

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 Hilton Kansas City Airport, April 6-7, 2018.

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

Staff participating were Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Chris Robbins, Director of Region Development, Aimee Thoennes, Member Services Manager and Mary Hill, Executive Assistant. Eric Prill, Vice President of Operations was able to participate via teleconference.

Peter Keane, CRB Member also participated.

The meeting was called to order by Vice Chairman Helman.

President Cobb presented a summary of 1Q18 activities across the organization. Mindi Pfannenstiel provided a financial update. Chris Robbins presented a 90-day report on Region Development and Member Services with Aimee Thoennes.

The 2019 SCCA National Convention will be in Las Vegas January 17-19. This early date impacts the availability of financial reporting. A review of financial highlights of the previous year will be presented at the National Convention. The audited financial statements for 2018 will be provided to the membership 2Q19.

MOTION: To add Mark Scroggs to the SEB in place of Eric Hymans. Davis/Albin. PASSED.

MOTION: To accept the 2019 Runoffs class proposal as submitted and change 3.7.4.c to read as follows:

“All classes with a combined two-year event average of at least 4.0 participants in Majors and Runoffs competition will automatically be invited to the following year’s Runoffs. Classes not meeting that criteria may be invited as the event format and venue permits. The Road Racing department, in consultation with the Club Racing Board, will determine and announce by January 1 the Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue. For example: If the two-year period includes 68 Majors weekends and two Runoffs, for a total of 70 events, a class would need at least 280 participants over that period to average 4.0 per event.”

Dowie/Isley. PASSED 11-1.

MOTION: To add a new item to the GCR section 9.1.13 to allow the transfer of U.S. Majors Tour participation credit for participants whose car has been re-classified or dual-classified into a new class during the course of the U.S. Majors Tour season for the purpose of Runoffs qualification. Lindstrand/Merideth. PASSED.

9.1.13. Runoffs-Eligible Class Participation Requirements

E. Participants competing in a Runoffs-eligible class whose car is re-classified or dual-classified into a new class during the course of the current U.S. Majors Tour season may request a transfer of U.S. Majors Tour participation credit (weekend and start credits) for the purpose of Runoffs qualification. The participant may request that the participation credits from the first class be transferred to the second class. Points will

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not be transferred, and they will be removed from their respective point standings upon race participation transfer. Transfer will only be done upon written request to the Road Racing department (roadracing@scca.com), no later than the first Wednesday following the final U.S. Majors Tour event of the current season.

MOTION: To adjourn.

The following motion was completed prior to the April board meeting.

MOTION: To approve RM 18-04 which stated as follows: Effective 04/03/2018, in GT2/ST, Chevrolet Corvette 7011 OEM LS7, change the weight as follows: ~~3400~~ **3325**. PASSED.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call April 25th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Eisley, and Chris Albin of the BOD; Doug Gill and Howard Duncan 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.

Street Prepared

#22761 Fiesta ST???

The SEB and SPAC are recommending the following classing change effective 1/1/2019:

Move **from CSP to DSP:**

Ford

Fiesta ST (2014-18)

Member Advisories

Street

#24584 Committee Personnel

The SEB thanks Mark Scroggs for his service as SAC Chair.

#24611 Committee Personnel Needed

The SAC is anticipating one or more openings, and the SEB invites interested members to submit their qualifications in writing via www.soloeventsboard.com

SSC

#23776 2015 Scion FR-S RS 1.0 & Subaru BRZ Series.Blue

If the car did not come from the factory with the specified parts, those parts may not be added.

Street Touring

#24130 Reprogramming ECU

Thank you for your clarification request. Under the current ECU rules it would be permitted to remove, re-program, and re-install a chip into the ECU provided that you are re-installing the original chip. It is not permitted to remove a chip from the board and replace it with an alternate chip of different origin. Installing alternate chips into the standard ECU would be a hardware modification which is only allowed for Model Year 1995 and older cars.

Prepared

#24232 ABS Proposal

The PAC does not feel your proposed modifications are currently compliant in C Prepared. Please watch future Fastracks for updates regarding the consideration of ABS in CP.

Change Proposals

Street Prepared

#19867 Blow-off/ pop-off valves

The SPAC is requesting member feedback on the following change, removing 15.10.4.d and modifying 15.10.4.e as below:

15.10.4

d. No changes are permitted to blow-off/pop-off valves.

e. Compressor bypass valves (CBVs), *blow-off valves, and pop-off valves* are considered part of the air intake system and may be added, replaced, or updated/backdated independently of other components of a forced induction system.

