

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call March 28th. Attending were SEB members Brian Conners, 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](http://www.soloeventsboard.com)

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### 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](http://www.soloeventsboard.com).

### Prepared

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

Remove the following listings from class EP in Appendix A as shown.

E Prepared (EP)

Ford & Mercury

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

Chevrolet, ...

~~Chevette (1975-87)~~

### Member Advisories

#### General

The BOD has approved the addition of Mark Scroggs to the SEB.

#### Street

#24094 M Performance Suspension Package Allowance for BMW M2 - BS

Thank you for your input. The M performance suspension packages referenced are

not available as factory ordered options, except on the ZL9 equipped M2 Performance Edition which is currently classed in A-Street. On any other model these parts would be considered dealer installed accessories and are not legal in the Street category.

#### #24095 DCC electric shock replacement

Please see the updated 13.5.A.7 in the 2018 Solo rule book. Per that rule, replacing just the shocks themselves without altering the controller is compliant.

### **Modified**

#### #22698 FMod Front Splitter

The CRB has addressed questions regarding F5 bodywork in their response to Club Racing item #23904. The MAC believes that their clarification addresses the member's question, and that lateral protrusions in front of sidepods and in the wheel well area are compliant with FM rules.

### **Kart**

#### #24085 Applying for KAC

The SEB has approved the addition of Daniel Wendel to the KAC..

#### #24183 KAC -- Application to Join

The SEB has approved the addition of Tom Harrington to the KAC.

#### #24380 Committee Personnel

The SEB thanks Scott Boito for his service as a KAC member.

### **Change Proposals**

#### **General**

#### #24432 Category Preambles

The SEB and its Advisory Committees have been working on a project to standardize the Solo rule book Preamble section for each Solo Category. After reviewing them extensively, the SEB realized that they are fragmented in structure, are not easy to understand and do not effectively communicate to new and existing members "Purpose", "Philosophy" and "Objectives". Over the last 18 months, the SEB and the advisory committees have collaborated on this project. This exercise has specific goals:

- Clean up and give common structure to all of the Preambles.
- Communicate the current state of the categories to the membership and potential members.
- Preambles are to be our general philosophy guidelines for each category. If the Advisory Committees or the SEB propose a rule change that is outside of the current Preamble for that category, then there should be a proposed directional change with the Preamble sent out to the membership for review.
- Give a guiding principle and set expectations for the membership, the advisory committees and the SEB.

The SEB believes this aligns with the Solo rule book's "Core Values" in Section I.2.3,

and the SEB is publishing the proposed changes, each of which is to be added at the beginning of the applicable Category section, for membership feedback, as follows:

## **Street**

### **Category Objective**

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

### **Category Values**

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

### **Core Modifications**

- Primary allowances permit changes to shocks, anti-roll bars, tires

### **Classes**

**Sports cars and other high performance vehicles classed by performance potential in decreasing order**

#### **SSR**

#### **Super Street**

#### **A Street**

#### **B Street**

#### **C Street**

**E Street** – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

### **Sedans and Coupes**

**D Street** – Coupes and sedans in all drivetrain types.

**F Street** – Heavy high horsepower RWD vehicles in the spirit of “V8 Pony Cars”.

### **Front Wheel Drive Coupes and Sedans classed by performance potential**

#### **G Street**

**H Street** – Typically FWD and other cars of like performance

## **Street Touring**

### **Category Objective**

Competitors in this class are looking to add performance through bolt-on components compatible with public highway use.

### **Category Values**

Incorporate popular enthusiast modifications for public highway and autocross use with a set of classes which targets specific vehicle performance levels.

### **Core Modifications**

- Performance through bolt-on changes
- Modifications should not require cutting, drilling or permanent alterations to body panels.
- Modifications that enhance the performance for Solo and street driving.
- Suspension

- Differentials
- “Bolt on” Engine parts
- Brake Kits
- Wheels/Tires
- Engine Tuning
- Emissions modifications
- High Performance catalytic converters

### **Classes**

**Street Touring Sport (STS):** Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars.

**Street Touring Roadster (STR):** Rear-Wheel Drive roadsters and coupes.

**Street Touring Xtreme (STX):** Coupes and sedans, primarily RWD and similar performing AWD vehicles.

**Street Touring Ultra (STU):** Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

**Street Touring Hatchback (STH):** FWD and AWD Turbo hatchbacks and sedans

### **Street Prepared**

#### **Category Objective**

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

#### **Category Values**

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

#### **Core Modifications**

- DOT R-compound tires
- Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance
- Drilling trunks/hatches for spoiler mounting
- Front splitters and rear spoilers
- Update/Backdate allowances to interchange of parts among selected models
- Engine tuning with stock internals
- Aftermarket ECU's
- Unrestricted Induction
- Emissions system removal
- Unrestricted exhaust systems
- Weight reduction (A/C removal, steering wheel airbag removal, etc)
- Suspension Updates

### **Classes**

**Super Street Prepared (SSP):** High Performance sports cars.

**A Street Prepared (ASP):** AWD turbo sedans and medium performance

coupes and sports cars

**B Street Prepared (BSP):** Medium performance 2 seater and 2+2 sports cars?

**C Street Prepared (CSP):** Lower powered 2 seat sports cars and FWD cars

**D Street Prepared (DSP):** Heavier RWD sports sedans/coupes and FWD cars

**E Street Prepared (ESP):** Muscle cars and foreign grand touring cars.

**F Street Prepared (FSP):** FWD cars with some lower power RWD and AWD cars

## **Street Modified**

### **Category Objective**

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

### **Category Values**

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

### **Core Modifications**

- Powertrain swaps
- Open Engine Tuning
- Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc)
- Minimum weights based on displacement
- Limited Interior removal
- SRS system removal
- Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting
- DOT R-compound tires
- Front splitters and rear wings
- Custom suspension components
- Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc)

### **Classes**

**Super Street Modified (SSM):** 2 seat vehicles, FWD, RWD, and AWD

**Street Modified (SM):** 4 seat vehicles, FWD, RWD and AWD

**Street Modified FWD (SMF):** FWD vehicles only

## **Prepared**

### **Category Objective**

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

## **Category Values**

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

## **Core Modifications**

- Non-DOT racing tires
- Displacement-based minimum weight formulas
- Purpose built competition vehicles based production chassis or other racing chassis
- Performance through extensive modification and custom fabrication
- Extensive chassis modification including:
  - Interior removal and replacement of body panels, doors, and windows
  - Body panel modification for large tire fitment and suspension travel
  - Custom suspension fabrication
  - Relocation of components for optimizing weight distribution
- Engine and drivetrain allowances including:
  - Extensive internal engine modifications
  - Open transmission and differential allowances

## **Classes**

**X Prepared:** Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.

**C Prepared:** American muscle cars.

**D Prepared:** Lightweight 4 cylinder RWD sports cars and coupes.

**E Prepared:** Naturally aspirated FWD cars.

**F Prepared:** High performance sports cars and sedans.

## **Modified**

### **Category Objectives**

Provide a competitive outlet for the highest level of allowed modifications.

Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

### **Category Values**

Maximum speed and handling for given car parameters

Rules stability to protect member investment and encourage commitment

Highest levels of drivetrain and suspension development (varies among the individual classes)

Custom design and fabrication

Maximum tire adhesion with minimum constraint (varies among the individual classes)

### **Core Modifications**

- Chassis and suspension customization
- Variety of powertrain options including automotive, motorcycle, electric and hybrid featuring a wide range of allowable modifications (varies among the

individual classes)

- Minimum weights generally based on displacement

### **Classes**

**AM** – Least restricted class with significant aero allowances and unlimited drivetrain.

**BM** – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

**CM** – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

**DM** – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

**EM** – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.

**FM** – Small, very agile, GCR-based formula cars.

### **Kart Modified**

#### **Category Objective**

This category is an outlet for members interested in running karts at Autocross events.

#### **Category Values**

Preparation allowances in line with national karting organizations, to allow easy migration between Solo and other karting events.

