

## BOARD OF DIRECTORS

### Board Minutes November 3, 2018

The Secretary acknowledges that these minutes may not appear in chronological order. The Board of Directors met at the Kansas City Hilton Hotel Saturday November 3, 2018. All directors were present guest in attendance were Mike Cobb, President and Chief Executive Officer, Mindi Pfannenstiel Senior Director, Finance & Human Resources, Eric Prill, Vice President and Chief Operations Officer, Chris Robbins, Director Region Development and Aimee Thoennes Manager, Member Services and Mary Hill Executive Assistant.

This meeting is primarily a budget meeting to plan for the next year however, we did have an update from Mike Cobb on the Strategic Plan and 2019 goals. Aimee Thoennes and Chris Robbins gave an update on the membership services. Arnie Coleman reported that the SCCA Foundation had received a gift from the Estate of Stefan Ference, West Texas Region that consisted of several cars and a trailer. The proceeds from the sale of these items resulted in a generous donation of \$56,000 to the Foundation. Motion was made to follow the DC Regions request to suspend Lin Toland's membership for the same time period as DC Regions suspension. Hurlbut/Burrows. Motion Failed

## CONTENTS

<b>BOARD OF DIRECTORS</b>	<b>1</b>
<b>SOLO</b>	<b>2</b>
SEB Minutes	2
<b>ROAD RACING</b>	<b>12</b>
CRB Minutes	12
Technical Bulletin	17
Court of Appeals	22
Officials Review	28
<b>RALLY</b>	<b>29</b>
RallyCross	29
Road Rally	36
<b>TIME TRIALS</b>	<b>NONE</b>
Time Trials	NONE
<b>LINKS</b>	<b>39</b>

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | October 24th

The Solo Events Board met by conference call October 24th. Attending were SEB members Brian Connors, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Jason Isley, 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 new rule, class, and listing change proposals herein is **1/1/2020**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items

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

### Street Category

#22582 Muscle cars to B Street?

The SAC recommends the following proposal:

Move *from AS to BS*:

BMW

*M3 and M4 (F80/F82)(2015-18)*

Chevrolet

*Camaro SS 1LE (V8)(2017-18)*

Ford

*Mustang Shelby GT350 (2015-18)*

*Mustang GT Performance Package Level 2 (2018)*

Nissan

*350Z NISMO (2004-08)*

*370Z NISMO (2009-18)*

#22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS

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

Move *from DS to GS*

BMW

*3-Series (E46 chassis)(non-M3)(1999-2006)*

*3-Series (E9x chassis)(non M, non turbo)(2006-2011)*

Lexus

*IS300 (2001-05)*

Subaru

*WRX (non-STi)(2001-08)*

#22772 #20102 Replacing Electronic Shocks

Per the SAC, add the following to Section 13 in the rulebook:

*"13.5.A.8 Vehicles in Super Street originally equipped with an adaptive ride control system (MSRC, MRC PASM, AMS, etc) the calibration may be altered using an OEM provided re-flash or the entire controller may be replaced with an approved aftermarket shock controller.*

*Approved controllers: DSC Sport*

*This allowance expires Jan 1, 2021"*

## **Street Touring Category**

#23581 Please review Intercooler rule for ST

The STAC recommends the following rules changes to allow stock-location intercoolers for STH.

Modify 14.10.C as follows

*" C. Induction allowances are as follows:*

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

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

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

The STAC is recommending moving the second and third generation (2007-2018) mini Cooper S (and JCW) to STU. The first generation (2001-2007) Cooper S and JCW would stay in STX.

Modify listings in Appendix A as follows:

STU

*Mini*

*Cooper S & Cooper S JCW (2007-2018)*

*Cooper (non-S) (2014-2018)*

STX

Mini

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

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

## **Prepared Category**

#24314 Prepared ABS rules.

The PAC and SEB recommend the following change to ABS modification allowances.

17.6C

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

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

## Modified Category

#21881 Rocket style anti-lag

The MAC recommends the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections accordingly.

*“6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.”*

## Kart Category

#25502 Spec Honda 19.1.D.5

Per the KAC, add the following text as 19.1.D.4 and renumber subsequent section accordingly:

*“19.1.D.4*

*Stock Moto: Honda CR-125R engines only. Must conform to Modified Moto rules(19.1.D.1), with restrictions as listed. Minimum weight is 375lbs.*

*1. Carburetion: Unmodified Keihin PWM-38 or PWK-38, maximum bore = 38.6 mm. May be modified for floatless recirculating fuel system. Jets, slide & fuel system are open. No other carburetor modifications allowed. Fuel pumps must be pulse-driven.*

*2. Cylinder: OE 1997 – 2002 Honda CR-125R. May have power valve assembly removed and plugs installed. The cylinder casting must not have modifications or tool markings of any type. Honing of the original cylinder bore is allowed, maximum bore size = 54.513mm. Re-plated bores are not allowed. Cylinder overall height (between mounting surfaces) minimum = 3.307”, maximum = 3.316”.*

*3. Cylinder head: OE 1997 – 2002 Honda CR-125R. External water fittings may be modified or aftermarket. The head casting must not have modifications or tool markings of any type.*

*4. Piston assembly: The only allowed pistons are OE flat top as follows - “A” piston #13110-KZ4-A40 or #13110-KZ4-A90; “B” piston #13120-KZ4-A40 or #13120-KZ4-A90. Ring, bearing & circlips must be OE.*

*5. Ignition: OE 1999 Honda CR-125R stator & CDI only. Stator cover plate holes may be enlarged to the size to the backing plate holes to allow for static timing changes. Coil signal & CDI ground wires may be lengthened. Coil wire, spark plug cap & spark plug are open. The stator backing plate, main harness and all other ignition components must be original and unmodified.”*

Additionally, the KAC recommends changing the section title of 19.1.D.1 from "**Moto**" to "**Modified Moto**"

## **Member Advisories**

### **General**

#25524 Chris Dorsey for RMDiv SDC

The SEB has approved Chris Dorsey as the RMDiv Solo Development Coordinator.