#23604 Allow any tie-rod or Toe link in Street Prepared

The SPAC is requesting member feedback on the following proposed rule addition:

15.8.M Outer tie rod ends and toe links may be modified or replaced but must attach to the original factory location(s) with no additional modification.

Street Modified

#23829 Please add 4 seat Porsches to SSM

Update Appendix A as follows:

“Super Street Modified class (SSM) Eligible Vehicles:

- All ~~2-seat~~ cars not excluded below
- All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.
- All SM eligible vehicles
- ~~McLaren MP4-12C~~
- ~~Porsche GT3 (991) and Carrera GT~~

Excluded Vehicles:

- ~~Lotus (all except Elise, Exige, & Esprit)~~
- ~~All 2-seat cars not eligible for Street Prepared Category~~
- All vehicles not meeting specifications (*see 13.0 first sentence*) to have been delivered in the US.”

This change accomplishes the following items.

- 1) eliminates confusing list of included cars like the McLaren and Porsches
- 2) eliminates wording about the list of cars not allowed in SP
- 3) allows all US sold Lotus cars
- 4) eliminates 2 seat requirement which allows all Porsches

Prepared

#24266 88-91 Civic/CRX to same line in EP

The PAC would like member feedback on combining the 1988-91 Honda Civic and CRX onto the same line. This would allow members to use functionally similar engine components on either vehicle. The listing change would appear as follows:

Prepared (EP) - Appendix A

Honda

Civic & CRX (1988-91)

~~CRX (1988-91)~~

#23892 Line classing for Porsche 924S & 944 4-cyl 8-valve

In order to improve the possible progression between SP and P, the PAC is requesting feedback on the following change to Appendix A, of the FP class:

Porsche

~~924S (1986-88)~~

~~Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex. valves~~

924 Turbo

~~944 (non-turbo, all) (1982-91)~~

944 Turbo (1985-91)

924S (1986-88) & 944 (non-turbo, all) (1982-91)

2.5L alternate cylinder head: P/N 933.104.302.50 w/36 mm ex. valves

#20239 Manufacturer Engine Swaps within Prepared

The PAC has gone over all the member comments and would like feedback from the membership on the following updated proposal. This proposal would be added as 17.10.S. The purpose of this proposal is to allow older Prepared cars to update to more modern engines as various parts are getting harder to source. A few notes:

1) The weight penalty is added for the PAC to be able to react to any imbalances or competitive changes caused by this new allowance. An initial weight penalty of 10% of displacement shall be applied. The penalty for each class will be reviewed separately. This will be subject to review to maintain a competitive balance of each class.

2) The PAC recommends increasing the maximum weight allowed for E Prepared from 2200lbs to 2400lbs.

3) The PAC recommends increasing the minimum weight allowed for F Prepared using the alternate engine allowance from 1900lbs to 2100lbs. This is done to make sure certain engine swaps would not be at a weight reduction or no increase penalty.

The proposal is as follows:

“17.10.S Alternate Engine allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.

2. Vehicle manufacturers that no longer exist may use any motor available in the use

from corporate brands or via the following listings:

British makes may use Ford motors including Mazda

Italian makes may use Fiat Chrysler motors

3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.

4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.

5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.

6. Alternate engines may make use of allowances found in 17.10

7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.

The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine)."

Appendix A changes/additions:

Class D Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Class E Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2200~~ 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Class F Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs., except for cars using 17.10.S (engine swap allowance) cars must not weigh less than 2100 lbs, or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

#22617 GCR to XP

The PAC is interested if the membership feels there is an issue with cars using GCR Club Racing GT and Production allowances competing in D, E, and F Prepared. The proposed changes would not effect CP vehicles, and would continue to allow GCR vehicles to compete in XP without mixing/matching the SOLO and GCR allowances.

"17.11

A. Vehicles competing in C Prepared class, should refer to section 17.11.B.

Vehicles prepared in excess of Solo® allowances and prepared to either the

current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared class*. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (e.g., a tube-frame *RX-7*) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be *GCR Minimum* plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may *only use* the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scatter shield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications.

B. C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.

Appendix A - (XP) Prepared

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class,

specifically listed in CP, DP, EP, or FP ~~that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. "In-excess" cars per Section 17.11.A are not eligible for XP.~~

~~8. Other~~

~~Vehicles exceeding these rules and prepared to the Club Racing General Competition Rules (GCR) are not eligible for this class.~~

Other Items Reviewed

Street

#24114 Muscle Cars to B Street

Thank you for your input on this proposal. The SAC is continuing to collect data on the performance of these cars relative to BS.

