

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:

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

i. Engines, GT3 Turbocharged OEM:

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

<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>