#25750 Awards Nominations Requested

The SEB is seeking nominations from the membership for the Solo Driver of the Year and Solo Rookie of the Year awards. Descriptions of these awards, and list of past winners, may be found in Solo Rules Appendix K.V. Please submit your nominee(s) and reasons to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Street Category**

#25445 Seat padding/Bolster Boost

Thank you for your input. The item described is not considered compliant with the allowances of Section 13 or with the Seat Padding clarification in Appendix F. The SAC believes the bolster rule is adequate as written.

#25554 Committee Personnel

The SAC will be having a vacancy, and interested members are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Street Touring Category**

#25312 Focus RS LSD

Thank you for your input. The 2018 Focus RS is not classed in ST. The 2016/2017 Focus RS comes from the factory equipped with a LSD and therefore may not add an aftermarket differential under the current Street Touring rule set.

### **Street Prepared Category**

#25150 SPAC Application

The SEB has approved the addition of John Vitamvas to the SPAC.

### **Modified Category**

#24775 Bodywork in CM

Per the SEB, the requested modification would not be compliant with the rules. In particular the member is referred to Appendix A, class C Modified, paragraph A, last sentence: "The purpose of these rules is to maintain the value of these cars for Club Racing and therefore their market value, and to prevent special Solo-only Formula F vehicles."

#25693 Committee Personnel

The MAC will have vacancies at the end of this year, and interested members are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Kart Category**

#25409 KAC vacancy

The SEB has approved the addition of Mike Herrick to the KAC.

#25439 KAC member application

The SEB has approved the addition of Eric Nelson to the KAC.

#25553 Committee Personnel

The KAC will be having a vacancy and interested members are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

## Change Proposals

### Street Category

#25430 Move BMWs out of the stock pony car class to BS

The SAC would like member feedback on the following move:

Move **from FS to BS**

BMW

***M3 (Competition Package)(E9x chassis)***

### Modified Category

#23570 clarification request for front wind splitter dimensions

The MAC is seeking member input regarding the following rule change proposal:

18.1.F.

3. Front Aero

c. The front spoiler may not be wider than ***either the front*** or the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above. The front spoiler ~~may not function as a wing and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the~~ ***must be connected to*** bodywork above the spoiler ***across its full width***. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0" (20.3 cm) of its extent. The change in top view outline caused by these bodywork changes is allowed.

d. Front splitters are allowed but must be installed parallel to the ground within  $\pm 1.0$ " ( $\pm 25.4$  mm) fore to aft. ~~Splitters may not be wider than, nor extend more than, 6.0" (15.2 cm) forward of the topview outline of the car. The splitter trailing edge must be fully sealed to the front bodywork/fender flair/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than, 8.0 inches (15.2 cm) directly forward of the top-view outline of the car.~~ The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so. Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

## Other Items Reviewed

### General

#### #24941 Inclusive Club Class, A Transition From Ladies Class

The SCCA Solo Program and Solo Events Board are aware of ongoing member-driven, online social media discussions around Ladies' classes in Solo. There currently is not an open proposal under consideration by the SEB regarding changing Ladies' classes.

A significant change in classing structure would only be considered after extensive feedback from the membership, and a comprehensive analysis of the impact on the program. We will be guided by We welcome letters with proposals, comments, and concerns that will help us continue to grow participation and enhance the diversity of the Solo experience for all our members, in accordance with our Core Values (Solo Rules 1.2.3).

#### #25196, 25197, 25201, 25224, 25239, 25250 2018 Nationals course map release (various)

Thank you for your comments. Per member input, the SEB intends to prohibit pre-release of Nationals course maps. Specific language will be forthcoming.

#### #25278 Daylight Rule

The SEB understands and appreciates the membership concerns regarding requiring sufficient light for competition runs to continue, and will be providing a specific language proposal in a future Fastrack.

#### #25412 Heavy sedan class

Thank you for your input.

### **Street Category**

#### #25100 Move Ford Mustang GT350

Thank you for your input.

#### #25292 support for #23593 Moving Porsche Cayman S & GTS

Thank you for your input.

#### #25294 RX8 move from CS to DS

Thank you for your input.

#### #25299 AWD cars move from BS to DS

Thank you for your input

#### #25320 Lotus Evora 400

Thank you for your input.

#### #25324 SS1LE and PP2 to FS this year

Thank you for your input. Please see the response to item #22582.

#### #25369 Support for proposal #24743

Thank you for your input.

#### #25477 370 nissmo 2015+ move to BS

Thank you for your input. Please see the response to item #22582.

#### #25408 Mazda MX-5 ND2 (2019+) separately classed from ND1

Thank you for your input.

#### #25417 support 997 911 to AS

Thank you for your input.

#25447 Sway bar tab clarification

Thank you for your input. Please refer to letter #25121 in the November Fastrack for clarification.

#25482 Perposal 22582

Thank you for your input. Please see item #25430.

### **Street Touring Category**

#25374 Super Street Touring

Thank you for your input. The STAC is evaluating options for vehicles that exceed the performance envelope of the current ST classes.

#25328 A vote of confidence for STP

Thank you for your input. Please see the response to letter #25311 in the November Fastrack.

### **Street Prepared Category**

#24652 #23604 Changes to 15.8

Thank you for your input.

#24653 Tie Rods / Toe Links in Street Prepared

Thank you for your input.

### **Not Recommended**

#### **Street Category**

#24623 Clarify rules on non-expendable aftermarket replacement parts

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

#25230 Please clarify 13.9.G for cars that reduce power in lower gears

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

#25300 Move base C6 Corvette to B Street

Thank you for your input. The SAC will continue to monitor the performance balance in BS.

#25307 S2000CR from AS to BS

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

#25308 2018 Focus RS to D Street

Thank you for your input. The SAC believes the 2018 Ford Focus RS is appropriately classed.

#25338 ND1 Spec Class

Thank you for your input.

#25344 Move all BRZ-FRS-86 years and trims to D Street

Thank you for your input. The SAC will continue to monitor the performance balance in DS.

