

## BOARD OF DIRECTORS

The Board of Director's voted electronically on the following motions.

Area Directors participating were:

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

Motion:

Michael P. Ross Suspension

To immediately suspend the membership of Michael P. Ross (405680) for a period of six months so that a formal review committee can convene to review his conduct and make a recommendation to the BoD as to the status of his continued membership. Mr. Ross displayed violent behavior at a non-SCCA event (from which he was expelled and had his membership permanently revoked), damaging the vehicles of two SCCA members.

Coleman/Isley. PASSED  
Effective Date: 5/17/2018

Motion:

SCCA Welcoming Environment Statement

In order to incorporate this statement into the SCCA Operations Manual, a Board vote is needed. This was reviewed with the Board at the April 2018 meeting.

SCCA Welcoming Environment Statement

The Mission of the SCCA is *to fuel a safe, fun and exciting motorsports experience for auto enthusiasts*. Our Vision is *to be the preferred motorsports community in the U.S., built on fun, shared passion and access to an exhilarating motorsports experience*. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA:

Excellence – *The Spirit of a Competitor*

Service – *The Heart of a Volunteer*

Passion – *The Attitude of an Enthusiast*

Team – *The Art of Working Together*

Experience – *The Act of Wowing our Community*

Stewardship – *The Mindset of an Owner*

To that end, the SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participant's and will make every effort to maintain an environment that is free of harassment,

## CONTENTS

<b>BOARD OF DIRECTORS</b>	<b>1</b>
<b>SOLO</b>	<b>3</b>
SEB Minutes	3
<b>ROAD RACING</b>	<b>10</b>
CRB Minutes	10
Technical Bulletin	17
Court of Appeals	23
Divisional Time Trials Comm.	NONE
<b>RALLY</b>	<b>25</b>
RallyCross	25
Road Rally	30
<b>LINKS</b>	<b>33</b>

discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.

Effective Date: PASSED  
5/18/2018

Motion: 2017 Audit Report

The Compensation, Audit and Investment Committee recommends acceptance of the Audit Report as presented by Mize Houser & Co. and to approve the Audit Report as presented.

Helman/Pulliam. PASSED  
Effective Date: 5/30/18

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | March 28th

The Solo Events Board met by conference call May 23rd. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Isley, and Chris Albin of the BOD; Scott Dobler; 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](http://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](http://www.soloeventsboard.com).

### **Prepared**

#23872 No minimum weight for NA 4 cylinder cars listed

To accommodate non-turbo 4 cylinder vehicles, the PAC is recommending the following previously-published change to Appendix A, in the minimum weights table for the CP class.

“Minimum weight (lbs.):

V8 engines greater than 5100 cc .....	3000
V8 engines equal to or less than 5100 cc .....	2700
6-cyl engines, maximum 4500 cc .....	2450
Turbocharged 6-cyl engines, maximum 4500 cc .....	2550
<b>Turbocharged</b> 4-cyl engines .....	2450”

### Member Advisories

#### **General**

#24538 Request clarification of rule for reruns due to workers on course

Thank you for your inquiry. The SEB believes your answer is covered by Solo Rules section 7.8.2.

#### **Street**

#24546 Question Regarding 2018 Camaro SS

The “1LE suspension package” is a dealer installed accessory when not ordering the full 1LE package from the factory, which is not specifically listed as a permitted option, and is therefore not compliant for use in the Street category.

#### **Solo Spec Coupe**

#24446 Swaybar option legality

Per the SEB, the service manual does not have an option to disconnect an end link, so that configuration would not be compliant. You may adjust the links into a combination that you find acceptable.

#### **Street Touring**

## #24123 Allow S2000 CR Wing for non-CR

The STAC believes that per 14.2.F adding an OE CR wing on a base model S2000 is an allowable modification. The committee does not consider putting a CR wing on an AP2 to be an abuse of the current allowances.

## Street Prepared

### #22684 Aftermarket Electronic Suspension Controllers in SP

Per the SPAC, aftermarket electronic suspension controllers are already allowed using rule 15.1.D.

### #24345 Accommodations for roll bar installation

An OE top can not be removed to facilitate roll bar installation. Roll bars must comply with Section 13.2.G.1.

## Prepared

### #24418 Alternate heads for MazdaSpeed Miata

Per the PAC, any BP4W cylinder head may be used on the MazdaSpeed Miata.

## Change Proposals

### Street

#### #22772 #20102 Replacing Electronic Shocks

The SAC would like member feedback on the following proposed addition to the Street Category rules:

*“13.5.A On vehicles originally equipped with electronic-magnetic shocks/struts - OE shock controllers may be re-programmed or replaced with an aftermarket unit. The re-programming or replacement may serve no other purpose than internal shock/strut “valving” adjustment. Aftermarket electronic shocks may be substituted, but with the exception of connectors, all factory wiring must be retained.”*

### Street Touring

#### #23581 Please review Intercooler rule for ST

The STAC is soliciting member feedback on the following rules proposal to allow replacement intercoolers in STH.

Modify 14.10.C as follows

*“C. Induction allowances are as follows:*

*All - The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.*

*STH - As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced.”*

## #24601 Specific model / year classing for the Mini's

The STAC is soliciting member feedback on moving the second generation (2007-2013) mini Cooper S (and JCW) to STU. The first generation (2001-2007) Cooper S and JCW would stay in STX while the turbocharged 2nd and 3rd gen cars move to STU. The STAC feels the gen 2 turbo cars would be too fast for STH and would also be significantly lighter than the other cars in the class.

Modify listings in Appendix A as follows:

STU

*Mini*

*Cooper S & Cooper S JCW (2007-2013)*

*Cooper (non-S) (2014-2015)*

STX

Mini

~~Cooper (non-S) (2014-15)~~

Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed) *(2001-2006)*

## Street Prepared

### #23979 Equal rights for Superchargers and Turbos

The SPAC is requesting member feedback on the following change proposal.

Change the following sections to allow supercharger pulley ratio changes:

~~"15.10.C.4.c No changes are allowed to supercharger drive system pulleys. Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes.~~ Belt tensioners may be added/changed to reduce belt slip."

"15.10.X Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended.

~~Supercharged cars may not change the effective diameter of any pulley which drives the supercharger."~~

"15.10.Y Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys).

~~Supercharged cars may not alter crankshaft/supercharger drive ratio.~~ Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose."

## Prepared

### #24314 Prepared ABS rules.

The PAC is seeking member input on the following proposed change to the ABS allowances. The proposed allowances are intended to clarify what the ABS is comprised of, and what may be modified without altering the functional operation of the system.

17.6.C

~~"Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated."~~

*Addition or replacement of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be disabled in a manner not accessible while driving. Any component of a disabled system may be removed or modified, unless prohibited elsewhere. ABS sensors (excluding wheel speed sensors), ABS computer, ABS valve block and input signals of a functional system, may not be replaced, relocated or altered. The ABS wheel speed sensors and ABS tone wheels may be relocated, replaced or modified, as long as the functional operation of the system is not altered (e.g. pulses per wheel revolution remains the same). The ABS warning lamp/s and related wiring, of a functional system, may be removed or modified. The length and routing of ABS related wiring, of a functional system, may be modified, as long as the functional operation of the system is not altered.”*

## **Other Items Reviewed**

### **General**

#24291 Against Tire Warming Restriction Proposal

Thank you for your input.

#24422 Organizational Structure

Thank you for your input.

#24427 Rules transparency

Thank you for your input.

#24597 National Tour Bump Classes

Thank you for your input. The flexibility of the National Tour program allows a Regional-level class to be added to a particular event, and an indexed Prepared class could fit in via this mechanism. Event organizers at the host Region level would be the ones to initiate such a class addition.

### **Street**

#22591 Street Advisory Committee

Thank you for your application.

#23418 Future SAC position

Thank you for your application.

#23500 Anticipated SAC Openings

Thank you for your application.

#24060 Audi R8 V10 to SS

Thank you for your input.

#24134 Input on moving the 981 from SS to AS (letter 23593)

Thank you for your input regarding the proposal. The SAC feels that the Porsche 991.1 and 991.1S are appropriately classed.

#24495 Recommendation to move Nissan 350Z (non-Nismo) to D Street

Thank you for your input.

#24530 Muscle to BS Proposal #22582

Thank you for your input regarding the proposed changes.

#24536 2018 Camaro 1LE and 2018 Mustang PP2 to BS

Thank you for your input.

#24602 RX8 to Remain in CS

Thank you for your input.

### **Street Prepared**

#24125 In favor of #22761

Thank you for your input.

#24356 23431 - DSMs to DSP

Thank you for your input. Please see the response to item #23431 elsewhere herein.

### **Prepared**

#24471 Updating of the rules for modern cars

Thank you for your input.

### **Modified**

#23540 Proposed additions to EM rules, possible DM rules as well

Thank you for your input. The MAC is considering possibilities for additional constraints on high-cost modifications in DM and EM, and will continue to monitor the competitiveness levels within these classes.

### **Not Recommended**

#### **General**

#24553 Class Pitch

Thank you for your input. The SEB believes a situation like this one can be addressed at the Regional level, since per Solo Rules section 1.1, a Region may use a classing structure which helps it develop its program.

#### **Street**

#24443 Simplify Dodge Viper models

Thank you for your input.

#24503 Porsche 997

Thank you for your input. Please see the response to letter #24097 in the June Fastrack, regarding the 997 Turbo. The SAC believes the naturally aspirated 997 chassis cars are appropriately classed.

#24515 OE tire allowance for Regional Solo Events

Per Solo Rules section 1.1, Regions have the ability to alter their local rule sets as needed to suit the needs of their competitors. The 200TW rule allows for an even playing field at National competition.

#24518 Passive restraints in 13.2.H

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

#24600 Reclassify All twins/triplets BRZ/ FRS/86 to D Street

Thank you for your input. The SAC believes the newer FRS, BRZ, and 86 are appropriately classed.

#### **Street Touring**

#21325 Minimum seat weight, steering wheels, airbags

The STAC and SEB would like to withdraw the proposal published in the April Fastrack concerning the removal of SRS, and higher minimum seat weights. The STAC and SEB

will continue to monitor the effects current ST allowances have on modern cars, and the SEB may revisit this proposal at a future date.

#24359 Move Nissan 350Z 2003-04 from STU to STR

Thank you for your input. The STAC does not feel that it is appropriate at this time to move the early 350z to STR.

#24388 STP's straight axle cars

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

#24458 e46 M3 and e9x M3 to STP

Thank you for your input. The STAC does not feel that the e46 or e9x M3 is appropriate for STP.

#24483 STP participation -> Time for National Recognition?

Thank you for your input. The STAC is monitoring the participation levels in STP across the country, with regards to whether it has the numbers to support becoming an official class.

## **Street Prepared**

#24262 Reclass Lotus Elige

Thank you for your input. Please see the response to item #23979 elsewhere herein.

## **Prepared**

#22790 ABS/Prepared category

Thank you for your input. This topic has resulted in very diverse opinions at all levels (SEB, PAC, and Membership). Because of the lack of clear direction, and limited evidence that ABS is causing a substantial adverse effect in the class, it has been decided to keep the current allowances and continue to monitor the topic.

#23981 Feedback on Feb 2018 FastTrack XP weights proposal

Thank you for your input. The PAC will continue to monitor the influence of NA motors in the class.

#24269 FP RWD Turbo Restrictor

Thank you for your input. The PAC is aware of the new build. The performance levels of the current RWD turbo cars competing are on par with the FP class, including several examples of the chassis of concern. The PAC will continue to monitor the balance of the class.

## **Handled Elsewhere**

### **Street**

#24528 re: Ltr 24097

Please see the response to letter #24097 in the June Fastrack.

### **Street Touring**

#24184, 24185, 24186, 24187, 24189, 24190, 24192, 24193, 24194, 24195, 24196, 24199, 24202, 24203, 24205, 24206, 24207, 24208, 24209, 24210, 24212, 24214, 24216, 24217, 24218, 24219, 24220, 24223, 24224, 24225, 24226, 24227, 24228, 24229, 24230, 24231, 24233, 24234, 24435, 24236, 24239, 24241, 24244, 24249, 24251, 24267, 24268, 24271, 24272, 24276, 24288, 24289, 24290, 24292, 24293, 24294, 24295, 24298, 24302, 24304, 24305, 24306, 24307, 24308, 24312, 24318, 24321, 24325, 24327, 24329, 24333, 24334, 24339, 24341, 24346, 24349, 24350, 24355, 24361, 24363, 24364, 24366, 24368, 24381,



24398, 24406, 24409, 24410, 24415, 24417, 24423, 24426, 24466, 24470, 24472, 24484, 24489, 24490, 24502, 24525, 24527, 24578, 24625 Feedback on 21325 (proposed changes to 14.2.B and 14.2.D; steering wheels, seats)

Thank you for your input. Please see the updated response to letter #21325.

#24395, 24397, 24404 STH allowances

Please see the proposal written in response to letter #23581.

#24447 Intercooler Modifications in ST

Please see the proposal written in response to letter #23581.

## **Prepared**

#23893, 23905, 23909, 23939, 23947 Responses to Proposal 22790, ABS in CP

Thank you for your input. Please see the updated response to item 22790 contained within this Fastrack.

## **Tech Bulletins**

### **Street**

#24508 Please update Corvette Z06 (C7) listing in Appendix A

Per the SAC, update the following listing in Appendix A as follows:

SS

Chevrolet

Corvette Z06 (*inc Z07 package*)(C7)(2015-18)

#24566 Mitsubishi Mirage (2014-18)

Per the SAC, please make the following clarification to Appendix A:

HS

Mitsubishi

Mirage (*1978-2003*)

#24618 2019 C7 Corvette Z06 - SS/SSL Class

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

SS

Chevrolet

Corvette Grand Sport (2017-19)

Corvette Z06 (2015-19)

### **Street Prepared**

#23357 Classing Request 2017 VW GOLF R

Per the SPAC, add the following new listing to Appendix A:

ASP

*Volkswagen*

*Golf R (2015-2018)*

## CLUB RACING BOARD

### CLUB RACING BOARD MINUTES | June 5, 2018

The Club Racing Board met by teleconference on June 5, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, Tony Ave, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Rick Harris, Club Racing Technical Manager. The following decisions were made:

#### **Member Advisory**

##### **GCR**

1. #24631 (SCCA Staff) Arm Restraint Recall

Please see Member Advisory 18-05. <https://www.scca.com/downloads/40899-ma-18-05/download>

2. #24632 (SCCA Staff) FIA Homologated Seat Withdrawn

Please see Member Advisory MA-06. <https://www.scca.com/downloads/40900-ma-18-06/download>

#### **No Action Required**

##### **FV**

1. #24520 (Derek Harding) Suggestion for Disc Brakes

Thank you for your letter. The CRB appreciates your comments.

##### **GCR**

1. #24529 (Brian Tomasi) Runoffs Alternative Format

Thanks you for your Runoffs schedule suggestion. The CRB is considering several formats similar to your proposal.

##### **GT2**

1. #21463 (Scotty B White) Classify Generation 5 Viper

Thank you for your letter. This car was not recommended for T1. The car is already classified in GT2/ST.

2. #24573 (Jim Tway) Request Aerodynamic Requirement Consistency

Thank you for your letter. The new rule that you refer to is for conventional GT2 cars only and does not apply to GT2/STO.

#### **Not Recommended**

##### **AS**

1. #24475 (Van Hunter) Request Carbon Fiber Drive Shaft

Thank you for your letter. American Sedan allows aluminum or steel driveshafts. The CRB has no plans to change this. The author is encouraged to review T2 rules. A review of T2 rules indicates that T2 does not allow carbon fiber driveshafts.

##### **FV**

1. #24434 (Thomas Galuardi) Rescind Disc Brake Rule

Thank you for your letter. The CRB appreciates your comments.

##### **SRF3**

1. #24494 (Kevin Coulter) Request to Re-Instate Day Glow Orange Tape on Roll Bars for

SRF3

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

## **GT2**

1. #24429 (Mike McAleenan) Request to Follow Up Information Letters #24300 and #24301  
Thank you for your letter. The CRB greatly appreciates you input. There are no plans to make changes at this time.

2. #24575 (Sean Wheeler) Request to Allow ABS Controller With Weight Penalty  
Thank you for your letter. The CRB has recently allowed a more advanced aero rule package for the conventional GT2 cars and will continue to monitor the class before making additional changes to conventional GT2 cars.

## **GTL**

1. #24544 (Bill Meyer) Request Larger 1.8 Miata SIR  
Thank you for your letter. The CRB does not recommend this change at this time and will continue to monitor the class.

## **ITA**

1. #24474 (James Henson) Request 1990-1993 1.6L Mazda Miata Differential  
Thank you for your letter. The CRB does not recommend this change at this time.

## **EP**

1. #24563 (Kyle Disque) Oppose Global MX5 in EP  
The CRB appreciates your concern that only cars with appropriate performance potential be classed in production. With respect to the performance potential of this car, based on available data, the MX-5 is well within the EP to HP envelope. In that all Production classes normally run together in a race group, the inclusion of the MX-5 will not create problems for competitors outside of the challenges faced by this grouping of production cars. Additionally, the data indicates the braking and cornering performance of the MX-5 is at or near the top of Production. Thus, there is no reason to believe placement of the MX-5 in Production will negatively impact on the close competition that is the goal of Production racing. The CRB will continue to monitor the performance of this car in Production and make adjustments if necessary.

## **STU**

1. #24514 (David Pope) Request Wider Than Stock Fenders for 1988-1991 Honda CRX  
Thank you for your request. The CRB does not recommend allowing alternate fenders in Super Touring at this time.

## **T1**

1. #24521 (Amir Haleem) Request to Add the 3SGE  
Thank you for your request. This classification does not fit the philosophy for Touring.

2. #24607 (David Mead) Allow Aftermarket Heads on Older 2 Valve Engines  
Thank you for your letter. Aftermarket heads are not consistent with Touring philosophy.

3. #24656 (Adrian Wlostowski) Request for Parity Between Corvette and Viper in T1  
Thank you for your request. The CRB does not have data to support a change at this time. The CRB will continue to monitor the class.

## **T2**

1. #24335 (Ken Billimack) Request PDK Weight Penalty Reduction  
Thank you for your letter. The car is competitive as classified.

2. #24464 (Joe Aquilante) Request to Correct the BOP For The BMW E92  
Thank you for your request. Data from multiple makes and models were reviewed from VIR and were in a close performance envelope.

3. #24550 (Andrew Wickline) Request Restrictor Plate Return to 53mm in 2015 Mustang GT  
Thank you for your request. Data was reviewed from VIR and the car was deemed competitive as classed. The CRB will continue to monitor the class.

4. #24596 (Ryan Upham) Request Increased Camber Limits  
Thank you for your request. This has not been recommended for 2018. The CRB is researching this for consideration in 2019.

5. #24614 (Ron Randolph) Allow Electro-Hydraulic Power Steering Pump  
Thank you for your request. This is against Touring philosophy. Power steering coolers are allowed in T2.

#### **T2-T4**

1. #24459 (Ali Naimi) Requesting Aftermarket Clutch and Pressure Plate  
Thank you for your letter. The CRB does not recommend this change for 2018.

#### **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).

#### **FV**

1. #24663 (Formula/Sports Racing Committee) Disc Brake Minimum Weight  
The CRB recommends a minimum weight of 16.5 lbs for the disc brake assembly in FV for 2019.

In letter #22546 (Recommended Rule Changes 2018) add to the 9.1.1.4.D paragraph:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. *The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly - rotor hat, disc, any hat-to-disc mounting hardware (the disc may be in two pieces) - calipers - bearings (for the front) - pads - caliper bracket - assembly hardware (not including the brake assembly to spindle hardware (front) or brake assembly to axle housing (rear) - lugs or studs with nuts.*

#### **P2**

1. #23919 (Jeff Shafer) Opposes P2 Assisted Shifting  
In GCR section 9.1.8.D.J.4, clarify as follows:

Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed except as ~~allowed~~ *permitted* by Table 1 Spec Line Cars. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car except as allowed by Table 1 Spec Line Cars. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not

mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes *and closed-loop systems that use feedback from sensors to vary the timing of the gear selection process* are also prohibited.

Devices that interact with the throttle, ignition, or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted, *and but* no such devices shall remove the driver’s control of the gear change initiation, gear selection or completion. *The burden of proving that a device is in compliance with this rule shall be upon the competitor.*

**GT General**

1. #24539 (Grand Touring Committee) Brake Cooling Fans  
 Add to 9.1.2.F.7.j.3.: 3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules. *One brake duct fan per corner may be added.*

**GT3**

1. #24697 (Grand Touring Committee) GT3 Turbo introduction into class  
 The CRB is proposing the addition of turbochargers to the GT3 class for 2019. The GT3 turbo engines have specification lines in two different configurations. They are as follows:

Insert 9.1.2.F.7.h. (below g. Engine, Rotary Piston, then re-number h. Cooling Systems to i. Cooling Systems and similarly below Cooling Systems):

***h. Engines, GT3 Turbocharged Built:***

- 1. Engines up to 4 cylinders and 1800 cubic centimeters factory displacement are permitted with a single turbocharger. Engines may be prepared in accordance with 9.1.2.f.*
- 2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of “Turbo Inlet Restrictor” may be required; see GT3 Turbocharged Built Engines Table.. Swapping of turbochargers between engine makes and models is prohibited.*
- 3. All cars shall use the installed engine’s stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise.*
- 4. Compression ratio on spark-ignition engines is limited to 15.0:1.*
- 5. Dry sump systems are permitted. The oil tank shall be located within the bodywork.*
- 6. Factory turbocharged engines must run the stock turbo or any turbo from the following list:*
  - KKK/Borg-Warner K04*
  - IHI VF30, VF39, or VF48*
  - Garrett GT2554R, p/n 471171-3*

***i. Engines, GT3 Turbocharged OEM:***

- 1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted. Engines must remain in their OEM configuration.*
- 2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of “Turbo Inlet Restrictor” may be required; see GT3 Turbocharged OEM Engine table.*
- 3. Dry sump systems are permitted. The oil tank shall be located within the bodywork.*

<b><i>GT3 Turbocharged Built Engines:</i></b>				
<b><i>Engine Displacement</i></b>	<b><i>Valves / Cyl.</i></b>	<b><i>Restrictor</i></b>	<b><i>Weight (lbs)</i></b>	<b><i>Notes</i></b>
<i>&lt;1400 cc</i>	<i>4</i>	<i>33 mm</i>	<i>2100</i>	
<i>1401-1800 cc</i>	<i>4</i>	<i>34 mm</i>	<i>2250</i>	

<b>GT3 Turbocharged OEM Engines:</b>									
<b>Engine Family</b>	<b>Engine Type</b>	<b>Bore (mm)</b>	<b>Stroke (mm)</b>	<b>Disp. (cc)</b>	<b>Head Type</b>	<b>Valves / Cyl.</b>	<b>Restrictor</b>	<b>Weight (lbs)</b>	<b>Notes</b>
<i>TBD</i>									

### **ITS**

1. #20167 (Charles Baader) Allowance to Modify Interior for Driver Comfort and Safety. Thank you for your request.

Add 9.1.3.D.9.o.:

*o. Floor pans and transmission tunnels may be modified to aid in positioning the driver's seat for improved driver comfort and access to controls. The seat mounts may extend no lower than the lowest part of the stock floor pan in the modified area, and no other components of the car may be modified to accommodate this allowance. Modifications may extend no further than 6 inches from the perimeter of the installed seat in any direction. Any resulting holes shall be closed with sheet metal no thinner than stock. This rule is intended to improve driver comfort while sitting no lower than the stock floor, such as notching the tunnel to floor radius to allow the seat to be centered to the steering wheel, and NOT as an allowance for dropped, smoothed, or replaced floor boards other than as needed to accommodate the seat mounting as described.*

### **STU**

1. #24500 (Eric Heinrich) Request Wheel Clarification  
In STU, GCR section 9.1.4.1.F.1, make changes to the wheel sizes as follows:

Wheels may not exceed ~~17~~ **18** inches in diameter and 8.0 inches in width *for vehicles under 2950 lbs base weight. Vehicles over 2950 base weight may use a 9 inch wide wheel.*

### **Taken Care Of**

#### **P2**

1. #23933 (Kevin Mitz) Request to Eliminate Use of Automated No Lift and Auto Blip  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

2. #24399 (Vaughan Scott) P2 Assisted Shifting Rule Feedback  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

3. #24401 (David Gomberg) Response to What Do You Think P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

4. #24408 (Eric O'Brien) #23919 (Jeff Shafer) P2 Assisted Shifting - WDYT?  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

5. #24411 (Craig Farr) 23919 P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

6. #24439 (Tim Day Jr.) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

7. #24451 (Mike Bachman) P2 Assisted Shifting WDYT letter 23919  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

8. #24460 (Chuck Bona) Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
9. #24467 (David Arken) P2 Assisted Shifting WDYT Letter 23919  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
10. #24478 (Keith Carter) Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
11. #24479 (Jim Hallman) Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
12. #24488 (Claude Solanas) Ignition Cutout for Upshifts  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
13. #24491 (Aaron Hill) Flatshifter Expert  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
14. #24505 (AJ Snyder) Assisted Shifting 23919  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
15. #24510 (Robert Conrad) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
16. #24523 (Paul Decker) #23919 (Jeff Shafer) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
17. #24524 (Jake Latham) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
18. #24531 (Chuck McConica) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
19. #24542 (Greg Gyann) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
20. #24545 (Vic Culbertson) Assisted Shifting P2  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
21. #24556 (Jay Messenger) Letter Concerning #23919  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
22. #24577 (Jake Thielmann) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
23. #24588 (Jason Hohmann) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.
24. #24590 (Sherman Chao) P2 Assisted Shifting  
Thank you for your letter. Please see the response to letter #23919, Technical Bulletin.

## **GT2**

1. #24587 (Tony Colicchio) Allowance of ABS for GT2 Cars With Weight Penalty  
Thank you for your letter. Please see the response to letter #24575.

## **IT General**

1. #24643 (Richard Pannell) Request to Make 200 Treadwear Tires the New Standard  
Thank you for your letter. Please see the response to letter #24710.

## **ITS**

1. #24648 (Justin Deffenbaugh) Request to Allow Street Tires in IT  
Thank you for your letter. Please see the response to letter #24710.

## **EP**

1. #24564 (Chris Dryden) Disallow MX5 Cup Car in EP  
Thank you for your letter. Please see the response to letter #24563.

2. #24569 (Chris Howard) Opposes Addition of the MX5 Into EP  
Thank you for your letter. Please see the response to letter #24563.

3. #24576 (Gerald Lustig) Opposes Proposed Inclusion of MX5 Cup Car in EP  
Thank you for your letter. Please see the response to letter #24563.

4. #24582 (James Gregorius) Opposes the MX5 Cup Car in Production Classes  
Thank you for your letter. Please see the response to letter #24563.

5. #24604 (Bill Keeney) Global MX5 Cup Car in EP  
Thank you for your letter. Please see the response to letter #24563.

## **Prod General**

1. #24574 (Tim Linerud) Request to Not Classify Global MX5 Cup Cars in EP  
Thank you for your letter. Please see the response to letter #24563.

## **T2**

1. #24681 (Peter Lewis) Request Solid Sub-Frame Bushing  
Thank you for your request. Solid cradle bushings have been recommended for 2019. Please see letter #23739 in April 2018 Fastrack Minutes.

## **What Do You Think**

### **IT General**

1. #24710 (Club Racing Board) 200 Treadwear Tires  
The CRB is considering requiring Tires with a minimum treadwear rating of 200 for all IT cars. Please provide your feedback through crbscca.com.

### **T2**

1. #24629 (Richard Kulach) Request Hood Vents for 370Z  
The CRB requests your feedback on hood vents for Touring 2 and Touring 3.

A) Should aftermarket hood vents (OEM hoods) be allowed in Touring 2 and 3?

B) Should aftermarket hoods with vents be allowed in Touring 2 and 3?

C) Should hoods in Touring 2 and 3 remain OEM?

Please provide your feedback through crbssca.com.

## **RESUMES**

None.



## TECH BULLETIN

DATE: June 20, 2018

NUMBER: TB 18-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/30/2018 unless otherwise noted.

### American Sedan

#### AS

1. #24476 (Van Hunter) Request Restrictor Spacer for LS3 Camaro  
In AS, Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder, add to the notes as follows:

*"Belt tensioner part number GM 12569301 allowed."*

#### B-Spec

1. #24594 (Derrick Ambrose) Request for alternate Ford Fiesta hubs  
In B Spec, Ford Fiesta 5dr Hatchback (11-16), add to the notes as follows:

*"Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed. 4x100 bolt pattern wheel allowed."*

2. #24603 (Derrick Ambrose) Mazda 2 Spec Line

In B-Spec, Mazda2, delete the following as ECU programs are open in B Spec:

*"Mazda reflash part #0000-10-2001 allowed."*

### Formula/Sports Racing

#### FA

1. #24519 (David Vande Berg) Request to increase venturi size for Mazda 12A engines

In FA Table 1, Line G, change the restrictor size as follows:

~~36~~ **41**mm

#### FB

1. #24373 (Glen Thielke) New data box mounting plate requirement

In GCR section 9.1.1.G, make changes as follows:

"Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation may be required. Refer to 9.2.2. for details. All FB Sport Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKT-KPFSOL5~~ **X47KPFSOLO2R0** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic body-work. In addition, the mount must not be on wings, and or wing end plates and where possible should be in the cockpit. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.* The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. ~~Effective date March 1, 2014.~~ Contact AIM and their distributors for direct purchase. *Effective date January 1, 2019.*"

#### FE

1. #24634 (Robey Clark) Request to change sealing date of SADEV Transmission

In FE and FE2, GCR section 9.1.1.I.7.b.1.b, at Enterprises request to allow more time for testing, the CRB recommends changes to the sealed dates as follows:

"SADEV Only" ~~7-2018~~ **1-2019** SADEV gear box will be run as a sealed unit, can be serviced and inspected by CSR or approved SADEV service center. At event damage can be inspected

/ repaired / resealed if necessary by CSR or approved personnel.”

## **P1**

1. #24373 (Glen Thielke) New data box mounting plate requirement

In GCR section 9.1.8.C.I, make changes as follows:

“All P1 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKTKPFSOLE5~~ **X47KPFSOLO2R0** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo *or Solo 2* Data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky; and not be located under carbon fiber or metallic bodywork. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.* The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Effective date ~~March 1, 2014~~ **January 1, 2019**. Contact AIM and their distributors for direct purchase.”

## **P2**

1. #24373 (Glen Thielke) New data box mounting plate requirement

In GCR section 9.1.8.D.K, make changes as follows:

“All P2 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKTKPFSOLE5~~ **X47KPFSOLO2R0** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo *or Solo 2* Data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky; and not be located under carbon fiber or metallic bodywork. In addition, the mount must not be on wings; and/or wing end plates and where possible should be in the cockpit. *Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.* The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. *Effective date January 1, 2019*. Contact AIM and their distributors for direct purchase.”

## **GCR**

1. #24516 (SCCA Staff) Add section: Process of awarding points at Conference Majors

In GCR section 3.7.2, add a new section for points at conference Majors as follows:

*“D. Points are awarded to the top 20 starters that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.”*

2. #24562 (SCCA Staff) App C 2.1.A Medical Requirements

In GCR Appendix C.2.1.A., strike the last sentence as follows:

~~“The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.”~~

Note from CRB: If a driver has a short lapse in membership/license but their medical on file is still valid per the stated age ranges, the driver may renew their license without having to get a new physical, if there have been no changes in health.

## **Grand Touring**

### **GT1**

1. #24522 (Steven Lisa) Request to Re-list 1972-73 Pantera as an authorized GT1 vehicle

In GT1, re-list and classify the DeTomaso Pantera (72-73) as follows:

“Wheelbase **99.0 in**”

Notes: “Must comply with all current SCCA GT1 specifications.”

## GT2

1. #23808 (Colin COHEN) Request new classification GT2  
In GT2-ST, classify the Audi TTRS (10-14) as follows:

<b>GT2-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>Audi TTRS 10-14</i>		<i>3000lbs.</i>	<i>39mm TIR</i>	

2. #24300 (Mike McAleenan) Request Comp. Adjust. - 6 cyl. s54 engine vehicle weight reduction  
In GT2/ST, BMW E46 M3 &E36 / BMW Z3 /BMW 5000cc V8, change the weight in the notes as follows:

“The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at ~~2650~~ **2575** lbs.”

