promoting ~~state of the art~~ *advanced* technology in car design and innovation while utilizing established cost-effective engine technology.”

In GCR Section 9.1.8.C.B.1, make corrections as follows:

“Any form of chassis construction *is permitted* subject to ~~restrictions in~~ *the requirements of* GCR section 9, Cars and Equipment ~~except as permitted in the P1 rules.~~”

P2

1. #22815 (David Ferguson) Request to clarify Rub Block Rule

In GCR Section 9.1.8.D.E., clarify as follows:

“*A maximum of four (8)* Rrub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis, and may extend below the reference plane.”

2. #23936 (Formula/Sports Racing Committee) Add P2 spec line for CN car and revise P2 engine table Line E

Professional series in the U.S. and Europe will be a source of new cars for the P2 class and it is necessary to incorporate these cars with as little impact as possible on their original configurations without obsoleting existing cars. The FIA Group CN/V de V series regulations permit an unmodified 2-liter Honda K20A engine with a 64mm single throttle body. With the 64mm single throttle body and a 55mm flat plate intake restrictor, this engine will produce horsepower and torque that allow non-composite chassis CN cars to fit into the P2 class.

In P2 Table 1, add a new spec line as follows:

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
<i>FIA Group CN non-composite chassis</i>		<i>Stock Engine 1500 lbs. 2000cc max.</i>	<i>P2 Engine Table E Stock Honda K20A</i>	<i>Stock 64mm single throttle body with 55mm flat plate restrictor</i>	<i>FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. FIA Group CN compliant wing, wheels, and assisted shifting permitted. Must comply with all other P2 requirements.</i>

In P2 Engine Table, Line E, add to the notes as follows:

“Approved engines list: MZR/Duratec, Honda K20A, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with *stock* Honda K20A may use stock 64mm single throttle body ~~without inlet~~ *with 55mm flat plate intake* restrictor at 1500 lbs. minimum weight.”

GCR

1. #23955 (SCCA Staff) Change fire system conflict in wording

In GCR section 9.3.22.b, make changes as follows:

“The following are acceptable for ~~Touring, Spec Miata, Super Touring and Improved Touring~~ cars: *all cars not requiring an On-Board Fire System.*”

Grand Touring

GT2

1. #23673 (Ken Billimack) Request BMW E92 Model Year Adjustment and Engine Combinations

In GT2/ST, BMW M3 E92 (08-09), add to the model year as follows:
(08-09 *13*)

In GT2/ST, BMW M3 E92 (08-09 *13*), add engine/weights as follows:

	Maximum Displacement	Minimum Weight	Restrictor	Notes
BMW M3 E92 (08-09 <i>13</i>)	<i>S65 - 4400</i>	<i>2950</i>		
	<i>S65 - 4600</i>	<i>3000</i>		

In GT2/ST, BMW E46 M3 &E36 / BMW Z3 /BMW 5000cc V8, clarify the classification/notes as follows:

The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. BMW 5000cc V8 is permitted at 3000 lbs. ~~Flossman body kit is permitted.~~ 4.0L V8 permitted at 2900 lbs. *Flossman body kit is permitted.*

GT3

1. #23291 (Samuel Fouse) 1.8 Liter Motors

In the GT3 spec lines, change spec line weight for all engines as follows:

1.8l motors (1750cc - 1849cc) to 1960 lbs.

1.6l motors (1550cc - 1649cc) to 1690 lbs.

13B Peripheral/Bridge Port to 2200 lbs.

13B Street Port to 2090 lbs.

12B Street Port/Bridge Port to 1960 lbs.

12A Peripheral Port 37mm SIR to 2150 lbs.

GTL

1. #23675 (Roy Lopshire) Request Rear Wing Height Regulation for GTL

In GCR section 9.1.2.F.14.C, clarify the location of the wing as follows:

"The entire wing assembly ~~shall be at least 6.0 inches~~ **must be mounted** below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point."

Improved Touring None.

Production

FP

1. #23758 (rick haynes) Request for Lotus Weight Adjustment

Actual competition data is the primary basis for adjustments. From that standpoint there is no reason to adjust the weight of the Louts in FP at this time. However, to bring the Lotus and Turner specifications more in line (which is appropriate given the fact they use essentially the same engine) it is recommended that the size of the chokes for the FP Turner 1500 be increased from 30mm to 32mm. This change should be made to each of the carburetor options listed for this car in the spec lines where the choke size is specified.