#25407 V6 Honda Accord out of HS

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

#25434 Please consider the 2012 Cayman R and Boxster Spyder for AS

Thank you for your input. The SAC believes these cars are appropriately classed due to



their low production numbers.

#25442 Stainless brakelines

Thank you for your input. The SAC believes stainless steel brake lines are not in the spirit of the Street category.

#25446 Cooling fan allowance not just for Pro Solo

Thank you for your input. The SAC believes this allowance is not in the spirit of the Street category.

#25452 Tesla Roadster Reclassification

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

#25456 Wheel/Tire size and fender cutting for Elise

Thank you for your input. The SAC does not believe fender cutting and unlimited wheel size is in the spirit of the category.

#25469 Twins to ES

Thank you for your input.

### **Street Touring Category**

#25199 Allow adding a radiator

Thank you for your input. The STAC does not feel that an allowance for adding additional radiators (and associated body/structure modifications) would benefit the category.

#25264 Allow mechanical fan deletes

Thank you for your input. The STAC does not feel that mechanical fan deletes are appropriate for the Street Touring category.

#25339 Please class 2017+ Audi RS3 in Street Touring and Street Prepared

Thank you for your input. The STAC feels the Audi RS3 exceeds the performance envelope of the current ST classes.

#25378 Please move the Mini where it was intended: STH

Thank you for your input. The STAC does not currently support moving the 2nd gen Mini to STH.

#25438 Fender Modification

Thank you for your input. The STAC does not believe an allowance for cutting fenders is appropriate for the Street Touring category.

### **Street Prepared Category**

#22817 Base C5 to BSP

The SPAC does not believe that this would be in the interest of the Street Prepared category.

#23109 2011-2012 GT500

The SPAC is continuing to monitor the competitive balance in ESP.

#23604 Allow any tie-rod or Toe link in Street Prepared

The SPAC does not believe that this modification is in the best interests of the Street Prepared category.

#24680 128i to Dsp but years are wrong.

Thank you for your input. The SPAC does not believe that the 128i would fit the

competitive balance of DSP at this time.

### **Kart Category**

#24713 Electric Karts

Thank you for your input.

The KAC will continue to evaluate alternative propulsion types in the Kart category.

At this time the KAC believes that electric karts do not match the rest of the current Kart category.

#25382 Vortex RoK Shifter Engines in KMod

Thank you for your input

The KAC is looking at ways to include a broader set of spec engine options going into 2020.

Look for a potential proposal coming soon to include similar engines.

### **Handled Elsewhere**

#### **General**

#25234 Ideas for lighting of Nationals courses

Please see the response to item #25278.

#25316, 25327, 25330, 25331, 25332, 25334, 25343, 25349, 25403, 25414, 25415, 25416, 25418, 25419, 25432, 25453, 25454, 25462, 25467 Ladies Classes (various)

Please see the response to item #24941.

#### **Street Category**

#25186 2019 Miata classing

See the response to #25163.

#25190 Lower minimum tire depth to 6/32

See the response to #25188.

#25282 Oppose #22772 and #20102

See the response to #25094.

#25309 Pony Cars to BS

See the responses to #22582 and #25430.

#25314 Best of Breed Pony cars, FS not BS

See the responses to #22582 and #25430.

#### **Street Touring Category**

#24839, 24848, 24852, 24869, 24880, 24882, 24887, 24938, 25006, 25021, 25189 Intercoolers in STH (various)

Thank you for your input. Please see the recommended proposal in response to letter 23581.

#24886 Addition to SEB letter #24839

The STAC appreciated the attached data logs. Please see the recommended proposal in response to letter 23581.

#25014 Intercooler allowance (data logs to add to letter #24886)

The STAC appreciated the attached data logs. Please see the recommended proposal

in response to letter 23581.

#25036 Fast Track STH intercooler public comment from STH competitor.

The STAC appreciated the attached data logs. Please see the recommended proposal in response to letter 23581.

#25413 Class Ford Shelby GT350 and 2016-2018 Camaro SS 1LE into STP

Thank you for your input. Please see the response to letter #25311 in the November Fastrack.

## **Tech Bulletins**

### **Street Category**

#25223 McLaren 650S, 570S, 570GT, 600LT

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

SS

McLaren

*570S*

*570GT*

*650S*

#24966 Classing 2019 Chevrolet Camaro 4 cyl turbo

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

DS

Chevrolet

*Camaro (Turbo 4 cyl)(inc 1LE package)(2019)*

## **CLUB RACING BOARD**

CLUB RACING BOARD MINUTES | November 6, 2018

The Club Racing Board met by teleconference on November 6, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; Rick Harris, Road Racing Technical Manager; and Scott Schmidt, Road Racing Technical Assistant. The following decisions were made:

### **Member Advisory**

None.

### **No Action Required**

#### **ST General**

1. #24899 (Tim Hunter) Request to Classify Volvo C30

Thank you for your request. You may run with the turbo inlet restrictor at chart weight as long as the remainder of the car is STU compliant.

#### **STU**

1. #25488 (Rick James) Request to Classify 93 Duster in STU

Thank you for your request. The 3.0l 24V engine from the Dodge Stealth may freely be swapped into any eligible Chrysler vehicle for competition in STU. It does not require specifically being classed, because the engine does not exceed 3.2 liters and was manufactured after 1985.

### **Not Recommended**

#### **FV**

1. #25533 (Andy Pastore) Disc Brake Rule Clarification

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #24663, which was approved as recommended in the October 2018 Board of Directors Minutes.

#### **Prod General**

1. #25444 (James Bell) Request for Alternate Wheel Diameter on Datsuns

Thank you for your request. The referenced brake allowance can be fitted within an appropriately sized/designed 13" wheel.

2. #25723 (Club Racing Board) Safety Change for Bolt-On Removable Hardtops

The Prod committee suggested the CRB consider adding to the general competition rules a requirement for either arm restraints or a window net across the underside of the roof when a bolted-on removable hardtop is being used, in any class. Especially if a non-metallic hardtop is being used.

