

BOARD OF DIRECTORS

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The Board of Directors met at the Hilton Kansas City Airport, August 10-11, 2018.

Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Earl Hurlbut, Chris Albin, Jack Burrows, Arnie Colman, Charlie Davis, Bob Dowie, Marcus Merideth, Tere Pulliam and Jim Weidenbaum. Jason Isley and Bruce Lindstrand were unable to attend. Jason Isley participated via teleconference.

Staff participating were: Michael E. Cobb, President & CEO, Eric Prill, Vice President & COO, Mindi Pfannenstiel, Senior Director of Finance, Chris Robbins, Director of Region Development, Deanna Flanagan, Director of Road Racing, Heyward Wagner, Director of Marketing, Michael Fitzgerald, Information Technology Director, Aimee Thoennes, Member Services Manager and Mary Hill, Executive Assistant.

Jim Wheeler, CRB Chair, Peter Keane, CRB Chair Elect and Brian Connors, SEB Chair also participated.

The meeting was called to order by Vice Chairman Helman at 8:30 a.m.

Chris Robbins gave a presentation on Region Development and improved communication processes, the Welcoming Environment Statement and Vision and adjusting policy changes along with the 2019 National Convention being restructured to include a “Day Long Open House” and training culminating with the Annual meeting. Aimee Thoennes provided a Member Services presentation with a statistics and projects update. Michael Fitzgerald presented on Information Technology for January – July 2018. Heyward Wagner provided a TTN update. Mindi Pfannenstiel provided a report on HR and finance. Eric Prill provided an Operations update. Deanna Flanagan reported on the Road Racing and the Medical Advisory Committee.

Jim Wheeler and Peter Keane provided a CRB update. Brian Connors provided a SEB update.

MOTION: To approve Road Racing Planning Advisory Committee to become an AD Hoc Committee to the CRB.

Jim Weidenbaum, Jack Burrows, Tere Pulliam and Lee Hill abstained.
Dowie/Albin. PASSED.

MOTION: To accept recommended rule changes as presented in Appendix A. Davis/Burrows. PASSED.

MOTION: To approve GT3 24697 (Turbo) in Appendix B. Merideth/Weidenbaum. PASSED.

MOTION: To approve shock proposal to read as follows: Davis/Weidenbaum. PASSED.

“Mazda, in conjunction with Long Road Racing and with observation by SCCA/SMAC/ NASA/Toyota/Hoosier, conducted shock testing at CMP.

A new shock option will be available as of Jan 1, 2019 to all SM competitors. This shock, a non-adjustable Penske, will be available only thru Mazda, and will solve many

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of the supply, performance, and tech issues that have been plaguing SM for the past few years.”

The SMAC recommends a transition to the new shock as follows:

- 1) All 2019 Runoffs competitors must run the new shock and mount.
- 2) All 2020 Majors/Runoffs competitors must run the new shock and mount.
- 3) Regional competitors are not required to run the new shock and mount until at least 2021, and may not be required to switch. This will be evaluated each year.
- 4) Same brand of shock must be run on all four corners.

Mazda part numbers:

Front Penske SM Shock: 0000-04-5275

Rear Penske SM Shock: 0000-04-5276

Top Mount/Bump Stop Kit 00-04-5277

Penske SM Shock Kit w/Top Mount: 0000-04-5270-KT

MOTION: To approve “Spec” Tires for Formula V. Davis/Hurlbut. PASSED.

CRB recommendation of the following “spec” tires for Formula V for the 2019 racing season effective January 1, 2019. The CRB would also like to thank the FV ad hoc committee for their efforts in working with Hoosier and providing all of the testing of these tires through much of 2018. Fronts Hoosier #43337 FVS 21.0 x 5.0 x 15 Rears Hoosier #43353 FVS 22.5 x 5.5 x 15.

MOTION: To adjourn.

APPENDIX A

Recommended Items for 2019

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

AS

1. #24929 (August Fastrack - American Sedan Committee) Changes for RP 93-97 and 98-02 Camaro/Firebird
Add to the specification lines Notes for the Chevrolet/Pontiac 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 (August Fastrack - 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.*

B-Spec

1. #22599 (April Fastrack - Charles Davis) Alternate Radiators and Allow Removal of Front Sway Bar

Thank you for your letter. The Advisory Committee is not aware of any specific need for alternate radiators in any B Spec car.

Add to section 9.1.10.E36 the following:

36. Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or the B14 Bilstein shock and strut kit with no modifications except as required for mounting.

Adaptors for mounting are permitted for the B14 kit, and these mounting adaptors must be submitted

for approval by the CRB. Any spring up to a maximum spring rate of 500 pounds may be used. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit.

Adjustable sway bar end links may be used on all cars. Front sway bars may be

disconnected *and removed*.

F5

1. #23870 (April Fastrack - Will Lahee) Request Wing/Spoiler Rule Clarification
Thank you for your letter. Add to 9.1.1.D.9.h.: h. Wings are prohibited. *A single rear spoiler that may be capable of adjustment is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.*

2. #23881 (April Fastrack - Eric McRee) Request Change to F500 to Allow Aluminum Rear Axles

Thank you for your request. Add to 9.1.1.D.3.B.: B. Rear driving axle shall be of solid or tubular steel *or 7075-T6 aluminum*.

3. #24841 (August Fastrack - 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).

FC

1. #22958 (March Fastrack - Robert Wright) Sequential Gearbox in FC/FF
In GCR section 9.1.1.B.17, make changes as follows:

Transmission

Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. The change gear ratios are unrestricted.

a. The use of an automatic ~~and/or sequentially shifted~~ gearbox is prohibited.

b. Electronic and/or electro-mechanical assisted gear change mechanisms are prohibited.

c. Flat-shift, throttle blip/cut out or any other type of "shift assist" whether electronic or mechanical is prohibited.

d. Paddle shift is prohibited.

e. Shifting shall be through a mechanical linkage only and shall have no electronic sensors attached or configured for any purpose.

e. *f.* Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).

d. *g.* All change gears must be located in the case aft of the final drive.

In GCR section 9.1.1.B.20.A. and B., make changes as follows:

Weight

A. Formula F

1. Ford Cortina Engine: 1060 lbs.

2. Ford Kent and Honda Fit Engines: 1110 lbs.

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95 cm add 25 lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c; at such time this provision (3) shall become null and void.*

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

B. Formula Continental

1. Pinto Engine: 1200 lbs.

2. Pinto with aluminum cylinder head: 1200 lbs.

3. Zetec Engine: 1200 lbs.

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

FV

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

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

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. *The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly - rotor hat, disc, any hat-to-disc mounting hardware (the disc may be*

in two pieces) - calipers - bearings (for the front) - pads - caliper bracket - assembly hardware (not including the brake assembly to spindle hardware (front) or brake assembly to axle housing (rear) - lugs or studs with nuts.

P1

1. #23702 (March Fastrack - Formula/Sports Racing Committee) Remove Unused Line From P1 Engine Table

The supercharged engine option has existed in the sports racing classes since the CSR and DSR days, and the CRB and FSRAC know of no competitor seriously attempting to develop a supercharged engine in P1 or any competitor having previously run one in CSR or DSR. The P1 engine table has sufficient engine options for a development class at this time. If a competitor wishes to run a supercharged engine in the future, the P1 rules include a provision for requesting an engine option not currently approved. Any proposed engine option submitted on this path can be properly classed in the engine table using the SCCA Power Factor.

2. #23963 (April Fastrack - Formula/Sports Racing Committee) Revise P1 Bodywork Rules To Allow Modern Sports Prototype Designs

The P1 bodywork rules should be updated to permit the aerodynamic designs found on modern sports prototypes such as Group CN cars, while continuing to preserve the appearance of sports prototypes by prohibiting the use of cycle fenders on converted open wheel cars.