In FP, Turner 1500, change the notes under Carburetor No. & Type as follows:

28/36 DCD 22, 32/36 DGN, 36 DCNF ~~w/30mm choke(s)~~ **w/32mm choke(s)**, (1) 40 DCNF ~~w/30mm choke(s)~~, **w/32mm choke(s)**, (2) Weber DCOE on I.R. manifold ~~w/30mm choke(s)~~ **w/32mm choke(s)**.

Spec Miata

None.

Super Touring

1. #23317 (Greg Amy) 9.1.4.A Philosophy

In GCR section 9.1.4.A, clarify the philosophy as follows:

"Each class will have a baseline ~~target~~ power-to-**displacement target weight**. Weights may be adjusted, or ~~cars~~ **engines** may be subject to changes in intake restrictors, **or super charger pulleys** to meet these targets. **Vehicles** ~~Cars~~ may be required to carry data acquisition equipment for review of performance."

STU

1. #23400 (Patrick Waligore) Minimum ride height of side skirts 9.1.4.D.6

In GCR section 9.1.4.D,6, clarify ride height as follows:

"Aftermarket side skirts may be used provided they meet the minimum ride height rule **of 3 inches**, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis."

2. #23674 (Eric Thompson) Adding VTS to 22860 JDM Toyota 3SGTE

In STU, Table B, classify the Toyota JDM as follows:

Toyota JDM 3SGTE / 1998 / Chart / Must meet all other STU specifications.

Touring

T1

1. Effective 3/1/18, In T1, Ford Mustang/Thunderbird, 5000 Coyote and 5000 Coyote Boss 302, change the restrictor type and size as follows:

60mm ~~60mm~~ **65mm** throttle inlet restrictor *flat plate intake restrictor*

T2

1. #23679 (Buz McCall) Request to remove 100 lb. penalty for additional braking system In T2, BMW E92 M3 (08-14), make changes to the spec line as follows:

Weight: ~~3500~~ **3450**

Notes: "*Aftermarket brakes allowed at 100 lbs. penalty.*"

2. #23836 (Touring Committee) Adjust T2 Porsche 997.2

In T2, Porsche 911 /Carrera S 997.2 (09-12) make changes to the notes as follows:
"~~60mm~~ **55mm** flat plate restrictor required."

T2-T4

1. #23768 (Darren Seltzer) Request T3 and T4 additional considerations
In T3, make changes to the spec lines as follows:

Scion FRS 13-16:

Max wheel: 17 x 7 **8**

Weight: ~~2900~~ **2800**

Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

Subaru BRZ 13-16

Max wheel: 17 x 7 **8**

Weight: ~~2900~~ **2800**

Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

Subaru BRZ 2017+

Max wheel: 17 x 7 **8**

Weight: ~~2900~~ **2850**

Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

Toyota 86 2017+

Max wheel: 17 x 7 **8**

Weight: ~~2900~~ **2850**

Notes: "Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. ~~Non-OEM limited slip differential allowed with +50 lbs. weight penalty.~~ *Header allowed. 750lb max. springs front and rear.*"

2. #23806 (Ron Randolph) Request Polycarbonate Windshields

In GCR section 9.3.54, clarify polycarbonate windshields as follows:

"Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, Spec Miata, **T2, T3, T4.**"

T3

1. #23300 (Julian Macias) 2017 Civic Si
 In T3, Honda Civic Si (17-), classify as follows:

T3	Bore x	Wheelbase	Max Wheel Size	Tire Size	Gear Ratios	Final	Brakes	Weight	Notes
<i>Honda Civic Si (17-)</i>	<i>73.0 x 89.5 1498</i>		<i>18x8</i>	<i>245</i>	<i>3.64 2.08 1.36 1.02 .83 .69</i>	<i>4.10</i>	<i>Brakes (mm) (F) 312 x 25 Vented Disk (R) 282 x 10 Solid Disk</i>	<i>3000</i>	<i>HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, 35mm TIR required. 4 piston calipers with separate hat and rotor, PN 45075-F23S-A6 Kit, Brake 4P +100lb.</i>

T4

1. #23299 (Julian Macias) 2016 Civic Ex, 5 Door LX and Sport
 In T4, Honda Civic Coupe and Sedan EX-T (16-17) Hatch LX & Sport (16-), classify as follows:

T4	Bore x Stroke Disp.	Wheelbase	Max Wheel Size	Tire Size	Gear Ratios	Final Drive	Brakes	Weight	Notes
<i>Honda Civic Coupe and Sedan EX-T (16-17) Hatch LX & Sport (16-)</i>	<i>73.0 x 89.4 1496</i>	<i>2700 mm</i>	<i>17x7</i>	<i>235</i>	<i>3.64 2.08 1.36 1.02 .83 .69</i>	<i>4.10</i>	<i>(F) 282 x 23 Vented Disk (R) 260 x 9 Solid Disk</i>	<i>3100</i>	<i>HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD RR Spring Adjuster 52691-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, HPD Differential 41100-F23S-A6 permitted at +50lbs, 27mm TIR required.</i>

RALLYCROSS BOARD

RallyCross Board Minutes | February 6, 2018

The RallyCross Board (RXB) met face to face on January 17-18, 2018. Attending were Chair Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison, and Brian Harmer and Howard Duncan with National Office.

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

1. Call to order: Steve Hyatt called meeting to order at 8:05 PST

2. Additions or corrections to the agenda:

3. National Championship Committee Roles and Responsibilities (Hyatt):

- The RXB discussed the roles and responsibilities of the RallyCross National Championship Planning Committee, RXB and National Office roles and responsibilities for the National Championship. The RXB and national office worked on developing a governance document for the planning of the National Championship and what each entity is responsible for.

4. National Championship Operation and Efficiencies (Hyatt):

- The RXB brainstormed on how to make the National Championship run more efficiently in the future. The RXB reviewed comments from competitors and event organizers and reviewed the last several Championship events to improve the overall experience for each competitor. Ideas will be shared with the planning committee.

5. Electric Drivetrains in Modified Vehicles (Macoubrie):

- The RXB discussed the addition of Electric Drivetrains in modified vehicles. The RXB reviewed proposed rules, battery types, shutoff requirements, controllers and motors, failures of the drivetrains, inspection of the vehicles, required PPE for safety and course workers and timeline for implementation. The RXB is working towards an implementation in 2019.

6. Strategic Planning for the RallyCross Program (Hyatt):

- The RXB worked on a strategic plan for the next five years of the RallyCross program. The RXB discussed leadership in the program at the RXB and Divisional Steward levels and the evolution of the program and leadership positions long term. The RXB discussed succession plans and how to find new leadership to fill roles for current leadership roles long term.
- The RXB discussed the growth of the program and reviewed data on the state of the program at the regional level. Key geographical locations have been identified as potential growth areas in 2018 and the RXB will work the Divisional Steward and National Office to help develop new regions and grow existing regions.

7. Extend the new site/new program discounted sanction fees:

- The RXB recommended the extension of the new site/new program discounted sanction fees. The new site/new program discounts will be extended for 2018.

RallyCross New Program/Site Regional Incentive Plan

The RallyCross Board and the Rally/Solo Department are happy to announce a new

Incentive Plan to help Regions start a new RallyCross program or use a new RallyCross site. This Incentive Plan will help Regions by reducing fees and some fixed costs when starting a new program or when finding and using a new site for existing programs.

The definition of “new”, as applied for this Incentive Plan, is not having a RallyCross event or using a RallyCross site in the three years prior to the proposed event date. Regions who want to apply for this program must have their Divisional Steward request it from the Rally/Solo Department prior to applying for the sanction.

Plan Overview of Fees

Sanction fee Insurance

Regions starting a new RallyCross program

1st event No Fee \$4.00/entry with no minimum

2nd event No Fee \$4.00/entry with no minimum

Regions using a new RallyCross site

1st event \$2.00/entry, no minimum \$4.00/entry with no minimum

2nd event \$2.00/entry no minimum \$4.00/entry, minimum of \$50

8. Official responses to RX Rules questions (Wright):

- The RXB the process for responding to RX Rules questions. The RXB will be working on a formalized process to receive, evaluate, respond, and document all RX Rules interpretation requests.

9. RXSS license renewal process/ forum or RXSS incident reporting to RXSS (Wright)

- The RXB discussed the current RXSS licenses, expiration of licenses and what the renewal process requirements will be. The Divisional Steward currently have processes in places at the Divisional level. The ability to renew online will be evaluated and further developed to allow RXSS the ability to renew without having to attend. The RXB also discussed incident reports and how to create better resources for RXSS about the types of incidents experienced during events and how to provide accurate and factual information on report forms.

