

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 25th

The Solo Events Board met by conference call July 25th. 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

CONTENTS

BOARD OF DIRECTORS	NONE
SOLO	1
SEB Minutes	1
ROAD RACING	9
CRB Minutes	9
Technical Bulletin	13
Court of Appeals	16
RALLY	18
RallyCross	18
Road Rally	21
TIME TRIALS	24
Time Trials	24
LINKS	25

Recommended Items

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

Street Prepared

#23431 Eagle Talon reclass

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

Move **from ASP to DSP**:

Mitsubishi

Eclipse Turbo and Talon Turbo (1989-99)

Plymouth

Laser (AWD)

#19867 Blow-off/ pop-off valves

The SPAC and SEB recommend the following rule change:

In 15.10.4:

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

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

Member Advisories

Street

#24912 Removal of plastic badges in street class

Thank you for your input. The SAC believes the rule is adequate as written. The SAC also believes that badges are appearance modifications that don't materially affect weight.

Street Touring

#25041 STAC Personnel

The STAC currently has a vacancy, and members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com

Street Prepared

#24758 15.2.A Violation and Clarification

The SPAC would like to clarify that the way in which the splash shield is modified is not restricted to the original material of the shield. This would allow the use of metal in the modification of a splash shield for tire clearance so long as the modification is specifically for tire clearance, or for installation of fender flares, and is not complete replacement of the original part.

#24589 Street Prepared rule clarification

The SPAC agrees that rule 15.1.C allows standard components to be exchanged between cars on the same line in Appendix A. This would allow any of the factory positions for the windshield washer reservoir bottle to be used independent of other equipment on the car.

Change Proposals

Safety

#23152 Senior Solo Safety Steward license

The Solo Safety Committee is requesting member comment regarding the following proposed addition to Appendix H as a new subsection:

“Senior Solo Safety Steward License

Intent: A Senior Solo Safety Steward license should be a tool for keeping long standing experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal.

The Solo Safety Committee considers this license to be an emeritus status. As such, the Senior Solo Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Committee. Renewal requests shall be made to national Solo Safety Committee Chairperson.

The Senior SSS license shall be subject to the following restrictions:

1) A senior grade license applicant shall be a currently licensed SSS holding a regular or Instructor license.

2) The Applicant must have had a regular SSS license for at least 20 continuous years in order to apply for this license grade (SCCA can verify first license issuance date and continuous service).

3) After appointment, the license is valid for a 3 year term unless rescinded by the SSC. The requirement to serve as a SSS or SSI at events during the license period is waived.

4) The Sr.SSS licensee shall serve in SSS roles for emergency purposes only, i.e. in case a region needs a SSS during an event heat or an event heat when a regular license holder is not available. A senior license holder cannot be named in the capacity of "Solo Safety Steward of Record" on a sanction application. A senior license holder cannot be used on a regular basis to address a region's inability to assign a regular SSS license holder.

5) Relative to an event Solo Safety Steward of Record, a Sr.SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.

6) Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo Safety Steward Summary" as a refresher course on the SCCA website and submit the results with their renewal application to the SSC Chairperson."

Street

#22772 #20102 Replacing Electronic Shocks

The SEB and SAC are requesting member feedback on the following revised version of the 13.5.A rule change proposal.

Change 13.5.A to read as follows:

"13.5.A On vehicles originally equipped with an adaptive ride control system (MSRC, MRC PASM, AMS, etc) the calibration may be altered or the entire controller may be replaced provided the original damper/shock remains unaltered. Additional sensors are not allowed. The calibration or updated controller must use the same methods of control as the OE controller and connect without altering the wiring harness. Changes in signal/current to the damper is the only allowance and must remain within the OE operating design limits. Traction management settings cannot be altered. ~~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.~~"

Comment:

The SEB and SAC are continuing to explore if altering adaptive ride control systems should be part of the shock allowance. We have identified 28+ vehicles classed in the Street category that offer the technology. Based on member feedback we agree the rule should be more restrictive than first proposed. Ignoring this technology does not seem prudent.

This revision should allow members to use OE controllers from within the brand. (Example - Update the controller from a newer model or track-focused model). Should the rule allow members to change shocks and controller from a higher performance model in the same family (for example, shocks and controller from one Mustang model to another)?

The revision should allow members to use a calibration flash like Chevrolet is offering for the Corvette.

The revision should allow aftermarket controllers. We are also trying to restrict the operational range of aftermarket controllers (i.e., limit signals/current to OE design limits).

Under discussion and consideration:

Should the SEB experiment with controllers in just one class? SS has the largest share of adaptive ride control systems and would be a good candidate.

Should the SEB consider aftermarket controllers on a brand basis? This would eliminate “home made” systems and controllers not widely available or cost prohibitive.