### **Street**

#24097 reclass 997 porsche turbo

The SAC would like member feedback on the following proposal:

Move from exclusion list to SS

Porsche

*911 Turbo (997 chassis)(exc S, GT2)(2006-12)*

*911 Turbo (993 chassis)(1995-99)*

#24090 Solstice and MX5 MSR to CS

Thank you for your input. The SAC feels the Solstice/Sky z0k package and NC Miata MSR are appropriately classed.

The SAC would like member feedback on the following proposal:

Move from BS to CS

*Pontiac*

*Solstice (non turbo)(exc z0k)(2007-10)*

*Saturn*

*Sky (non turbo)(exc z0k)(2007-10)*

## #22088 Brake Allowance Parking Brake Rules

The STAC is seeking member feedback on the following changes related to the drum to disk conversion allowance and the requirement for individual rotor plates to be at least as thick as the OEM rotor. The drum to disk change is intended to clear up the allowance and make it easier for competitors to utilize off the shelf components when performing the conversion. Similarly, the removal of the disk plate restriction is intended to facilitate use of common off the shelf rotors in aftermarket brake kits.

Modify 14.6 as follows:

### "14.6 Brakes

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and *overall* thickness) and made of ferrous material(e.g., iron). ~~Thickness includes the individual plates of a vented rotor, as well as the overall dimension.~~ The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. ~~Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.~~

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

*E. Disc brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present.*

*F. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g. pedal vs handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/brake lines/emergency brake cables to accommodate these changes are permitted*



*but may serve no other purpose.”*

#22139 Master cylinder brace allowance in ST

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

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

The STAC would also like to solicit member feedback on a bolt-on clutch master cylinder brace. This would be added as a new line in section 14.10 as follows:

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

#23879 Please allow 265mm tires for MR in STU

The STAC is seeking member feedback on an allowance for 265 wide tires on STU 2WD mid and rear-engine cars. Change Section 14.3 as follows:

Tires shall have a section width up to and including the following (mm):

STS, STR (AWD).....	.....225
STH (AWD), STX (AWD).....	.....245
STR (2WD), <del>STU (2WD, mid-engine, rear-engine)</del> .....	.....255
STH (2WD), STX (2WD), STU (AWD), <i>STU (2WD, mid-engine, rear-engine)</i> .....	.....265
STU (2WD, front-engine).....	.....285
STP.....	.....315

**Modified**

#21881 Rocket style anti-lag

The MAC is seeking member input on the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections.

*“6. 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.”*

**Not Recommended**

**General**

#24198 Requirement for publication of tally of letters for and against

The SEB does not believe this change is necessary.

## **Street**

### **#23973 #23593 Moving Porsche Cayman S & GTS**

Thank you for your input on the proposed moves. The SAC believes the Cayman R and Boxster Spyder are appropriately classed at this time.

### **#24019 Honda Civic Type R**

Thank you for your input. The SAC believes that the Civic Type R is appropriately classed. The SAC would like to note that power to weight ratios are just one of many factors that are taken into account when classing a car.

### **#24028 member feedback DS changes**

Thank you for your input. The SAC believes the current class change proposals are adequate as written at this time, but will continue to evaluate member feedback regarding additional cars.

### **#24038 Feedback regarding #23333 2011 Audi R8 V10 Spyder from SSP -> SS**

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

## **SSC**

### **#24157 Simulate turning off traction control**

The SEB does not believe this item is compliant with the SSC rules.

### **#24188 Aftermarket Seats Allowance**

The SEB does not believe this change is necessary.

## **Street Touring**

### **#22794 Allow Toe Arms to be Legal due to SSC allowing them**

Thank you for your input. The STAC does not recommend a toe arm allowance for the Street Touring category.

### **#23344 STP Camaro 2.0 Turbo**

Thank you for your input. The STAC believes that the 2.0T Camaro exceeds the performance envelope of the current ST classes.

### **#23934 14648 feedback - ST ECU modifications question**

Thank you for your input. The STAC believes the current rule is appropriate for Street Touring but will continue to monitor the situation.

### **#24022 Non Torsen NB Miata to STS**

Thank you for your input. The STAC believes that the NB Miata exceeds the performance parameters of the current STS class but will continue to monitor the health of STS.

## **Prepared**

### **#24043 #21414 Turbo jets and other anti-lag**

Thank you for your input. The PAC will continue to monitor the balance between naturally aspirated and forced induction motors.

## **Other Items Reviewed**

### **General**

#23865 Fuel testing concern

Thank you for your input.

#24132 6.11 feedback

Thank you for your input regarding item #23348 in the March Fastrack.

### **Street**

#23982 Arbitrary 93.9 limit set on Octane Limit

Thank you for your research on the measured octane samples from pump gas.

#24018 Proposed BS to DS classing changes

Thank you for your input regarding the proposed moves to DS.

#24034 Feedback regarding #22582 Muscle cars to B Street

Thank you for your input on the proposed moves of the track pony cars to BS.

#24035 Feedback regarding #23650 BMW Z4 Class Change Proposal

Thank you for your input.

#24037 Feedback on #22696

Thank you for your input.

#24063 370Z to DS

Thank you for your input. The SAC believes the 370Z is appropriately classed.

### **SSC**

#24201 Yep - another endlink letter

Thank you for your input.

### **Prepared**

#23877, 23884, 23886 XP Weights Proposal (#14898) Feedback (various)

Thank you for your input. Please note, there was an update to this proposal in the April Fastrack.

#23888 XP weight proposal #14898 -- max weight

Thank you for your input. The PAC will continue to monitor XP maximum weights.

### **Modified**

#23279 Problem with rule for fuels

Thank you for your input regarding the proposal to prohibit methanol, per item #23346 in the February Fastrack.

## **Handled Elsewhere**

### **Street**

#24036 Feedback regarding #22882 Move RX-8 from CS to DS

Please see the response to item #24018.

#24039, 24047, 24050, 24051, 24053, 24054, 24057, 24058, 24077, 24087 Feedback Regarding #22582 Moves of Muscle cars to BS (various)

Please see the response to item #24034.

#24040, 24059, 24083, 24096 Feedback Regarding #22882 Moves from CS to DS (various)

Please see the response to item #24018.

#24072, 24078, 24086 Feedback Regarding #22696 Move E46 from DS to GS (various)

Please see the response to item #24037.

#24100 2009 saturn sky class change

Please see the response to item #24090.

### **Street Touring**

#23940 Toe Arms Legal (align with T2-T4 rules)

Please see the response to letter #22794

#23946 Clarify Letter # 23940 Allow adj toe arm with spherical bb in STX

Please see the response to letter #22794

### **Prepared**

#24115 #14898 XP boosted displacement equivalence and min weight

Thank you for your input. There was an error in the published XP weight proposal (#14898) as it appeared in the February Fastrack. The corrected proposal will be found in the April Fastrack.

## **Tech Bulletins**

### **Street**

#23980 Post Manufacturing Installed Parts

Errors and Omissions: Thank you for your input regarding the revised Standard Part definition. Please note the following statement was inadvertently omitted from that section in the 2018 rules draft:

*“Manufacturer options which are dealer installed must be specifically listed in Appendix A in order to be eligible.”*

The official 2018 rules will be updated to include this statement.

#24030 Volkswagen Jetta 1.4t classification

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

HS

Volkswagen

*Jetta (1.4T)(2016-18)*

### **Street Touring**

#23126 2013-2015 BMW X1 in STH?

Per the STAC, add the following new listing to class STU in Appendix A. Please note that the newly classed X1 must meet the rollover requirements outlined in Section 3.1 to be eligible for competition.

STU

BMW

*X1 (2013-2015)\**

#23449 Bolt EV for Street Touring

Per the STAC, add the following new listing to Appendix A.