10. Inspection Process for the Open Class (Macoubrie):

- The RXB discussed the details on the process that will be required for inspection of the open class including the use of a scrutineer, logbooks, and local tech inspections at events. The RXB is working on developing a written process for inspection of the open class and expects the document to be completed by April or May of 2018.

11. Name of Open Class (Macoubrie):

- The RXB determined a contest will be held to officially name the new Open Class. Contest will be as follows and will be posted on the forum and Facebook page.

Contest: Help Us Name the Open Class!

A ton of time went into developing a class that opened RallyCross up to competitors with four-wheeled vehicles altered in excess of the Modified Class allowances. Dune buggies, sand rails, tube frame/chassis vehicles, kit cars and similar types of custom-built vehicles would all fall into this category. Some call it the Open Class and others call it Class Ten (X) but none of those names really do it justice so we are opening it up to you!

Get involved and submit an idea for a new class name. If your class name is chosen, you will receive one year of your SCCA membership for free. The bragging rights are priceless.

Things to keep in mind:

- Fit the mold: You know the classes we have now - Stock Front, Prepared Rear, etc. Your name should fit right in with the group.
- Class abbreviations: We all use nicknames and acronyms for the classes so make sure the shorthand works. (An 'O' may look like a zero, a 'i' could be mistaken for a 1, ect)
- Peruse the rules so your name SCCA Standards

12.Allow FIA helmets (Macoubrie)

- Motion to send FIA standards as an errors and omissions
- 3.2.P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SAH2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, British spec BS6658-85 type A/FR, or ECE 22.05, **FIA helmets 8859-2015, 8860-2010, 8860-2004, 8858-2002, 8858-2010 standards are acceptable.**
- **PASSED 7-0**

13.Tow Hooks for National Supplemental

- Motions to send suggested requirements for tow hooks at the National Championship to the RXNC-PC for consideration to be added to the supplementals.
 - All cars without an exposed roll bar shall have a towing hook or strap, front and rear that does not dangerously protrude from the bodywork when the car is racing, to be used for flat towing or hauling the vehicle.
 - A removable towing hooks carried inside the car is not acceptable,
 - These towing hooks or straps shall be easily accessible without removal or manipulation of bodywork or other panels.
 - Rear tow hooks must be accessible rearward of the rear axle centerline.
 - Towing hooks must have a minimum ID 2 inches.
 - The required tow hooks must be strong enough to tow the car.
 - There must be a contrasting color visible label identifying where the tow hook is.
 - Tow hooks are strongly recommended for the National Challenges. Tow hooks are required for the National Championship.
- **PASSED 7-0**

14.Administrative Fix for 2019 – Arm restraints in Open Class

- Rules 3.3.F.16 add “or arm restraints” to window nets as errors and omissions.
- Potentially break up rule book online to allow easier access to some sections.
 - Car Classifications
 - Safety
 - Operational Content

15.Inspection Process for the Open Class (Macoubrie):

- The RXB discussed the details on the process that will be required for inspection of the open class including the use of a scrutineer, logbooks, and local tech inspections at events. The RXB is working on developing a written process for inspection of the open class and expects the document to be completed by April or May of 2018.

16.RallyCross Quick Reference Guide (Brielmaier):

- RXB discussed a quick reference guide being used in the Northwest Region.

- Table to help with classification as a guidance
- List of Items to bring to the event.

17. RallyCross Divisional Steward Support for National Office

- National Office indicated an allotment is made available to the Divisional Stewards to support their efforts at the divisional level. The Divisional Stewards will need to work with the National Office to determine appropriate use of the budget.

18. RallySprint/Trial visibility on the SCCA.com website

- The RXB and National Office discussed the possibility of getting additional information added for the RallySprint and RallyTrials programs. RXB will work with the National Office to build content and find an appropriate place for the content to reside.

Motion to Adjourn 12:00 PM 1/18/2018 PST

RallyCross Board Minutes | February 6, 2018

The RallyCross Board (RXB) met via conference call on February 6, 2018. Attending were Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Terri Pulliam and Chris Albin BOD Liaison, and Brian Harmer with National Office.

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

Mark Macoubrie called the meeting to order at 7:04 pm CST.