3. #24581 (Roger Buswell) Request to classify Porsche 924 in GT2/ST

In GT2/ST, Porsche 944, add 924 to the spec line as follows:

Porsche 944/**924**

Note from CRB: The Jayco Turbo is out of date as the spec line was done a long time ago.

## Improved Touring

### ITS

1. #20308 (Juan Vento) Classification Request

In ITS, classify the Mitsubishi Eclipse GT/GTS (00-05) as follows:

<b>ITS</b>	<b>Engine Type</b>	<b>Bore x Stroke(mm)/ Displ. (cc)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Mitsubishi Eclipse GT/GTS (00-05)</i>	<i>6 Cyl SOHC</i>	<i>91.1 x 76.0 2972</i>	<i>3150</i>	

2. #22427 (Cameron Conover) Classify the 2008-2013 Mazda 3S

In ITS, classify the Mazda 3S (08-13) as follows:

<b>ITS</b>	<b>Engine Type</b>	<b>Bore x Stroke(mm)/ Displ. (cc)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Mazda 3S (08-13)</i>	<i>4 Cyl. DOHC</i>	<i>89.0 x 100.0mm 2488</i>	<i>2545</i>	

## Production

None.

## Spec Miata

None.

## Super Touring

### STU

1. #24487 (Brian Costleigh) Drop floor pan request

In STU, add the Mazda Miata to Table B. Add to the notes as follows:

	<b>Maximum Displacement (cc's)</b>	<b>Minimum Weight</b>	<b>Notes</b>
<i>Mazda Miata</i>	<i>N/A</i>	<i>N/A</i>	<i>Drivers side dropped floor plan allowed to not fall below the frame rails.</i>

### STL

1. #24487 (Brian Costleigh) Drop floor pan request

In STL, add the Mazda Miata to Table B. Add to the notes as follows:

	<b>Maximum Displacement (cc's)</b>	<b>Minimum Weight</b>	<b>Notes</b>
<i>Mazda Miata</i>	<i>N/A</i>	<i>N/A</i>	<i>Drivers side dropped floor plan allowed to not fall below the frame rails.</i>

### Touring

#### T2

1. #24552 (Peter Lewis) Request to address restrictor plate requirements conflict

In T2, Chevrolet Camaro SS/1LE (10-14), add to the notes as follows:

*“Belt tensioner part number GM 12569301 allowed.”*

#### T3

1. #24621 (Michael Jones) 06-15 Mazda Mx5 hardtop options

In T3, Mazda MX-5 NC (06-15), add the hardtop to the notes as follows:

*“Any hard top following the OEM silhouette allowed.”*

2. #23676 (Tim Wise) Incomplete updates for letters 23180 & 23276

In T3, Mazda MX-5 NC (06-15), make changes to the hubs in the notes as follows:

*“Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners). Max spring rate: 700lbs. Max sway bar diameter 35mm. Cold air intake permitted. ~~2009-2012 Mazda RX8 front hubs allowed.~~ Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports). MS-Roption permitted. Suspension package permitted that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498. **Mazda Motorsport RX8 Hub Conversion kit part number 0000-04-5811-KT allowed.**”*

3. #24126 (Tim Hunter) Request for Car Classing  
 In T3, classify the Volvo C30 (09-13) as follows:

	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Volvo C30 (09- 13)	83.02x93.20 / 2500	2640	18 x 9	255	4.657, 3.032, 1.982, 1.341, 1.018	2.27	300 (front) 280 (rear)	3100	800lb springs (front and rear), 35mm max front sway bar, 40mm max rear sway

4. #24533 (Bradley Almony) Request alternate Global MX-5 Cup Hardtop Allowance  
 In T3, Mazda MX-5 Global Cup Miata (2016-), add the hardtop to the notes as follows:  
 "Must meet all MX-5 Global Cup rules in Appendix. Tires must conform to the Touring  
 rules. *Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette,  
 including Mazda hardtop; part #0000-07-5902-ND permitted.*"

5. #24687 (Scotty White) Request for T3 parity with the E46  
 In T3, Ford Mustang V6 (11-14), change the weight as follows:  
~~3525~~ **3475**

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08), change the weight to the DE  
 motor only as follows:  
 DE Motor: ~~3350~~ **3300**

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08) Spec Z, change the weight to the  
 DE motor only as follows:  
 DE Motor: ~~3400~~ **3350**

## T4

1. #24565 (Kendall Baten) Request to add a Subaru Outback to a category and class In T4, classify the Subaru Legacy Outback (00-04) as follows:

Welcome to the SCCA, Indiana State University.

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Subaru Legacy	89 x 80 / 3000	2650	17 x 8	245	2.79, 1.55, 1.00, .69	4.11	290 (front), 287 (rear)	3400	SPC rear camber arm PN 67665 allowed. Front and rear sway bar up to 32mm allowed. Any non-

2. #24621 (Michael Jones) 06-15 Mazda Mx5 hardtop options

In T4, Mazda MX-5 / Club Model (06-15), add the hardtop to the notes as follows:

*“Any hard top following the OEM silhouette allowed.”*

3. #23676 (Tim Wise) Incomplete updates for letters 23180 & 23276

In T4, Mazda MX-5 / Club Model (06-15), make changes to the hubs in the notes as follows:

“Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. *Mazda Motorsport RX8 Hub Conversion kit part number 0000-04-5811-KT allowed.* ~~2009-2012 Mazda RX8 front and rear hubs~~ Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight.”

## COURT OF APPEALS

### JUDGEMENT OF THE COURT OF APPEALS James Candelaria vs. SOM COA Ref. No. 18-05-NE May 17, 2018

#### FACTS IN BRIEF

On April 29, 2018, following the conclusion of the Northeast Conference Majors Group 3 Race #2 at Summit Point Motorsports Park, James Candelaria (Car #36 T1) filed a Protest charging Robert Korzen (Car #88 T1) with violating General Competition Rules (GCR) 6.11.1.A. and 6.11.1.D. (On Course Driver Conduct).

The Stewards of the Meeting (SOM), George Bloeser, Douglas Nickel, Dick Patullo, and Sara Snider (Chairman), met, reviewed the evidence, and determined that Mr. Korzen did not violate GCR 6.11.1.A. or 6.11.1.D. Mr. Candelaria appealed the ruling of the SOM.

#### DATES OF THE COURT

The SCCA Court of Appeals (COA) Anne Christian, Pat McCammon, and Laurie Sheppard (Chairman) met on May 17, 2018 to review, hear, and render a decision on the appeal.

#### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from James Candelaria, received April 30, 2018.
2. Official Observers Report and related documents, received May 9, 2018.
3. Video evidence considered by the SOM, received May 9, 2018.
4. Edited version of Car #36 video seen by the SOM, providing previously unseen 360° features, received via YouTube link April 30, 2018.
5. YouTube link to an additional video identified by Mr. Candelaria, received May 8, 2018.

#### FINDINGS

Mr. Candelaria provided a narrative account of the incident and submitted a link to his edited in-car camera output and an additional YouTube link to video from a trailing car (Car #123 T1) driven by Jonathan Vasquez. Mr. Candelaria's video was edited using 360° features and showed Mr. Korzen (Car #88) catching Mr. Candelaria (Car #36), moving alongside, and the cars making contact.

The COA also viewed full race videos provided to the SOM by Mr. Candelaria (Car #36), Mr. Korzen (Car #88), and Mr. Vasquez (Car #123).

The videos showed that on lap 5 of the race at Turn 2, Car #36 was leading Car #27 (T1) and Car #88. At the exit of Turn 2, Car #27 executed a clean pass and continued on. Car #88 attempted to follow Car #27 and moved partially alongside Car #36. As the cars approached the turn-in point for Turn 3, Car #36 drifted to the right and Car #88's left front contacted Car #36's right rear. Car #36 spun to driver's right. Car #88 continued. At the time of contact there was open track to the left of Car #36 and to the right of Car #88. In Mr. Korzen's video, his hands were clearly visible on the steering wheel and he was holding a steady line prior to the contact. The video from the trailing car, Car #123, also shows and confirms Car #36 drifted slightly to the right prior to the contact while Car #88 maintained a straight trajectory.

The COA finds that per GCR 6.11.1.D. "the overtaking driver is responsible for the decision to pass another car..." Mr. Korzen began to pass prior to the turn-in point for the next corner. He left Mr. Candelaria adequate racing room to his left. GCR 6.11.1.D. continues with "the overtaken driver is responsible to be aware that he is being passed..." Mr. Candelaria moved

to his right, but Mr. Korzen had already set his track position and contact occurred. Mr. Korzen did not violate GCR rule 6.11.1.D. and when he moved partially alongside Mr. Candelaria, the balance of responsibility for avoiding contact and completing the pass shifted to both drivers (GCR 6.11.1.A., GCR 6.11.1.D.)

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them.

**DECISION**

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



## RALLYCROSS BOARD

RallyCross Board Minutes | May 1st, 2018

The RallyCross Board (RXB) met via conference call on May 1st, 2018. Attending were Steve Hyatt (Chair), Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Brian Harmer with National Office.

The Secretary acknowledges that these minutes may not be in chronological order. Steve Hyatt called the meeting to order at 7:02pm CST.

**1. Additions/Mods:** Self Filled Form for Constructor Class (Macoubrie)

**2. Chairman's Report:** In a survey completed by all 116 regions, 20% of the regions are interested in having a RX program and indicated it was what they wanted to do more than anything else. The RXB is working on a way to find tools, sites and people to run the programs in regions interested in starting or revitalizing a program.

**3. Committee reports:**

• **Safety Committee (Regan):**

- There were two incidents. One was a 2015 heart attack that never got reported. Second was a rollover. A Ford ranger went over with no major injury. The safety steward reviewed the course and found ruts after the incident. The safety committee decided there was no action to be taken but recommended reminding safety stewards to stay aware of developing ruts.
- There has not been much feedback on the new online safety training refresher course. A couple division are using the online training.

• **Rules Committee (Lightfoot):**

- Constructor Class Form (Macoubrie): Rules committee is working on a roll cage assentation form for the Constructor's Class. The form should be developed within the next couple months to allow competitors to tech their own cars and provide a form indicting the car meets the roll cage requirements.
- The rules committee is reviewing the steering rack and rebuilt engine rules per request from competitors.
- Rules Timeline (Hyatt): A question was asked of Steve Hyatt about why the rules end in the middle of the season. Would it be possible to push the deadline to September? The Rules committee would review the submissions and return in October. Rules changes could be brought up at the National Championship town hall for discussion and comment. The RXB would vote in November to get approval from the SCCA BOD in December. The plan will be to implement the extension in 2018 for the 2019 season. A note will be posted on the sccarallycross.com forum.
- Young Drivers Rules (Wright): Are younger drivers allowed to compete with a competition license in RallyCross? Yes, the rule was changed in the 2018. If the competitor has a valid competition license in SCCA they are able to participate

- **RallySprint Committee (Kito):**
  - New England has a RallySprint scheduled in July. Waste Management is scheduled for Feb 2019. NW Region will have events in July and November.
  
- **National Championship Committee (Wright):**
  - Supplemental Rules have been approved and published. Request from Brian to approve the Dixie Challenge rules were reviewed by RXB and were approved.
  - Committee is working on selecting chiefs for the 2018 event. Once selected the list will be forward to RXB or approval. The schedule for 2018 will be similar to the 2017 schedule. Selection of chiefs talked about recommendation from safety committee for the chief of safety.
  - Committee worked on possible options for an event T-shirt.
  
- **Growth and Development(Hamilton):** No Update
  
- **Divisional Steward Liaison(Macoubrie):**
  - Divisional Stewards had meeting on April 25<sup>th</sup>. 5 people were in attendance.
  - Future of the RXDS monthly call. The RXDS discussed the value of live collaboration on a revolving basis. Some months are full of activity (schedule and rule building, major events, etc.), while some are relatively quiet.
  - The RXDS will trial the May RXDS meeting by email. This will be a good chance for each division to share a few bullet points with the group on how local programs are doing and thoughts on current RX affairs. If this proves a good idea, the RXDS may conduct a few meetings each year by e-mail.
  - RXSS training deck: The RXDS is working on finalizing the details of a standardized training deck Progress is slow. Most training regimens seem to be very similar. .
  - RXDS also discuss the upcoming Dirtfish National Challenge in Sebring, FL, recent SCCA articles on Rallycross, videos as a promotional tool and how to effectively blade/groom sites.

#### **4. Old business:**

#### **5. New Business:**

- Wheel to Wheel competition (Hyatt): Since Redbull GRC is done is the any talk about wheel to wheel RX program? There is no current plan to develop wheel to wheel RallyCross in the SCCA.
- Side by Side Program (Hyatt): Steve Hyatt reached out to the Razer programs to check interested in being involved in ruleset development for a new program. Three to four people have indicated they would be interested in working on developing a ruleset for review.

**6. Next Meeting June 5th. 2018**

**7. Motion to adjourn 7:40pm CST.**

# RALLYCROSS BOARD

RallyCross Board Minutes | June 5, 2018

The RallyCross Board (RXB) met via conference call on June 5<sup>th</sup>, 2018. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Brian Harmer and Howard Duncan with National Office.

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

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

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

**2. Chairman's Report: (Hyatt):** The forums have been quiet the last few weeks. We are now in the height of competition seasons and most people are focused on the current season.

**3. Committee reports:**

- **RallyCross Safety Committee (Regan)**

- No incident. The constructor class roll cage attestation form has been reviewed by safety committee and approved by the safety committee. The long term goal is to have a process for approval by a third party. The form will be sent to the RXB for review.
- No additional feedback on the online training program has been received.

- **Rules Committee (Lightfoot)**

- Updates: The committee is still working on review of the modification of steering columns within the ruleset. The committee is also working on a response to a question about sway bar sizing.

- **RallySprint Committee (Hyatt)**

- Updates: Formal request made to allow side by sides at the waste management RallySprint using ARA rules. This will be reviewed by SCCA risk management.
- Steve Hyatt will become the third person on the Rallysprints committee.

- **National Championship Committee (Wright)**

- Updates: The committee has selected most of the chiefs. The committee sent the chief of safety names to Chris Regan and the safety committee. The safety committee replied and the RXNC-PC will review the response at the next meeting. The committee is completing action items in preparation for the event. Scott Beliveau will be chief steward for 2018 and is attending the meetings. Everything on plan? T-shirts 101 plans to attend the event and is working with the SCCA on a T-shirt design. Everything is in place for The SE Divisional National Challenge. Final details are being worked out on the schedule and town hall location.

- **Divisional Steward Liaison (Macoubrie)**

- Updates: RXDS shared information via emails instead of having a live meeting. Information shared included updates from divisions on RallySprints being planned for SE Division, RallySprints in the Southwest and Midwest divisions, Local RX events, new RX programs, and recent events.

- **Growth and Development Committee (Hamilton)**

- Updates: No update.

#### **4. Old business:**

#### **5. New business:**

- Resignation of Kito Brielmaier: After three years, Kito Brielmaier has resigned his positions as an RXB member and liaison for RallySprint. In that short time, he helped get the RallySprint program started, helped shape new RX classes as well as being instrumental in obtaining the first title sponsor for RallyCross. The RXB wishes Kito the best in his further Motorsports endeavors.
- There will not be an RXB Meeting in July. The next meeting will be in August.

#### **6. Motion to adjourn: Meeting Adjourned 7:50PM CST**

##### **1. Next RXB Meeting August 7, 2018.**

## ROAD RALLY BOARD

Sports Car Club of America  
RoadRally Board Minutes  
June 14, 2018

The Road Rally Board met via conference call on June 14, 2018. The meeting was called to order at 7:32 pm CDT by Chairman Jim Crittenden. In attendance: Peter Schneider, Wendy Harrison, Mike Bennett, Clyde Heckler, guest Rich Bireta, Mike Thompson, NEC chairman, Earl Hurlbut, BOD liaison, and Jeanne English, secretary.

- Approval of prior month's minutes. SCCA's 75<sup>th</sup> Anniversary is next year, 2019; the minutes were not clear. With that correction, they stand as published
- Road Rally Planning Calendar (Jeanne English)
  - a. Last published June 11, 2018. Thank you Jeanne.
  - b. RReNewsletter –Cheryl- – Reminder: Text “roadrally” to 22828 to subscribe.
- SCCA Staff Report (Jamie Mullin) – no Jamie this meeting
- NEC Report (Mike Thompson) – St Louis divisionals at the end of July are part of a Targa-type event. The USRRRC, first weekend in October, is coming along fine. The northern California events are definitely happening the weekend after the Cal Club events; Nov 10-11 and Nov 17-18. The NEC had a discussion about whether a claim should even be considered if it doesn't affect the claimant's score; Mike T pointed out that this is just a discussion at this point; the NEC is not making any recommendation.
- Old Business
  - a. Training videos/conference call with Chris Robbins. – Peter suggested setting up a committee to review our existing material, and decide what is needed to set up for new segments/seminars; Chris suggested 5 minute segments. Wendy will chair the committee, with Mike B, and Peter also being members.
  - b. Improvements to safety steward program and TAs – Peter and Mike B came up with some changes to the Safety Steward manual and checklist; they will have them at our next meeting. Bruce said that TAs are not required on all rallies, this started a discussion about them Jim explained that no-penalty TAs are required (and automatically allowed) for proven force majeure situations; Mike B said he doesn't think there should be penalties for use in Regional and Divisional events, given the relative inexperience of some competitors, but was OK with penalties being used in National events; someone then pointed out that National events sometimes draw novice competitors, so Mike B concluded that a better requirement would be no penalties in any events; most committees say there is no penalty for TAs (RRR.Article 21). Peter talked to a person in Colorado about getting new safety Steward Instructors, and a person in Finger Lakes who didn't know he was already an instructor.
  - c. Rally starter materials – Clyde – next month
  - d. Status of 5 regions requesting rally assistance.
    - i. Mohawk Hudson –Peter – in the fall, under control
    - ii. Ohio Valley – Wendy – nothing new
    - iii. Reno – Jeanne – still nothing
    - iv. Susquehanna – Peter – in the fall, under control
    - v. Blue Mountain – Peter – in the fall, under control
    - vi. New York region – Jeff Becker – Peter – Jeff needs a club
  - e. Social rally definition and fees – (see chart below for proposal) Jim asked if all were OK with changes made last month to the Social Rally

program. Peter said he would prefer a \$40 maximum insurance fee rather than \$50 (\$50 is more than double the current \$20 fee); others agreed. **Motion: Make the Social Rally insurance cap \$40. M/S/ Pass.** Peter wants to clarify definition of charity rally, more on this next month. Jim asked if we need to change charity structure, or if it is OK to leave it alone at fixed fee of \$80? Consensus, leave as is. Peter also the RRB to think about the fee structure of rallies of three or more consecutive days; more on this next month

- New Business
  - Stu Helfer – Northern Pacific Divisional RoadRally Steward has resigned; Jeanne will contact some people.
  - Jim received an email from Sasha Lanz about doing a rally with another club; should be OK as long as all SCCA bases are covered.

Meeting adjourned at 8:45 pm CDT  
Next meeting by teleconference July 12, 2018, 7:30 pm CDT  
Respectfully submitted,  
Jeanne English, secretary

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	<b>None</b>	<b>None</b>	<b>\$80</b>	No distance requirement
Social	<b>None</b>	<b>\$4/car</b>	<b>\$4/car - up to a maximum of \$40 per event</b>	<b>75 mile maximum distance.</b> May not be part of any championship award series.

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

**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.**

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

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



## 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/>