STH

Chevrolet

*Bolt*

#23828 ST Classification request for 2018 Honda Civic Type-R

Modify Appendix A to include classing of the Honda Civic Type R in STU as follows:

STU

*Honda*

*Civic Type R (2017-18)*

## CLUB RACING BOARD

### CLUB RACING BOARD MINUTES | April 3, 2018

The Club Racing Board met by teleconference on April 3, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Rick Harris, Technical Manager. The following decisions were made:

#### **Member Advisory**

##### **FC**

1. #24172 (Formula/Sports Racing Committee) Width Rule Clarification

Thank you for your letter. In FF/FC, overall width is measured on the wheel, on a horizontal plane at the axle centerline.

##### **GCR**

1. #24371 (SCCA Staff) Driver Restraint System Recall MA 18-03

Please see the above mentioned Member Advisory located at: <https://www.scca.com/pages/cars-and-rules>

2. #24372 (Club Racing Board ) Fuel Cell Information

To eliminate redundant language, some sections in the AS, ST and Prod sections of the GCR, referring to fuel cells, have been eliminated. Language has been added to the front of the book in section 9.3.26 FUEL CELL SPECIFICATIONS, to apply to all classes.

Please see letter #24353, Technical Bulletin, for clarifications.

##### **STU**

1. #23921 (Faruk Kugay) Request for WORKS Turbo Kit Homologation

Thank you for your letter. The CRB is considering allowing turbochargers for any non-turbo 2.5 liter or smaller engine in STU for 2019.

#### **No Action Required**

##### **GCR**

1. #24003 (Terry Hanushek) Clarify SFI Seatbelt Expiration

Thank you for your letter. This is not a rule change. SFI has changed their label to an expiration date. Per GCR in 9.3.18.E.1, these belts expire on December 31st of the expiration year. This change is to avoid mid-year belt expirations and is consistent with the previous SCCA GCR rules pertaining to SFI belts when SFI labeled date of manufacture. Note that GCR Section 9.3.18.E.3. allows belts that have both SFI & FIA labels to be used up to the GCR set FIA expiration date.

##### **T3**

1. #24159 (JASON RIKKE) Request to Add Models to SPEC E-46

Thank you for your request. As long as your car conforms to the Spec E46 rules your car is

legal for SCCA competition.

### **Not Recommended**

#### **F5**

1. #24142 (Brad Smith) Request for Letter #23870

Thank you for your letter. Please see the response to letter #23870, April 2018 Fastrack Minutes. The CRB appreciates your feedback, but does not recommend the change you requested.

#### **FC**

1. #24117 (Cade Wilson) Request Allowance of Carbon Fiber/Composite Wings in FC

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

#### **P1**

1. #24180 (Jeff Shafer) Disagree With Engine Table Minimum Weights

Thank you for your letter. These changes were made using the available data and the SCCA Power Factor calculation to bring them in line with other engine platforms in the class. The CRB will continue to monitor the class performance.

2. #24283 (Kevin Kloepfer) Request Weight Adjustment

Thank you for your letter. Please see the response to letter #24180.

#### **GT3**

1. #23899 (Richard Smith) Request Weight Change

Thank you for your request. The CRB needs to see more activity with the current specifications in order to be able to adequately monitor.

2. #23900 (Richard Smith) Request Removal of Restrictor

Thank you for your request. The car is competitive as classed.

#### **SM**

1. #23551 (Jim Drago) Allow the Same Intake and Exhaust Valves 1994-2005

Thank you for your request. The valve profile and stem lengths are different and thus there are performance differences, so the CRB does not recommend this change.

#### **STL**

1. #24081 (TO Johnson) Petition To Remove Restrictor: Mazda Renesis Spec Line

Thank you for your request. The CRB would like the opportunity to collect on track data on the Renesis in STL. Without on track data, no further adjustments can be made.

#### **T1**

1. #22167 (Fabio Magnani) Classification Request for Lotus Elise Cup PB-R

The CRB has requested information from the author on numerous occasions with no response. Therefore, the requested changes are not recommended.

2. #22909 (Joe Aquilante) Add 2017 and 2018 Grand Sport Corvette To Limited Prep C7

Thank you for your request. This will be considered for 2019.

3. #23125 (David Woodle) New Brake Kit for LP Corvette T1/T2

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

#### **T2-T4**

1. #24109 (Darren Seltzer) Request New Fuel Requirements

Thank you for your request. A change is not recommended at this time. Street fuel is a legal option.

2. #24110 (Darren Seltzer) Request New Tire Requirements

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

#### **T4**

1. #24091 (Darren Seltzer) Observation Feedback for Considerations

Thank you for your letter. The CRB will continue to monitor Touring 4.

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

#### **T2-T4**

1. #24106 (Touring Committee) OE Piston

Make the changes below to 9.1.9.2.D.e Block

1. **Any** ~~o~~Overbore up to .020" permitted T2-T4, ~~.010" maximum overbore~~ with +230 lb. penalty. Oversize OEM **equivalent** pistons are required. This allowance does not apply to any car adhering to spec rules.

#### **T3**

1. #23941 (Scotty B White) Request ECO-Boost Brakes

Thank you for your request. Change/Add to the Notes for the Ford Mustang ECO-Boost (2015+)

36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. ~~Track package~~ **EcoBoost Performance Package** allowed **in part or complete**. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. **Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs)**.



## **Taken Care Of**

### **F5**

1. #24141 (Brad Smith) Support for letter #23881

Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #23881, April 2018 Fastrack Minutes.

2. #24143 (Nick Sullivan) F5 Spoiler Allowance

Thank you for your letter. Please see the response to letter #23870, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

3. #24144 (Nick Sullivan) Aluminum Axle in F5

Thank you for your letter. Please see the response to letter #23881, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

4. #24145 (Jason Martin) Allowing Aluminum Axles to F5

Thank you for your letter. Please see the response to letter #23881, April 2018 Fastrack Minutes. The CRB appreciates your feedback.

### **FF**

1. #24191 (John Haydon) Sequential Shift Gearboxes in FF/FC

Thank you for your letter. Please see the response to letter #22958, March 2018 Fastrack Minutes.

### **FV**

1. #24164 (Thomas Galuardi) Disc Brakes

Thank you for your letter. Please see the response to Letter #22456, March 2018 Fastrack Board of Directors Minutes, with the language the Board of Directors approved for GCR Section 9.1.1.C.4.D during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

### **GCR**

1. #24165 (Charles Smith) Request to Clarify Driver Restraints (SFI)

Thank you for your letter. Please see the response to letter #24003.

2. #24235 (Kyle Disque) Disagree With New Tow Hook Rule

Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

3. #24237 (Robert Lentz) Disagree With Towing Eye Change

Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

4. #24243 (Tim Linerud) Disagree With Letter # 23751

Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

5. #24246 (Peter Zekert) AGAINST Request #23751 (Tom Lamb) TOWING EYES

Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

6. #24250 (James Goughary) Disagree and Input Regarding Tom Lamb Tow Eye Request  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
7. #24253 (Tom Fowler) Disagree With Tow Hook Rule Change  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
8. #24257 (Kevin Allen) Opposes New Tow Hook Change  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
9. #24258 (Scott Mackela) Opposes Proposed Change to 9.3.47. TOWING EYES  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
10. #24259 (Joe Camilleri) Opposes Change 9.3.47: 9.3.47. TOWING EYES  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
11. #24261 (Tim Myers) Disagree With Tow Eye/Hook Rule Change  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
12. #24270 (Jose De Miguel) Against Proposed Tow Hook Change  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
13. #24274 (David Strittmatter) Towing Eyes Change - Against or Modify - #23751  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
14. #24277 (Roger Welling) Opposes Towing Eyes  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
15. #24279 (Bill Keeney) Opposes Towing Eyes 2018 April Fastrack #23751  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
16. #24284 (Sam Moore) Opposed to GCR 9.3.47 Tow Hooks  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
17. #24342 (James Leithauser) Opposes Tow Hooks  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
18. #24347 (Al Seim) Tow Straps Not Hazardous  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
19. #24367 (Roger MCManus) Opposes the Change to Tow Eyes 9.3.47  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
20. #24370 (Les Chaney) Opposes Tow Hook Letter #23751  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.