Should the SEB take a tiered approach? Allow OE controllers and calibrations for 2019 and continue to evaluate “aftermarket controllers” for 2020 or beyond?

The SEB may continue to collect information and make no changes for 2019.

Other Items Reviewed

General

#24905 Clarify

Thank you for your input regarding NOC and catch-all listings.

#24918 Solo Cup Nomination

Thank you for your nomination.

#24919 Driver of Eminence Award

Thank you for your nomination.

#24931 Supplemental Classes vs Waitlist

Thank you for your input.

#25019 Driver of Eminence Nomination

Thank you for your nomination.

Street

#24672 In Support of RX-8 to DS

Thank you for your input.

#24902 Evora to BS response to #22613

Thank you for your input.

#24928 Feedback on DS Classing Changes

Thank you for your input.

Street Touring

#24154, 24173, 24468, 24469, 24541 Octane Feedback (various)

Thank you for your input. Please see the 2018 Octane Rules Clarification published on the SCCA website.

#24296 Software Engineer 3

Thank you for your input. Please see the response to letter #24831.

#24497 22139 braces

Thank you for your input. Please see response to letter #22139

#24498 Rear engine tire limit

Please see the response to letter #23879 in the August Fastrack.

Street Prepared

#24650 Re: Change Proposal #19867

Thank you for your input.

#24654 Feedback for #19867 (BOV/POV rules in 15.10.4)

Thank you for your input.

#24655 Relief Valve proposal

Thank you for your input.

#24666 19867 Blow-off/ pop-off valves, Comment in Support of Change

Thank you for your input.

#24667 19867 Blow-off/ pop-off valves, Comment in Support of Change

Thank you for your input.

#24690 Blowoff/popoff valves

Thank you for your input.

#24756 Change Proposal #19867 Blow off/ pop-off valves

Thank you for your input.

#24757 Change Proposal #23604 Allow any Tie Rod or Toe Link in SP

Thank you for your input.

#24766 SP Allowances Clarification

Thank you for your input. Please see the response to letter 24758.

#24847 Support of letter #23431

Thank you for your input.

#24908 Feedback for #23979 Equal Rights for Superchargers and Turbos

Thank you for your input.

#24957 RE: 23431 DSM cars

Thank you for your input.

Prepared

#24952 24314 ABS feedback

Thank you for your input.

Not Recommended

Street

#24452 RE#22696 ; non-M, non-turbo E46, E9x ,and E82 should be together

Thank you for your input. The SAC feels the E9x and E82 BMWs are appropriately classed at this time.

#24824 Move the 2000-05 Toyota Celica GT to HS

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

#24840 Stainless Steel Brake Lines in Street

Thank you for your input. The SAC does not believe this modification is in the spirit of the Street Category.

#24854 Vehicles after 1989 should be excluded

Thank you for your input.

#24862 Consider tightening the aftermarket shock allowance in Street

Thank you for your input.

#24864 Move the Nissan 370Z to CS?

Thank you for your input. The SAC will continue to monitor the competitive balance in CS.

#24896 Please Classify the Ford CMax

Per 3.1.A this vehicle doesn't meet the height to track width standard and therefore is not eligible for competition.

#24897 Move Mercedes SLK32 AMG from BS to FS alongside its SRT-6 twin

Thank you for your input. The SAC believes the SLK32 is appropriately classed.

Street Touring

#24583 Allow the addition of MAP sensors for ST cars pre-'96

Thank you for your input. The STAC does not feel that an allowance for additional sensors is appropriate for ST.

#24675 Move the 99-05 NB Miata to STX

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

#24711 NA/NB torsens from STR to STS

Thank you for your input. STS continues to be well-subscribed, and the STAC does not believe that the addition of newer and faster cars would be beneficial to the class.

#24783 Please fix the massive imbalance with the former STF cars in STS,

Thank you for your input. The STAC is monitoring the competitive balance of cars in STS and is evaluating options for making some of the cars more competitive.

#24811 981 Cayman S in STU

Thank you for your input. The STAC is waiting to see how the recommended allowance for 265s on the MR cars affects STU before introducing newer and likely slightly faster MR cars to the class.

#24814 Aftermarket Fuel Pump

Thank you for your input. The STAC does not believe that aftermarket fuel pumps are appropriate for ST.

#24831 17+ Camaro SS 1LE

Thank you for your input. The STAC will continue to monitor the health of STP and introduce additional cars when appropriate.

#24853 R53 MINI to STH with pulley allowance

Thank you for your input. The STAC believes the supercharged Mini is appropriately classed in STX. The committee does not support an allowance for cars in the ST category to replace supercharger pulleys.