1. Call to order:

2. Additions or corrections to the agenda:

3. Chairman's Report: (Hyatt)

- No Report. Steve Hyatt was absent.

4. Committee reports:

- RallyCross Safety Committee (Regan)
 - Updates: No incident reports. Safety steward renewal training is still in development. Currently working on reviewing online training material. Online content should be read for consumption by March.
- Rules Committee (Lightfoot)
 - Updates: 2019 rules submissions request has been posted on www.sccarallycross.com forum for member input. The rule books is being updated with minor errors and omissions changes.
- RallySprint Committee (Brielmaier)
 - Updates: There are two RallySprints upcoming. The committee is working on content for publication on the RallySprint program.
- National Championship Committee (Wright)
 - Updates: Committee has been corresponding via email. The committee has discussed the addition of tow hook rules and requirements for the National Championship. The Committee has submitted suggested working for the supplemental. The RXB reviewed the working and has provided feedback to the committee. The committee will be scheduling monthly meetings to begin the planning process for the 2018 DirtFish National Championship. The RXB has provided further guidance on the roles and responsibilities for the national committee.
- Divisional Steward Liaison (Macoubrie)
 - DRXS meeting: The DRXS met on January 25th via teleconference. There were six Stewards and the RXB Liason in attendance. The Divisional Steward discussed the 2018 National Challenges included locations and date possibilities. The Divisional Stewards also discussed the implementation of the RXSS online training and online quiz. The proposed tow hook rule for the 2018 DirtFish National Championship were discussed and the implementation and tech inspection of electrical drivetrain and open class cars. The National conventions and take aways were also discussed.
- Growth and Development Committee (Hamilton)
 - Updates: No Update.

5. Old business:

- Review list of people for committees and committee positions available (Macoubrie)

- a. The RXB reviewed the existing committees, committee personnel and the opportunities for volunteers to fill roles at the national level.
- All Committees provide a list of committee members (Macoubrie)
 - a. Each committee liaison will provide a list of member to the national office. The national office will review the list of committees and members on the SCCA.com website and update accordingly.
- Open Class Inspection Process (Macoubrie)
 - a. Formal inspection process is being developed for the new open class. The inspection process is expected to be completed by April.
- Open Class Provide self-verified (Macoubrie)
 - a. The RXB discuss the possibility of allowing open class competitors to provide a self-verification document indicating they have met the roll cage requirements. The proposal will need to be discussed further with the insurance underwriter before moving forward.
- Confirmed National Challenge Dates? (Macoubrie)
 - a. The national office has received two confirmed events and is coordinating one a third event. The list of Challenge Dates should be released in the near future.

6. New business:

- Tow Hook Rules (Regan): RXB discussed the proposed tow hook rules for the National Championship. The rules are still in development and the RXB is working with the RXNC-PC to finalize the requirements.
- Rules Inquiry and Response (Wright): The RXB discussed the current rules inquiry and response process and how to formalize the process including how to receive inquiries, responses and response times to inquiries and documentation of all inquiries, interpretations and responses to competitors. The RXB reviewed other SCCA programs and how rules inquiries are processed for those programs.
- New event (Lightfoot) Colorado will be trying a snow course in the next couple weeks as a different type of event.

7. Next RXB Meeting March 6, 2018.

8. Motion to Adjourn 8:11 PM

ROAD RALLY BOARD

SCCA RRB Town Hall Minutes
SCCA Convention
January 20, 2018, 10:30 – 11:30 AM

Chair Jim Crittenden called the meeting to order at 10:30.

RRB members in attendance: Jim Crittenden, Clyde Heckler, Peter Schneider, Mike Bennett, Wendy Harrison. Mike Thompson (National Event Committee Chair), Howard Duncan and Jamie Mullin, SCCA staff, Jeanne English (secretary).

Jim started the town hall with a review of the 2017 Road Rally Participation Study. The number of regions offering a rally program increased to 39. The number of entries decreased compared to 2016, but remained fully 12% higher than 2016.

Peter Schneider informed the audience that the RRB can, thanks to the generosity of the BOD and SCCA staff, cover some of the travel cost of bringing an experienced rally master to a Region without a rally program. Contact the RRB if you are interested. Jim used the example of the SCCA Targa Rally component as a positive example of this approach.