## **GTL**

1. #24211 (Graham Fuller) Request Rule Clarification and Weight Request for GTL  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
2. #24240 (Kyle Disque) GTL Unrestricted Weight  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
3. #24247 (Bill Ball) Disagree With Recommended Changes to 9.3.47 Towing Eyes  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
4. #24255 (Bill Ball) Request Unrestricted Weight  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
5. #24256 (Bob Clark) Oppose Unrestricted Multi Valve Engines  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
6. #24278 (Bill Keeney) Opposes 2018 April Fastrack #23845  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
7. #24285 (Isaac Preston) Opposed to the Honda EW Unrestricted  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
8. #24297 (David Stephens) Request Unrestricted Weight for Nissan 510 With L16 Engine  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
9. #24319 (Joe Harlan) Opposes Honda EW Classification  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.
10. #24320 (Joe Harlan) Opposes Tow Hooks  
Thank you for your letter. The CRB is withdrawing letter #23751 regarding Towing Eyes.
11. #24328 (Peter Zekert) Opposed to #23845 Allowing Honda EW 1342cc to Run Unrestricted  
Thank you for your letter. Please see the response to letter #24221, Technical Bulletin.

## **STU**

1. #23041 (Andrew Rains) Pirelli World Challenge Honda Accord Touring Car  
Thank you for your letter. Please see the response to letter #24131, Technical Bulletin.

## **T1**

1. #22911 (Joe Aquilante) Add 2016- Camaro SS 1LE To T1 Limited Prep  
Thank you for your request. Please see the response to letter #21464, Technical Bulletin.
2. #23852 (Joe Aquilante) Request Immediate Action for Letters 22909, 22910, 22911  
Thank you for your request.

The 2017-18 Grandsport will be considered for 2019. Please see the response to letter

#22909.

The 2016 T1 LP Camaro has been classed. Please see the response to letter #21464, Technical Bulletin.

The 2015- T1 LP Mustang has been classed. Please see the response to letter #22910, Technical Bulletin.

### **What Do You Think**

#### **P2**

##### 1. #23919 (Jeff Shafer) P2 Assisted Shifting

The current generation of sophisticated ignition interrupters/flat shifters and blippers is not in keeping with the intended P2 class philosophy. The CRB intends to recommend changes to GCR Section 9.1.8.D.J.4 to control costs and maintain or increase the lap time gap between the P1 and P2 classes. P2 competitors are encouraged to provide feedback on the following possible alternatives through [crbscca.com](http://crbscca.com):

No assisted shifting devices allowed except as permitted in Table 1 (Spec Line Cars)

No ignition cut for upshifts, mechanical blip only for downshifts

Fixed time ignition cut in all gears for upshifts, mechanical blip only for downshifts

Fixed time ignition cut in all gears for upshifts, electrically activated vacuum blip for downshifts (example: Flatshifter Expert)

### **RESUMES**

##### 1. #23262 (Matt Jensen) ASAC Resume

Thank you for submitting your resume. Matt Jensen is now a member of the ASAC.

##### 2. #23482 (Mark Wheaton) ASAC

Thank you for submitting your resume. Mark Wheaton is now a member of the ASAC.

## TECH BULLETIN

DATE: April 20, 2018

NUMBER: TB 18-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2018 unless otherwise noted.

### American Sedan

None.

### B-Spec

1. #24309 (B-Spec Committee) Revised Part Number for Mazda2 Header

In B-Spec, Mazda 2, update the header part number as follows:

“Exhaust Header Kit (cat delete) ~~HP-M2/15 HB.EM 60-404-S-SS~~ or ~~HP-MZD001~~ is allowed.”

### Formula/Sports Racing

#### FB

1. #24254 (Formula/Sports Racing Committee) Revise FB provision on engines newer than 2014 model year

In FB, GCR Section 9.1.1.G.4.K., make the following change:

“Competitors wishing to use engines newer than 2014 model year ~~must~~ *may be required* to supply dynamometer data to the CRB to be approved for use.”

2. #24351 (Formula/Sports Racing Committee) Remove reference to FB restrictor table

In GCR Section 9.1.1.G.4.E, remove reference to FB Restrictor Table as follows:

“No other material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.; ~~except as noted in FB Restrictor Table.~~”

#### FC

1. #24155 (Todd Stark) Request new piston part number

In GCR section 9.1.1.15.f.6, add the wording as follows:

“Wiseco piston P/N WD-06526 *as supplied by Quicksilver* with rings, pin, Crower connecting rod P/N SP93235B-4 (with bolts), but without bearings: Minimum permitted weight: 555 grams.”

In GCR section 9.1.1.15.h, add the wording as follows:

“Alternative Crower connecting rod part number *SP93235B-4* is permitted. It’s length must be *5.700* inches (+ *or* .005 -.010”). This rod may be used only with Wiseco piston part number *WD-06526 as supplied by Quicksilver* above.”

#### P2

1. #24322 (Formula/Sports Racing Committee) CN restrictor

The date for implementing a restrictor on the P2 CN car’s stock Honda K20 engine is being changed to 1/1/2019. Competitors who wish to submit dyno data for this engine package

must include data for the stock 64mm single throttle body without a restrictor, with a 60mm restrictor, and with a 55mm restrictor. The 55mm restrictor size is based on available data and is believed to correctly position this engine package in the P2 performance envelope based on the SCCA Power Factor calculations.

In P2 Table 1 (Spec Line Cars), change the FIA Group CN non-composite chassis spec line as follows:

Restrictor: "Stock 64mm single throttle body with 55mm flat plate restrictor (*restrictor implementation effective 1/1/2019*).

In P2 Engine Table, Line E, change 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 with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (*restrictor implementation effective 1/1/2019*)."

### **GCR**

1. #23978 (SCCA Staff) Update Appendix D: 9.1.12.B Reference

In GCR Appendix D:9.1.12.B, add the wording as follows:

"The RD or CS approves the classification of cars *for non-Runoffs eligible classes*; and will not approve if the proposed classification poses a safety hazard or an impediment to fair competition."

2. #24005 (Christopher Adams) Request to Correct the 6.7.2 Reference in 6.8 Restarting a Race

In GCR section 6.8.A, delete the reference as follows:

Under full course yellow flags, restart in the original starting order. (~~See 6.7.2.~~)

3. #24013 (SCCA Staff) Remove Appendix A 2. FISA reference

In GCR Appendix A.2, remove the following reference to FISA:

~~2.Federation Internationale du Sport Automobile (FISA) The International Sporting Commission which is appointed by the FIA to deal with competition matters:~~

4. #24014 (SCCA Staff) Update 5.10 Timing and Scoring

In GCR section 5.10, Timing and Scoring, make the following changes:

#### **5.10.1**

The Chief of Timing and Scoring (Chief of T&S) is responsible for accurately timing and scoring the event, specifically:

- A. Recruiting, training, assigning, and supervising qualified personnel to time and score the event.
- B. Providing the Race Director or the Chief Steward and the SOM any times and results they request.
- C. Maintaining records of official times and lap charts *results* for all competing cars.
- D. *Results Publishing & Distribution*

**1. At-Event:** Compiling and publishing the Official Results of all competitions. By the end of the weekend's on-track activities, results must be available for all competitors and officials. These may be Provisional Results, particularly if there are pending protests or actions. (See

also 5.10.4.) ~~Results will be submitted to the Race Chairman, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeeper(s), and the SCCA. Uploading each session to MyLaps~~ **MYLAPS** is strongly encouraged.

**2. Post-Event:** Complete *For all regional and U.S. Major Tour races, T&S Chiefs will email the final backup Orbits file and Official Results to [roadracing@scca.com](mailto:roadracing@scca.com).* Official Results for a U.S. Majors Tour race must be submitted within 2 days of the end of the event; results for a Regional race must be submitted within 5 days of the event. Every effort should be made to have Official Results ready to distribute by the end of the weekend. *Results will be submitted to the Race Chairman, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeepers and the SCCA.*

E. At spectator events, working closely with the Press Officers, press, and other media, as well as with circuit, radio, and/or television announcers, providing qualifying information, results, and any other data requested, as quickly as possible.