The CRB does not recommend this change.

#### **ST General**

1. #25540 (Bill Lamkin) #24504 (Eric Heinrich) Request Advanced Aero With Restrictions

Thank you for your feedback. The CRB does not recommend fender flares. However, please see the response to letter #24504 for aerodynamic changes recommended for 2019.

#### **STL**

1. #25443 (PETER SCHWARTZOTT) Request to Clarify Honda/Acura K20 Engine Classification

Thank you for your request. The CRB has reviewed this option for STL and decided that this JDM option would create a potential imbalance in BOP for the Honda engines. The JDM K20 uses many parts including higher compression and better flowing intake, that perform at a level higher than STL. Since competitors can easily obtain USDM K20s there is no need to allow

this engine currently in STL.

## **T2**

1. #24985 (Michael Pettiford) Request Internal Turbo Mods to Solstice GXP  
Thank you for your request. Internal turbocharger modifications are against Touring philosophy.
2. #25510 (Darin Treakle) Request for 2017-2018 Honda Civic Type R BOP  
Thank you for your request. Please race the car so the CRB can collect data on it and make necessary adjustments.
3. #25681 (William Goodro) Request for Help for T2 Solstice GXP  
Thank you for your request. Please response to letter #24985.

## **Recommended Items**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

## **Prod General**

1. #25425 (Production Committee) Modify Hardtop Rule to Allow OE-Style Aftermarket Hardtops  
Change the wording of rule "9.1.5.E.9.a.12 – Production Category, Authorized Modifications, Body/Structure Level 1 & 2, Modifications" to the following new language:

*12. Open cars must remove convertible soft tops, and attaching bracketry and fasteners. Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners. Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners.*

Remove the words "OEM hardtop allowed/permitted" from any and all applicable specification lines in Production.

2. #25426 (Production Committee) Allow Drivers Seat Floor Pan Modification  
Add 9.1.5.E.10.e – Production Category, Authorized Modifications, Driver/Passenger/Trunk Compartment Level 1 & 2:

*e. The driver's side floor-pan may be modified for the purpose of lowering the driver's seating position. All modifications must be contained within the floor-pan area, limited to between the transmission/exhaust tunnel, the driver's side rocker, and a maximum fore-aft length of 30". The modification shall not extend below the lowest portion of the factory floor/frame rail/welded seam. The steel used in the modification shall be no thinner than .058", and be entirely welded in place. This modification shall serve no other purpose other than seating position.*

## **STU**

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

### 9.1.4.1 STU Specific Technical Regulations

Add to section A. Chassis and Bodywork:

### *3. Advanced Aerodynamics*

*The following maximum specifications regarding aerodynamic allowances can be used with*

*a 3% weight penalty:*

- a. The front splitter must not extend more than 3.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.*
- b. A wing no wider than the widest part of the body, with a maximum cord length of 12", and end plates that do not exceed 72.0 square inches each.*
- c. Canards or dive planes are permitted. 2 per side not exceeding 50 square inches each.*

## **T2-T4**

1. #24685 (Jared Lendrum) Request to Increase Camber for 2019  
Thank you for your request. Based on the overwhelmingly positive response to the WDYT, please make the following change for 2019:

In 9.1.9.2.5.a.1:

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

2. #25706 (Touring Committee) Short Shifters for Touring

Please make the following change to Touring (T2-T4):

Add 9.1.9.2.4 Transmission/Final Drive

*4. Conventional aftermarket shift kits allowed (i.e., short-shift). Parts can serve no other purpose than to accomplish the shifting of the OE transmission.*

## **Taken Care Of**

### **GT General**

1. #23060 (Charlton Holmes) FIA GT4 Club Racing Class

Thank you for your letter. GT4 will be part of the proposed GTX rule package. The CRB is seeking Board of Directors approval for the package in early December.

### **ST General**

1. #25540 (Bill Lamkin) #24504 (Eric Heinrich) Request Advanced Aero With Restrictions

Thank you for your feedback. Please see the response to letter #24504.

### **STO**

1. #25353 (Greg Amy) Opposed to Letter #24504

Thank you for your feedback. Please see the response to letter #24504.

### **STU**

1. #25350 (Alan Leshner) Support for letter # 24504

Thank you for your feedback. Please see the response to letter #24504.

2. #25351 (Allan Ferragonio) Opposes STU Aero Updates

Thank you for your feedback. Please see the response to letter #24504.

3. #25352 (Kevin Koelemeyer) Opposes STU Advanced Aero

Thank you for your feedback. Please see the response to letter #24504.

4. #25354 (Patrick Lipsinic) Opposes letter #24504

Thank you for your feedback. Please see the response to letter #24504.

5. #25356 (Evan Consolazio) Opposes Letter #24504

Thank you for your feedback. Please see the response to letter #24504.

6. #25357 (Theresa Condict) Opposes letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
7. #25358 (Eric Heinrich) Opposes Everything in Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
8. #25359 (Robert Verenna) Opposed to Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
9. #25362 (Austin Hilliard) Opposes Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
10. #25377 (Jose De Miguel) Opposes Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
11. #25380 (Christopher DeShong) Response to Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
12. #25381 (Mark Liller) Opposed to Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
13. #25383 (Matt Wolfe) Opposed to Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
14. #25402 (Chris Itterly) Answers to Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
15. #25420 (Lenny Basaj) Supports Letter #24504  
Thank you for your feedback. Please see the response to letter #24504.
16. #25449 (Matt Wolfe) Aftermarket Turbocharger and Supercharger Kit Approval  
Thank you for your feedback. Please see the response to letter #24832, October 2018 Fastrack Minutes.
17. #25461 (Darin Treakle) STU Aero and Wheel Flares  
Thank you for your feedback. Please see the response to letter #24504.
18. #25505 (Scott Peterson) Favors Letter #24504 Request Advances Aero  
Thank you for your feedback. Please see the response to letter #24504.
19. #25568 (Patrick Waligore) Feedback for Letter #24504 Request Advanced Aero With Restrictions  
Thank you for your feedback. Please see the response to letter #24504.