#24855 R53 Mini to STH

Thank you for your input. The STAC believes the supercharged Mini is appropriately classed in STX. The committee does not support an allowance for cars in the ST category to replace supercharger pulleys.

Street Prepared

#24649 BMW E30 m42 from D/SP to F/SP

Thank you for your input. The SPAC does not believe that this car would fit the competitive balance of FSP.

Prepared

#24948 Prepared engine swaps - Keep It Simple

Thank you for your input. The PAC is concerned that your proposal would add a layer of complexity that would be difficult to monitor.

Handled Elsewhere

Street

#24868 2019 MX-5 Classing

See response to letter 24826

#24876 MazdaLotus ND2 to AS

See response to letter 24826

#24878 Mazda Miata ND2 - CS Thoughts/SPEC ND2

See response to letter 24826

#24933 2019+ (ND2) Mazda MX5

See the response to letter 24826.

Street Touring

#24825 Seats and steering wheel with airbag

Thank you for your input. The ST airbag proposal was withdrawn, as published in the July Fastrack.

Tech Bulletins

Street

#24177 2018 BRZ tS Classing

Per the SAC, please add the following listing to Appendix A, effective immediately upon publication:

CS

Subaru

BRZ tS (2018)

#24921 Please class 2014 Mercedes E550

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

FS

Mercedes-Benz

E-class (W212 chassis)(non AMG)(2009-16)

Street Touring

#24473 STU and STH NOC Classing

Errors and Omissions: With the creation of STH, the STAC recommends the following previously-overlooked updates to the "Catch-All" class listings for STU and STX.

Modify Appendix A as follows:

STU

"Catch-All:" Sedans and Coupes NOC (non-sports-car-based; 4-seat minimum; over 5.1L normally aspirated or ~~2.0L-2.5L~~ to 3.1L forced induction)

STX

"Catch-All:"

Sedans and Coupes NOC (non-sports-car-based, 4-seat minimum; 3.1L to 5.1L normally aspirated ~~or up to 2.0L forced induction~~)

#24606 Dealer-Installed JCW Package on Gen 1 Minis

Errors and Omissions: The STAC would like to correct the years in the listing for the first generation JCW Cooper S listed in STX.

Modify Appendix A as follows:

STX

Mini

Cooper S & Cooper S JCW (incl. ~~2004-05-2005-06~~ dealer-installed)

Modified

#24017 Tracking Number 24016 - Sylva J15 kit car

Per the MAC, add to the list of DM/EM eligible kit cars in 18.1.A.1 under "The list of currently approved models is as follows:"

Sylva Sports Cars J15

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 7, 2018

The Club Racing Board met by teleconference on August 7, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, 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

F

1. #25048 (Club Racing Board) Changes in the FSRAC

The CRB would like to thank the following members of the Formula Sports Racing Advisory Committee for their service to the SCCA racing community as they end their terms on 10/1/2018:

Jim Downing
Mike Eakin
Jacek Mucha
Jay Novak
Steve Oseth

SCCA members who wish to be considered for service on the FSRAC may submit their résumés through the CRB letter log system.

P2 and FB

1. #25047 (Club Racing Board) Stock Engines

Competitors in P2 and FB are reminded that a stock engine consists of parts that were originally delivered as an OEM unit. A stock engine is NOT an engine made up of stock parts from various engines and different platforms to create an engine that never existed as an OEM unit.

All the engine part numbers must have been included in, or superseded in the original OEM engine. For example, an engine with a short block from one engine platform, cylinder head from a different platform and cams from a third is not a stock engine.

STL

1. #24746 (Eric Kutil) Request to equalize FPR Reduction on all B-Series Vtec Engines

In STL, GCR section 9.1.4.2 Table A, make changes as follows: see attachment Effective Post Runoffs. Further adjustments may be made considering Runoffs Data.

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Acura/Honda B17</i>		<i>Chart</i>	<i>54mm Flat Plate required</i>
Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)		<i>Chart</i>	<i>54mm Flat Plate Required</i>

STU

1. #24890 (Kevin Koelemeyer) Request to Equalize Direct Injected Turbo Cars
In STU, GCR section 9.1.4.1 Table A, make changes as follows:
Effective Post Runoffs. Further adjustments may be made considering Runoffs Data.

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda K20C1 Turbo I4</i>	<i>1996 CC</i>	<i>3075</i>	<i>36mm TIR Required.</i>

No Action Required

GCR

1. #23902 (Tobin Schuster) Request What is Required to Be Included in a Final Grid Report
Thank you for your request to standardize results to handle driver participation credits. It will be handled in the, soon to be updated, Timing and Scoring Manual.

GT3

1. #24796 (Rob Elson) Turbocharger Proposal
Thank you for your knowledge.