A suggestion was made to offer a program to the Starting Line School for road rally participants (Terrance Pearson). Mike Bennett described the Detroit Region's rally school. Rich Bireta noted that the WDC rally school educational materials are available on the SCCA web site. Pego Mack pointed out that the New England Region holds a mini rally school before each event. February 18, 2017 was the date of Facebook Live Rally hosted by the Southern Indiana.

Bruce Bettinger (Wichita Region) pointed out the value of combining the Course and Tour rules to ease newcomer's entry to the sport. Jim pointed out that that Appendix A of the Road Rally Rules, list the items required for each level of sanction (National, Divisional, Regional).

Sayrah Mitchell (Arctic Alaska) expressed her appreciation for the two rally sessions at this year's convention. She suggested a session for the 2019 convention with perhaps even a walking rally. It was pointed out that this used to be a practice and this could be done.

Jim Lynch (STL) asked how we build on the success of the USRRC and Targa programs.

Terrance Pearson (Arctic Alaska) pointed out that the age of the attendees is heavily biased toward people who are older. Attracting younger people to events is critical to continued viability of the sport.

Peter Schneider asked who in attendance was from a Region without a rally program.

Bob Ricker pointed out that when he and Cheryl Babbe were on the RRB, he and she were the only members who wanted to build up the Regional program. He supported the current direction of the current RRB.

Jim asked who thought having a session in the 2019 convention program about event promotion. This could be expanded to include the SCCA Solo program.

Bill Stewart (Misery Bay) pointed out the additional demographic available by offering a charity event.

Jim Crittenden polled those in attendance, asking whether they collectively thought that a session on event promotion should be included in the 2019 SCCA Convention. The audience response was very favorable.

Howard Duncan presented Rich Bireta with a token of appreciation on behalf of the SCCA for his six years' service on the Road Rally

Jeanne thanks Rich Bireta for taking these minutes, even after she finally arrived.

RoadRally Board Minutes January 21, 2018

The Road Rally Board met at the SCCA Convention at the South Point Resort in Las Vegas, Nevada. The meeting was called to order at 8:32 am PST by Chairman Jim Crittenden. In attendance: Mike Bennett, Clyde Heckler, Peter Schneider, Wendy Harrison, Mike Thompson, NEC chairman, Howard Duncan and Jamie Mullin from SCCA Staff, Jeanne English, secretary, and guest Rich Bireta.

Jim congratulated Rich Bireta on his receipt of the Robert V. Ridges Award

1. Approval of December minutes. Stand approved as published
2. Road Rally Planning Calendar (Jeanne)
 - a. Last published December 22; new one coming soon
3. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a. A January issue was released last week. Included was a new column from Bruce Gezon. Good job as usual, Cheryl.
4. SCCA Staff Report (Jamie)
 - a. Awards for Gervais and Teter “Rally of the Year”, given out Thursday night
 - b. Awards for National Championship – Glass for 1st, certificates for 2nd – 10th. Jamie will ask Mike Cobb to send letters to class winners.
 - c. USRRC and National Events listed on hardcopy, SportsCar Calendar
 - d. 2018 RRRs - Online and in print. Online posted; print being worked on, will be to Amazon by the end of the month
 - e. Peter suggested reminder about Ridges award in September of RRB Annual Calendar of Recurring Activities.
 - f. Jamie will put job description of RoadRally Safety Steward into the Ops Manual
5. NEC Report (Mike T)
 - a. Upcoming Nationals. (Arizona Border, South Jersey, Steel Cities, Wisconsin)
 - b. USRRC Report – St Louis events coming along. Should we change the date of future USRRCs to be earlier in the year? No, leave it alone.
 - c. New NEC member. –Jim Heine added to replace Bob DeMerritt; Clyde is RRB liaison, Peter is backup liaison
 - d. 2019 USRRC? No volunteers yet. We need to expand our thinking about the type of rallies for the USRRC, such as a destination rally and experiential rallies
6. Old Business
 - a. New Road Rally Safety Steward Licensing process.
 - i. New process documents are stored and on the SCCA website. At the convention 7 people were processed as new RR Safety Stewards. This was the first time the new test was used, and it was decided that a few of the questions needed to be tweaked a bit. Mike B will rewrite the questions as needed for a new version of test this week
 - ii. Dave Head submitted a list of suggested changes to the Safety Steward checklist; this will be discussed next month.
 - b. Review of 2017 RRB projects. 2017 list of priorities is shown after these minutes; see *items/comments in italics*.
 - c. Rally development fund – discuss how we use this new tool. See

7.c.ii. and d. below.