#24116 Comments on #23593: Moving Porsche Cayman S & GTS

Thank you for your input on this proposal. The SAC will continue to evaluate the competitive balance in AS throughout this season.

#24139 #22882 Move RX8 from CS to DS

Thank you for your input on the current proposals involving DS.

#24242 Reclassifying AP1 S2000

Thank you for your input. Per letter #22526 in the December Fastrack, the SAC has proposed moving the Honda S2000 (non CR) from BS to CS. The SAC is continuing to review member feedback on this proposal and event results and will make a decision later in the year in time for 2019 classing.

#24280 #22696 - 3 series from DS to GS

Thank you for your input on this proposal.

#24332 Reclassification of Lotus Evora

Thank you for your input.

#24369 Audi R8 V10 classification in SS/SSR

Thank you for your input. Please see letter #23333 in the March Fastrack where the R8 V10 is proposed as an addition to SS. The SAC would like to evaluate the recent additions to SSR before adding any additional cars.

#24377 Additional Input to Letter #24116

Thank you for your additional input. Please see the response to #24116.

#24391 Comment on #23811 Audi TTS (2016-2018) Move to BS

Thank you for your input.

Street Prepared

#23894 Eclipse / talon / laser - to dsp

Thank you for your input.

#23964 Limited Preparation Street Prepared Format

Thank you for your input. The SPAC is continuing to work on a more detailed limited preparation Street Prepared proposal.

#24098 Regarding Proposal 22718 - FRS/BRZ to DSP

Thank you for your input. The SPAC is continuing to work on a more detailed limited preparation street prepared proposal.

Not Recommended

Street

#24136 Wheel Offset

Thank you for your input. The SAC believes that the current wheel allowances are appropriate for the Street Category at this time.

#24182 Moving the 2017+ Camaro ZL1 to B Street

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

#24378 Consider clarifying wheel dimension rules

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

SSR

#24112 Request to add C7-Z06 to SSR

Thank you for your input. The SAC would like to evaluate the recent additions to SSR before adding any other new cars.

#24338 Gen5 Viper TA 1.0 allow into SSR, pretty please

Thank you for your input. The SAC would like to evaluate the recent additions to SSR before adding any other new cars.

Street Touring

#24127 STP IRS Tires

Thank you for your input. The STAC will continue to monitor the parity between the IRS and solid axle cars in STP.

#24248 Moving the IS-F to STP

Thank you for your input. The STAC does not feel that the Lexus IS-F would be appropriately classed in STP.

#24252 Nismo Z Cars in STU?

Thank you for your input. The 370z Nismo is currently classed in STU. Please see the response to letter #22263 in the April Fastrack. However, the STAC does not feel that classing the 350z Nismo in STU is appropriate.

#24324 Please Class the 2016+ Chevy Camaro 2.0T

Thank you for your input. The STAC does not feel that the Camaro 2.0T is appropriate for STU at this time.

#24348 Move Lexus ISF to STP

Please see the response to letter #24248.

#24354 Focus RS Intercooler Blocking Plate

Thank you for your input. The STAC does not believe that an allowance to modify intercoolers is appropriate for STU.

Street Prepared

#22783 FWD cars in FSP

Thank you for your input. The SPAC is investigating the competitive balance of this class and potential additions in the future.

Street Modified

#21589 Separate 'Boosted' from 'Non-boosted' Vehicles

The SMAC is currently reviewing NA/FI weights, but at this time does not feel it is necessary to create a new class for NA vehicles only.

#23830 Please add porsche 924/944/968 front engine porsche to SM

At this time the SMAC does not see a reason to class specific two-seat cars into SM.

Prepared

#24071 #21414 Turbo jets and other anti-lag

Thank you for your input. As with the prohibition of porting oil into the exhaust (section 3.3.3.b.10), the PAC is concerned with injecting fuel. Also, the combustion of fuel in a specifically designed chamber (outside of the cylinder) offers the competitor a means of introducing energy into the turbocharger that is not accounted for in the current displacement-to-weight calculations.

Handled Elsewhere

Street

#24105, 24111, 24119, 24148, 24152, 24158, 24170, 24204, 24384 Responses to proposal #22582 (various)

Please see the response to #24114.

#24135 Wheel Offset

Please see the response to #24136.

#24181 Re-class Camaro SS 1LE, 987.2 Cayman S, AP2 S2000, GT350 to BS

Please see the response to #24114.

#24387 #22882 Move RX-8 from CS to DS

Please see the response to #24139.