ITC

1. #24987 (James Bell) Request Clarification on Driveline Changes for Improved Touring
Thank you for your request. 9.1.3.D states that "Modifications shall not be made unless authorized herein" which specifically allows only items listed to be changed or modified. Those components not listed are to remain OEM as a default to this rule. Authorized driveline modifications would be listed under 9.1.3.D.4; Transmission/Final Drive.

Prod General

1. #24964 (Ron Bartell) Request for Compression Check for LP Motors at the Runoffs
Thank you for your request. It has been provided to the SCCA Technical Staff.

T1

1. #24924 (Darrell Anderson) Request for Fender Flare Material Clarification
Thank you for your request. Fender flare material is open.

T2

1. #24950 (James Leithauser) Opposes BMW Weight Increase Recommendation
Thank you for your letter. This change was based on data from three 2018 events. The recommendation was not based on trap speeds alone. It was based on multiple factors. The data analysis included comparisons against multiple current competitors.

Not Recommended

F5

1. #24580 (Jay Novak) Allow Twin Pipes on 500cc 2 Stroke Engines in F500
Thank you for your letter. The CRB does not recommend this change.

2. #24898 (Clint McMahan) Request Performance Adjustment for F5
Thank you for your letter. The CRB does not recommend this change.

FV

1. #24461 (Gregory Bruns) Request Alternate Front Spindle Rule
Thank you for your letter, the CRB does not recommend this change.

2. #24935 (Alan Varacins/SpeedSportEngineering) Discussion Points About Minimum Weight for Disc Brakes

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

P1

1. #25012 (Jim Devenport) Request Fender Gap Clarification

Thank you for your letter. The CRB does not recommend this change. The no fender gap rule is adequate as written, and all cars must be in compliance with the current provision. Please see the responses to letter #13713, May 2014 Fastrack Minutes, and letter #22959, December 2017 Fastrack Minutes.

2. #25016 (Jim Devenport) Fender Pod Defined as Part of Body

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #25012.

GCR

1. #24836 (David Dewhurst) SCCA Club Racing Cars Four Wheels Off Track and Re-Entering

Thank you for your letter. 6.11.1.A states it is the driver's responsibility to avoid body contact on the race track. Additionally, your suggestion for stopping to wait for a signal from a corner worker is a very good one and highly recommended but making it a requirement will not work at all tracks as there are corners where turn stations are far from where the car exited the racing surface.

GT2

1. #24806 (Richard Ruckh) Request Adjustment to Restrictor

Thank you for your request. The current restrictor is correct.

GT3

1. #24889 (Bud Reichard) Request to Equalize Winged and Non-Winged Cars in GT3

Thank you for your request. Wings are allowed in the maximum preparation level. A competitor may choose a lower preparation level.

GTL

1. #24913 (Mike Ogren) Request to Allow HP Cars in GTL at Minus 5% Weight

Thank you for your letter. The CRB is only making adjustments in GTL based on safety issues or error/omissions. The CRB believes GTL has gained stability with the current rules.

HP

1. #24932 (Mike Ogren) Request to Move the 4AG Powered Toyotas to FP

Thank you for your request. Straight line speed is one factor that is considered in determining whether a car is properly classed but overall competitiveness is the most critical factor. Based on the competition record for this car, as it is currently classed, it is not performing at a level outside the performance envelope applicable to HP.

T1

1. #24925 (Darrell Anderson) Request to Add Ford Mustang FP350S Motor

Thank you for your request. The requested engine has too much potential for T1.

2. #24926 (Darrell Anderson) Request for 2015-2017 Ford Mustang GT to Run 2018 Intake

Thank you for your request. This is not recommended at this time. The mustang has shown potential in T1.

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.

GCR

1. #24951 (SCCA Staff) Request to Look at Wording in 9.1.C.1
In GCR section 9.1.C.1, change the wording as follows:

Organizers may develop classes of cars to accommodate local demand and interest, provided the preparation rules *must* meet the General Technical Specifications. *When changes are made in the local classes*, and are reviewed annually and approved by the Road Racing Department, before the first event of the calendar year in which the local class(es) will compete. *It* is the organizer's option to Include these classes in events defined in 3.1.2.

Taken Care Of

FF

1. #25011 (Eric Little) Follow Up on Letter #24993
Thank you for your letter. Please see the response to letter #25000, Technical Bulletin.

P2

1. #25013 (Bryan Yates) Supports Assisted Shifting
Thank you for your letter. Please see the response to letter #23919, July 2018 Fastrack Minutes.

GT General

1. #23183 (Scotty B White) T1 Viper Performance
Thank you for your letter. This car is classified in GT/STO.
2. #23945 (Scotty B White) Request to Classify 2013+ Viper in LP
Thank you for your letter. This car is classified in GT2/STO.