F. Titles are used in this section in a functional sense. The Chief of T&S may delegate any task to any member of the Timing and Scoring staff as appropriate.

G. *Use of the Official SCCA Live timing application* is required for all ~~U.S. Majors~~ **Super** Tour events. *All other U.S. Majors Tour and Regional events are required to use a live timing application.* ~~Set-up a~~ Assistance is available through the ~~U.S. Majors Series Administrator~~ **SCCA Road Racing department.** *Additional applications may also be used each weekend.*

### 5.10.2. Approved Systems

Transponder/transmitter systems used in SCCA Road Racing shall be manufactured by **MYLAPS (formerly AMB)** or be compatible with **MYLAPS AMB** systems. ~~Those other transponder/transmitter systems which are currently in use may continue to be used, but shall not be the primary systems for any US Majors Tour race.~~

### 5.10.3. Timing and Scoring Systems

A. The use of *a single MYLAPS system is permitted* ~~two Timing and Scoring systems is required for all SCCA U.S. Majors Tour races events. and is recommended for Regional races and Drivers' Schools. A backup system consisting of a minimum of continuity tapes is required. Additional backups consisting of lap charts, and/or photocell-based timing system is desirable and recommended.~~

B. Any Timing and Scoring system used for a U.S. Majors Tour or Regional race should enable the T&S staff to produce the following information: a set of grids for each race group, a set of time cards for each car from qualifying and the race, continuity tapes, independently prepared lap charts, provisional results, and final **official** results. For Drivers' Schools, the ~~T&S system should enable~~ the T&S staff **should be able** to produce the time on track for each session and comprehensive time for all sessions for each student, if requested by the Chief Instructor.

C. ~~Should there be insufficient staff to run two separate systems as described, the Chief of T&S should notify the Race Director or Chief Steward. The Race Director or~~

Chief Steward may decide to waive the two-system requirement, allowing the *The* Chief of T&S to *should* use the staff in the most productive manner possible. *The* primary function during qualifying is to establish grid positions. During a race, the emphasis should be on scoring the race and recording any timing-related race information that is possible with the available staff. Timing of class leaders during races is recommended to provide the information described in Section 5.10.4.B.3. No protests concerning the Timing and Scoring requirements will be accepted.

#### 5.10.4. Results

##### A. Provisional Results

A lap chart or a printout showing the order of finish and number of laps completed for each car shall be ~~posted~~ and titled as Provisional Results *and posted as soon as possible*. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and ~~an~~ public address announcement will be made. **When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class).**

##### B. Official Results

1. At the expiration of the protest period (30 minutes or the time stated in the Supplemental Regulations), Provisional Results may be considered ~~final~~ *official* if Tech has cleared impound and the Race Director or Chief Steward and/or SOM have no pending actions. *The Race Director, Chief Steward or Chairman SOM will inform the Chief of T&S of any penalties before the group is declared official.* ~~The Final Results should be titled as Final or Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.~~

2. *The Provisional results with amendments applied, should be titled as Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.* ~~Official Results will be produced and distributed for a group with pending actions when the Race Director or Chief Steward or Chairman SOM notifies the Chief of T&S that all actions and appeals are complete. The Chief Steward or Chairman SOM will inform the T&S Chief of any penalties when the group is declared final. The T&S Chief will distribute Final Results to the Race Chairman, the race organizers, the Chairman SOM, the SCCA, and the appropriate Pointskeeper.~~

3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A starter is defined in Section 6.10.2. A DNS is defined as any car that turned a wheel on the track during practice or qualifying but did not start the race. See



6.10.2.

4. The driver information shall include: driver's full name, hometown, state, region of record, membership number, car number, car make and model, and sponsor information.

5. Optional information on the ~~Final~~ **Official** Results ~~might~~ **may** include: the overall time and average speed for each class winner, pit stop information, and accident reports. This information may be available on a separate document, such as an Entry List.

6. When a car is given a lap, time, or finishing position penalty, the reason should be shown on the ~~Final~~ **Official** Results, including the GCR reference.

7. When a car is disqualified, or withdrawn, the results should list the car at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, or withdrawal. The results should show the final overall and class positions, as adjusted, for all finishers. The reason for the disqualification should be shown on the Official Results, including the GCR reference.

8. A driver not competing for event/series awards will be listed on the ~~final~~ **official** results in the correct finishing position with a notation citing 3.6.4. No points will be assigned, if any would have been earned. An earned lap record remains intact.

5. #24074 (SCCA Staff) Appendix C 2.8.C

In GCR Appendix C.2.8.C., add language as follows:

***"The examination date cannot be more than 6 months before the Competition License or Permit application date."***

6. #24122 (John Nesbitt) Review 5.12.3.A.9 Modify Split Start

In GCR section 5.12.3.A.9, relocate language to 5.12.3.C.12:

~~9. Modify the Split Start procedures.~~

***12. Modify the Split Start procedures.***

7. #24353 (Jim Wheeler) Request Added Wording for Fuel Cells/stock Tank

In GCR section 9.3.26, Fuel Cell Specifications, add the wording as follows:

***"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, Spec Miata, Improved Touring, American Sedan restricted prep, production-based Vintage cars, and cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location, or as otherwise specified in the GCR."***

In GCR section 9.1.6.D.9 (American Sedan), removed sections b1 and b2.

In GCR section 9.1.5.E.11.a (Production), remove the section.

In GCR section 9.1.4.I.1 (Super Touring), remove the section.

## Grand Touring

### GT2

1. #24088 (Mike McGinley) Request to Reduce Weight on 7011 OEM LS7 Corvette Effective 04/03/2018, in GT2/ST, Chevrolet Corvette 7011 OEM LS7, change the weight as follows:

~~3400~~ **3325**

See RM 18-04

### GTL

1. #24221 (Roy Lopshire) Opposes EW 1342cc Honda motor restrictors  
In GTL, Honda EW 1342 engines, delete unrestricted verbiage to the notes as follows:  
~~Unrestricted @ 2120 pounds~~

## Improved Touring

None.

## Production

1. #23937 (Randall Smart) Request to classify the 2016 and later MX-5 in EP  
In EP, Global Cup MX-5 (2016-2018), classify as follows:

EP				Bore x Stroke mm.(in.)	Displ. cc./(ci)		Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type		Track (F/R) mm/ (in.)
<i>Mazda MX-5 (16-18)</i>	<i>2</i>		<i>4 Cyl. DOHC</i>	<i>(3.29x3.59)</i>		<i>iron</i>	<i>Alum</i>		<i>Fuel injection</i>	<i>(90.9)</i>	<i>(58.9/59.2)</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Mazda MX-5 (16-18)</i>	<i>17 x 7.5</i>	<i>6</i>	<i>(F) 11.0 vented (R) 11.0 solid</i>		<i>Car preparation is limited to what is permitted by the MX-5 Global Cup rules and the car must meet all MX-5 Global Cup rules</i>

2. #24323 (Kip VanSteenburg) Request Twin plug ignition systems  
In GCR Sections 9.1.5.E.1.k. and 9.1.5.E.2.k., add a new section 5 as follows and renumber  
the section appropriately:

***"5. The number of spark plugs must remain stock."***

3. #24118 (Rick Benazic) Request to classify 1984-1987 corolla to HP

In HP, Toyota Corolla (1984-1987), classify as follows:

HP		Weight (lbs.)		Bore x Stroke mm.(in.)	Displ. cc./ (ci)		Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type		Track (F/R) mm/ (in.)
<i>Toyota Corolla (1984-1987)</i>	<i>2</i>	<i>2300 * 2358 ** 2415</i>	<i>4 Cyl. DOHC</i>	<i>(3.19x3.03)</i>	<i>(96.8)</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.21 (E) 1.02</i>	<i>Fuel</i>	<i>(94.5)</i>	<i>(57.4/57.1)</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Toyota Corolla (1984-1987)</i>	<i>13 x 7</i>	<i>5</i>	<i>(F) 9.21x.71 vented (R) 9.09x.34 solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .400"</i>

4. #24137 (Mike Ogren Ogren) Request - Please correct Toyota rotor size

In HP, Toyota Corolla (71-74), change the alternate brake rotor dimension as follows:

(F) ~~10.0~~ *10.47 x .49* Solid Disc

**Spec Miata**

None.