Street Touring

#21610, 21825 Comments on #14648, ECU Clarification

Please see letter #14648 for the final change proposal published in the November Fastrack.

#21845 Exhaust modifications to allow Boost gains

Please see letter #14648 for the final change proposal published in the November Fastrack.

Street Prepared

#21476 BOV on a Mazdaspeed.

Please see the Fastrack response to letter 19867.

#24069 Fender Cutting

Please see the response to item #23964.

#24046 Limited Prep SP & The 128i

Please see the response to item #23964.

#22880 POV and compressor bypass valves

Please see the Fastrack response to letter #19867.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 1, 2018

The Club Racing Board met by teleconference on May 1, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, and Marcus Meredith, BoD liaisons; Rick Harris, Club Racing Technical Manager. The following decisions were made:

Member Advisory

GT2

1. #24509 (Grand Touring Committee) GT2/TA2

The CRB provides this reminder to all TA2 competitors that they are currently required to run the below listed air restrictors when competing as a GT/TA2.

Per the 2018 Trans Am rules, Article 14 TA2 rules Addenums A, B and C.

GM LS3	2.250" Flat Plate Restrictor
Ford (Ilmore)	1.207" Flat Plate Restrictor
Dodge	2.350" Flat Plate Restrictor

No Action Required

GCR

1. #24021 (Perry Richardson) Request Separate Days for P1 and P2 at Runoffs

Thank you for your request. The SCCA is making every effort to ensure any driver entering multiple classes will have separate sessions for each race.

2. #24436 (Chuck McAbee) Request Starter Stand Change for the 2019 Runoffs at VIR

Thank you for your request, which is an event specific issue and, therefore, requires no changes to the GCR. The CRB is forwarding your letter to the SCCA Staff and the 2019 Runoffs Chief Steward for review.

Prod General

1. #24481 (Steve Sargis) Preparation Level 2 Suspension Clarification

Thank you for your letter. The level 2 suspension and steering rules allow the use of rod ends in place of the outer tie rod end. Suspension bushings, bearings and ball joints are unrestricted.

STU

1. #24213 (David Mead) Request to Allow Any 13B Engine in STU

Thank you for your request. There is no designation of which 13B engine is allowed. Competitor is welcome to use any 13B from 1985 forward.

T1

1. #24340 (Eric Thompson) Classify T1 - Trans Am TA3/TA4 Crossover Allowance

Thank you for your letter. The CRB encourages you to contact Trans Am as this is not a Club level decision.

2. #24362 (Brian LaCroix) Request Dry Sump Rule Clarification

Thank you for your request. If the spec line says "dry sump permitted" you may use any dry sump system.

T2

1. #24163 (David Mead) Request to Re-Think Allowance of Dry Sump on Camaro/Corvette

Thank you for your feedback.

Not Recommended

AS

1. #24124 (Mark Muddiman) Disagree With Letter #23658
Thank you for your input. The CRB will continue to monitor all cars in the class.
2. #24128 (Matthew Long) Opposition to AS Weight Change
Thank you for your input. The CRB will continue to monitor all cars in the class.
3. #24260 (Tim W) Weight Proposal
Thank you for your input. The CRB will continue to monitor all cars in the class.
4. #24263 (Matthew Long) Supports Proposed Weight Adjustments
Thank you for your input. The CRB will continue to monitor all cars in the class.
5. #24286 (Matt Regan) Suggestion on Weight Adjustments
Thank you for your input. The CRB will continue to monitor all cars in the class.

P1

1. #24358 (John Stowe) Engine Request
Thank you for your request. The CRB does not recommend this change because the 1355 CC specification line is based on the output and lighter car weight associated with chain-drive motorcycle engines. Also, the engine table includes a suitable specification line for the auto-based Cosworth BD engine series.

GCR

1. #24281 (Jeffrey Janoska) Request to Clarify 6.11.1.A
Thank you for your request. The GCR cannot provide absolute guidance for all body contact incidents as each circumstance is different. The current GCR language is appropriate as written.
2. #24407 (Kenneth Gassin) Request to Allow DOT Physical Examination
Thank you for your request. The current SCCA medical form is under review. If the form is revised, please review the revised form and determine if your request is still valid, and re-submit.
3. #24440 (Fred Brinkel) Suggested Change to GCR 7.2.1.
Thank you for your suggestion. The current GCR language allows the Stewards of the Meet to not only suspend a driver's competition license, but also, put in place probation as they see necessary.