HP

1. #24934 (Jason Stine) Support For Letter #24932, Toyota to FP from HP
Thank you for your support. Please see the response to letter #24932.
2. #24961 (John Trenergy) Support For Letter #24932 About Toyotas in HP
Thank you for your support. Please see the response to letter #24932.

STU

1. #24980 (Allan Ferragonio) Request to Review Car Classification
Thank you for your request. Please see the response to letter #24890.

What Do You Think

None.

RESUMES

None.

TECH BULLETIN

DATE: August 20, 2018

NUMBER: TB 18-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/31/2018 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FE

1. #24963 (Robey Clark) Request FE2 2.0L MZR Spark Plug Specification

In GCR section 9.1.1.I.16, add the spark plug part number as follows:

"j. 2.0L MZR required Spark Plug Part# ND ITV 24"

FF

1. #25000 (SCCA Staff) Request to change effective date and wording to letter 24797 E&O

In GCR section 9.1.1.B.12.e.2, make changes as follows:

"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.

Effective 01/01/2019, CP pistons *bearing part # 81-2-ff1600 or 81-2-FF1600+5* must bear the Ivey logo."

Note from CRB: Other OEM spec replacement parts may be submitted to SCCA for evaluation and approval at any time by any member, non-member, or vendor.

P1

1. #24906 (Formula/Sports Racing Committee) Remove redundant references to spec line cars

In GCR 9.1.8.A.C, make changes to the opening paragraph as follows:

"Cars homologated prior to 1/1/14 ~~may be spec line cars or~~ *are* required to be fully compliant with all P1 rules."

In GCR 9.1.8.A.C.J, delete the first sentence as follows:

~~"For cars listed in spec lines, specifications that are more restrictive in those sections take precedence over the general specifications in section C.J."~~

SR General

1. #24958 (SCCA Staff) Add wording in GCR section 9.1.8.A.1 E&O

In GCR section 9.1.8.A.1, add the wording as follows:

"Sports Racers Cars except SRF & *SRF3* homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required."

GCR

1. #24943 (SCCA Staff) Appendix B and C Revisions

In GCR Appendix B and C, make changes as follows:

Remove all references to Club Racing and replace with Road Racing.

Note: The goal is to change all Club Racing references to Road Racing for the 2019 GCR version.

Grand Touring

GT2

1. #24113 (David Tuaty) Request side windows to remain intact

In GT2, 991.1 GT3 Cup (14-16), delete and change the wording as follows:

~~Side door windows must be removed and~~ **W**indshield clips must be installed per GCR 9.3
Windshield Clips/Rear Window Straps.

In GT2, 996/997.1 GT3 Cup 996: 98-05 997: 06-09, delete and change the wording as follows:

~~Side door windows must be removed and~~ **W**indshield clips must be installed per GCR 9.3
Windshield Clips/Rear Window Straps.

In GT2, 997.2 GT3 Cup (10-14), delete and change the wording as follows:

~~Side door windows must be removed and~~ **W**indshield clips must be installed per GCR 9.3
Windshield Clips/ Rear Window Straps.

2. #24793 (Joe Aquilante) Request to amend Corvette spec line

In GT2/ST, Chevrolet Corvette, change the years as follows:

~~(-2016)~~ **(-2019)**

3. #24835 (Brian Kleeman) Request to Classify the Ford Mustang FP350S in GT2

In GT2-ST, classify the Ford Mustang FP350S as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ford Mustang FP350S (2018-)</i>	<i>5200</i>	<i>3500</i>		<i>Spec Car, max prep must be as delivered</i>

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

None.

Touring

T2-T4

1. #24989 (SCCA Staff) Adding omissions to Appendix M SMG

In Appendix M, 2.q.1, add new wording as follows:

“a. OEM Ford hood with louvers not to exceed the dimensions of those found in the optional “Tiger Racing” hood is allowed.”

In Appendix M, 2.g.2, add new wording as follows:

“a. Petty Bar is allowed so long as it is removable and not permanently attached to the roll cage.”

In Appendix M, 2.i, add new wording as follows:

“9. The OEM GT500 Brembo brake calipers from a 2007-2009 Shelby GT500 are allowed. Ford OEM part (7R3Z2B120A.RT/ 7R3Z2B121A.LT).”

In Appendix M, 2.o.1, add new wording as follows:

“a. Apex Wheels, Part PN: EC71810ET43-45 – 18” x 10” front and rear. Black, Anthracite and Hyper-silver are permitted colors.”

T3

1. #24907 (Scotty B White) Request to review letter #23941

In T3, Ford Mustang ECO-Boost (2015+), change the notes as follows:

"36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed.