**Super Touring**

**STU**

1. #24131 (Jack Baruth) Request classing for 2013-2016 World Challenge Accord

In STU, classify the Honda Accord V6 (2013-2016) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda Accord V6 (13-16)</i>	<i>3471</i>	<i>3075</i>	<i>Must meet PWC VTS dated 2/5/16. Must conform to STCS tire rules.</i>

2. #24168 (david mead) Request twin turbo 13b engine classification

In STU, Table A, classify the 13B-REW as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>13B-REW</i>	<i>NA</i>	<i>Chart</i>	<i>Must meet all other STU regulations. Must remove twin turbos and run single turbo from approved list of alternate STU turbochargers.</i>

3. #24179 (Kevin Boehm) Request clarification for 9.1.4.1.A.2 Hood Vents in STU

In GCR section 9.1.4.1.A.2., add the wording as follows:

“Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. *The 200 Square inches includes any area that deviates from the factory hood profile.*”

## Touring

### T1

1. #21464 (Scotty B White) Add year 2015 Camaro z28, classify 2016 Camaro T1-LP  
In T1-LP, classify the Camaro 1LE (2016-) as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)		Notes
<i>Chevrolet Camaro, 1LE (2016-)</i>	<i>103.25 x 92.0 6162</i>	<i>2811</i>	<i>20 x 11</i>	<i>315</i>	<i>2.66, 1.78, 1.30, 1.00, 0.74, 0.50</i>	<i>3.73</i>	<i>(F) 345 x 32 vented (R) 338 x 28 vented</i>	<i>3600</i>	<i>Part numbers: 84004136, 23301611, 19352519, 19180514, 23245471 allowed. OEM brake kit #23245471 allowed. 60mm 70 flat plate restrictor required. Effective-3/1/18-53mm flat plate restrictor required. Springs up to 1200#/ in front and rear permitted. Swaybar kit (part number #84242386) permitted. Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry sump permitted. Any front sway bar 35mm front and 30mm rear permitted. Rear spring relocation to shock permitted. ZL1 1LE Spec Solid Cradle Mounts allowed, Chevrolet Performance part number 84341929.</i>

In T1-LP, Chevrolet Camaro Z28, add the year as follows:  
(2014-~~2015~~)

2. #21465 (Scotty B White) Class 2015+ Mustang GT350  
 In T1-LP, class the Mustang GT350 (2015-) as follows:

	<b>Bore x Stroke/ Displ. (cc)</b>	<b>Wheel- base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes</b>
<b>T1-LP</b> <i>Ford Mustang GT-350 (2015-)</i>	<i>94 x 93 / 5163</i>	<i>2720 mm, or 107.1 in</i>	<i>19 x 11 (F) 19 x 11.5 (R)</i>	<i>315</i>	<i>3.25, 2.23, 1.61, 1.24, 1.0, .63</i>	<i>3.73</i>	<i>(F) 345 x 32 vented (R)338 x 28 vented</i>	<i>3550</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-E, Rear Toe Bearing part #M-5A460-M, Performance Package Brembo front BBK 380mm permitted at +100lbs. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. 60mm flat plate restrictor required.</i>

3. #22910 (Joe Aquilante) Add 2015- Mustang GT to T1 Limited Prep  
 In T1-LP, classify the Mustang GT (2015-) as follows:

T1-LP	Bore x Stroke/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang GT (2015-)</i>	<i>92.220 x 92.7 (4957)</i>	<i>2717</i>	<i>(F)19 x 11 (R)19 x 12</i>	<i>315</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>3.31, 3.55, 3.73</i>	<i>(F)352 (R)330 std <del>(F)380</del> performance- package</i>	<i>3400</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part #M-4425-M, Short Shift Kit part #M-7210-M8, Solid Subframe Bushings part #M-5872-M, Dampers in Handling Pack part #M-18000-F, Performance Package Brembo front BBK 380mm permitted at +100lbs. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/ in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. Boss and Laguna intake manifold permitted. 70mm flat plate restrictor required.</i>

**T2**

1. #23301 (Julian Macias) 2017 Civic Type-R

In T2, classify the Honda Civic Type-R as follows:

<b>T2</b>	Bore &		Wheel Size (in) / Matl	Tire	Gear				Notes:
	86.0 x 85.9 1996	2700	20x9	265	3.62, 2.11, 1.53, 1.12, .91, .73	4.11	(F) 351 x 32	2900	HPD CAT Delete pipe 18150-F23S-R6 HPD 4th Gear Set 23460-F23S-R6 HPD Differential 41100-F23S-R6 HPD RR Damper Mount 52670-F23S-A6 HPD RR Spring Adjuster 52691-F23S-A6 HPD Spring FR 51401-FC4Y-R6 HPD Spring RR 800LB 52441-FC4Y-R6 HPD Adjustable RR Upper Arm 52390-F23S-A6 HPD ABS Modulator 57100-F23S-R6 38mm TIR required

2. #23959 (Todd Lamb) Request to classify the Spec Cayman in T2

In T2, classify the Porsche Spec Cayman as follows:

<b>T2</b>	Bore x Stroke(mm)/ Disp. (cc)		Max Wheel Size (inch)	Tire Size (max)	Gear	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Porsche Spec Cayman	96.0 x 78.0 3387	2416	18 x 9 (F) 18 x 9 (R)	225 (F) 255 (R)	3.31, 1.95, 1.41, 1.13, 0.97, 0.82	3.88	(F) 318 Vented and Cross-drilled (R) 299 Vented and Cross-drilled	2925	Must conform to all SPC rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Spec Cayman tires permitted per Spec Cayman rules.

**T2-T4**

1. #22870 (Greg Case) Alfa Romeo 4C in Touring  
 In T3, classify the Alfa Romeo 4C as follows:

<b>T3</b>	<b>Bore x Stroke(mm)/ Disp. (cc)</b>	<b>Wheel- base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Alfa Romeo 4C (2015-)</i>	<i>83.0 x 80.5 1742</i>	<i>2380</i>	<i>(F)17 x 7 (R)18 x 8</i>	<i>245</i>	<i>4.15, 2.27, 1.44, 0.98, 0.76, 0.62</i>	<i>4.12</i>	<i>(F) 305mm vented (R)292mm vented</i>	<i>2300</i>	<i>The floor may be modified to facilitate the roll cage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Rear cage braces may pass through rear window. 31mm turbo inlet restrictor required.</i>

**T3**

1. #22814 (Brad Kimes) Classify BMW Z 3 M Coupe  
 In T3, classify the BMW Z3 M & Coupe as follows:

<b>T3</b>	<b>Bore x</b>	<b>Wheel- base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>BMW Z3 M. &amp; Coupe</i>	<i>86.4 x 89.6 3152</i>	<i>2446</i>	<i>17 x 9</i>	<i>245</i>	<i>4.21, 2.49, 1.66, 1.24, 1.00</i>	<i>3.23</i>	<i>(F) 315 vented (R) 312</i>	<i>3350</i>	<i>Whiteline KSB536 Strut Tower Brace allowed. Springs up to 800lb F/R allowed. Front sway max diameter 30mm. Rear sway bar max diameter 20mm.</i>



### JUDGEMENT OF THE COURT OF APPEALS Spencer Patterson vs. SOM COA Ref. No. 18-02-SW March 15, 2018

#### FACTS IN BRIEF

On February 3, 2018, following the Group 4 race at the Circuit of the Americas Polar Prix Super Tour event, Michael Mills, SM #31, filed a protest citing violation of General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and 6.11.1. (On Course Driver Conduct) against Spencer Patterson, SM #79. Specifically, Mr. Patterson hit the rear of Mr. Mills' car while Mr. Mills and the cars ahead of him were slowing for a double yellow flag condition. According to Mr. Mills the double yellow flags were displayed at the previous two corners prior to his car being hit by Mr. Patterson.