In GCR Section 9.1.8.C.C., make the following changes:

2. The bodywork as viewed from the side and above shall cover all mechanical components *including suspension* except that the intake, exhaust, tow hooks, jack points, and radiators may be exposed. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. Ventilation slots are permitted. The tires shall not be seen as viewed from above except through ventilation slots (louvers) provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above, rear tires may be exposed as viewed from the rear. Cycle-type fenders (which ~~only~~ cover *only* the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork ~~with no gap between body and fender.~~

4. Width: The maximum width shall not exceed 221cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels ~~as viewed from above shall not~~ *may* extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires *for a distance of up to 20% of the length of the wheelbase.*

P2

1. #23919 (July Fastrack - Jeff Shafer) Opposes P2 Assisted Shifting

In GCR section 9.1.8.D.J.4, clarify as follows:

Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed except as ~~allowed~~ *permitted* by Table 1 Spec Line Cars. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car except as allowed by Table 1 Spec Line Cars. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes *and closed-loop systems that use feedback from sensors to vary the timing of the gear selection process* are also prohibited.

Devices that interact with the throttle, ignition, or fuel system during a shift operation (for

example: ignitions cuts, flat shifters, blippers) are permitted, and *but* no such devices shall remove the driver's control of the gear change initiation, gear selection or completion. *The burden of proving that a device is in compliance with this rule shall be upon the competitor.*

GT General

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

GTL

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

ITA

1. #20142 (August Fastrack - 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.*

ITS

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

Add 9.1.3.D.9.o.:

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

SM

1. #22904 (March Fastrack - John Adamczyk) Request for Revision of GCR Rule: 9.1.7. Spec Miata Bump Stops
Effective 1/1/19, in GCR section 9.1.7.C.3.b, make the following changes:

"All cars may *shall* use the Fat Cat Motorsports *Spec Miata shock mount*/bump stop kit (p/n FCM-MT-KIT-SM) *unmodified and in its entirety* or the unmodified Mazda speed-bump stop (p/n 0000-04-5993AW) in conjunction with the 1999 - up 2005 stock upper *shock mount hats* assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW). All other OEM upper mounting hardware shall be discarded. Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed."

STU

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

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

T2

1. #23739 (April Fastrack - Touring Committee) Touring 2 Allow Solid Bushings for Rear Suspension Cradle

Add 9.1.9.2.D.5.c.2.: *2.All T2 cars are allowed to replace OEM rear suspension cradle bushings with an alternate material. The bushing can serve no purpose other than its original intent.*

2. #23804 (April Fastrack - David Hale) Request Specification Line Adjustments
Thank you for your letter. In T2, change the Notes for the 2006-08 BMW Z4M

Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb max. May locate rear spring on shock. AFE 54-115821, Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R permitted. ~~BMW cold air intake part #8299520 and #8299525 with ducting are permitted.~~ *Evolve cold air kit #E46M3CSL permitted. M3 front lower control arm #31122229453 left, M3 front lower control arm #31122229454 right, May ream upright for installation of larger joint, Alternative rear lower control arm #TSU9940B77.*

3. #23831 (June Fastrack - Stephen Tise) Request Removal of Mustang Heater Core
Change 9.1.9.2.D.3.b.1.

From:

b. Air Conditioners:

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

To:

b. Air Conditioners **HVAC**:

1. The factory and/or aftermarket air conditioning **and heating** system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser. All duct work, **vents**, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.

T2-T4

1. #24106 (May Fastrack - Touring Committee) OE Piston
Make the changes below to 9.1.9.2.D.e Block

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

T3

1. #23941 (May Fastrack - Scotty B White) Request ECO-Boost Brakes
Thank you for your request. Change/Add to the Notes for the Ford Mustang ECO-Boost (2015+)

36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. ~~Track package EcoBoost Performance Package~~ allowed *in part or complete.*

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

APPENDIX B

GT3

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

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

h. Engines, GT3 Turbocharged Built:

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

i. Engines, GT3 Turbocharged OEM:

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

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

<i>GT3 Turbocharged OEM Engines:</i>

SOLO EVENTS BOARD

SOLO EVENTS BOARD | August 22nd

The Solo Events Board met by conference call August 22nd. 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

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

#24097 reclass 997 porsche turbo

Per the SAC, make the following change to Appendix A:

Move **from exclusion list to SS**

Porsche

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

911 Turbo (993 chassis)(1995-99)

Member Advisories

Street

#24947 Clarification on ND miata subframe repair

“Common sense repairs” as called out in 13.1, such as welds, should be done conservatively and in a manner that could not be construed as a reinforcement or providing a performance advantage.

Street Touring

#25005 Requesting Rule Clarification/Legality Question for ND Miata STR

The STAC does not believe that ECU relocation in order to install an aftermarket strut bar would be compliant under the current rule set.

Street Modified

#24970 Cowl clearancing for engine installation

Per the SMAC, modifications to the cowl fall under 16.1.O (1 lbs. rule) and are not restricted by the engine setback rule.

Kart

#24856 Legal to run without starter ring gear on World Formula?

Per the KAC, it is not compliant to remove the starter ring gear from the flywheel on the World Formula motor. See section 19.2.A.1.3.b.C.

#25175 Committee Personnel

The KAC has a vacancy, and interested members are invited to submit their

qualifications in writing to the SEB via www.soloeventsboard.com

Change Proposals

Street

#24743 Consider Reevaluation of non-turbo 996 & 997 Porsche 911

The SAC would like member feedback on the following proposal (effective date 1/1/2020):

Move **from SS to AS:**

Porsche

911 Carrera (inc 4, S, 4S) (997 chassis)(2005-12)

Street Prepared

#24599 Street Prepared Sunroof Removal proposal

The SPAC would like member feedback on the following change proposal (effective date 1/1/2020):

15.2.P ~~A non-OE sunroof replacement panel may not be used in place of the OE sunroof.~~ *Moveable sunroof panels may be removed; the openings resulting from this removal must be covered with a panel made of the same material as the surrounding roof structure, and follow the stock contour. This replacement panel must be welded in place, and any seams fully sealed. Holes in the headliner originally intended for the now closed opening must also be closed. Headliner material used for closing the opening must be similar construction to the rest of the headliner.*

Not Recommended

General

#24972 Using Paid Workers at Solo Nationals

Thank you for your input.

Street

#24955 Allow replacing of mufflers with integrated cats

Thank you for your input. Altering emissions control devices is not in the spirit of the Street category.

#24990 Underbody panels and rear diffusers.

The SMAC does not believe adding an allowance for underbody panels or rear diffusers are in the best interests of the category.

#24994 Reclassing the WRX (non-STI) (09-14)

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

#25018 Stainless brake lines

Thank you for your input. The SAC believes modifying brake lines is not in the spirit of the Street category.

#25029 Allow the installation of baffled and larger oil pans

Thank you for your input. The SAC believes changing oil pans is not in the spirit of the Street category.

#25032 Elise to CS

Thank you for your input. The SAC would like to evaluate its performance in AS before considering another reclassing.

Street Touring

#24911 All non torsen NA and NB Miata to STS

Thank you for your input. The STAC feels that the NB Miata is appropriately classed in STR. The non-Torsen equipped NA Miata is already legal for competition in STS.

#24937 STH Name to exclude the word

Thank you for your input.

#24939 Move the Supercharged Cobalt SS to STH

Thank you for your input. The STAC believes the supercharged Cobalt SS is appropriately classed in STX.