~~Track package~~ *EcoBoost Performance Package* allowed *in part or complete*. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. *Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs).*"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Gregory McDermott vs. SOM COA Ref. No. 18-07-NE July 22, 2018

FACTS IN BRIEF

On June 3, 2018, at the Lightning Challenge Regional Races at New Jersey Motorsports Park, extreme weather and flooding forced the cancellation of the competition for Groups 6, 7, and 8. Chief Steward Butch O'Connor filed a Request For Action (RFA) asking that a recommendation be made for a method of apportioning points to the affected drivers. The regional races were eligible for points in several regional series, including the Mid-Atlantic Road Racing Series (MARRS).

The Stewards of the Meeting (SOM), Don Yeske, Sue King, and Herbert Sweeney III, Chairman, met, considered the request, and issued a ruling stating how points would be awarded. Greg McDermott, Director of Club Racing for Washington, DC Region appealed the ruling on behalf of the MARRS Series.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Anne Christian, and Laurie Sheppard (Chairman) met on July 5, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Greg McDermott, received June 13, 2018.
2. Official Observers Report and related documents, received June 26, 2018.
3. Emails from Butch O'Connor and Herbert Sweeney, received June 26 through July 6, 2018.
4. Revised SOM Hearing and Decision, received July 19, 2018.

FINDINGS

In his appeal Mr. McDermott expressed his opinion that "decisions of how the individual series award points in the event of cancelled races are the domain of the individual series and are outside the responsibility of the event stewards."

The COA noted that the General Competition Rules (GCR) does not provide authority for the SOM to require awarding of points for a cancelled competition. Upon notification of the appeal, the SOM reviewed the wording of the original ruling and determined it did not reflect the intent of the event organizers to suggest a resolution rather than require all series to follow the same procedure. The RFA was returned to the SOM for reconsideration. A new ruling was issued that removed emphatic language binding the individual series to any method of awarding points.

Based on the new ruling, Mr. McDermott withdrew his appeal.

DECISION

The Court of Appeals accepts Mr. McDermott's withdrawal request. The appeal is returned unheard. Mr. McDermott's entire appeal fee will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Robert Gross vs. SCCA COA Ref. No. 18-12-GL
July 27, 2018

FACTS IN BRIEF

On June 2, 2018, at the Hoosier SCCA Super Tour at Mid-Ohio Sports Car Course, Dr. Robert Gross was involved in an on-track incident severely damaging his Formula F car and requiring a wrecker to return to his paddock space. After arriving in the paddock, Dr. Gross attended to his car and downloaded his in-car video.

Approximately two hours after the completion of the race, Dr. Gross sought out Race Director Steve Pence to request action be taken against other drivers in his race whom Dr. Gross believed were responsible for the incident. According to Dr. Gross, Mr. Pence declined to initiate an investigation due to the time delay. Dr. Gross did not file a Protest at that time although that was his right per General Competition Rules (GCR) 8.1.5. and 8.3.1.A-F.

Upon returning home from Mid-Ohio, Dr. Gross contacted the Club Racing Board (CRB) via online letter and Mike Cobb, CEO, SCCA, Inc. to demand that they remove F500 from any race grouping with Formula F and ensure that all race organizations follow and enforce the GCR and Supplemental Regulations in effect at the time of the event. Mr. Cobb requested that Eric Prill and Deanna Flanagan investigate the administrative processes employed at the event and respond to Dr. Gross' letter. Dr. Gross is dissatisfied with their response and has appealed, alleging that multiple rules were administered inappropriately, unfairly, and inequitably.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Michael West, Spencer Gorham, and Laurie Sheppard (Chairman) met on July 26, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Gross, received July 26, 2018, containing Dr. Gross' original letter and subsequent emails from Mike Cobb and Scott Schmidt, SCCA Technical Assistant, Road Racing.

FINDINGS

Dr. Gross is appealing "decisions made by SCCA" and cites GCR 8.4.1. (Right to Appeal) which states "Any participant or organization named as a party to a protest, a Race Director or Chief Steward's RFA; or any member named as a party in a Review Committee, has the right to appeal a decision or penalty imposed upon him or it by the SOM or Review Committee." The COA notes the absence of a decision or penalty imposed on Dr. Gross by the Stewards of the Meeting (SOM) or a Review Committee (see GCR 2.5.) In addition, he is not a named party to any ruling issued by the SOM at the event in question. As such, the COA finds that Dr. Gross' petition is outside the limitations of GCR 8.4.1. Therefore, Dr. Gross' appeal will not be heard.

The COA finds that the June 2, 2018 Hoosier SCCA Super Tour race is complete, final, and closed to further review.

DECISION

The COA respectfully declines to hear Dr. Gross' petition for review. The appeal is returned unheard. Dr. Gross' entire appeal fee will be returned.