## **T2**

1. #25532 (Christopher Childs) Request to Slow the LS2 C6 Corvette  
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.
2. #25574 (Michael Pettiford) T2 Solstice GXP Not Competitive  
Thank you for your letter. Please see the response to letter #24985.
3. #25637 (Jason Ott) E92 BMW Tire and Weight  
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.
4. #25638 (Jim Leithauser) E92 Adjustments and Thoughts  
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.

5. #25682 (Carl Fung) Request for Corvette Consistency  
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.
6. #25721 (Brian LaCroix) Request Balance of Performance on LS2 Vette  
Thank you for your request. Please see the response to letter 25704, Technical Bulletin.

#### **T2-T4**

1. #25306 (Josh Holsworth) Favors Touring Camber Increase for Letter #24685  
Thank you for your feedback. Please see the response to letter #24685.
2. #25322 (Harley Kaplan) Supports Proposed Camber Rule  
Thank you for your feedback. Please see the response to letter #24685.
3. #25329 (Raymond Blethen IV) Supports Increased Camber Rule  
Thank you for your feedback. Please see the response to letter #24685.
4. #25368 (Ted Warning) Opposes Letter #24685 Request to Increase Camber for 2019  
Thank you for your feedback. Please see the response to letter #24685.
5. #25400 (Christopher Childs) Supports Letter #24685  
Thank you for your feedback. Please see the response to letter #24685.
6. #25411 (Richard Kulach) Supports Letter #24685  
Thank you for your feedback. Please see the response to letter #24685.
7. #25486 (Jim Leithauser) Favors Camber  
Thank you for your feedback. Please see the response to letter #24685.

#### **T4**

1. #25485 (Jeff Andrews) Favors Max Camber Increase to 3.5 degrees  
Thank you for your feedback. Please see the response to letter #24685.
2. #25567 (Derrick Ambrose) Favors 3.5 Camber  
Thank you for your feedback. Please see the response to letter #24685.

#### **What Do You Think**

None.

#### **RESUMES**

1. #25474 (Jerry Hodges) Resume for Formula/Sports Racing Advisory Committee  
Thank you for your résumé. It will be kept on file for future consideration.



## TECH BULLETIN

DATE: November 20, 2018

NUMBER: TB 18-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/30/2018 unless otherwise noted.

### American Sedan

#### AS

1. #25692 (DAVID MEAD) Mustang Mach 1 Transmission Clarification

In AS, Ford Mustang Mach 1 (03-04) Restricted Prep. 4.6L V8, change the gear ratios as follows;

~~3.38, 2.00, 1.62, 1.27, 1.00, .79~~ **3.38, 2.00, 1.32, 1.00, .68.**

### B-Spec

#### None

### Formula/Sports Racing

#### ASR

1. #25248 (Peter Jankovskis) Clarification of Rule Requiring Side Intrusion Bars in SPO Class  
In GCR section 9.1.8.B.12.a, make changes to the weight as follows:

~~"The minimum weight of the vehicle as raced, without driver, shall be 750 lbs. Cars of composite (e.g., fiberglass, carbon fiber, Kevlar, etc.) chassis construction shall not exceed a maximum weight, as raced without driver, of 1500 lbs. Cars of conventional tubular space-frame or metallic monocoque chassis construction that are in excess of 1800 lbs, as raced without driver, require specific approval by the Club Racing Board for homologation (if required, see section 9.2.2. for details) and competition eligibility."~~

#### FB

1. #25711 (Formula/Sports Racing Committee) Update AiM data box mount provision

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 #DNKTKPFSOL5 #X47KPFSOLO2R0 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."~~

#### FE

1. #25546 (Robey Clark) Request FE Tires 2019

In GCR section 9.1.1.I.13, FE, add the wording as follows:

Tires must run in sets of 4 as stated below:

"DRY

American Racer *(until 05/31/2019)*

Front: P/N: JE3C3, 22.0 X 8.0-13S

Rear: P/N: JE3MA, 22.5 X 10.0-13S"

or

"Front: P/N: JFEC3, 22.0 X 8.0-13S

Rear: P/N: JFEMA, 22.5 X 10.0-13S"

*"Hoosier (beginning 01/01/2019)*

Front: P/N: 43272, 22.0 X 8.0-13 FE  
Rear: P/N: 43312, 22.0 X 10.0-13 FE”

#### “WET

American Racer (*until 05/31/2019*)

Front: P/N: JWWC3: 22.0 X 8.0-13

Rear: P/N: JWWMA, 22.5 X 10.0-13”

“*Hoosier (beginning 01/01/2019)*

Front: P/N: 44195, 22.0 X 7.5-13 WET

Rear: P/N: 44217, 22.0 X 9.0-13 WET “

#### **P1**

1. #25709 (Formula/Sports Racing Committee) Update AiM data box mount provision

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 #~~DNKTKPFSOL5~~ #**X47KPFSOLO2R0** 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.~~”

#### **P2**

1. #25710 (Formula/Sports Racing Committee) Update AiM data box mount provision

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 #~~DNKTKPFSOL5~~ #**X47KPFSOLO2R0** 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.~~”

#### **SRF**

1. #25435 (Robey Clark) Request for SRF Suspension linkage clarification

In GCR section 9.1.8.E.X.j, SRF3, clarify as follows:

“Suspension linkage: ~~No more than .570” exposed thread from first formed thread to a STD-jam nut on any Spherical rod end. This is minimum mandatory requirement to ensure sufficient engagement of thread in the adjustable linkages. It is not permissible to remove any jam nut on suspension links.~~ ***Jam nuts must be used on all threaded adjustment locations of the suspension linkage. A spherical rod end may have no more than 0.570” of exposed thread, measured from a typical reduced height jam nut to the first formed thread of the spherical rod end. This measurement requirement does not apply to suspension turnbuckles, clevises, or OEM-type tie rod ends that have longer exposed threads.***”