#24949 Please add 1994-1995 Cobra and 1996-1998 Cobra to STP class

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

#25009 Consider Moving 06-15 Civic Si to STH

Thank you for your input. The STAC believes that the 8th and 9th Gen Civics are appropriately classed in STX with the other naturally aspirated cars.

Street Prepared

#22595 Follow up on Elise reclassification from SS to AS

Thank you for your input. The SPAC believes that the Elise is correctly classed in SSP.

#24673 Please consider moving 128i to Dsp.

Thank you for your input. The SPAC does not believe that the 128i would fit the competitive balance of DSP at this time.

Prepared

#24998 Feedback for #14898 XP Boosted displacement equivalent

The PAC thanks the member for their input, and will continue to monitor the recently implemented XP weight calculation.

#25015 Please class E92 M3 in C Prepared

The PAC does not feel that the E92 M3 is appropriate for C Prepared.

Kart

#24956 JC engine choices

The KAC does not plan to expand the motor options for JC at this time.

Other Items Reviewed

General

#24984 Separate indexes for L classes

Thank you for your input. The SEB has no control over Pro Solo indexes.

#24997 Ban VR headsets in Solo

Thank you for your input.

#25023 Limit number of tropeys at Solo Nationals

Thank you for your input.

#25044 2018 Driver of Eminence Nomination

Thank you for your nomination.

Street

#24774, 24844, 24849, 24850, 24851, 24861, 24865, 24866, 24881, 24884 Feedback on #20102, 22772 Electronic Shock Allowances (various)

Thank you for your input.

#24826 ND2 Classification

Errors and Omissions: due to clerical error this item was inadvertently omitted from the minutes of the July call.

The SAC is continuing to gather information on the ND2 and will make a classing recommendation for the 2019 season.

#24904 Clean up Mercedes benz street classing

Thank you for your input. A review of the NOC listings is being performed by the SAC and SEB.

#24960 Proposed DS classing changes

Thank you for your input.

#24979 Moving RWD/AWD Cars to GS- in response to member letter #22696

Thank you for your input. The SAC will continue to monitor the performance of the Genesis Coupe in GS.

#24986 Feedback re: #22275

Thank you for your input.

#25017 #22696 DS to GS

Thank you for your input.

#25022 Cayman S 981 chassis from SS to AS

Thank you for your input. This move is presently out for member comment. See item #23593 in the February 2018 Fastrack.

#25028 #22772/#20102 Replacing Electronic Shocks

Thank you for your input.

#25052 Agree with allowing reprogramming of electronic-magnetic shocks

Thank you for your input.

Street Touring

#24714, 24968, 24969, 24996, 25001, 25020 Feedback on #23879, tire size proposal for STU (various)

Thank you for your input.

#25010 Don't let ST become like Street

Thank you for your input.

Street Prepared

#24586 SP Re-organization

Thank you for your input. The SPAC will continue to monitor category balance.

#24668 Comments on June Fastrack items

Thank you for your input.

#24718 reference letter # 23431 comment

Thank you for your input.

Kart

#24534 proposal 24432 preambles

Thank you for your input.

Handled Elsewhere

Street Touring

#24636 Modify 14.2.B and 14.2.D as follows:

Thank you for your input. The ST Airbag proposal was withdrawn in the July Fastrack.

#24638 #21325 - Changing seats with integral airbags

Thank you for your input. The ST Airbag proposal was withdrawn in the July Fastrack.

#24781 April Fastrack, Proposed Modification to Rule 14.2.B

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

Street Prepared

#24598 Conflict with sunroof delete in Street Prepared rules

Thank you for your input. Please see the response to letter 24599 elsewhere in this FastTrack.

Tech Bulletins

Street

#24405 Conflicting Porsche 911 Turbo listings in the rule book

Per the SAC, remove the following conflicting listing from Appendix A:

SS

Porsche

911 Turbo

#24962 VW e-Golf classing

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

HS

Volkswagen

e-Golf (2015-18)

#25040 Car Class Request/Clarification Mercedes-Benz C450 AMG

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

FS

Mercedes Benz

C450/C43 AMG (2015-18)

#25049 C7 Corvette Grand Sport listing in SSR Appendix A

Thank you for your input. Per the SAC, update Appendix A as follows:

SSR

Chevrolet

Corvette Grand Sport (2017-19)

Street Prepared

#24742 SP classification for 2017+ ZL1

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

ASP

Chevrolet

Camaro ZL1 (2017-2019)

#24922 Cadillacs in ESP

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

ESP

Cadillac

CTS/CTS-V (2004-2007)

Prepared

#24936 Cadillacs in CP

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

Appendix A, C-Prepared

General Motors

CTS/CTS-V (2003-2007)

Kart

#24178 JB Clone engines

The KAC recommends the following change to the FJ clone motors section, effective immediately upon publication.

19.2.A.2.b.4 Clone Motors (up to 212 cc displacement)

A. The intent of the clone motor allowance is for inexpensive 6.5 hp 4-stroke motors such as the Predator and Powerhorse. This does not allow Box Stock Project (BSP) motors which are available with multiple upgrades.

B. Fuel - Gasoline only

C. Weight (lbs) 250

D. Motor must remain stock with the exceptions that the governor may be removed or defeated and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, ~~exhaust~~, carburetor, or intake are allowed.

E. Exhaust - Only the "Weiner" or "Weenie" pipe and the RLV Mini 91 screw-in muffler are allowed.

#24843 Clarify spec tires for Junior classes

The following updates are effective immediately:

19.2.A.3.d Tires – Maximum size for front tires is 4.60/10.0-5. Maximum size for rear tires is 5.00/11.0-5. Tire brand and compound is restricted to the MG® HZ *or HZi* "Red." Also, Cadet-designated tires from any manufacturer are allowed.

and

19.2.C Wheels and Tires

For JA and JB classes – Maximum tire size for front tires is 4.60/10-5; maximum size

for rear tires is 6.00/11.0-5. Tire brand and compound is restricted to the MG® HZ *or* *Hzi* "Red."

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 4, 2018

The Club Racing Board met by teleconference on September 4, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie and Bruce Lindstrand, BoD liaisons; Rick Harris, Road Racing Technical Manager and Scott Schmidt, Road Racing Technical Assistant. The following decisions were made:

Member Advisory

None.

No Action Required

FC

1. #24910 (Dave Weitzenhof) Revisit FF/FC Maximum Width Measurement
Thank you for your letter. The rule is adequate as written.

P2

1. #25130 (Bruce Gurney) Request to Run FC in P2
Thank you for your letter. In the GCR, please see P2 Engine Table, Line E, and Line E Note 2 regarding the specifications for cars using the Pinto engine. The car would also need to meet all other requirements of the P2 rules.

T2-T4

1. #25030 (Harley Kaplan) Rule Changes Associated With Data
Thank you for your letter. Rules are not changed without data to support the action.

Not Recommended

GT2

1. #24331 (Scotty B White) Re-Classify 993 911
Thank you for your letter. The author has not provided additional information requested.

GTL

1. #24988 (Isaac Preston) Request Paddle Shift Transmission Alternatives
Thank you for your letter. This modification is beyond the rule set of GT2/3/Lite.

IT General

1. #24710 (Club Racing Board) 200 Treadwear Tires
The CRB collected 47 letters in response to the request for feedback on the use of 200TW tires in Improved Touring, an impressive amount. The majority of the letters were against the proposal, and the CRB believes a switch to 200TW tires at this time is not warranted.

However, the volume and the substance of the letters has prompted further evaluation of possible "street tire" classes in SCCA Road Racing.

T2

1. #24833 (David Sanders) Request to Bring BMW M3 Back Inside
Thank you for your letter. The CRB has made recent change to this car and will continue to monitor the class.