RALLYCROSS BOARD

RallyCross Board Minutes | August 7, 2018

The RallyCross Board (RXB) met via conference call on August 7th, 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 Howard Duncan with National Office.

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

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

1. Additions or corrections to the agenda: None

2. Chairman's Report: (Hyatt): No Report.

3. Committee reports:

- **RallyCross Safety Committee (Regan)**
 - No incidents.
 - The national office requested the safety committee present safety steward training at the 2019 National Convention.
- **Rules Committee (Lightfoot)**
 - Updates: A question was asked via email about fender liners. Is a car still legal in stock class if a fender liner is lost during competition? The current interpretation is the competitor would be allowed to stay in class if the fender liner was lost during competition, but the fender liner needs to be in place at the beginning of competition. A clarification will be considered for the 2019 ruleset.
 - Is methanol an approved fuel? Methanol is not currently an approved fuel.
 - Are steering system modifications allowed in the modified class? The steering system is part of the suspension and is allowed to be modified.
- **RallySprint Committee (Hyatt)**
 - Updates: No rules changes are currently being consider for the 2019 ruleset.
- **National Championship Committee (Wright)**
 - Updates: The 2018 DirtFish SCCA National Championship is sold out. Competitors can still signup and be on a waiting list. There will be three run groups similar to past events. The committee is looking at creating an area near the starting line for swapping two driver cars. Class inspection will be in the grid area. The committee is looking at options for providing a backup timing system. The committee is also looking at ways to actively limit downtime due to timing equipment failures and course changes. Weather sheltering is being working on by the RXNC-PC. The committee is also discussing how to further promote the sponsors with contingency and looking for additional event sponsors.
 - The RXB discussed the details of the event including course design, operations of the event and the supplemental rules.
- **Divisional Steward Liaison (Macoubrie)**
 - Updates: RXDS had a meeting on July 26th, 2018 via teleconference. There were seven people in attendance. The Divisional Stewards reviewed the Dixie Challenge and discussed the event including the great hospitality of the Central Florida Region and the challenge the event had with weather and site degradation. The Dixie challenge was an overall positive event.
 - The stewards also discussed the upcoming DirtFish SCCA National Challenges and

National Championship.. The Divisional Stewards will be asking the regional chairs to promote the national level events at their regional events to help build support for the national program.

- RallyCross Media and Exposure: The RXDS discussed seeking out local photographers, videographers, and video bloggers as potential sources of educational and promotional material for the program as whole.
 - The RXDS discussed competitors pre-driving National-level courses as part of course setup or RXSS duties. The Stewards agreed that it's reasonable for competitors to fill important roles at upper-level events. and because the RallyCross participant pool doesn't afford many non-driving volunteers willing to fill course setup roles, there will be competitors needed to be the safety steward and test the course prior to competition. Safety should preview the course at modest speeds to discover bumps not readily apparent on foot or driving at idle.
 - Regional Program update
 - Central: Milwaukee Region has new RX program. Promising new RX-friendly venue north of Minneapolis.
 - Midwest: Wichita Region restarting RX program.
 - Northwest: Northwest Rally Association moving to independent non-SCCA local rallycross activity.
 - Divisional Steward received the current RXSS endorsement list.
- **Growth and Development Committee (Hamilton)**
 - Updates: No update.

4. Old business:

- Constructor class self-inspection form (Macoubrie): The form was completed and approved by the RXB. The form has been sent to the SCCA BOD for review.

5. New business:

- Dixie Challenge (Macoubrie): The Dixie Challenge was an overall success. There were 50 competitors from 10 states including regions as far away as Kansas City Region and Texas Region. The Central Florida Region was a great host for the event. The event did have challenges with weather and course degradation.
- East Coast Challenge (Macoubrie): The event will be Aug 10-12. There are currently 50 entered. The Finger Lakes Region has been actively promoting the event.
- West Coast Challenge (Macoubrie): The event will be Aug 17-19. There are currently 55 entered. The event will be run by the Northwest Rally Association. The event is being promoted via Northwest Rally Association and SCCA. The event will be at title Sponsor DirtFish complex in Washington and it looking to be a great event.
- Protest Process (Macoubrie): A questions was asked of the RXB during the Dixie Challenge about the RallyCross protest process. The RallyCross protest process was reviewed by the RXB, The RXB discussed the implementation of the process at the Dixie Challenge and how to verify the implementation of the protest process occurs properly during an event.
- Rules Clarifications/Interpretations (Wright): The RXB discussed the best way to communicate rules clarification/interpretations including a tech bulleting process, adding information to Fasttracks, adding information to sccarallycross.com forum and capturing information in the rules book and rules page at scca.com. Keith Lightfoot will put together a draft strategy for the September meeting.
- Convention topics (Wright) – Did the National Office receive enough ideas from the RXB to develop the topics for the 2019 National Convention? The national office indicated it

had enough ideas and will be reaching out to presenters in the near future.

6. Motion to adjourn: Meeting Adjourned 8:46PM CST

- 1. Next RXB Meeting September 11, 2018.**

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
August 9, 2018

The Road Rally Board met via conference call on August 9, 2018. The meeting was called to order at 7:33 pm CDT by Chairman Jim Crittenden. In attendance: Wendy Harrison, Mike Bennett, Peter Schneider, 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 July 23, 2018. Thank you Jeanne. Next one soon
 - b. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe. Back on track for monthly publication.
- SCCA Staff Report (Jamie Mullin) – Jamie is working on the toolkit outline, she and Clyde are working on updating links so that they will not have to be updated every time there is a change; IT says they can be updated this way, but Jamie needs to give them all the forms to be done this way and they will give her the links to use.
- NEC Report (Mike Thompson) – the NEC has a recommendation to clarify RRR Article 8 (worker points); their change is to say that worker points should be part of the 14 equivalents; Jim asked Mike T to clarify with Bruce Gezon (Pointskeeper) how the points are being done; Jim also said that the procedure should not change in the middle of the year, any change would take effect in 2019. Mike T asked Jamie about archiving rally things, that in the past organizers were good about archiving rally stuff, but we aren't doing it now; should we be? Jamie was unaware of anything other than sanction apps, audits, results, etc that she gets.
- Old Business
 - a. Training videos – Wendy, Mike B, Peter. – Wendy said they are first going to focus on a safety steward video; add GTA
 - b. Improvements to safety steward program – Mike B. – Peter sent out a document to Divisional Road Rally Stewards asking for suggestions for changes to the training manual and checklist; Jim suggested that at controls the timing car should be 200 feet from the in line and that the location for the control car should be marked.
 - c. Rally starter materials – Clyde – see above Staff Report about fixing links
 - d. Status of 5 regions requesting rally assistance.
 - i. Mohawk Hudson –Peter – going along well
 - ii. Ohio Valley – Wendy – still no response
 - iii. Reno – Jeanne -- needs to call him back
 - iv. Susquehanna – Peter – going well
 - v. Blue Mountain – Peter -- 'blue' hole, no feedback
 - vi. New York region – Jeff Becker – Peter -- on hold, maybe next spring
 - vii. Kentucky, Sandy – Peter talked to her, but he feels that it probably will not happen because the rally will likely not raise enough money that her organization
 - e. Social rally definition and fees – see next page for proposal – do we need to limit the number of charity events to one? Howard Duncan is concerned about some people (all programs) using them to avoid paying proper fees; the charity rally fee is \$80 across all programs. The RRB feels that a definition of 'charity

rally' is not required. Jamie said that the national office is working on a policy as to what constitutes a charity. Peter is still concerned about multiple day events and their sanction fees; no further discussion this month.

- f. Add SCCA Mission statement to RRRs. Jim will take care of this.
- g. New Northern Pacific Division Road Rally Steward – Jeanne – working on it
- New Business
 - a. We received an inquiry from Greg Stewart, of Orbiter (an RFID supply company) in Tacoma, WA, to put on a rally from Dawson Creek, BC, to Delta Junction, AK, a distance of 1300 miles; he provides transponders for timing, no checkpoint workers required, it can be done any time (even a year later), it can be a promotion for both towns. Peter asked if he is going to pay SCCA? Jim asked why up there? Why not in the lower 48? Clyde asked what his ultimate goal is? Jim will continue the conversation. Rich Bireta is working on an app for GPS-enabled phones that will score you automatically when you cross the timing line.
 - b. Protocol for SCCA regions to partner with local rally clubs. Jim posed a question to the RRB – across the US there are local clubs who do rallies in conjunction with SCCA regions, there are other clubs that have no connection with SCCA. If we were to approach a region and talk to the RE about going to a local club to have their event(s) sanctioned by SCCA; money to be decided on a case by case basis; Howard is in favor of having SCCA regions partner with local clubs. What do others think? About approaching a club with an active, non-SCCA rally program? Peter, Clyde, Mike B, Wendy all OK; Mike T said to make sure the local club is willing.
 - c. Clyde mentioned an item in the April minutes; Greg Lester was questioning how worker point are scored. The RRB said that things will stay the same as they are now. (see NEC report above)

Meeting adjourned at 9:17 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.**

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.

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

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

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.

TIME TRIALS BOARD

The Time Trials Board has put out a proposed 2019 Rules document. This document is for member comment on rules that will take effect 1/1/2019. You can find the Proposed rules and provide feedback at the following link:

<https://www.scca.com/pages/tt2019>

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/>