7. New Business

- a. Suggestions for improvement of safety steward program.
- b. How do we measure the success of the RRB? Number of rallies, regions, entrants; if goals are achieved, such as RRSS program. The BOD sees these as things we should be doing as a means of how to measure grass roots interest and new regions doing road rally. Howard asked if the RRB was involved at regional meetings; he said it would be a good idea to have someone at such meetings. How many regions are putting on championship rallies? Wendy commented that how many people are at those rallies is a better gauge of success. Jim said we should set goal of monitoring this. Peter said we should respond 100% to new regions seeking to put on rallies.
- c. What can we do to grow the SCCA RoadRally program?
 - i. Seminars for next convention – RRSS; Rally 101, 201; people that were here at this convention are folks that have done only a few rallies or have done no rallies – how do they get started, need a ‘nuts and bolts’ introductory seminar. Howard said that the next convention would be celebrating SCCA’s 75th anniversary, so he would like some sessions to be celebratory.
 - ii. The RRB budget has \$5,000 that we can use to help with travel to help regions in setting up a road rally program; let Howard know in advance what is going on as things happen, then in a year or so, report on results. Several people here at the convention asked for road rally info, including from Mohawk (Peter); Ohio Valley (Wendy), Reno Regions (Jeanne). We will contact these people, ask what they need/want, bring it back to the board.
- d. Track Night in America funding - money from TNiA entry fees is a fund for all regions, programs to apply for grants. We want to apply for a grant for a new RRSS video (current video was made in 1995). Peter will contact Mark E Johnson for possible help on this, and get an estimate of the cost; Jim will investigate process of applying for grant. Peter suggested adding GTA to it, or new video for GTA. Howard said videos are a good use of this money, promotes regional rallies. Perhaps a third video, directed toward regional development, on the topic of ‘What is a Rally’?

Meeting adjourned at 11:00 am

Next meeting by teleconference February 8, 2018, 7:30 pm CST

Respectfully submitted,

Jeanne English, secretary

RRB Priorities for 2017

A. Safety Steward Program

1. Review current list (Peter) - *done*
 - a. Identify focal person for each region – *Divisional RoadRally Stewards; will call those who did not respond*
 - b. Review Safety Stewards and SS Instructor lists with region focal
 - i. Remove inactive licensees
2. Process document for license and re-certification (Peter) *done*
3. Training/knowledge test (Mike B)
 - a. Coordinate existing materials
 - b. Create a knowledge test - *done*

c. Modernize/On-line training

3. *Safety Steward Next Steps, such as process for renewal, and for Instructors - 2018*

B. Communication Strategy (Rich) – *Rich has started newsletter which Jim will continue. There are two Facebook pages – one is a page, one is a group; group is for discussion, page is more official site (for announcements, etc); RRB to continue to improve our use of Facebook.*

1. Develop communication plan
 - a. Identify current deficiencies
 - b. Identify under-utilized communication paths
 - i. SCCA forums
 - ii. Inside Line
 - iii. RE monthly
 - iv. RReNews (Constant Contact)
 - v. Member Facebook page (SCCA members)
 - vi. RR Facebook page(s)
 - SCCA Road Rally
 - Road Rally e-News
 - vii. SCCA Yahoo group
2. Road Rally Best Practices (Jim)
3. E-mail Communication (Rich)

C. Regional Development – *Clyde will resend links to verify for 2018; do we want a standalone document? Do we want other documents?*

1. Road Rally “Starter Kit” (Clyde)
 - a. GTA Q&A
 - b. Tour TSD (simple)
2. Rallymaster Starter Kit (Clyde)
 - a. Process document(s)
3. Divisional Steward Role
 - a. Mentorship
4. National Coordinator
5. Proposal for funding for regional programs (Jim)

RoadRally Board Minutes February 8, 2018

The Road Rally Board met via conference call on February 8, 2018. The meeting was called to order at 7:31 pm CST by Chairman Jim Crittenden. In attendance: Mike Bennett, Peter Schneider, Wendy Harrison, Mike Thompson, NEC chairman, Earl Hurlbut BOD liaison, Jamie Mullin from SCCA Staff, Jeanne English, secretary, and guest Rich Bireta; not in attendance: Clyde Heckler.