GT2

1. #21666 (Mark Wilson) Move Ford 'Cologne' V6 Engines and Related Cars From GT2 to GT3
Thank you for your request. The CRB has requested additional information from the author, which it has not received. This request is therefore not recommended.
2. #23334 (Joe Aquilante) Nowicki C7 GT2 Bodywork Kit
Thank you for your letter. This Kit exceeds current GT2/STO class rules.
3. #24264 (John Schertzer) Reconsider GT2/TA2 Rule Change
Thank you for your letter. The CRB has withdrawn this recommendation.

GTL

1. #24394 (Roy Lopshire) Request to Attempt Performance Balancing
Thank you for your request. This is beyond the current scope of classifying engines in GT classes.

EP

1. #24400 (David Mead) Proposed Rule Limiting Full Preparation Spark Plugs

Thank you for your proposal. One of the underlying basics of the Production rules is that if a modification is not specifically allowed it may not be made. The spark plug rule, mentioned by the author, allowed substitution of spark plugs but not the modification of cylinder heads to create a configuration that was not stock or the use of spark plugs beyond the stock number. The reason the alternate cylinder heads mentioned by the author were not allowed is that the port configuration was not stock and would have given anyone using those heads advantages that could not be obtained based on the modifications allowed by the rules.

T1

1. #24430 (Joe Aquilante) Request Corrections Needed for Limited Prep Camaro 2016-

Thank you for your request. Please bring the car out for data collection before the CRB considers BOP changes. Tire size was corrected in the May 2018 Fastrack Technical Bulletin, letter #21464.

T2

1. #24315 (Bill Collins) Opposes BMW 235iR Classification

Thank you for your letter. The CRB will continue to closely watch the performance of this car in T2 in light of the recent changes made.

2. #24389 (Van Hunter) Spoilers in T2

Thank you for your letter. Non OEM aerodynamic devices are against class philosophy for T2.

T4

1. #24245 (Roger Knuteson) Request BMW Z4 (2.5L) Restrictor Change

Thank you for your request. This change is not recommended at this time. Please run the car so the CRB can gather data and results.

2. #24336 (James Coughlin) Request 2012 Civic Balance of Performance

Thank you for your letter. The CRB will continue to monitor the class. Please come race the car for more data collection.

3. #24455 (Jason Huepenbecker) Request FRS-BRZ 2013-2016 Competition Adjustments

Thank you for your letter. This car is competitive as classed.

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.

T2

1. #23831 (Stephen Tise) Request Removal of Mustang Heater Core

Change 9.1.9.2.D.3.b.1.

From:

~~b. Air Conditioners:~~

~~1. The factory and/or aftermarket air conditioning system may be removed. The compressor may be retained and disabled or may be replaced with an idler pulley that serves no other purpose.~~

To:

b. Air Conditioners **HVAC**:

1. The factory and/or aftermarket air conditioning **and heating** system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser. All duct work, **vents**, 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 replaced with an idler pulley that serves no other purpose.

Taken Care Of

GT2

1. #24535 (Chris Qualls) Request Rule Change TA2

Thank you for your request. Please see the response to letter #24264.

GTL

1. #24374 (James Gregorius) Honda Restrictor

Thank you for your letter. Please see the response to letter #24221, May 2018 Fastrack Technical Bulletin.

2. #24375 (James Gregorius) Request Mazda 12a Restrictor

Thank you for your letter. Please see the response to letter #24221, May 2018 Technical Bulletin.

What Do You Think

None.

RESUMES

None.

TECH BULLETIN

DATE: May 20, 2018

NUMBER: TB 18-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/2018 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

None.

GCR

1. #24360 (SCCA Staff) Correct (reinstate) License Upgrade Provision Appendix C

In GCR Appendix C 2.7.F, add the novice permit wording as follows:

“If the Chief or Chairman will not sign the Permit, a Novice Permit holder may appeal that decision to his Divisional Licensing ~~Chairman~~ *Administrator* for a final decision. *Note: 1*

SCCA Track Event or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit.”

In GCR Appendix C Table 1, add the novice to full competition wording as follows:

“Complete School Requirements + 3 Regional Race weekends. All in prior 24 months. *Note: 1*

SCCA Track Event or Time Trial event may be substituted for 1 of the Regional Race events. Appropriate Official's Signature on Permit.”

2. #24385 (David Gomberg) Request to add new fuel test meter to 9.3.25.A and Appendix G

In GCR section 9.3.25.A, add new fuel tester as follows:

“The D.C. of gasoline will be measured by an SCCA Fuel Check Meter (Precision Fuel Testing G-01 Fuel Analyzer, Kavlico FT-K01 Fuel Tester, or ~~Digitron DT-47FT fuel tester~~ *or Digitron DT-64 fuel tester*).”