#### **GCR**

None

#### **Grand Touring**

None

#### **Production**

None

#### **Spec Miata**

None

#### **Super Touring**

None

## Touring

### T2

1. #25135 (Bill Sulouff) Request Clarification on Porsche 996 Weight  
Effective 01/01/19, In T2, Porsche 911/996 (98-05), make changes to the notes as follows:  
*-50lbs if 3400 engine is used.*

2. #25342 (Touring Committee) Camaro 2016+ 20 inch wheels missing  
In T2, Chevrolet Camaro, 1LE (2016-), make changes to the wheel size as follows:  
~~48x14~~ *20 x 11*

3. #25511 (Darin Treakle) Request for 2017-2018 Honda Civic Type R - 2 BOP Tire Size  
In T2, Honda Civic Type-R (2017-), make changes to the tire size as follows:  
~~265~~ *275*

4. #25512 (Darin Treakle) Request for 2017-2018 Honda Civic Type R - 3 BOP Wheel size  
In T2, Honda Civic Type-R (2017-), make changes to the wheel size as follows:  
~~20x9~~ *20 x 10*

5. #25704 (Touring Committee) 2019 T2 class adjustments  
In T2, Porsche 911 / 966 (98-05), make changes as follows:  
~~3050~~ *3150*

In T2, Porsche 911 / 997 (06-08), make changes as follows:  
~~3200~~ *3250*

In T2, Porsche 911 / Carrera S 997.2 (09-12), make changes as follows:  
~~3275~~ *3300*

In T2, BMW E92 M3 (08-14), make changes as follows:  
~~275~~ *295*

In T2, Ford Mustang GT 5.0L (11-14), make changes as follows:  
~~3550~~ *3500*

In T2, Ford Mustang GT 5.0L (2015-), make changes to the notes as follows:  
~~48mm~~ *50mm* flat plate restrictor required.

### T3

1. #25772 (Touring Committee) 2019 T3 class adjustments  
In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), make changes to the spec line as follows:

DE motor weight ~~3300~~ *3225*

HR motor weight ~~3350~~ *3275*

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, make changes to the spec line as follows:

DE motor weight ~~3350~~ *3275*

HR motor weight ~~3400~~ *3325*

In T3, Ford Mustang V6 (11-14), make changes to weight and notes in the spec line as follows:  
~~3475~~ *3425*

~~55~~*58*mm flat plate restrictor required.

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), make changes to the spec line as follows:

~~3450~~ *3425*

In T3, BMW Z4 M Coupe (2007), make changes to weight and notes in the spec line as follows:  
 3350 **3275**  
 45~~50~~mm flat plate restrictor required.

In T3, BMW M3 (01-06), make changes to weight and notes in the spec line as follows:  
 3400 **3325**  
 45~~50~~mm flat plate restrictor required.

In T3, BMW SpecE46, make changes to the spec line as follows.  
 3025 **2950**

**T4**

1. #25751 (Touring Committee) 2019 T4 Class Adjustments  
 In T4, Ford Mustang V6 (05-10), make changes to weight and notes as follows:  
 3325 **3300**  
~~55mm flat plate restrictor required.~~

In T4, Mazda MX-5 / Club Model (06-15), make changes as follows:  
 2650 **2625**

In T4, Scion FRS (13-16), make changes as follows:  
 2975 **2925**

In T4, Subaru BRZ (13-16), make changes as follows:  
 2975 **2925**

In T4, Toyota 86 (2017-), make changes as follows:  
 3025 **3000**

In T4, Subaru BRZ (2017-), make changes as follows:  
 3025 **3000**

In T4, Mazda RX-8 Base/R3 (04-12), make changes as follows:  
 3175 **3125**

In T4, Honda Civic Si (14-15), make changes as follows:  
 3025 **2975**

In T4, Honda Civic Si (12-13), make changes as follows:  
 3025 **2975**

In T4, Honda Civic Si (06-11), make changes as follows:  
 3000 **2950**

In T4, Honda Civic Coupe & Sedan EX-T (16-17) Hatch LX & Sport (2016), make changes as follows:  
 3100 **3050**

In T4, delete Honda Civic EX-T (16-17) duplicate spec line.

	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
--	-------------------------------	-----------------	------------------------	-----------------	-------------	-------------	-------------	--------------	--------

Honda Civic EX-F (16-17)	1496-	2700-	17 x 7-	235-	3.54, 2.08; 1.36, 1.02; 0.83, 0.69	4.11-	(F) 280mm (R) 260mm	3050-	HPD- differential- assembly- part#-
--------------------------------	-------	-------	---------	------	--	-------	------------------------	-------	--

In T4 BMW 320i (14-15), make changes to tire and notes as follows:

(F) ~~245~~ **255**

~~30~~**32**mm TIR required

In T4, Mazda MX-5 / Miata Sport (99-00), add to notes as follows:

Allow Spec Miata suspension kit (*Bilstein or Penske SM kit shock absorber*) allowed.

**SCCA**  
**National Championship Runoffs**  
**JUDGEMENT OF THE COURT OF APPEALS**  
**CSOM Reference Number 31**  
**Andrew Aquilante vs. SOM COA Ref. No. 18-01-RO**  
**October 19, 2018**

## **FINDINGS OF THE COURT**

On October 18, 2018, following the second qualifying session for Touring 1 (T1) at the National Championship Runoffs held at Sonoma Raceway, Andrew Aquilante, T1 #33 protested Kristofer Olson, T1 #49, alleging that various items on Mr. Olson's vehicle were not compliant with GCR section 9.1.9.1. T1 Category rules. The protest detailed a list of seven (7) bodywork configuration items.

The Stewards of the Meeting (SOM), Barb Knox, Bill Blake, and Fred Brinkel (Chairman), met, reviewed physical evidence, and heard testimony from both drivers. The SOM found three (3) items non-compliant and penalized Mr. Olson with loss of qualifying times from Session Two (2). Mr. Aquilante appealed the SOM's decision.

## **DATES OF THE COURT**

The Court of Appeals (COA), Michael West, Pat McCammon, and Spencer Gorham (Chairman), met on October 19, 2018, to review the evidence, hear testimony, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Andrew Aquilante, received October 19, 2018.
2. 2018 Runoffs SOM File and Ruling for Action #31, received October 19, 2018.
3. Tim Myers, Touring Advisors Committee (TAC) member, in person interview on October 19, 2018.