2. #25035 (Andrew Wickline) Request Restrictor Change to 2015 Mustang in T2
Thank you for your request. The CRB will continue to monitor the class.

T4

1. #25095 (Marcus Meredith) Question About 200 Treadwear Tires
Thank you for your question. This is not recommended at this time.

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. #25249 (Club Racing Board) Update for Letters #24929 and #24930
Add to the Notes for the 93-97 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

Add to the Notes for the 98-02 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

Add to the Notes for the 03-04 Restricted Prep. Mustang Mach 1 4.6L V8 after wording in letter #24930: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

NOTE: The ASAC and RRB will look at possible changes to the FP transmissions following these changes to the RP rules.

FV

1. #24664 (Formula/Sports Racing Committee) FV Intake Manifold Clarification
In GCR section 9.1.1.C.20, make the following changes:

20. US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded. See Figures 1 and 2 at the end of this subsection for application of certain measurements specified herein.

a. Down Tube: The O.D. of the down tube shall be measured at two different locations within an area between 0.500" and 2.000" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the two measurement locations do not have to be started at exactly the same rotational position)*, and averaged.

The averaged O.D. of the down tube shall not exceed 1.140" inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.

b. Horizontal tube: The O.D. of the horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between ~~the bend and a point that is~~ 1.500" *and 8.000"* from the center of the down tube connection *on the short side, and between 1.500" and 8.500" from the center of the down tube connection on the long side.* Each measurement will be taken four (4)

times, ~~rotating around the circumference of the tube~~ *at each location, starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the four measurement locations do not have to be started at exactly the same rotational position), and averaged.* The averaged horizontal tube dimensions shall not exceed 0.994" inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

The tubes making up the manifold must also meet the following requirements:

1. The minimum bend-to-bend distance is 17.75" inches (Bend-to-bend distance is the distance between points along the horizontal tube where the 0.994" inch O.D., as described above, is first exceeded.)
2. At no point in the bends of the horizontal tube may the average O.D. exceed 1.070" inches. Measurements will be taken four (4) times *at each location* rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position,* and averaged.
3. The maximum carburetor flange height is 9.25" inches (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange).
4. The maximum deviation from straight along the 17.75" inch bend-to-bend section of the horizontal tube is 0.25" inches.

P1 and P2

1. #24959 (Jonathan Benefield) Request New Engine Supplier for P1 and P2

Thank you for your letter. This letter is to be effective 1/1/2020.

In P1 Engine Table, Restricted 2.0L Group CN-spec Honda K20A - FD2 spec line, add the following language to the Notes:

*"No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts with no machining allowed. **Effective 1-1-2020, must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Aurora Motorsports.**"*

In P2 Engine Table, Line E, add the following language to the Notes:

*"Approved engines list: MZR/Duratec, Honda K20A - FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A - FD2 must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019). **Effective 1-1-2020, Honda K20A - FD2 must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Aurora Motorsports.**"*

GT2

1. #25038 (Andrew Aquilante) Request for Carbon Fiber Replacement Panels on GT2/ST Mustangs

Thank you for your letter. Add to the Notes for all GT2/ST Ford Mustangs: ***Allow lightweight Carbon Fiber fenders, fascias, doors, and roof panels so as to help this car to meet minimum weight. Parts must meet original profile of OEM components. Part numbers to be provided.***

SM

1. #23967 (SCCA Staff) Request to Review Current Shock Testing
This letter was approved as a REC for 2019 in the August 2018 BOD meeting. The CRB submits slight changes to the original letter below.

Also, **NOTE: The ride height is TBD, and is in works by the CRB.**

Mazda, in conjunction with Long Road Racing, and with observation by SCCA/SMAC/NASA/Toyo/Hoosier, conducted shock testing at Carolina Motorsport Park.

A new shock option will be available as of Jan 1, 2019 to all SM competitors. This shock, a non-adjustable Penske, will be available only thru Mazda, and will solve many of the supply, performance, and tech issues with the current shock. A SM driver contingency plan is also being developed.

The SMAC recommends a transition to the new shock as follows:

- 1) All 2019 Runoffs competitors must run the new shock and mount.
- 2) All 2020 Majors/Runoffs competitors must run the new shock and mount.
- 3) Regional competitors are not required to run the new shock and mount until AT LEAST 2021, and may not be required to switch. This will be evaluated each year.
- 4) ~~Same brand of shock must be run on all four corners.~~
- 4) *Both the current and the new shocks will be optional during the 2019 Majors season.*
- 5) *Competitors that run the Penske shocks must run them with the top mounts/bump stops on all 4 corners.*

Mazda part numbers:

Front Penske SM Shock: **0000-04-5275**

Rear Penske SM Shock: **0000-04-5276**

Top Mount/Bump Stop Kit: **0000-04-5277**

Penske SM Shock Kit w/Top Mount: **0000-04-5720-KT**

STL

1. #24818 (Eric Kutil) Request for Side Skirts Rule Clarification
In ST, GCR Section 9.1.4.D.6, add the wording as follows:

Aftermarket Side Skirts may not be wider than 5" in the plan view.

STU

1. #24832 (Super Touring Committee) Letter #23921
Change 9.1.4.1

B. Engines

2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see table 9.1.4.h.2. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details. engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details. Twin turbo engines may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3). *Aftermarket Turbo Charger and Super Charger kits will be allowed on a Case-by-case basis.*

T2

1. #24629 (Richard Kulach) Request Hood Vents for 370Z
Recommended for 2019:

9.1.9.2.8.a.

7. Touring 2 and 3 only: Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile. Vents may not protrude above the OEM hood profile more than 25mm (1 inch).

Taken Care Of

FC

1. #24942 (Dave Weitzenhof) Revisit FF/FC Maximum Width Measurement; See Letter #24910
Thank you for your letter. Please see the response to letter #24910.

GT2

1. #24795 (Joe Aquilante) Request for Light Weight Body Work for Mustang
Thank you for your letter. Please see the response to letter #25038..

IT General

1. #24722 (Justin Barbry) Supports 200 TW Tires in Improved Touring
Thank you for your letter. Please see the response to letter #24710.

2. #24724 (Robert Roth) Opposes 200 Treadwear a For IT
Thank you for your letter. Please see the response to letter #24710.

3. #24727 (Matthew Downing) Opposes Requiring 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

4. #24729 (Chris Childs) Opposes 200 TW Tires
Thank you for your letter. Please see the response to letter #24710.

5. #24730 (Willie Phee) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

6. #24731 (Tom Donnelly) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

7. #24733 (Tristan Smith) Opposes 200 TW IT Proposition
Thank you for your letter. Please see the response to letter #24710.

8. #24737 (Dan Hardison) Opposes 200 Treadwear Tires #24710 (Club Racing Board)
Thank you for your letter. Please see the response to letter #24710.

9. #24745 (Robert Lawrence) Opposes 200 TW Tire Requirement in IT Classes (Re: Letter #24710)
Thank you for your letter. Please see the response to letter #24710.

10. #24747 (Richard Patullo) Supports 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

11. #24748 (Eric Heinrich) Supports 200TW Tires in IT Re: #24710
Thank you for your letter. Please see the response to letter #24710.

12. #24750 (Steven Ulbrik) Supports 200tw Tires in IT
Thank you for your letter. Please see the response to letter #24710.