The Stewards of the Meeting (SOM), Laurie Sheppard, Art Tapley, Orval Brown, and Cathy Barnard, Chairman, met, reviewed the evidence, and determined Mr. Patterson was in violation of GCR 6.11.1.A. and 6.11.1.B. They assessed a penalty of loss of three positions in class. Two penalty points were assigned to Mr. Patterson's competition license.

#### DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Pat McCammon, and Michael West, Chairman, met on March 1, 2018, to review, hear, and render a decision on the appeal. Laurie Sheppard was recused as she was an official at the event.

#### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Spencer Patterson received February 23, 2018.
2. Official Observers Report and related documents, received February 23, 2018.
3. Appeal Letter Envelope received February 23, 2018.

#### FINDINGS

In his appeal, Mr. Patterson states GCR Sections 6.11.1.A. and 6.11.1.B. were administered inappropriately, unfairly, and inequitably. He further states he is not appealing the penalty (loss of three finishing positions in class), but the assessment of two penalty points against his competition license.

Mr. Patterson's appeal was received more than ten days after the close of the event. The appeal was dated February 14, 2018. The appeal document was delivered by the United States Postal Service without a postmark date on the envelope. The COA accepted the appeal since it was not possible to determine exactly when the appeal was sent. The appeal was deemed timely.

Mr. Patterson stated he accepted the SOM penalty and, with that declaration, confirmed that his on course actions violated GCR 6.11.1.A. and 6.11.1.B. The SOM ruling and position penalty are determined to be closed and not open to further challenge since the appeal period for contesting the penalty has long since closed.

Mr. Patterson's appeal of the penalty points is without merit. GCR 7.4.A. states: "Penalties assessed by the SOM or the Court of Appeals accumulate points according to the following schedule". In accordance with GCR 7.4.A.6. the SOM correctly specified the two penalty points since Mr. Patterson was penalized with a loss of finishing positions. The rule is emphatic and must be followed by the SOM and the COA. The imposition of penalty points was not inappropriate, unfair, or inequitable.

Mr. Patterson provided no new evidence to support his appeal.

**DECISION**

The COA upholds the SOM's decision in its entirety. Mr. Patterson's appeal is not well founded. The entire appeal fee will be retained by SCCA.

**JUDGEMENT OF THE COURT OF APPEALS**  
**Gresham Wagner vs. SOM COA Ref. No. 18-03-SW**  
**April 5, 2018**

**FACTS IN BRIEF**

On March 4, 2018, at the Super Tour race at NOLA Motorsports Park, Greg Amy, driver of STU #33 protested Gresham Wagner, driver of STU #105, charging that Mr. Wagner had recklessly and dangerously made avoidable contact with Car #33. The contact caused #33 to leave the track and roll onto its roof. The Stewards of the Meeting (SOM) Sarah Bonnier and Fred Brinkel, Chairman, met, reviewed the evidence, and upheld the protest. Mr. Wagner was penalized with a four (4) event probation and loss of three (3) finishing positions in class. The penalty of probation caused three (3) penalty points to be assessed. Mr. Wagner appealed the SOM ruling.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) Pat McCammon, Michael West, and Spencer Gorham, (Chairman) met on March 22, 2018 to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Gresham Wagner, received March 10, 2018.
2. Official Observers Report and related documents, received March 13, 2018.
3. Email from Fred Brinkel, Chairman SOM, received March 13, 2018.
4. Video link from Car #33, recorded on March 3, 2018.
5. Email from Greg Amy, received March 14, 2018.
6. Video link to front and rear facing camera output from Car #33, recorded on March 4, 2018.
7. Video link to full race video from Car #37, recorded on March 4, 2018.

**FINDINGS**

Mr. Wagner provided a detailed and well thought out appeal with a video link that was not available to the SOM. The link was to the March 3, 2018 race that included both Car #33 and Car #105. Mr. Wagner requested that the COA review the racing lines of Car #33 and his actions in relation to other cars. The SOM had viewed Car #33's rear facing video from March 4, 2018 and a front facing video from Amy Mills (Car #37) who was directly behind the incident. Ms. Mills also submitted a witness statement.

The COA reviewed the written and video evidence referenced in the SOM decision and the appeal. The videos showed that on the 4<sup>th</sup> racing lap Car #33 passed Car #105 two turns prior to turn #7. Car #105 trailed #33 through the next corner and then attempted an inside pass of #33 at turn #7. Car #105 maintained a higher rate of speed than #33 entering the corner and intersected the racing line of Car #33 as they approached the apex of turn #7. The contact between the two cars caused Car #33 to slide to the left, go off track, and roll onto its roof. Car #105 continued to the race's end with left side damage.

The SOM found Mr. Wagner had violated GCR 6.11.1.A. (failing to avoid contact with another car) and GCR 6.11.1.D. (overtaking car has the responsibility to pass safely and avoid contact). The COA reviewed the additional evidence submitted by Mr. Wagner but finds that the primary responsibility for initiating and completing a safe pass rests with the overtaking driver, regardless of his expectations of the other driver's track position based on previous laps or races.

The COA does not find sufficient evidence to overturn the SOM's decision. The penalties assessed by the SOM are within their purview as defined in GCR 7.2. (Range of Penalties).

**DECISION**

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

## RALLYCROSS BOARD

RallyCross Board Minutes | April 3, 2018

The RallyCross Board (RXB) met via conference call on April 3, 2018. Attending were Steve Hyatt, RallyCross Chair, Mark Macoubrie, Charles Wright, Keith Lightfoot, Chris Regan, Kent Hamilton and Brian Harmer with the National Office.

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

Steve Hyatt called the meeting to order at 7:06 pm CST

**1. Call to Order:**

**2. Additions or corrections to the agenda:** National Championship Volunteers

**3. Chairman's Report (Hyatt):** Posts on the forum and RallyCross Facebook page about starting a new form of racing in SCCA for UTVs are split evenly. Several people are interested, and several people would prefer the new program not be started. Three to four people have offered to work as a committee to create a set of rules. The committee will report back in the future with additional information on path forward for the addition of this racing segment. RXB members to review their own status and plans for 2019.

**4. Committee Reports:**

• RallyCross Safety Committee (Regan):

- No incident reports this month. Chris will be reaching out to Jim Perrin to see how the new online RX Safety Steward training has been working. Chris Regan is also checking on how the RX Safety Steward renew process has been working.

• Rules Committee (Lightfoot):

- There was one question about rebuilding an engine. Would it be allowed to have a rebuilt engine if the rebuild is performed to manufacturers rebuild specifications and tolerances? Currently a rebuilt motor places the competitor into the modified class. The proposal for 2019 will be to allow a rebuild motor as long as it follows manufacturer specifications and tolerances. The rules in Solo and Road Racing will be reviewed as guidance.
- Online rulebook formatting will change. Red text will be removed. Full black text will be used for the rulebook itself. Modifications will be listed in the front. Changed text will be italicized. Style will match other SCCA racing program rulebooks.

- Draft for self-signed inspection form is being developed for the Constructors Class. The Safety Committee and RXB will review it prior to release. Once developed it will go to Risk Management and BOD for review and approval.
- RallySprint Committee(Brielmaier):
  - No report. Kito not in attendance.
- National Championship Committee (Wright):
  - Committee had their first meeting in March. Supplemental rules changes have been developed and sent to the RXB for review.
  - 2018 DirtFish SCCA National Championship Volunteers (Wright): Charlies indicated the committee was looking at volunteers for the National Championship leadership positions. RXB members have filled some positions in the past when needed. The committee is reviewing the need to create an Operations Steward position for the event. The concept was discussed by the RXB in a previous RXB meeting and the committee is investigating the position.
- Growth and Development (Hamilton):
  - Confirmation on three committee members. Jim Rowland, Jim Perrin, Scott Carlson.
- Divisional Steward Liaison (Macoubrie):
  - Divisional Stewards had a meeting on 3/29/2018. Eight were in attendance. The Divisional Steward discussed the development of a common RXSS training document used by all Divisions. Progress is being made as material is being socialized and vetted by the Divisional Stewards. They also talked about interactions with the National Office and responses for sanctions and RXSS license renewals, site acquisitions, promoting the involvement of members on program wide topics, the UTV program, junior participation and vehicle stability guidelines.