## **FINDINGS**

Mr. Aquilante's appeal addressed the T1 #49 bodywork items found to be compliant by the SOM. He claimed the diffuser, rear bumper, and rear trunk are not allowed per GCR 9.1.9.1.B. and 9.1.9.1.A.1 (T1). He also argued the mirrors are not compliant per GCR 9.1.9.1.A.2. The COA inspected Car #49.

The COA finds that in order to be classified in T1 as an Acura NSX Turbo World Challenge per the T1 Spec Lines, the vehicle must adhere to World Challenge rules. Therefore, the SCCA Pro Racing Vehicle Technical Specifications (VTS) dated 8/19/2009 Ver. 3 for the 1991-2001 Acura NSX Turbo World Challenge vehicle is the primary controlling document for compliance of the car in the T1 class. The GCR T1 Category rules control only situations not specified in the VTS. The diffuser, rear bumper, and rear trunk are specifically listed as allowed per the VTS and are compliant with the rules.

The VTS is silent on the vehicle's exterior mirrors and therefore GCR 9.1.9.1.A.2. applies. The COA finds the mirrors specified in the protest and the appeal are not Original Equipment Manufacturer (OEM), alter the standard body appearance, and are non-compliant. The COA included a notation in the vehicle logbook requiring Car #49 to have compliant mirrors installed prior to the next event. The COA did not modify or increase the SOM imposed penalty.

**DECISION**

The COA upholds the SOM decision with modification. The COA upholds the SOM assigned penalty. The appeal is well founded. The appeal fee will be returned, less the administrative portion retained by SCCA.

**SCCA**  
**National Championship Runoffs**  
**JUDGEMENT OF THE COURT OF APPEALS**  
**CSOM Reference Number 41**  
**J. R. Osborne vs. SOM COA Ref. No. 18-02-RO**  
**October 20, 2018**

**FACTS IN BRIEF**

On October 19, 2018, at the National Championship Runoffs held at Sonoma Raceway, Gary Hickman, Formula 1000 (FB) #76, protested J. R. Osborne, FB #49, alleging Mr. Osborne's engine configuration was not compliant with GCR 9.1.1.G.4.C. as interpreted in a Member Advisory in the Club Racing Board Minutes dated August 7, 2018, and published in the September 2018 FasTrack. Specifically, Mr. Hickman stated the throttle body (TB) and engine control unit (ECU) used on Mr. Osborne's Gen5 Kawasaki engine (long block) were from a Gen4 Kawasaki engine.

The Stewards of the Meeting (SOM), Barbara Knox, Bill Blake, and Fred Brinkel (Chairman), met, reviewed the evidence, interviewed witnesses, and found the engine non-compliant. The SOM upheld the protest and penalized Mr. Osborne with loss of qualifying times from Session Three (3). Mr. Osborne appealed the SOM decision. Mr. Osborne asserted GCR 9.1.1.G.4.E. permits the use of stock fuel injection components from different engine generations.

**DATES OF THE COURT**

The Court of Appeals (COA), Pat McCammon, Laurie Sheppard, and Michael West (Chairman), met on October 19 and October 20, 2018, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from J. R. Osborne, received October 19, 2018.
2. 2018 Runoffs SOM File and Ruling for Action #41, received October 19, 2018.
3. David Arken, Club Racing Board (CRB) member and Liaison to the Formula Sports Racing Advisory Committee (FSRAC), Witness Statement Addendum, received October 19, 2018.
4. CRB Minutes dated August 7, 2018, published in September 2018 FasTrack.

**FINDINGS**

The SOM found Mr. Osborne's configuration non-compliant based on:

- The Member Advisory, which states, "Competitors in P2 and FB are reminded that a stock engine consists of parts that were originally delivered as an OEM unit. A stock engine is not an engine made up of stock parts from various engines and different platforms to create an engine that never existed as an OEM unit. All the engine part numbers must have been included in the original OEM engine. For example, an engine with a short block from one engine platform, cylinder head from a different platform, and cams from a third is not a stock engine." In the ruling the SOM incorrectly cited this clarification as an authoritative Technical Bulletin rather than a Member Advisory.
- GCR Appendix F. definition for Engine.

The COA understands why the SOM came to this determination but does not agree with their conclusion.

Following extensive review and analysis, the COA finds Mr. Osborne's engine configuration is compliant. The basis for the COA ruling follows:



In accordance with GCR 1.2.3. (Interpreting and Applying the GCR), class rules (Formula 1000 (FB)) take precedence over General Technical Rules. GCR 9.1.1.G.4.E. states, "Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used." GCR 9.1.1.G.4.C. states, "The stock or factory racing ECU shall be used."

These FB class rules clearly state the fuel induction system is unrestricted and, therefore, exempts the throttle body and the ECU delivered with the throttle body from the engine definition found in Appendix F. (General Technical Specifications). GCR 9.1.1.G.4.C. does not specify the ECU must be year-matched to the engine, only that it shall not be a stand-alone aftermarket part.

David Arken, CRB member and FSRAC Liaison, provided written and verbal testimony stating the Member Advisory was intended to reference only the cylinder head, engine block, and internal parts of these components, commonly referenced as a long block. He further stated, "Had the rule been intended to require the ECU to year-match the engine, that requirement would have been specifically noted. In addition, since the TB's are unrestricted and must remain stock, this makes it necessary to match the ECU to the TB's."

Per GCR 1.2.2.B. (Revising the GCR – Immediate Implementation), for a clarification requiring immediate implementation, the Board of Directors (BOD) will issue a memorandum stating the interpretation and its effective date. These memoranda will be posted on the SCCA website. The COA notes this Member Advisory for FB and Prototype 2 (P2) had not been issued by the BOD before the start of the 2018 National Championship Runoffs. Therefore, SOM reliance on the Member Advisory as the basis for the ruling was not in accordance with the GCR.