13. #24752 (Cameron Conover) Supports Minimum Treadwear Rating of 200 For All IT Cars
Thank you for your letter. Please see the response to letter #24710.
14. #24753 (Robert Myles) 200TW Tires In Improved Touring Comments
Thank you for your letter. Please see the response to letter #24710.
15. #24754 (Justin Deffenbaugh) Supports Street Tires in Improved Touring
Thank you for your letter. Please see the response to letter #24710.
16. #24759 (David Gran) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.
17. #24760 (Steve Rose) Supports 200 TW Tires
Thank you for your letter. Please see the response to letter #24710.
18. #24764 (John Fine) Opposes 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.
19. #24765 (Roger Maeda) Supports Re: #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.
20. #24767 (Chris Braunlich) Supports 200 TW tires
Thank you for your letter. Please see the response to letter #24710.
21. #24768 (Richard Pannell) Supports #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.
22. #24780 (Bill Perry) Supports IT Tire TW rule
Thank you for your letter. Please see the response to letter #24710.
23. #24786 (Michael Goulde) Opposes IT TW for #24710
Thank you for your letter. Please see the response to letter #24710.
24. #24798 (Steve Elicati) Opposes 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.
25. #24809 (Kolin Aspegren) Opposes 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.
26. #24810 (Joe Leonard) Opposes Spec Tire for IT
Thank you for your letter. Please see the response to letter #24710.
27. #24812 (Gregg Ginsberg) Opposes 200TW Tires in IT (letter 24710)
Thank you for your letter. Please see the response to letter #24710.
28. #24815 (Jeff Wasilko) Opposes Requiring Street Tires in IT
Thank you for your letter. Please see the response to letter #24710.
29. #24822 (Jonathan Kinberg) Opposes 200TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.
30. #24827 (Curt Faigle) Opposes 200TW IT Tires
Thank you for your letter. Please see the response to letter #24710.
31. #24834 (Jeffry Janoska) Opposes 200 TW Proposal
Thank you for your letter. Please see the response to letter #24710.

32. #24863 (Kyle Colbey) Response to 24710 (200TW Tires)
Thank you for your letter. Please see the response to letter #24710.

33. #24879 (Greg Amy) Supports 200TW Tires
Thank you for your letter. Please see the response to letter #24710.

34. #24914 (Mike Ogren) Proposed 200 TW Tires Rules
Thank you for your letter. Please see the response to letter #24710.

35. #24940 (Brian Duddy) Supports Letter #24710 (200 TW Tires)
Thank you for your letter. Please see the response to letter #24710.

36. #24954 (David Colbey) Thoughts Regarding #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

37. #25008 (Raymond Blethen) Supports 200TW Rule For IT
Thank you for your letter. Please see the response to letter #24710.

38. #25112 (Keith Shugarts) Opposes Proposal to Require 200 Treadwear Rating for IT Classes
Thank you for your letter. Please see the response to letter #24710.

39. #25128 (Lee Graser) Opposed to 200 Wear Rated Tire for IT Classes
Thank you for your letter. Please see the response to letter #24710.

40. #25129 (Lee Graser) Opposes a Class Faster Than ITR and Opposes 200 Wear Tires
Thank you for your letter. Please see the response to letter #24710.

41. #25180 (Austin Hilliard) Supports 200 Tread Wear Rating
Thank you for your letter. Please see the response to letter #24710.

42. #25204 (Lee Graser) Opposes IT2 Proposal
Thank you for your letter. Please see the response to letter #24710.

ITB

1. #24723 (Hayes Lewis) Opposed to 200TW Tires - For Now
Thank you for your letter. Please see the response to letter #24710.

2. #24744 (Thomas Lamb) Opposes Street Tires for Improved Touring w/Attachment
Thank you for your letter. Please see the response to letter #24710.

3. #24813 (Chuck Allard) Opposes 200TW
Thank you for your letter. Please see the response to letter #24710.

4. #24823 (Kevin Fryer) Supports 200 TW Tires in IT
Thank you for your letter. Please see the response to letter #24710.

ITS

1. #24755 (Blair Deffenbaugh) Supports 200TW Tires
Thank you for your letter. Please see the response to letter #24710.

2. #24777 (Zsolt Ferenczy) Opposes Re: #24710 (Club Racing Board) 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

3. #25125 (Ray Boniface) Opposed to 200 TW tires
Thank you for your letter. Please see the response to letter #24710.

4. #25183 (Thomas Burt) Opposes 200 Treadwear Tires
Thank you for your letter. Please see the response to letter #24710.

5. #25184 (John Lettieri) Opposes 200 TW Tire Changes to ITS
Thank you for your letter. Please see the response to letter #24710.

STU

1. #24555 (Kevin Koelemeyer) Opposes Letter #23921
Thank you for your response. Please see the response to letter #24832.

2. #24613 (Mark Liller) Opposed to 2.5 Liter Turbo Consideration in STU
Thank you for your letter. Please see the response to letter #24832.

T2

1. #24893 (Carl Fung) Supports Letter #24629 About Hood Vents
Thank you for your letter. Please see the response to letter #24629.

2. #24973 (Marty Grand) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

3. #25003 (Darius Trinko) Supports Hood Vents for 350Z
Thank you for your letter. Please see the response to letter #24629.

T2-T4

1. #24735 (Harley Kaplan) Request to Allow Alternate Joods in T2-3
Thank you for your letter. Please see the response to letter #24629.

2. #24738 (Lansing Stout) Supports Aftermarket Hoods in T2/T3, Response to WDYT Letter #24629
Thank you for your letter. Please see the response to letter #24629.

3. #24749 (Eric Heinrich) Supports Hood Vents in Stock Hoods Only T2-T3 RE: #24269
Thank you for your letter. Please see the response to letter #24629.

4. #24761 (Derek Kulach) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

5. #24816 (Richard Kulach) Supports Hood Vent Allowance for T2-T3 Vehicles
Thank you for your letter. Please see the response to letter #24629.

6. #24837 (Andrew Aquilante) Opposes T2/T3 Hood Vent Option
Thank you for your letter. Please see the response to letter #24629.

7. #24838 (Richard Kulach) Supports WDYT Letter #24629 About Hood Vents
Thank you for your letter. Please see the response to letter #24629.

8. #24974 (Scotty B. White) Supports Hood Vents WDYT
Thank you for your letter. Please see the response to letter #24629.

9. #24976 (Rick Kulach) Support of Hood Vents for Touring 3 and Touring 2 Cars
Thank you for your letter. Please see the response to letter #24629.

T3

1. #24819 (David Muramoto) Supports Hood Vents in Nissan 350Z/370Z
Thank you for your letter. Please see the response to letter #24629.

2. #24859 (Patrick Price) Supports Hood Vents
Thank you for your letter. Please see the response to letter #24629.

3. #24981 (Paul McNamara) Supports WDYT Letter #24629
Thank you for your letter. Please see the response to letter #24629.

What Do You Think

AS

1. #25256 (Club Racing Board) The Future of AS

The CRB has been researching ideas to increase participation in AS and would like your feedback on the below questions regarding American Sedan. No decisions have been made, as the CRB is truly interested in your perspective. The below items would never be implemented all at once, but are truly intended to gain the pulse of the community in terms of potential change for the future. Please provide your feedback through the letter log system, crbscca.com. Note that all BOP would be based on data and the responsibility of the CRB.

1. Are you interested in AS moving to an FI option for every AS car?
2. Should AS Full Prep go to a larger wheel? If so, what size?
3. Should AS Full Prep go to larger diameter brake rotors? If so, what size?
4. Should AS have a spec tire to lower costs? If so, R-type compound? 100 Treadwear? 200 Treadwear?
5. Should AS allow more aerodynamics devices? If so, what would you recommend?
6. Should AS allow the participation of T2 pony cars (same years as AS) into the class? If so, should they come in "as is" or have changes such as ABS disabled, restrictor size changes, or weight changes?
7. Former AS drivers: Why do you not race anymore? What kinds of things would entice you to return?
8. Potential new AS drivers: What kinds of priorities are important for you to come into the class?

STU

1. #24504 (Eric Heinrich) Request Advanced Aero With Restrictions

In an effort to update the look, appeal, and crossover potential of STU, the committee is considering the following rule updates:

- 1) Wheel flares allowed, a maximum of 2" beyond the stock body line of fender.
- 2) Update STU Aero:
 - Increase splitter extension as viewed from above to 3 inches (currently 2 inches).
 - Wings shall be a single element with a maximum chord length of 12 (currently 8.5) inches, including any wicker.
 - The entire wing assembly may be no wider than the widest part of the factory bodywork excluding mirror assemblies. (currently 48.25 inches)
 - Wing end plates must not exceed 72 (currently 64) square inches each.
 - Canards or dive planes are permitted.

Please provide your feedback through crbscca.com.

T2-T4

1. #24685 (Jared Lendrum) Request to Increase Camber for 2019

The CRB is seeking feedback on this subject. Please submit your feedback to crbscca.com.
For 2019:

Change the Touring rules regarding camber:

T2-T4: A maximum of ~~3.0~~ **3.5** degrees of negative chamber is allowed on front and rear suspensions.

*Please note 3.5 is a maximum value. Any amount over 3.5 degrees is non-compliant.

RESUMES

1. #25177 (Carl Wassersleben) Resume for F/SR Advisory Committee

Thank you for your résumé. It will be kept on file for future consideration.

TECH BULLETIN

DATE: September 20, 2018

NUMBER: TB 18-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/2018 unless otherwise noted.

American Sedan

None

B-Spec

1. #25106 (Derrick Ambrose) Mazda 2 Spec Line intake part numbers

In B-SPEC, Mazda 2 (10-14), correct the notes as follows:

“Cold air intake Corksport Mz2-6-117-31100 ~~or~~ **and** Mz2-6-117-33100 ~~is~~ **are** allowed.”

Formula/Sports Racing

F

1. #25198 (Formula/Sports Racing Committee) Clarify venting requirement for F/SR fuel cell breather

In GCR section 9.3.26.3, clarify as follows:

“Fuel cell breathers, ***unless otherwise noted***, shall vent outside the car. ***In Formula and Sports Racing cars, fuel cell breathers shall vent outside the cockpit and away from the exhaust but need not vent outside the car.***”

FB

1. #25168 (Glen Thielke) Data box mounting plate requirements

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

“Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation may be required. Refer to 9.2.2. for details. All FB Cars competing in Majors Races and the Runoffs must have the AIM part ~~#X47KPFSOLO2R0~~ ***#DNKTKPFSOL5*** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box. ***Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box.*** The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board - it should have a view of the sky, and not be located under carbon fiber or metallic body-work. In addition, the mount must not be on wings, and or wing end plates and where possible should be in the cockpit. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Contact AIM and their distributors for direct purchase. ~~Effective date January 1, 2019.~~”

FM

1. #25172 (Melvin Kemper Jr) Clarification about radiator screen

In GCR section 9.1.1.E.6.D, add the wording as follows:

“***Screens may be used to protect the radiators from damage; screen material is unrestricted.***”

P1

1. #25123 (Formula/Sports Racing Committee) Correct Group CN Honda engine E&O
In P1 Engine Table Line H, Restricted 2.0L Group CN-spec Honda K20A, make changes to the spec line as follows:

"Restricted 2.0L Group CN-spec Honda K20A-*FD2*"

"Stock Honda *intake manifold with* 64mm single throttle body"

"No engine modifications except for dry sump oil system, ECU mapping and exhaust system. ~~Internal dimensions and materials must be stock~~ *Must use stock Honda OEM parts* with no machining allowed."

2. #25167 (Glen Thielke) Data box mounting plate requirements

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

"All P1 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part ~~X47KPFSOLO2R0~~ *#DNKTKPFSOL5* data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. *Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box.* The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. ~~Effective date January 1, 2019.~~ Contact AIM and their distributors for direct purchase."

3. #25205 (Formula/Sports Racing Committee) Clarify restrictor requirement

In P1 Engine Table Line I, clarify the notes as follows:

"Up to 2000cc may run *with inlet restrictor* at 1400 lbs. min. weight. Up to 2300cc may run *with inlet restrictor* at 1445 lbs. min. weight."

4. #25207 (Formula/Sports Racing Committee) Clean up P1 Engine Table

In P1 Engine Table, delete line D as follows:

Delete Line D (1355cc motorcycle based) in its entirety and re-letter as appropriate.

In P1 Engine Table, 4 cycle Motorcycle Based 1455, modify the new line D to the notes as follows:

"May run without inlet restrictor at 1150 lbs. min. weight. *Up to 1355cc may run without inlet restrictor at 1075 lbs. min. weight.*"

P2

1. #25098 (Formula/Sports Racing Committee) Correct P2 Table 1 FIA Group CN spec line E&O

In P2 Table 1, FIA Group CN non-composite chassis spec line, change the notes as follows:

"FIA Group CN homologated chassis, brake calipers and discs, hub carriers, and suspension components required. FIA Group CN compliant *bodywork*, wing, wheels, and assisted shifting permitted. Must comply with all other P2 requirements."

2. #25124 (Formula/Sports Racing Committee) Correct Group CN Honda engine E&O

In P2 Engine Table Line E, make changes to the notes as follows:

"Approved engines list: MZR/Duratec, Honda K20A-*FD2*, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-*FD2* ~~may~~ *must* use stock *Honda intake manifold with* 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019)."

3. #25167 (Glen Thielke) Data box mounting plate requirements

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

“All P2 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~X47KPFSOLO2R0~~**DNKTKPFSOL5** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. **Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box.** The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. In addition, the mount must not be on wings, and/or wing end plates and where possible should be in the cockpit. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. ~~Effective date January 1, 2019.~~ Contact AIM and their distributors for direct purchase.”

GCR
None

Grand Touring

GT2

1. #24792 (Scott Sanda) Request clarification for the TA2 rules set for 2018

In GCR Appendix L, 4.8.1.1, make changes as follows:

“This class will consist of all cars meeting ~~the prescribed Trans Am Series rules for the American Muscle class.~~ **appendix L or the 2017 Trans AM TA2 rules as published by Trans Am. Competitors running under the 2017 rules are required to have a copy of the rules on hand and available to present to tech on request.**”

2. #25108 (Grand Touring Committee) GT2/ST E&O

In GCR Appendix L, addendum A.2.2, make changes as follows:

“A 2.250 inch diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. ~~The restrictor must be mounted in the inlet side of the throttle body. The restrictor will be supplied by Trans Am Technical Manager at the start of each event, and must be returned at the conclusion of that event. Teams using the LS3 engine must notify the Trans Am Technical Manager, at least 3 weeks before their first race, to ensure an adequate supply of restrictors. Teams or engine builders wishing to test using the restrictor should contact the Technical Manager~~ **of Trans Am and they will provide restrictors for sale.** ~~for a dimensional drawing of the plate, or to obtain a “loaner” plate.”~~”

GT3

1. #25004 (Randall Smart) Request Classification of 1982-1992 Camaro/Firebird in GT3 Effective October 22, 2018, In GT3, classify the Pontiac Firebird (82-92) as follows:

GT3 Cars - Pontiac					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Pontiac Firebird</i>	<i>82-92</i>	<i>2dr</i>	<i>RWD</i>	<i>101.0</i>	<i>May run any GT3 legal GM engine</i>

2. #25105 (David Miller) Disenfranchised Small Bore GT-2 Classification
 Effective October 22, 2018, In GT3, 240Z/L28, add to the spec line notes as follows:
“Datsun 240 Z with an L28 engine with an individual intake runner carb setup will be allowed as a “disenfranchised GT2 car” in GT3 with 150 pound weight addition and the motor must comply to current GT3 specification with applicable SIR.”

**Improved Touring
 IT General**

1. #25178 (Improved Touring Committee) Add Kia and Hyundai models to Improved Touring
 In Improved Touring, classify Hyundai and Kia models as follows:

Class	Make	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
ITA	Hyundai Elantra (4 door) 96-00	4 Cyl DOHC	82.0 x 85.0 1796	2310	
ITA	Hyundai Elantra (4 door) 01-06	4 Cyl DOHC	82.0 x 93.5 1975	2450	
ITA	Hyundai Elantra (5 door) 01-06	4 Cyl DOHC	82.0 x 93.5 1975	2450	
ITA	Hyundai Elantra (4 door) 07-10	4 Cyl DOHC	82.0 x 93.5 1975	2520	
ITA	Hyundai Elantra (4 door) 11-14	4 Cyl DOHC	81.0 x 87.1 1796	2630	
ITA	Hyundai Elantra (Coupe) 11-14	4 Cyl DOHC	81.0 x 87.1 1796	2630	
ITA	Hyundai Accent (4 door) 11-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITA	Hyundai Accent (5 door) 11-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITA	Hyundai Veloster 11-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITA	Kia Forte Koup ex. SX 10-13	4 Cyl DOHC	86.0 x 86.0 1998	2770	
ITA	Kia Forte 4 door ex. SX 10-13	4 Cyl DOHC	86.0 x 86.0 1998	2735	
ITA	Kia Forte 5 door ex. SX 11-13	4 Cyl DOHC	86.0 x 86.0 1998	2735	
ITA	Kia Rio (4 door) 12-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITA	Kia Rio (5 door) 12-14	4 Cyl DOHC	77.0 x 85.4 1591	2450	
ITB	Hyundai Accent (4 door) 05-10	4 Cyl DOHC	76.5 x 87.0 1600	2290	
ITB	Hyundai Accent (3 door) 07-10	4 Cyl DOHC	76.5 x 87.0 1600	2290	
ITB	Kia Rio (4 door) 06-11	4 Cyl DOHC	76.5 x 87.0 1600	2290	
ITB	Kia Rio (3 door) 06-11	4 Cyl DOHC	76.5 x 87.0 1600	2290	
ITS	Kia Forte Koup SX 10-13	4 Cyl DOHC	88.0 x 97.0 2360	2605	
ITS	Kia Forte 4 door SX 10-13	4 Cyl DOHC	88.0 x 97.0 2360	2605	
ITS	Kia Forte 5 door SX 11-13	4 Cyl DOHC	88.0 x 97.0 2360	2605	

ITS

1. #24842 (Chris Braunlich) ENO Recently Classed Mazda 3

In ITS, classify the Mazda 3 2.3L (03-09) as follows:

See attached

In ITS, Mazda3 s (08-13), omit as follows:

Class	Make	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
ITS	<i>Mazda Mazda3 (03-09)</i>	<i>4 Cyl DOHC</i>	<i>87.5 x 94.0 2261</i>	<i>2440</i>	
ITS	<i>Mazda3 s (08-13) Mazda Mazda3 (10-13)</i>	4 Cyl DOHC	89.0 x 100.0 2488	2545	

Production

None

Spec Miata

None

Super Touring

STL

1. #24995 (Steve Rose) Request throttle body for Renesis

In STL table B, Mazda Renesis, add to the notes as follows:

“Alternate 70mm choke throttle body from the following list allowed: OE from 1996-2004 Mustang 4.6 liter V8; BBK #1700 (e.g., Summit #BBK-1700); Summit #227204; Trickflow #24070 1” thickness max manifold adapter allowed.”

Touring

None

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Les Chaney vs. SOM COA Ref. No. 18-10-SE August 20, 2018

FACTS IN BRIEF

On July 1, 2018, following the Group 3 race at the Bud Merrill Memorial Races at Roebling Road Raceway, Les Chaney (FP #33) filed a Protest against Andrew Wright (FP #7). The Protest alleged that Mr. Wright violated General Competition Rules (GCR) 6.1.1.B. by passing Mr. Chaney at Turn 6 when Turn 6 was waving a yellow flag.

The Stewards of the Meeting (SOM) Bob Horansky, Paul Gauzens, and Rick Mitchell (Chairman) met, reviewed the evidence, heard witnesses, and determined Mr. Wright began the pass after Turn 5. He completed the pass prior to the no passing zone at the Turn 6 flag station, where a waving yellow flag was displayed. The SOM disallowed the protest. Mr. Chaney appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Pat McCammon (Chairman) met on July 19, 2018 and August 16, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Chaney, received July 13, 2018.
2. Official Observers Report and related documents, received July 13, 2018.
3. Race Control Communication Log obtained by SOM on July 1, 2018.
4. Video evidence considered by the SOM, received July 13, 2018.
5. New video evidence from Mr. Chaney's race, received July 13, 2018.
6. Timing & Scoring (T&S) passing file, received July 13, 2018.
7. Revised judgement of the SOM court received on August 9, 2018.

FINDINGS

There is no dispute that Mr. Wright (#7) passed Mr. Chaney (#33) between Turns 5 and 6. The dispute is regarding the course flag condition. The COA reviewed the evidence available to the first court, as well as the additional evidence provided by Mr. Chaney with his appeal.

Based on assessment of the full body of evidence available to the COA, a chronology of events was established from the time Race Control ordered a full course yellow through the point of the alleged pass under yellow. The video evidence was inspected turn-by-turn and correlated to the T&S passing file. The COA determined this chronology, which the SOM could not have constructed without Mr. Chaney's additional video, should be considered and evaluated by the original SOM.

Under GCR 8.4.5.A.2. the COA may request the original SOM reconvene and rehear a protest. Therefore, to provide Mr. Chaney and Mr. Wright with full due process, the COA returned the decision and all evidence to the SOM on July 23, 2018 requesting they reconvene and rehear the protest.

The original SOM reconvened on July 29, 2018 to review the entirety of the evidence. On August 9, 2018, the COA was notified by the SOM that they determined the pass in question was under a double yellow flag condition at Turn 5. The SOM found Mr. Wright in violation of GCR 6.1.1.B. The SOM penalized Mr. Wright by placing him last in class and removing series points for the event's Sunday race. He also incurred an automatic 2-point penalty against his competition license, per GCR 7.4.A.6. New Group 3 results were released and competitors were notified on August 2, 2018.

Neither party filed an appeal objecting to the revised ruling.

DECISION

The COA upholds the revised SOM decision in its entirety. All parties were provided adequate time for subsequent appeals and the matter is now closed. Mr. Chaney's appeal was well founded, and his appeal fee, less the administrative amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Bill Agha vs. SOM COA Ref. No. 18-11-NP
August 20, 2018

FACTS IN BRIEF

On June 30, 2018, following the Group 7 U.S. Majors Race at Sonoma Raceway, a Request For Action (RFA) was submitted to the Stewards of the Meeting (SOM) by Assistant Chief Steward (ACS) Dave Deborde, asking them to investigate the contact between Car #7 (SM) Bill Agha and a Tow Truck at Turn 7. The RFA cited General Competition Rules (GCR) 6.11.1.A. (avoidable contact).

The SOM, Jerry Wannarka, Mary Lou Robson, and Skip Yocom, Chairman, met, reviewed the evidence, and heard testimony from witnesses. The SOM determined that both parties shared responsibility for the contact. Mr. Agha is appealing the decision of the SOM based on video evidence not available to the first court.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Anne Christian (Chairman) met on August 9 and August 16, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Bill Agha, received July 26, 2018.
2. In-Car Video from Lee Thomas, Car #0 (SM), received July 27, 2018.
3. Official Observers Report with related documents and witness statements, received July 27, 2018.
4. Email Testimony from Bev Heilicher, Chief Steward, with the following attachments: Written Drivers Meeting; Group 7 Race Lap Chart; Email to Chairman SOM; Chief Steward's Letter; images of posts from Facebook; Electronic copy of interview with Agha published by Jalopnik; received August 3, 2018.

FINDINGS

In his appeal, Mr. Agha stated that the incident involving his car (SM #7) and a tow truck was ruled a "racing incident". Mr. Agha alleges that the incident occurred due to negligence and that appropriate flags were not displayed. Mr. Agha is seeking damages for injury to his race vehicle from this incident.

The COA reviewed all evidence presented, including Mr. Agha's appeal letter, several witness statements provided to the SOM, and a full race video from Car #0 provided by Mr. Agha. Car #0 was two cars behind Mr. Agha at the time of the incident. Per GCR 6.1.1.E. a white flag is displayed when an emergency vehicle is on the racing surface. The COA determined from the video that the tow truck entered the racing surface after the trio of cars had passed the Turn 7 corner station where a single standing yellow flag was displayed.

Based on the full body of evidence available to the COA, it is determined neither the tow truck driver nor Mr. Agha was sufficiently aware of other vehicles on track and thus failed to allow room for both to proceed safely. The COA finds both drivers share responsibility for this accident.

The COA notes that awarding compensation to competitors for damages (regardless of fault) is not within the powers of the SOM or the COA. Reimbursement for personal medical expenses incurred by Mr. Agha may be available under SCCA's participant coverage.

DECISION

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

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
September 13, 2018

The Road Rally Board met via conference call on September 13, 2018. The meeting was called to order at 7:36 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 Media
 - a. Planning calendar - last published 8/25/18.
Thank you Jeanne. New one soon
 - b. RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you Cheryl.
- SCCA Staff Report (Jamie Mullin) – Jamie will start sending divisional sanctions to the NEC (national sanctions are already being sent); she has updated the claim form with minor revisions; working with Clyde to update the toolkit and its links; Clyde has draft outlines (not on website) for updating the toolkit. Jamie has a new assistant Stephanie Perry, sperry@scca.com, who is working with her to update all sanctions and audits, hopefully increasing efficiency.
- NEC Report (Mike Thompson) - everything was moving along smoothly for Oktoberally and the USRRC until Mother Nature paid a visit; Oktoberally had to reroute twice and the USRRC had flooded roads on the tour course
- Old Business
 - a. Training videos – Wendy, Mike B, Peter. –
Wendy said they are waiting for safety steward items to be finalized
 - b. Improvements to safety steward program
– Mike B. is working with Peter, they will send out latest version of the safety steward manual and precheck form to the road rally safety steward instructors for final review; next, talk to Sasha for GTA updates; Jamie will publish on the website with changes effective January 1
 - c. Rally starter materials – Clyde - see SCCA staff report above
 - d. Status of 6 regions requesting rally assistance.
 - i. Mohawk Hudson –Peter – proceeding along nicely
 - ii. Ohio Valley – Wendy – nothing new
 - iii. Reno – Jeanne – lost phone number, but is pretty sure she can find it
 - iv. Susquehanna – Peter – going along nicely
 - v. Blue Mountain – Peter - nothing
 - vi. New York region – Jeff Becker – Peter – nothing until the spring; Peter talked to another guy about putting on a charity rally but feels as though he was being used for ‘free consulting’
 - vii. Florida – Jim was contacted by Ray Kreigbaum, who lives in Lakeland, and has been putting on rallies on his own, interesting in maybe doing them as SCCA events, Jim gave him a couple of names to talk to for help and info
 - e. Replacement Northern Pacific Division Rally Steward – Jeanne. – left him a phone message
 - f. At the convention, Howard Duncan mentioned advertising for the USRRC on Cheryl's RReNews; can she be sent a check for her time and effort (she put out a special USRRC edition); Howard needs to OK it. Motion: Jamie take a request to Howard that

a nominal fee of \$100 to \$250 be paid to Cheryl for USRRC advertising. Pass, BOD liaison Earl agrees it is a good idea

- New Business

- NEC requested that we hold a Town hall meeting at the USRRC – RRB agreed this is a good idea. Tentatively Friday or Saturday evening, open agenda, all invited. Jim to report back to Jim Heine and they will arrange.
- Chicago region is interested in partnership with local rally clubs – Jim talked to them and a representative from a local club, and he will work to get the two groups together to hold a jointly hosted rally.
- Cheryl Babbe sent a letter to the RRB – Jim called her to get more information about what was going on, he told her that the RRB has no standing with the region to tell them to take any type of action; he encouraged her to try to work it out; Earl said her director was contacted, and Earl will talk to him.
- Discussion and voting on 2019 rule change proposals – 24 people have responded to the request for comments on the proposals. Jim had prepared a chart for us showing the percentage of rally community support each proposal had; items were listed from highest to lowest. Tonight we are going to start at the bottom and work our way up (all votes were unanimous). Only two proposals had community support above 50%.
Proposal 8. Create protocols for timing to the thousandth of a minute;
5% community support; RRB voted to decline proposal.
Proposal 7. prohibit organizers from displaying a clock for

contestants;

9% community support ; RRB voted to decline proposal.
Proposal 1B. allow unlimited championship series equivalents
13% community support; RRB voted to decline proposal.
Proposal 5. adjust leg times to be in the middle of the hundredth;
25% community support; RRB thought this should be mentioned as being desirable, but not mandatory. Hence:
Motion: Add to Article 18 in the RRRs: For four rallies it is considered desirable to set the leg times close to the middle of the second or hundredth whenever possible.
Pass

Proposals 3A and 3B, both define when submitted claims would be dismissed and not considered by the claims committee;
24% community support for 3A, 25% community support for 3B
RRB voted to decline both proposals.

Proposal 2. Create a 4th Class exclusively for GPS based calculating apps;
38% community support; vote postponed to October RRB meeting.

Proposal 4. increase claim fee to at least \$50;
42% community support; RRB voted to decline proposal.

Proposal 1A. increase equivalents from 14 to 16;
53% community support; vote postponed to October RRB meeting.

Proposal 6. Require penalty-free Time allowances for any and

all reasons;

68% community support; RRB voted to accept proposal.

Jim – said that two years ago the RRB reviewed proposals early (July), and rejected those that would not pass, and those were not even put out for community review; this year, everything was put out for community review. Think about this for next year.

Meeting adjourned at 9:26 pm CDT
Next meeting by teleconference October 11, 2018, 7:30 pm CDT
Respectfully submitted,
Jeanne English, secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

RALLY

Forms:

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

RallyCross Rulebook:

<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:

<http://www.scca.com/pages/roadrally-rules>

ROAD RACING

SCCA National Championship Runoffs:

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

Accredited Driver Licensing Schools:

<http://www.scca.com/pages/driver-s-school-w-table>

Forms:

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

Technical Forms:

<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):

<http://www.scca.com/pages/cars-and-rules>

SOLO

Tire Rack SCCA Solo National Championships:

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

Forms:

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

Rulebook:

<http://www.scca.com/pages/solo-cars-and-rules>

SCCA NATIONAL CONVENTION

Event page:

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

EVENT CALENDAR:

SCCA Events:

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