1. Approval of January minutes. Minutes stand as published.
2. Road Rally Planning Calendar (Jeanne)
 - a. Last published February 1, 2018
3. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a. Expecting February issue any day now. [the secretary got hers just hours after this meeting was over – nice job, Cheryl!]
4. SCCA Staff Report (Jamie)
 - a. 2018 RRRs are available online and in print from Amazon.
 - b. Awards for National Championships – certificates for 2nd – 10 – done by tomorrow.
 - c. Expense reports from convention – let Jamie know if you don’t get your check
 - d. Mike Cobb letters – working on that, hope to have them out in the next couple of weeks
 - e. Some flyers and forms don’t open in Edge, but do open in IE and Chrome; working on getting that fixed
5. NEC Report (Mike)
 - a. Sent out minutes
 - b. Upcoming Nationals - Arizona, has been sent the National Rally checklist of what is expected; New Jersey, precheck done; Pennsylvania, nothing yet; Wisconsin
 - c. USRRC status report – everything in order, wants to add a historic class and regional class with championship for each, only have to run two events
 - d. RRRs, hopefully no major changes for next year. Mike T will send John Sears a note asking him to clarify what he thinks needs to be done to Article 9
6. Old Business
 - a. RRB requested funding from the Regional Development Fund for training videos:
for RoadRally Safety Steward video update, and for Peter’s convention presentation; over 40 proposals received; Earl said next BOD meeting is April 7, doesn’t know if they will be voting on these or not
 - b. Rally starter materials – Clyde not here; next month
 - c. Status of 3 regions requesting rally assistance:
 - i. Mohawk Hudson – Peter – nothing yet
 - ii. Ohio Valley – Wendy – nothing yet
 - iii. Reno – Jeanne – nothing yet
7. New Business
 - a. Suggestions for improvement of safety steward program. RRB received list of suggested changes from Dave Head; Peter wants to use this list as a starting point for changes, which can be easily incorporated, to be sent to rally community; how to put out to community? Peter will send first to RRSS Instructors and the Divisional Road Rally Stewards. Jim will mention this in his next road rally email.
 - b. Ideas for 2019 USRRC? – any ideas? Volunteers? talk it up

- c. Rally Software –Rich. What's available today is a pretty complete list of traditional rally equipment: clock, calculator, odometer, and computer. New in cloud computing is automatically sharing data multiple devices via a service like Google's Cloud Firestore, which can enable scoring to be done in real time with no human intervention – checkpoint workers can post scores to the cloud scoring system, so organizers and competitors can make inquiries easily. It will soon be possible to have automatic, un-manned passage controls. This would open the possibility of having dozens of timing controls on an event. Great Race tried GPS scoring 10 years ago, but found it was not accurate enough and, in fact, the GPS system missed timing several cars at various points. GPS systems now have very accurate time; a typical national tour has 18 to 24 controls, what if there were 50 or 100? What if timing was done to the 0.1 second instead of the current 0.6 second? Measurements are an order of magnitude better than they used to be – US military satellites and Russian satellites are now available. Rich has written an app, available on Google Play Store for those interested in trying this out; this will be expanded to perform all the functions and he plans to use it on his November rallies. (The current name in the Google Play store is "Richta CPA Checkpoint POC", which means "Richta Closest-point-of-approach Checkpoint proof-of-concept".) Rich has looked at Tag Heuer timers as used in WRC, wants to make a similar system and widely available, such as with smart phones and tablets. Jim asked if the procedure is that contestants have phone or tablet preloaded with GPS locations, when they go past control locations the phone/tablet records it, transmits to the cloud; Rich added that there needs to be wifi at breaks; the software is designed around intermittent wifi connections; it has to be idiot-proof and extremely easy to use, so the national competitor can use it without fear of the technology. If interested, see the Road Rally Tech Talk Facebook page, or contact Rich directly if you want to be involved in the project.

Meeting adjourned at 8:25 pm CST
Next meeting by teleconference March 8, 2018, 7:30 pm CST
Respectfully submitted,
Jeanne English, secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

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

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

Rulebook:
<http://www.scca.com/pages/solo-cars-and-rules>

RALLY

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

RallyCross Rulebook:
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:
<http://www.scca.com/pages/roadrally-rules>

SCCA NATIONAL CONVENTION

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

EVENT CALENDAR:

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