## 5. Old business:

- None

## 6. New business:

- Newsletter from the National Office: The National Office will be publishing a quarterly

RX Newsletter called "The Dirt". The newsletter will be created by the National Office staff. The National Office will be looking for ideas for content from the RallyCross community.

**7. Next Meeting May 1st. 2018**

**8. Motion to adjourn 7:44pm CST.**

## ROAD RALLY BOARD

Sports Car Club of America  
RoadRally Board Minutes  
April 12, 2018

The Road Rally Board met via conference call on April 12, 2018. The meeting was called to order at 7:34 pm CDT by Chairman Jim Crittenden. In attendance: Peter Schneider, Wendy Harrison, Clyde Heckler, Mike Bennett, Mike Thompson, NEC chairman, Bob Dowie, BOD liaison, Howard Duncan and Jamie Mullin from SCCA Staff, and Jeanne English, secretary.

- Approval of March minutes. Minutes stand as published
- Road Rally Planning Calendar (Jeanne)
  - a. Last published April 11, 2018. Thank you, Jeanne.
- RReNews (Cheryl)
  - a. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe; March issue was published late in March
- SCCA Senior Director Report (Howard Duncan)
  - a. Safety Steward video - what does RRB envision for the Safety Steward video? The RRB wants it to be an updated version of the current video. Jim said that we have gotten three separate bids; also, Peter talked with Mark E Johnson, a photojournalist, who said he would use his students to help. Jim will set up a conference call with himself, Peter, and Chris Robbins, SCCA staff.
  - b. The RoadRally stats at the end of the minutes were from a Regional survey put together by Kristin Poole, Susquehanna Region RE, and reflect the responses from all 116 REs.
  - c. Definition of social and charity rallies
    - 1. Charity rallies – each region is allowed one charity event per year, waiving sanction fee; besides philanthropy, they are also good for introducing people to rally.
    - 2. Social events – in 2017, 43% of all rallies were sanctioned as social rallies. Social rallies came into existence about 20 years ago, with their selling points being that they were ‘short and sweet’, had a defined distance or time, and were not part of any sort of championship; over time this has changed. Jeanne said that at the San Diego SCCA convention the Social rallies were introduced; they had a time length of 90 minutes, there had to be a defined course (i.e. instructions), and they could not be part of any championship. Peter asked Jamie for list of regions doing social rallies; Wendy said they should be more social than competitive. We need a definition of what social rallies are so that everyone knows, likely effective next year. The RRB will come back in a month or so with a recommendation on a definition.
- SCCA Staff Report (Jamie Mullin)
  - a. New sanction and audit process – everything is to go through Jamie, sanctions, audits, questions, and anything else.



Send forms to [sanction@scca.com](mailto:sanction@scca.com), effective immediately; forms have been updated and are fillable; use new forms!

b. Sanction packets – Jamie will send a confirmation to committees after processing; insurance will come directly from the insurance company. Mike T has compiled a chart/list for what should be sent out in the packets; he will finalize the chart and send it out to the RRB for comments.

- i. Regional (electronic)
- ii. Divisional (hard copy)
- iii. National (hard copy)

c. National claim forms – Jamie wants to clean up form, Jim will work with her.

d. Observer report – now a fillable form, available online.

e. Weekend memberships – reminder that they are required for all events, the goal is to interact with people; there are hard copy forms, and also electronic available through Member Services (they will pre-assign numbers); if you want the electronic version, send Jamie email. Jim wanted to know if it can be done the other way around, where we send a list with the contestant information and then Member Services adds numbers.

f. Toolkit outline – the links are invalid, let Jamie know if you find other things that don't work; Bob Dowie asked if we can we eliminate some of the links. Clyde will work on correcting the links – see below under Old Business

- NEC Report (Mike Thompson) – new St Louis people sent in sanction apps for some rallies in July, Jim Heine has been in contact with them. The RFOs are being updated; Jim Heine is taking this on, and says it should be done by the middle of November if not sooner.

- Old Business

a. Safety Steward training video – see Howard Duncan report above

b. Rally as a social activity training video -- see above

c. Improvements to safety steward program -- Peter – wants feedback on comments received from RRSS Instructors about changes to the SS checklist

d. Clyde will update what he can, such as links in documents, then send to Jamie for further update. Sample flyers, route instructions, etc should still work; things that are updated annually, sanction and audit forms, will not.

e. Status of 5 regions requesting rally assistance.

- i. Mohawk Hudson –Peter – working up simple generals
- ii. Ohio Valley – Wendy – not heard back
- iii. Reno – Jeanne – nothing to report
- iv. Susquehanna – Peter – see above
- v. Blue Mountain – Peter

vi. New York – Peter – rally chair is finding it to get support from the region

- New Business

- a. Greg Lester question on the timing of worker points; worker points are good no matter when in the season they are earned, they take the place of the otherwise lowest finish; should the RRRs be changed to reflect this? Answer, it will be left the way it currently is.

- b. Bruce Gezon has suggested adding the following checklist to the instructions to the Claims Committee in the RFOs:

Check list (prior to final vote) A NO response requires further discussion to be held until the answer is YES.

- Did the committee adequately address the claimant's premise and come to a conclusion as to the validity of the premise? YES NO
- Did the committee consider the situation faced by the contestant on the road? YES NO
- Is the committee decision based solely upon the information contained in the RRRs and/or the event's GIs? YES NO
- Did the committee consider re-scoring the leg if the claim is deemed valid and unambiguous as a priority over discard? YES NO

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The NEC will discuss these questions.

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Meeting adjourned at 9:25 pm CDT

Next meeting by teleconference May 10, 2018, 7:30 pm CDT

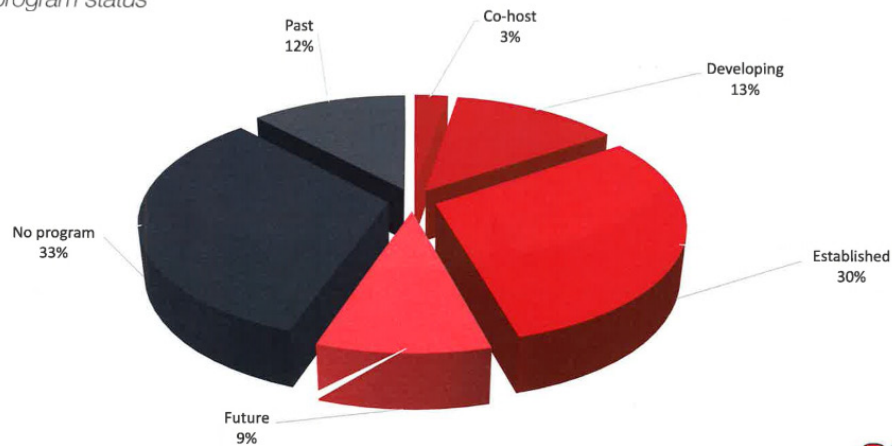
Respectfully submitted,

Jeanne English, secretary

Attachment for Senior Director Report, item c.

## ROAD RALLY

program status



116 REGIONS RESPONDED



35

## ROAD RALLY

developing & future programs

Developing	Future
Blue Mountain	Central Louisiana
Central Florida	Colorado
Central Kentucky	Fort Wayne
Chattanooga	Mississippi
Great River	Nebraska
Houston	Northern Ohio Valley
Indiana Northwest	Oklahoma
New York	San Diego
Old Dominion	Snake River
Pan American	Southern West Virginia
South Bend	Wichita
South Carolina	
Southwest Louisiana	
Susquehanna	
Western Ohio	



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## 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:

### 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>

### ROAD 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>

### SCCA NATIONAL CONVENTION

Event page:

<https://www.scca.com/convention>

### EVENT CALENDAR: