

SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 27th

The Solo Events Board met by conference call June 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis 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

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Recommended Items

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

General

#23346 Fuel allowance proposal re: methanol

The following rule change proposal is recommended by the SEB:

Effective 1/1/19, change 3.6.B as follows:

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or any gasoline-ethanol blend. Federally-approved E85.* Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. *Methanol is prohibited;* other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

Street

#24090 Solstice to CS

The SAC and SEB recommend the following change to Appendix A:

Move *from BS to CS*

Pontiac

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

Saturn

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

#22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS

The SAC and SEB recommend the following change to Appendix A:

Move **from BS to CS**

Honda

S2000 (exc CR)

#23650 BMW Z4 Class Change Proposal

The SAC and SEB recommend the following change to Appendix A:

Move **from BS to CS**

BMW

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

Street Touring

#22088 Brake Allowance Parking Brake Rules

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

Modify 14.6 as follows:

“14.6 Brakes

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

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

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

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

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

F. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g. pedal vs handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/ brake lines/emergency brake cables to accommodate these changes are permitted but may serve no other purpose.”

#22139 Master cylinder brace allowance in ST

The STAC and SEB recommend the following allowance for a bolt-on brake/clutch master cylinder brace mirroring the allowance present in the SP category. This is as a new line in section 14.6, as follows:

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

Also add a new line in section 14.10 as follows:

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

#23879 Please allow 265mm tires for MR in STU

The STAC and SEB recommend an allowance for 265 wide tires on STU 2WD mid and rear-engine cars.

Change Section 14.3 as follows:

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

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

Street Modified

#23104 16.1K Canards

The following change proposal is recommended by the SMAC and SEB:

Revise the following paragraph from 16.1.K as shown:

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

Prepared

#23095 Ducting air from bumper to intercooler

Change 17.10.C.3 as follows:

“Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited. **Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork. “Standard openings in the front of the car” includes ventilation system intake grilles.**”

#14898 XP boosted displacement equivalence and min weight

The PAC and SEB recommend the following change to the XP weight calculation.

Appendix A.9.a.2: “Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ **1.6** times the actual displacement.”

Appendix A.9.b: “MINIMUM WEIGHT CALCULATIONS All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver 51% of the weight on the rear axle is ~~1200~~ **1300** + [(1.796 x ~~1.4~~ **1.6**) x (200+ 20)] + ABS = ~~1753~~ **1982** lbs.

FI Engine displacement

FWD..... 1300 lbs. + 150 lbs. per liter

RWD..... 1300 lbs. + 200 lbs. per liter

AWD..... 1300 lbs. + 250 lbs. per liter

NA Engine displacement less than 4.0L

FWD..... 1200 lbs. + 150 lbs. per liter

RWD..... 1200 lbs. + 200 lbs. per liter

AWD..... 1200 lbs. + 250 lbs. per liter

Engine displacement of 4.0L or greater

FWD..... 1600 lbs. + 50 lbs. per liter

RWD..... 1600 lbs. + 100 lbs. per liter

AWD..... 1600 lbs. + 150 lbs. per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds

Cars with ABS + 50

Cars with traction/stability control + 50

Cars with active/reactive suspension + 100

Cars with greater than *51% weight on rear axle + 20 per liter*

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following

Minimum weights (lbs.):

	<u>Naturally Aspirated</u>	<u>Supercharged/Turbo</u>
FWD.....	1425.....	<i>1625</i>
RWD.....	1550.....	<i>1900</i>
AWD.....	1675.....	<i>1925</i>

Member Advisories

General

#22884 Heating tires in a pit vehicle

Per the SEB, pre-heating tires in a support vehicle is considered to be “similar means” as prohibited by 6.11.

Note: the previously-published change proposal pertaining to this subject (see item #23348) is being withdrawn. The SEB cautions members against attempting to actively pre-heat tires, such as via illegal offsite activity which can reflect negatively upon the Solo program. Attempting to raise tire temperatures (e.g. via the heating system) inside a vehicle is not permitted under the current 6.11. Further attempts to use creative methods to pre-heat tires could result in more restrictive language being added to the Solo Rules.

#24857 Request for Awards Nominations

The SEB is seeking nominations from the membership for the Driver of Eminence and Solo Cup awards. Nominations are due by July 24th and should be submitted via www.soloeventsboard.com. Descriptions of these awards are as follows:

Driver of Eminence: To the Solo driver who has consistently demonstrated excellence behind the wheel, and an exemplary degree of sportsmanship, dedication and unselfishness. The winner is selected by the Solo Events Board from nominations submitted by the membership at large. Previous winners may not be nominated again

Solo Cup: To the SCCA member who has made an outstanding contribution to the Solo Events Program. The winner is selected by the Solo Events Board from nominations submitted by the membership at large.

Lists of past winners may be found in Appendix K.V of the Solo Rules.

Street

#24651 Interest in serving on the SAC

The SEB has approved the addition of Bryan Hertweck to the SAC.

#24695 Clarification of Karcepts ND Sway Bar Mount legality

The SAC believes this mount is compliant with the rules.

#24716 Legality of HFP Parts for 2017+ Civic Si

The SAC believes this kit does not meet the Standard Part definition and does not intend to allow it utilizing Appendix A.

Street Prepared

#24845 Correction to DSP Listings

Errors and Omissions: The DSP listing for the BMW 128 which appears in class DSP is erroneous; moving that car there was a proposal last year, but it was withdrawn.

#24140 Clarification on Sunroof (15.2.O & 15.2.P)

Converting a sunroof car to a non-sunroof car via installing a non-OE sunroof block-off panel is not an allowed modification per 15.2.P. For the conversion to be compliant, 15.2.P requires removing the roof body panel and installing a non-sunroof panel.

Prepared

#24647 Change to Cooling System allowance

The PAC believes that the vehicle-specific cooling allowance in section 17.10.O.2 addresses your concern.

Other Items Reviewed

Street

#23520 Application to serve on the SAC

Thank you for your application.

#24153 Fuel Octane Rules

Thank you for your input.

#24156 Octane Limit Rule Needs Revised

Thank you for your input.

#24352 Various Street Classing Changes

Thank you for your input.

#24454 In favor of #22582

Thank you for your input.

#24517 Why the non-Cr S2000 should be in B Street

Thank you for your input.

#24624 Class change - 1998 Mustang V6

Thank you for your input. The 1998 V6 Mustang is listed in HS in the 2018 rulebook and cannot be classed any lower.

#24644 RX-8 to DS

Thank you for your input

#24662 Support Evora reclass

Thank you for your input.

#24696 Define Street and Keep it Affordable

Thank you for your input.

#24717 Mazda Rx-8 to E street, not D.Solstice/Sky to C street from B (no

Thank you for your input.

Solo Spec Coupe

#24787 ECU Tune in SSC

Thank you for your input. The SEB is continuing to monitor this situation and to evaluate alternatives.

SSR

#23534 SAC Resume

Thank you for your application.

Street Touring

#24442 camaro turbo to STU

Thank you for your input. Please see the response to letter #24419.

#24450 265 Tire Allowance

Please see the response to letter #23879.

#24499 24432 differentials

Thank you for your input. The preambles are designed to be general overviews of the category and not intended to delve into the details of each of the classes within a category. Controls on limited-slip differential changes are intended to balance performance between different car types in particular classes, and are not a basic characteristic of the category as a whole.

#24501 smaller width wheels/tires than stock

Thank you for your input.

#24526 265 tire for 2WD MR cars - Proposal #23879

Please see the response to letter #23879.

#24558 Feedback on #24432 Category Preambles

Thank you for your input.

#24559 #24432 Category Preambles - STP, the forgotten class

Thank you for your input. STP is currently a Supplemental class (see 4.8) and as such was not included in the ST Preamble.

Street Prepared

#23991 DSC Sport for Corvette C7-Z06, and extension to other SP/SM class

Please see the response to letter #22684 in the July Fastrack.

#24453 RE#22718 ; note on tire limitation on 128i in DSP

Thank you for your input. The SPAC is continuing to work on the Limited Preparation SP proposal.

Street Modified

#24082 RE:#23104 16.1K Canards

Thank you for your input.

Not Recommended

General

#23348 Approved means for preheating tires

The SEB is withdrawing the previously-published proposal to revise 6.11. Please see item #22884 for related information.

Prepared

#24691 Wheel weight rule

Thank you for your input. The PAC will continue to monitor the recently implemented wheel width allowance.

Street

#24682 Changes to wheel offset allowances

Thank you for your input. The SAC believes the +/- 7mm allowance is sufficient.

#24698 driver seat change allowance

Thank you for your input. The SAC believes that adding race seats is not in the spirit of the entry level category.

#24771 Proposed move of Camaro ss 1le to BS

Thank you for your input. The SAC is continuing to evaluate the classing for the track ponies.

Solo Spec Coupe

#24084 Allow Toyota / Subaru Front Lip

Thank you for your input. The SEB does not believe a front lip allowance is appropriate in a class with few clearly defined allowances.

Street Touring

#24412 Elise/Exige in ST?

Thank you for your input.

#24419 Request classing of Camaro 2.0 Turbo

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

#24433 In response to the decision to leave NB Miata in STR

Thank you for your input. The STAC feels the NB Miata is appropriately classed.

#24513 New ST class for SS cars

Thank you for your input.

#24561 2012-2013 TTRS to STU?

Thank you for your input. The STAC feels that the 2012 and 2013 TTRS exceed the performance envelope of STU.

#24591 Permit crush sleeve eliminators

Thank you for your input. The STAC does not feel that crush sleeve eliminators are appropriate for ST.

#24679 MBCs & 1 LSD for AWD Boost Buggies

Thank you for your input. The STAC feels that allowing MBCs would disproportionately benefit older cars and would upset the competitive balance in some ST classes. Also, the STAC feels an additional differential allowance for AWD cars is not appropriate at this time. However, the STAC will continue to monitor the competitive balance within the classes.

Street Prepared

#24175 Roll Protection using Fixed Bucket Seats

Thank you for your input. The SPAC does not feel that FIA/SFI safety systems should be required in SP, although competitors are encouraged to use additional safety equipment as they deem appropriate.

Street Modified

#21777 turbo vs N/A weight difference

With the recent changes in engine swap allowances, the SMAC wants to wait for further data before making any adjustments to weight calculations.

#24390 SAWD - drivetrain consideration

The SMAC does not recommend any classing changes at this time.

#24706 Non-Slick SSM Class

Thank you for your input. The SMAC does not see the need for a Street Modified category class that mirrors ST rules with turbos.

Handled Elsewhere

Street

#24197 S2000 to CS

Please see item #22526.

#24420 TRD FR-S/86 and Perf Pack BRZ to DS with RX8s/Boost Buggies

Please see the response to 24600 in the July Fastrack.

#24712 Kia Stinger GT2 AWD not in a category for solo autocross

Please see item #24693.

Street Touring

#24044 Street Touring Feedback

Thank you for your input. Please see item #22139.

#24073 Feedback Re # 22139 Master Cylinder Brace

Thank you for your input. Please see item #22139.

#24485 Master cylinder brace allowance in ST #22139

Thank you for your input. Please see item #22139.

#24511 RE: #22139 Master cylinder brace allowance in ST

Thank you for your input. Please see item #22139.

#24512 #22139 Master cylinder brace allowance in ST

Thank you for your input. Please see item #22139.

#24560 Feedback on #22088 ST Brake Allowance

Please see item #22088.

Tech Bulletins

Street

#24639 Tesla Model 3 street classification request

Per the SAC, please modify the following listing in Appendix A:

DS

Tesla Motors

Model 3 (~~RWD~~)(2018)

Note: this has the effect of adding the AWD version of the car as a new listing.

#24693 Please class Kia Stinger GT2 RWD

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

FS

Kia

Stinger (V6)(2018)

GS

Kia

Stinger (4 cyl)(2018)

Street Prepared

#24393 BMW M4 in Street Prepared

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

ASP

BMW

M4 (F82/F83 chassis)

Prepared

#24104 Is my Cobra eligible to run in XP?

Per the PAC, effective immediately upon publication, add the following vehicle to X Prepared.

Appendix A, X-Prepared

Backdraft

RT3 (all)

Minimum engine size of 4.5L normally aspirated or the equivalent forced induction engine size and weight.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 3, 2018

The Club Racing Board met by teleconference on July 3, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bob Dowie and Bruce Lindstrand, BoD liaisons; Rick Harris, Road Racing Technical Manager, and Scott Schmidt, Technical Assistant, Road Racing. The following decisions were made:

Member Advisory **SR General**

1. #24875 (Club Racing Board) Formula Sports Racing Advisory Committee (FSRAC) Membership Change
Formula Sports Racing Advisory Committee (FSRAC) membership changes.

On October 1, 2018, Bill Johnson will step down as the chairperson for the FSRAC and David Locke will take over the position. In addition other members of the committee will end their service this year; those vacancies will be announced at a later date.

In anticipation of these changes, to facilitate a smooth transition before the end of the year and to allow a new team time to review post-Runoffs information, résumés are requested from SCCA members who are interested in volunteering their service. Please submit your résumé for service on the FSRAC through the CRB letter log system at: <https://www.crbscca.com/>.

Steve Lathrop will be joining the Committee effective October 1, 2018.

The CRB would like to thank Bill Johnson for his service and leadership of the FSRAC.

No Action Required **GT General**

1. #23472 (Steven Pounds) Classify the Maserati Granturismo GT4
Thank you for your letter. This car is already classified in GT2/STO. Additionally, the CRB is developing the GTX class, for which, this car would qualify.

GT3

1. #24728 (Michael Heintzman) Opposes 2019 GT-3 Turbo Charging Proposal
Thank you for your feedback.

STU

1. #24699 (Andrew Chartrand) Request to Allow RHD Twins of US Imports
Thank you for your letter. The rule is clear as written. If you can identify a vehicle as a model sold in the US then it is permitted in Super Touring.

T2-T4

1. #24734 (Harley Kaplan) Request for Over Bore of .020 With 30lb Weight Penalty
Thank you for providing your feedback.

Not Recommended

P1

1. #24804 (Chris Souliotis) Classify Radical SR8 into P1
Thank you for your letter. The CRB does not recommend this change because V8 engines are outside the P1 class philosophy. Competitors who wish to race the Radical SR8 may compete in the regional only ASR class.

GCR

1. #24689 (Orval Brown) Request Swerving Rule for Cars in Paddock, Pit Lane, Grid
Thank you for your letter. GCR Section 2.1.4. covers the issue you have raised. Many Regions have in their supplemental regulations a statement that scrubbing tires is only allowed while following the pace car.

GT2

1. #24616 (Marc Hoover) Request to Allow Turbos in GT
Thank you for your letter. The CRB does not recommend this for GT1. GT2 is currently allowing turbos on a case by case basis.

GT3

1. #24635 (Joe Kristensen) Request for Larger Restrictor Size for 4 Valve 2400cc Engines
Thank you for your request. This car is competitive as classed. The CRB will continue to monitor performance.

FP

1. #23911 (Inness Eisele) Request 1990-91 BMW 318i/iS Limited Prep Weight Reduction
Thank you for your request. This car is properly classed in FP based on existing specifications and no adjustment appears warranted.

2. #24670 (Curtis Wood) Alternate Bore Stroke Engine MGA and Alfa Giulia Spider Veloce
Thank you for your letter. Absent competition data for either of the involved cars, it is impossible to determine the need for the proposed engine substitutions (which concept is generally contrary to class philosophy).

Prod General

1. #23778 (Ricky Kwok) Request New Vehicle Classification
Thank you for your request. The CRB has requested a complete VTS on the car, which the competitor has not provided. The CRB therefore assumes that the competitor no longer wishes to classify the car in Production.

2. #24669 (Curtis Wood) Request for Production and GT Double Dip and Test Opportunities
Thank you for your request. The CRB does not recommend this.

STL

1. #24740 (Greg Eley) Request to Classify PWC TCA 2014 Honda Civic SI Car in STL
Thank you for your letter. No cars over 2000 CC are classified in STL.

T1

1. #24726 (Amir Haleem) Request Clarification About Adding 3SGTE to Toyota Supra
Thank you for your request. The examples you list are carried over from the old STO class rules. Engine swaps between models are not in line with the T1 philosophy. You could consider running the car in STU where it is already classed.

T2

1. #24700 (William Moore) Request for Camaro SS/1LE 10-14 Restrictor Change
Thank you for your request. The CRB does not recommend at this time. The car in this configuration has a lot of additional potential.

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.

AS

1. #24929 (American Sedan Committee) Changes for RP 93-97 and 98-02 Camaro/Firebird Add to the specification lines Notes for the Chevrolet/Ponitac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars:

May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.

2. #24930 (American Sedan Committee) Changes for All RP Ford Mustang 4.6L Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

F5

1. #24841 (John McFarland) Request for Overbore Piston Sizes Add the following to GCR Section 9.1.1.D.14:

I. Forged pistons

Only the following forged replacement pistons are permitted:

1. Kawasaki: Wiseco # 2084M06800

Rotax 494: Wiseco # 2381M06950; *Wiseco # 2381M07000 (0.50mm overbore)*

Rotax 493: Wiseco # 2436M06950; *Wiseco # 2436M07000 (0.50mm overbore)*

Rotax 593: Wiseco # 2411M07600

2. Rotax 593 (standard bore): Wiseco # 2411M07600

3. Rotax 593 (0.010" overbore): Rotax P/N 420889171

J. Overbore pistons

“OEM Type” cast replacement pistons as allowed in 9.1.1.D.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.

1. Rotax 493 engine only: Rotax OEM 0.010” overbore piston (P/N 420888446); *ProX # 01.5400.050 (0.50mm overbore).*
2. Rotax 494 engine only: Rotax OEM 0.010” overbore piston (P/N 420887556); *ProX # 01.5598.050 (0.50mm overbore).*
3. Rotax 593 engine only: Rotax OEM 0.010” overbore piston (P/N 420889171).

GTL

1. #24642 (Kyle Disque) Request to Remove
Thank you for your letter. Remove 9.1.2.F.7.i.7.

ITA

1. #20142 (Robert McManus) Floor Pan Modification
Thank you for your request. Add to the Notes on spec lines for the ITA and ITS (1990-2005): *Spec Miata floor pan modifications allowed.*

Taken Care Of

F5

1. #24619 (Brad Smith) Allowance of Oversized Forged Pistons in 500cc Engines
Thank you for your letter. Please see the response to letter #24841.
2. #24627 (Tom Buckman) Request Overbore Pistons
Thank you for your letter. Please see the response to letter #24841.
3. #24637 (Will Lahee) Request to Allow Aftermarket Overbore Pistons in F500
Thank you for your letter. Please see the response to letter #24841.
4. #24640 (Chuck McAbee) Request for More Allowed Pistons in F5
Thank you for your letter. Please see the response to letter #24841.

T2

1. #24799 (William Moore) Request Camaro SS/1LE 10-14 Restrictor change
Thank you for your request. Please see the response to letter #24700.

T3

1. #23654 (Lansing Stout) Request adjustments to Nissans in T3
Thank you for your letter. Please see the response to letter #24687, July 2018 Fastrack Technical Bulletin.
2. #24671 (Derek Kulach) Request to Re-Visit the Restrictor for the 350Z
Thank you for your letter. Please see the response to letter #24687, July 2018 Fastrack Technical Bulletin.
3. #24674 (Jim Leithauser) Request to Re-Visit the Recent Nissan 350 Restrictor Change
Thank you for your letter. Please see the response to letter #24687, July 2018 Fastrack Technical Bulletin.
4. #24677 (Jason Ott) Additional Restrictor Data for the 350DE
Thank you for your letter. Please see the response to letter #24687, July 2018 Fastrack Technical Bulletin.

T4

1. #24721 (John Heinrich) Request to lower 2006 Mustang Ride Height Measurement Problem #2

Thank you for your letter. Please see the response to letter #24720, Technical Bulletin.

What Do You Think

None.

RESUMES

1. #24830 (Steve Lathrop) Resume to Serve on the Formula/Sports Racing Advisory Committee

Mr. Lathrop has been added to the FSRAC effective October 1, 2018.

TECH BULLETIN

DATE: July 20, 2018

NUMBER: TB 18-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2018 unless otherwise noted.

American Sedan

None.

B-Spec

1. #24751 (B-Spec Committee) Clarify B14 Kit

In GCR section 9.1.10.E.36, add the following:

“Any spring up to a maximum spring rate of 500 pounds may be used: *with the OEM suspension, the manufacturer’s upgraded suspension kit, or the Bilstein B14 suspension kit.*”

Formula/Sports Racing

F5

1. #24626 (Jason Hobbs) Request part number update due to parts availability problems

In GCR Section 9.1.1.D.14.A, add the following:

“38mm intake boots, BPP 420867860 (last 6 digits 867860 are embossed on the boot), *BPP 420867862 (last 6 digits 867862 are embossed on the boot)*, or Kimpex 07-100-33, shall be used for the 493 and 593 engines.”

FF

1. #24678 (John LaRue) Request to change how to measure overall width

In the GCR FF/FC dimensions table 4, add the following:

“H. Maximum width - To be taken *at the widest point* on the wheel at the *horizontal* axle centerline.”

2. #24797 (John LaRue) Request FF CP Piston clarification

In 9.1.1.B.12.e.2 add the following:

“Standard size AE pistons P/N 18649, casting P/N 18634, standard size CP piston, part # 81-2 FF1600, or CP oversize piston, part # 81-2- FF1600+5 *as supplied by Ivey* may be used. *CP pistons must bear the Ivey logo.*”

P1

1. #24885 (Formula/Sports Racing Committee) Delete redundant references to P1 Table 1 (Spec Line Cars)

In GCR 9.1.8.A.C.K, delete section K as follows:

“~~K. SPEC LINE CARS The intent of Table 1 (Spec Line Cars) is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the P1 rules. For individual cars included in any of the spec lines in Table 1; any deviation from spec line requirements requires the car to be made compliant to all current P1 requirements with a notation in the front of the logbook noting the requirement to be compliant with all P1 rules.~~”-

In GCR 9.1.8.A.C.J.1:

“Applicable minimum weights are specified in the P1 Engine Table and Table 1 (Spec Line Cars).”

GCR

None.

Grand Touring

GT2

1. #24020 (Ken Billimack) Request Flossman Body Kit for BMW E92

In GT2/ST, BMW M3 E92 add to the notes as follows:

"Flossman body kit is permitted. Part #FD-WBE92GT3KIT, rear diffuser is not allowed."

GTL

1. #24709 (Joe Harlan) Change 240-SX S13/S14 Wheelbase to match GT3 97.5/99.4 listing.

In GTL, Nissan 240-SX (S13/S14), add wheelbase as follows:

"99.4"

2. #24739 (Joe Harlan) Request alternate Civic wheelbase

In GTL, Honda Civic (92-95), add the wheelbase as follows:

"98.4"

Improved Touring

None.

Production

EP

1. #24592 (Jeff Young) Request about Hubs/Bearings/Wheel Bolt Pattern

In EP, Triumph TR8 (78-81), add to the notes as follows:

"Alternate front hubs are allowed provided they are of the same external dimensions as stock and weigh no less than the stock hubs."

Spec Miata

None.

Super Touring

STL

1. #24665 (Tyler Quance) Request to allow hardtop on NC MX-5 Cup in STL

In STL, Mazda MX-5 Cup, add to the notes in table B as follows:

"Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette, including part #0000-07-5901, the discontinued DG Motorsports top (if a hardtop is used, latches shall be replaced with positive fasteners)."

STU

1. #24661 (Jason Meyers) Request for Ford Escort engine allowance

In STU, Table B, add alternate vehicle and engine allowances as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Ford/Mazda BPT</i>	<i>1839</i>	<i>Chart</i>	

Touring

T1

1. #24694 (Adrian Wlostowski) Request to review Dailey Drysump allowance for LP Corvettes
In T1-LP, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to the notes as follows:

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

In T1-LP, Chevrolet Corvette C6 Coupe (05-10) Grand Sport (10-13), add to the notes as follows:

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

In T1-LP, Chevrolet Corvette Z06 (06-12), add to the notes as follows:

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

T2

1. #24719 (Bill Collins) Request to equalize BMW M3

In T2, BMW E92 M3 (08-14), make changes to the weight and notes as follows:

~~“3450~~ *3525”*

“The following aftermarket brakes are allowed with an additional 75lb penalty: StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX(F) and 355 x 35mm 4-piston caliper Part# 83.160.0047.XX (R). *Brembo Brake kit permitted:* Front brake kit#1N2.8505A and Rear brake kit #2P2.8033A ~~allowed~~. Alcon Brake Kit permitted: (F) part #BKF9751ZG70L 6-piston caliper and (R) 4-piston caliper (R) part # BKR9856B20L. Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. Any front swaybar front 32.2mm and 25.4 rear allowed. RD Sport F & R sway bar kit part # 1968190110. 80 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. DCT transmission allowed. ~~3600 lbs. if aftermarket brake system is used.~~ Rear upright may be reinforced so that the lateral arm is mounted in a double shear mount. ~~Aftermarket brakes allowed at 100 lbs. penalty.”~~

In T2, Porsche 911 / Carrera S 997.2 (09-12), make changes to the restrictor size in the notes as follows:

~~55mm~~ *60mm*

T2-T4

1. #24720 (John Heinrich) Request to lower 2006 Mustang Ride Height/Measurement Problem In GCR section 9.1.9.2.D.5.b.2.c

“Ride height to be measured without driver at the lowest point of the rocker, but not to include welded seams ~~or~~, fasteners *or factory aero cladding.*”

2. #24763 (Lansing Stout) Request to clarify classification age for cars

In GCR section 9.1.9.2.C.3.a, delete the wording as follows:

“Cars more than 5 model years old will not be classified.”

T3

1. #24684 (Jared Lendrum) Request to Open Up Years on Global MX-5

In T3, Mazda MX-5 Global Cup Miata (2016), make changes to the year as follows: (2016-)

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Charles Davis vs. Review Committee COA Ref. No. 18-06-MW June 7, 2018

FACTS IN BRIEF

On October 19, 2017, Dan Miklovic, Midwest Division Executive Steward, appointed a committee to review the driving record of Charles Davis. In accordance with General Competition Rules (GCR) 2.5., the Review Committee, composed of Mike Smith, Steve Pence, and Dan Hodge (Chairman), reviewed Mr. Davis' competition license record, interviewed witnesses, deliberated, and published a judgement on April 26, 2018.

Mr. Davis was notified by telephone and received a copy of the Review Committee's decision via email on May 10, 2018. A corrected version of the decision was delivered on June 5, 2018.

The Review Committee judgement imposed the following penalties:

1. The current remaining Probation Letters (2017 Hallett SOM Committee) and (2017 Runoff's SOM Court 1) are combined into one (1) Probation Letter with six (6) race weekends remaining.
2. At the completion of the above noted probation period, Mr. Davis will begin a twelve (12) month Probation period and be required to complete the following items as conditions to satisfying the probation:
 - a. 1 day shadowing a Chief Steward
 - b. 8 hours of working with F & C on corners (may be spread out over several weekends).
 - c. 4 hours of working with Emergency Services (may be spread out over several weekends).
3. Mr. Davis is restricted from racing in any 2018 Super Tour, Majors or the Runoffs. (This became effective on the date the Committee delivered its decision to Mr. Davis.)

Mr. Davis is appealing the decision as being "outrageously excessive."

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Anne Christian, and Pat McCammon (Chairman) met on June 7, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Charles Davis, received May 16, 2018.
2. Official driver record and related documents considered by the Review Committee, received May 22, 2018.
3. Corrected judgement and probation letters from the Review Committee, received June

5, 2018.

FINDINGS

In his appeal, Mr. Davis cited specific incidents that resulted in points being assessed against his competition license and offered causes, explanations, and extenuating circumstances for each.

- Majors Event at Texas World Speedway, May 23, 2015: The Stewards of the Meeting (SOM) at the event received two protests against Mr. Davis for passing under a full course yellow. The SOM reviewed video evidence, verified the passes under double yellow, and issued a reprimand to Mr. Davis' driver file. Mr. Davis offered a statement citing extenuating circumstances.
- Majors Event at MSR Houston, April 29, 2016: The Race Director received a witness statement indicating Mr. Davis had metal-to-metal contact under yellow and the contact caused the other car to spin off the track. In addition, the witness statement stated light contact with a different car occurred on the next lap. The Race Director placed Mr. Davis on a three (3) race weekend probation. Mr. Davis acknowledged a single car-to-car contact occurred under a local yellow flag and offered an unsubstantiated explanation for his actions.
- Super Tour at Hallett Motor Racing Circuit, April 9, 2017: A competitor protested Mr. Davis for multiple car-to-car contacts. The SOM at the event investigated these contacts, determined Mr. Davis violated GCR 6.11.1.A. and 6.11.1.D., and placed Mr. Davis on a four (4) race weekend probation. The SOM ruling was upheld in its entirety by the COA on May 11, 2017 (Ref. No.17-12-MW). Mr. Davis does not believe he was at fault and so states in his appeal of the Review Committee ruling, but provides no new information.
- 2017 SCCA National Championship Runoffs at Indianapolis Motor Speedway, September 29, 2017: The Runoffs Chief Steward accepted two protests against Mr. Davis for passing under a full course yellow during qualifying. The SOM reviewed videos, interviewed witnesses, and placed Mr. Davis on a four (4) race weekend probation, to be served after completing his existing probation (2017 Super Tour Hallett Motor Racing Circuit). Mr. Davis acknowledged passing under a full course yellow and states he allowed the cars he passed to go by at the earliest opportunity.

The COA finds the additional explanations provided by Mr. Davis are not sufficient to alter the judgements of the Review Committee. The Review Committee conducted a thorough review and reached a fair and reasoned decision based on the evidence available to them.

Further, the COA finds that the penalties assigned by the Review Committee are within its authority per GCR section 2.5., which states "The Review Committee may invoke penalties as specified in [GCR] Section 7...", and its review was conducted according to GCR section 2.6., which states, "Reviews will be conducted in accordance with Stewards Manual guidelines."

DECISION

The COA upholds the Review Committee's decision in its entirety and instructs Mr. Davis to follow the conditions of the probationary license as corrected on June 5, 2018.

Mr. Davis' appeal is not well founded, and the appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Martin Burk vs. SOM COA Ref. No. 18-08-NE
July 12, 2018

FACTS IN BRIEF

On June 17, 2018, following the conclusion of the on-track events at Summit Point Motorsports Park, Martin Burk, Tech Inspector, filed a Protest charging Lin Toland, Steward, with violating General Competition Rules (GCR) 2.1.7. (Acting in an unsportsmanlike manner.) and 2.1.8. (Threatening or committing physical violence upon any other participant or spectator.)

The Stewards of the Meeting (SOM), Jim Harrison and Peter Roberts (Chairman), met, interviewed witnesses, reviewed witness statements, and determined that Mr. Toland violated GCR 2.1.7. and 2.1.8. The SOM issued a formal ruling upholding Mr. Burk's protest, did not impose a specific penalty against Mr. Toland, and referred the matter to the Northeast Division (NEDIV) Executive Steward, Fred Brinkel. Mr. Burk appealed the ruling issued by the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Pat McCammon, and Michael West (Chairman) met on July 5 and July 12, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Martin Burk, received June 27, 2018.
2. Official Observers Report and related documents, received June 27, 2018.
3. SOM Chairman Peter Roberts' summary report addressed to Fred Brinkel, Executive Steward, dated June 19, 2018, received June 27, 2018.
4. SOM Member Jim Harrison's summary report addressed to Fred Brinkel, Executive Steward, dated June 19, 2018, received June 27, 2018.
5. SOM Chairman's written follow up summary addressed to the COA, received June 28, 2018.
6. Email statement from Fred Brinkel, NEDIV Executive Steward, received June 28, 2018.
7. Email statement dated June 19, 2018, to SOM from Chris Current, Chief Steward, received July 1, 2018.
8. Additional witness statements and photos provided by Mr. Burk in support of his appeal, received July 5 and 9, 2018.

FINDINGS

Following the last race of the day at the MARRS #5 event held at Summit Point Motorsports Park on June 17, 2018, Martin Burk asked Lin Toland why a car and driver did not report to Impound for inspection. Mr. Burk and Mr. Toland entered into a contentious conversation in the Tech area that ended with Mr. Toland striking Mr. Burk with his fist (according to Mr. Burk and numerous witness statements) or a brush on the shoulder with an open palm (according to Mr. Toland). Kathy McLeod, Tech Steward, intervened and suggested that all parties calm down. Following the physical contact, Mr. Burk called local law enforcement and also filed a protest against Mr. Toland.

At the time the protest was filed, the SOM were hearing another protest and were not able to convene to hear Mr. Burk's protest until after 7:30 PM. According to the SOM, both Mr. Burk and Mr. Toland were interviewed and all witness statements were reviewed. The SOM notes some witnesses that submitted statements had left the track due to the lateness of the hour.

The SOM determined Mr. Toland did violate both 2.1.7. and 2.1.8. and so stated in a formal ruling upholding Mr. Burk's protest. However, the SOM were unable to determine an

appropriate penalty based on their reading of the GCR. The SOM concluded the penalties set forth in GCR Section 7. focused on driver conduct and did not provide the authority for them to impose a penalty on Mr. Toland. In consultation with the Chief Steward and guidance from the NEDIV Executive Steward, the SOM determined the most appropriate action was to refer the matter to the Executive Steward for review and action.

The COA notes the conclusion regarding the lack of authority to impose a penalty in accordance with GCR Section 7. is an incorrect reading. GCR 7.1. (Who May be Penalized) lists "official" as being an individual that may be penalized. In addition, GCR 7.2.I. (Suspension of License Privileges) states that the SOM may suspend an official's license for up to 12 months.