“Diesel fuels must have a dielectric constant between 2.2 and 4.9 (G-01 or FTK-01) or between 24 and 55 (DT-47FT *or DT-64*).”

In GCR section 9.3.25.A, fuel standards table, add new fuel tester as follows:

DT-47FT *or DT-64*: 166

In GCR Appendix G.2.13, add new fuel tester as follows:

DT-47FT or *and DT-64* meters

3. #24605 (SCCA Staff) Request to update T2 Roll Cage wording

In GCR section 9.4.E.1, change the wording for roll cage attachment points as follows:

Improved Touring, Spec Miata, B-Spec ~~AND Touring (excluding T1 and T2)~~, *T2, T3 and T4 classes* –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, *maximum of 12 points for T2*, as specified in these rules. Roll cage may not pass through any structural member, *including the*

firewall, except Miata rear main hoop braces may pass through the package tray. 9.4.3.A.

In GCR Appendix I, 9.4.3.A.2, change the Touring roll cage wording as follows:

It shall attach to the car at no more than twelve (12); *points for* (T2); eight (8) points; *for* (T3-T4); with the forward section of the cage attaching to the front bulkhead or front fender wells *inside the cockpit* (see figure 16).

Grand Touring

GT1

1. #24403 Request for new classification Mercedes-AMG GT4

In GT1, classify the Mercedes AMG GT4 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Mercedes AMG GT4 (2018)</i>	<i>3982</i>			<i>Must conform to the IMSA GT4 rule set. Must have IMSA Continental Sports Car Challenge or Pirelli World Challenge rule book in possession while at track.</i>

GT2

1. #24147 (Kevin Vogel) Request Corvette LS3 camshaft lift: exhaust lift clarification

In GT2, Corvette OEM LS3, make changes to the cam exhaust lift as follows:

~~“7.77mm~~ *7.85mm the LS376/430 (STK Cam) is the only legal cam.”*

GTL

1. #24316 (Gregory Hotz) Correct error in GCR-Wheelbase specification 1991-1995 Toyota MR2

In GTL, Toyota MR2, add wheelbase as follows:

85-89: *(94.5)*

91-95: *(94.5)*

Improved Touring

None.

Production

EP

1. #24480 (Randall Smart) Clarify MX-5 2016+ specs

In EP, MX-5 2016-2018, change the block material in the spec line as follows:

~~from~~ *Aluminum*

Note from the CRB: The weight specified in the Global Cup Rules is the weight the car must run. If the weight stated in those Rules changes, there will be no need to revise the specification line for this car.

2. #24554 (SCCA Staff) Rotary Correction

In EP, Mazda RX-7 (79-85), make changes to the bore x stroke and notes in the spec line as follows:

12A 13B (~~84-85~~ 6-port only)

“Any 13B rotor housing and any ~~84-92~~ non-turbo 6-port side and/ or intermediate housing permitted.”

In EP, Mazda RX-7 (86-91), make changes to the bore x stroke and notes in the spec line as follows:

13B (6-port only)

“Any 13B rotor housing and any ~~84-92~~ non-turbo 6-port side and/or intermediate housing permitted.”

3. #23196 (Raymond Blethen) Classify Mazda RX8

In EP, Mazda RX-8 (04-11), add alternate classification as follows:

	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/ (in.)	Displ. cc/ (ci) (nominal)	Block Mat'l			Carb. No. & Type	Wheel-base mm/ (in.)	Track (F/R) mm/(in.)
<i>Mazda Rx-8 (04-11)</i>	<i>2</i>	<i>Renesis: 2300, *2358, **2415 13B: 2375, *2434, **2494</i>	<i>Rotary</i>	<i>Renesis 13B (6-port only)</i>	<i>2616</i>				<i>Renesis: Fuel Injection. 13B: d(1) Auto-type 2 bbl w/ 42mm choke(s) on a “dual-y” manifold or fuel injection.</i>	<i>106.4</i>	<i>63.2 / 63.6</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/ (in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>18 x 8</i>	<i>6</i>	<i>(F) 323 Vented Disc (R) 303 Vented Disc</i>		<i>stock throttle body I.D.</i>	<i>Renesis: Pro Formula Mazda throttle body measuring 70 mm inside dimension allowed. 13B: Any 13B rotor housing and any non-turbo 6-port side and/or intermediate housing permitted.</i>

Spec Miata

1. #24414 (Sean Hedrick) Request Oil Filter Clarification

In Spec Miata, GCR section 9.1.7.C.1.m.2, add the wording as follows:

“*Allow any OEM equivalent Mazda Miata oil filter.*”

Super Touring

STL

1. #24444 (Darrel Stein) Request to change pistons/rotors 9.1.4. G 17

In GCR section 9.1.4.G.25, in ST rotors and pistons are considered under the same rule set and clarify as follows:

“*Rotors may be machined or lightened.*”

Touring

T1

1. #24507 (Touring Committee) Classify Porsche Cayman GTS Spec (2011)

In T1, classify the Porsche Cayman GTS Spec (2011) as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Porsche Cayman GTS (2011)</i>	<i>3800</i>	<i>2900</i>			<i>Must conform to 7/15/2015 version 15 VTS. TC aftermarket ABS controller allowed. PDK Permitted +100lbs.</i>

T2

1. #24413 (Michael Sullivan) Request move approval date

In T2, BMW Z4M (06-08), add to the notes as follows:

“M3 front lower control arms 31122229453 left, 31122229454 right. E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint. alternate rear lower control arm part #TSU9940B77 allowed. Evolve Automotive alternate intake EVXE46M3CFAB permitted.”

2. #24441 (Ken Billimack) Revisit - 997.2 Aftermarket Manifold

In T2, Porsche 911 /Carrera S 997.2 (09-12), add exhaust manifold to the notes as follows:

“Alternate exhaust manifold Cargraphics CARP97DFIFKR allowed.”

3. #24506 (Touring Committee) Correct Spec Cayman Tire/Wheels

In T2, Porsche Spec Cayman, make changes to the spec line as follows:

Wheels: 18 x 9 **10** (R)

Tires: ~~225(F)~~ ~~255(R)~~ **245(F)** **295(R)**

Add to notes: *Must use DOT tires.*

T2-T4

1. #24176 (Harley Kaplan) Request removal of air pump

In GCR section 9.1.9.2.D.1.h.1, add wording to the exhaust system as follows:

“Removal of secondary air injection (air/smog pump) components is allowed.”

T4

1. #24457 (Josh Holsworth) Request to allow different shocks for NB Miata in Touring

In T4, Mazda MX-5/Miata (01-05), add wording for the shocks as follows:

*“The following items must remain stock unless permitted below: shock/struts (including mounts), original wheels, and transmission, **and** differential. Factory “Sports” pkg. allowed. Optional Torsen limited slip differential allowed. Power steering delete option allowed. Spec Miata front and rear sway bar permitted. Allow Spec Miata suspension kit. Cold Air Intake allowed. 32mm OEM style and configuration rear sway bar allowed. De-powered steering rack permitted. Wheels meeting the Spec Miata requirements are allowed. **Any non-adjustable shock permitted with the Spec Miata suspension kit.**”*

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
April 10, 2018

The Road Rally Board met via conference call on May 10, 2018. The meeting was called to order at 7:32 pm CDT by Chairman Jim Crittenden. In attendance: Wendy Harrison, Mike Bennett, Peter Schneider, Clyde Heckler, guest Rich Bireta, Mike Thompson, NEC chairman, Earl Hurlbut, BOD liaison, Jamie Mullin from SCCA Staff, and Jeanne English, secretary.

- Approval of April minutes. Stand as published
- Road Rally Planning Calendar (Jeanne English)
 - a. Last published April 11, 2018. Thank you, Jeanne. New one in a day or two
 - b. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
- SCCA Staff Report (Jamie Mullin) – Peter asked that road rally incident reports be sent to the RRB. Jamie will send Observer Reports and submitted claim forms to Mike T/NEC. 2018 is SCCA’s 75th Anniversary, be thinking about Hall of Fame nominees. Weekend Membership electronic filings are ‘a work in progress’. Jim asked if audits are up to date, Jamie will report next month.
- NEC Report (Mike Thompson) – The NEC had an unofficial discussion about requiring timing to .001; NEC believes that for various reasons it can’t be done accurately and consistently, so they recommend that no action be taken. They discussed a letter from Bruce Gezon about Claims Committee actions, including rescore legs rather than discarding them. The NEC will continue to monitor the function and performance of claims committees, but at this time it sees no overriding need to revise or further outline their duties. The RRB (NEC) believes the RRRs and the RFOs continue to define the duties of claims committees sufficiently. Jim said he was against rescoring as priority over discard because it does not allow other contestants to protest the rescore. RRB response tonight: accept the NEC recommendation that there be no change at this time, but they will further investigate rescoring.
- Old Business
 - a. Training videos/conference call with Chris Robbins. – Peter - Chris suggested that we make our own training videos in 7 minute, easy to digest segments, possibly using a Smartphone, for Safety Steward and other training. Jim said there are people in Topeka who can put it together for us if we provide videos and write scripts; the plan is to proceed, collect info, write script, then see where we are
 - b. Improvements to safety steward program – new software (to be purchased soon through corporate) will be able to track who watches a video, how well they do, etc; have classes that link these pieces together. Peter – more to come; he sent the RRB the results of the survey he sent asking for comments about updating the SS checklist. Jim asked Peter (who asked Mike B) to come back with a proposal.
 - c. Rally starter materials – Clyde – sent Jamie some links but she hasn’t checked them yet, will get to it soon; Clyde asked Peter for his 2-page generals
 - d. Status of 6 regions requesting rally assistance.
 - i. Mohawk Hudson –Peter – Mike Mazoway from the Finger Lake Region volunteered to be liaison with Trish Bucci from the Mohawk Region, and to help them, moving along, but not fully ready yet, they are looking for a fall event. Peter has forward them a simple two page TSD Generals and other material.