Mr. Burk asserts the SOM did not hold a hearing in accordance with GCR 8.2. The SOM Chairman's and SOM member's statements to the NEDIV Executive Steward indicate a hearing was held and all parties were apprised of the ruling. The COA is unable to conclusively state a hearing was not held, but does acknowledge the information provided to Mr. Burk and handling of this case should have been more transparent.

The COA strongly considered returning the matter to the SOM with a directive to reopen the hearing, but the only appropriate penalty offered by GCR Section 7. is suspension of Mr. Toland's steward license. Fred Brinkel, NEDIV Executive Steward, suspended Mr. Toland's license indefinitely on June 18, 2018, and requested the National Chairman of Stewards, Jim Rogaski, convene a Review Committee as set forth in GCR 2.5. (Executive Steward Driver and Official Review) to investigate and issue a ruling on the matter. Mr. Brinkel requested Mr. Rogaski appoint individuals with no connection to NEDIV. Mr. Rogaski convened the Review Committee on June 19, 2018, and the review is in progress. Mr. Toland in effect has been penalized with a suspension (the strongest penalty the SOM could have imposed) and returning the issue to the SOM for further deliberation would only delay the Review Committee process.

The COA acknowledges the SOM ruling is unique, but not in technical violation of the various GCR sections that address penalties.

DECISION

The COA upholds the SOM's ruling that Mr. Toland violated GCR 2.1.7. and 2.1.8. and their referral to the NEDIV Executive Steward for further action. Mr. Burk's appeal is well founded and his entire appeal fee will be returned.

ROAD RALLY BOARD

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

The Road Rally Board met via conference call on July 12, 2018. The meeting was called to order at 7:30 pm CDT by Chairman Jim Crittenden. In attendance: Wendy Harrison, Mike Bennett, Clyde Heckler, Mike Thompson, NEC chairman, Earl Hurlbut, BOD liaison, Jamie Mullin, National office, and Jeanne English, secretary.

- Approval of prior month's minutes - stand as published
- Road Rally Planning Calendar (Jeanne English)
 - a. Last published June 11, 2018. Thank you Jeanne. New one coming soon
 - b. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe. New one coming soon?
- SCCA Staff Report (Jamie Mullin) –
Jamie now processing all sanctions, insurance, and audits, for all programs; send sanctions and audits to sanction@scca.com (sanction singular). Jim asked if there were any delinquencies, Jamie said no, except for an Arctic Alaska event that she thinks was canceled. An updated SCCA Welcoming Environment Statement went out July 3, to better express the core values of SCCA, how national office does things, it will go in rulebooks for all programs, and also on region websites; Jim will make sure it gets into RRRs. SCCA office is restructuring, bringing everything back to Operations; Deena Rowland is no longer with SCCA.
- NEC Report (Mike Thompson) – nothing controversial going on; the NEC feels that Time Allowances should be required on all rallies; no recommendation about claims yet; overlap is covered in the RRRs, no attention needed; can entries be limited, RRRs allow rejecting entries; now just waiting on feedback from rally community and RRB before any action on RRRs. Wendy reported that Hoosier Crossroads went well; they had 4 new cars on Sunday, who were interacting with veteran cars.
- Old Business
 - a. Training videos – Wendy, Mike B, Peter. –
Wendy has been busy, will start working on this now
 - b. Improvements to safety steward program. –
Mike B said he and Peter are still doing some updating to the RRSS Manual and the Safety Checklist
 - c. Rally starter materials – Clyde – links need updating (because a year is in link, it doesn't update when year is changed) can this be fixed to avoid that problem
 - d. Status of 5 regions requesting rally assistance.
 - i. Mohawk Hudson –Peter
 - ii. Ohio Valley – Wendy
 - iii. Reno – Jeanne – more next month, region meeting last night
 - iv. Susquehanna – Peter
 - v. Blue Mountain – Peter
 - vi. New York region – Jeff Becker – Peter
 - vii. Jim reported about a woman, non-SCCA, who wants to do a charity rally
 - e. Social rally definition and fees – see next page for proposal – do we need to limit the number of charity events to one? Next month
 - f. Replace NorPac DRRS - Jeanne now working on it
- New Business –

- a. Rule change proposals – deadline for proposals was June 30th. Proposals have been published and emailed for community input. Deadline for input is August 30th.
- b. Jim has started a spreadsheet with responses, trying to distill them to yes or no; it will not show other comments about proposals; Jim reminds RRB members to read the full submitted comments. Mike T suggested requesting comments again (not new proposals), maybe two weeks before the August 30th deadline.
- c. Jim submitted the RoadRally list of seminars requested for the 2019 Convention to Jeff Luckritz; Mike T suggested a seminar (or adding to another seminar) explaining the various classifications of rallies

Meeting adjourned at 8:27 pm CDT
 Next meeting by teleconference August 9, 2018, 7:30 pm CDT
 Respectfully submitted,
 Jeanne English, secretary

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			\$80 flat fee	No distance requirement
Social	None	\$4/car	\$4/car - up to a maximum of \$40 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.

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/>