- ii. Ohio Valley – Wendy – reached out, but has not heard back from them
- iii. Reno – Jeanne – still needs to contact Dave Deborde
- iv. Susquehanna – Peter – Eric Salminen (WDC Region) volunteered to help them, the Region RE (Kristen Poole) and RM (Lisa Leathery) are working with Lisa Johnston from a local Tourism organization (Frontier Barn Quilt Trail located in Fulton County, PA) on a possible event in the fall, progressing.
- v. Blue Mountain – Peter – RE wants to do charity event in Reading, rallymaster Bill Morton and RE Merlin Miller have a date 10/7, start and ending locations, a route; Clyde has a contact person who might also be able to help
- vi. New York region – Peter - RM Jeff Becker wants to do rally, does not have date yet; Peter will work with Jeff.
- e. Social rally definition and fees – see next page for proposal

- New Business

1. Jim received a request from a rallyist who, because of possible insurance concerns, requested that his name not be shown in results. Jim will call him and tell him that we can't edit the official results, but the Pointskeeper will list him as whatever he wants in the points standings (which goes away at the end of the year); furthermore, there is nothing that prevents him from registering however he wants, perhaps using his initials only.
2. Mike Bennett presented a spreadsheet he did asking Class L and S contestants about what equipment they use. He cautioned about giving weight to the survey results due to the small sample sizes (five each in Limited and Stock), but based on the input received it does not appear that newer methods or equipment are dominating older methods or equipment in either Class. Based on this apparent equality, he did not recommend making any changes to Class rules at this time.

Proposal for fee structure for SCCA Road Rallies starting in 2019. **Items in red are changes from current rules.**

Rally type	Sanction fee	Insurance fee	Total fees	Notes
National	\$10/car	\$4/car	\$14/car	180 mile minimum distance
Divisional	\$4/car	\$4/car	\$8/car	90 mile minimum distance
Regional	\$2/car	\$4/car	\$6/car	No distance requirement
Charity	None	\$4/car	\$4/car	No distance requirement
Social	None	\$4/car	\$4/car - up to a maximum of \$50 per event	75 mile maximum distance. May not be part of any championship award series.

The distance requirement refers to the total mileage from the start of the rally to the end of the competitive portion of the rally. This includes any tire-warm up and odometer calibration portions.

For RoadRallies that run for more than three consecutive days, add \$3/car/day for each day past the third day.

USRRC pays the fees in the table above up to a maximum of \$500 for the entire USRRC event.

Discussion:

Peter suggested that social rallies be 65 miles max. Jeanne suggested 75 miles, since it often

takes 20 or more miles just to 'get out of town'. What about change of name from social rally to local rally? No, leave it alone.

Peter wants to define a charity rally as a rally that collects funds for or in support of a valid charitable organization; there was discussion about the exact wording; more on this next month

Multiple day rallies:

1. USRRC – Rich provided history: fee was \$500 when there were 3 nationals and there were bigger fields, it made sense then. The new proposal is to pay fees as in table per day up to \$500 maximum. Mike B asked if this would cover costs; it probably does.
2. Peter wants to change rallies that run for three or more days to two or more days, so that it is a per day fee with no cap, he acknowledges that this is a price increase. Jim would prefer to leave this the way it is. More on this next month.

Motion: Accept chart as is, with the change to 75 miles for Social Rallies. M/S/Pass (4-1)

Meeting adjourned at 9:33 pm CDT

Next meeting by teleconference June 14, 2018, 7:30 pm CDT

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:

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:

SCCA Events:

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