The COA notes these rules and the Member Advisory can lead to varying interpretations. The COA respectfully requests the CRB and FSRAC review and clarify the engine rules for F1000 (FB) before the start of the 2019 competition season.

## **DECISION**

The COA overturns the SOM ruling in its entirety. Mr. Osborne's qualifying times from Session Three (3) are reinstated. The appeal is well founded. The appeal fee will be returned, less the administrative portion retained by SCCA.

**SCCA**  
**National Championship Runoffs**  
**JUDGEMENT OF THE COURT OF APPEALS**  
**CSOM Reference Number 52-53**  
**Errors and Omissions COA Ref. No. 18-03-RO**  
**October 21, 2018**

**FACTS IN BRIEF**

Following the Touring 4 (T4) race at the National Championship Runoffs held at Sonoma Raceway, the Scrutineer noted T4 #35, driven by John Heinrich, had a spherical bearing at the top shock absorber mounting point in violation of GCR 9.1.9.2.D.5.a.1. Assistant Chief Steward (ACS) David Gomberg filed a Chief Stewards Action (CSA) to move Car #35 behind all compliant cars. The car's entrant, Drew Spoto, protested the Chief Stewards Action.

The Stewards of the Meeting (SOM), Fred Brinkel, Bill Blake, Maggie Clark, and Barb Knox (Chairman), met, reviewed the evidence, heard witnesses, and determined the camber plate at the top shock absorber mounting point contained a spherical bearing and thus violated GCR 9.1.9.2.D.5.a.1. The SOM disallowed Mr. Spoto's protest. Mr. Spoto appealed the SOM's ruling. Chief Steward Costa Dunias also requested the Court of Appeals (COA) review and interpret the rule to determine if an "Errors and Omissions" (E&O) situation was created in a recently approved amendment. The Chief Steward's appeal was filed in accordance with Supplemental Regulations 12.5.

**DATES OF THE COURT**

The Court of Appeals (COA), Michael West, Anne Christian, and Laurie Sheppard (Chairman), met on October 21, 2018, to review, hear, and render a decision on the appeal and the Chief Steward's request.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Drew Spoto, received October 21, 2018.
2. 2018 Runoffs SOM File and Ruling for Actions #52 and #53, received October 21, 2018.
3. Chief Steward Letter of Appeal (E&O) from Costa Dunias, received October 21, 2018.
4. Peter Keane, Acting Club Racing Board (CRB) Chairman, Witness Statement and Letter of Intent, received October 21, 2018.

**FINDINGS**

The COA first considered the Chief Steward's request for a ruling on a potential E&O situation in reference to GCR 9.1.9.2.D.5.a.1. The COA reviewed FasTrack for January 2018 and March 2018 and found that a new rule condition prohibiting spherical bearings/bushings except under specific conditions was proposed by the CRB and approved by the Board of Directors (BOD). The COA interviewed Acting CRB Chairman Peter Keane, who testified the expanded rule as approved by the BOD inadvertently invalidated a previous portion of the rule that states, "Strut suspensions may de-camber wheels by the use of...slotted adjusters at the top of the strut mounting plate." Chairman Keane acknowledged these approved slotted adjusters introduce a spherical bearing/bushing at the mounting point.

The COA finds the unintended effect of the rule impacting upper slotted strut mount adjusters (camber adjusters) is an Error and Omission. Chairman Keane provided enhanced wording for GCR 9.1.9.2.D.5.a.1., adding the sentence: "Spherical bushings are permitted as part of the upper slotted strut mount." The COA respectfully requests the CRB review and clarify the rule regarding spherical bearings/bushings in T2-T4 before the start of the 2019 competition season.

The COA determined that per the amended rule, the spherical bearing/bushing at the top shock absorber mounting point is compliant and Mr. Heinrich's position is reinstated, pending further technical inspection. Based on the E&O decision, Mr. Spoto withdrew his appeal.

**DECISION**

The COA rules spherical bearings/bushings are permitted as part of the upper slotted strut mount adjusters in Touring 2-4. The finishing position for Car #35 is restored, subject to further technical inspection.

### DECISION OF OFFICIAL'S REVIEW COMMITTEE

#### FACTS IN BRIEF:

On June 17, 2018, at the Washington DC region MARRS 5 event at Summit Point Raceway, Lin Toland, Tech Steward, struck Martin Burk, Scrutineer. An Official's Review Committee, consisting of Cathy Barnard, Phil Shuey, and Kevin Coulter (Chair) was appointed per GCR 2.5 to investigate.

The committee conducted telephone interviews with 17 witnesses between late June and late August. The committee reviewed: the complete member files of Mr. Burk and Mr. Toland; all paperwork related to this incident and the MARRS 5 event as a whole; files of several other race events at Summit Point that witnesses commented on; publicly accessible social media postings of the parties; and several emails from club members in support of Mr. Burk or Mr. Toland.

#### FINDINGS:

Physical violence between Mr. Toland and Mr. Burk was confirmed. The Committee finds Mr. Toland in violation of GCR 2.1.3 (Acting prejudicially to the sport), 2.1.7 (Unsportsmanlike conduct) and 2.1.8 (Physical violence). There is no place for physical violence at SCCA events. Further, Stewards are expected to hold themselves to a higher standard, per the Steward's Manual.

The Committee directs that Mr. Toland's road racing steward's license be suspended from the date of this occurrence (June 17, 2018) for a period of one year, the maximum penalty per the GCR, until June 17, 2019. The Committee also directs that upon resumption of Mr. Toland's steward privileges, his license be at no higher than the Divisional Steward level. License upgrades may be issued upon demonstration of the customary expectations (both time in grade and work assignments) of any Steward requesting an upgrade to the next level.

In addition, (1) Mr. Toland must attend a course, or equivalent behavior management therapy, to help him understand, manage, and minimize inappropriate anger-related behavior, and submit proof of completion to the NEDiv Executive Steward and (2) the NEDiv Executive Steward may place additional conditions and restrictions at his discretion.

During our investigation of this incident, we became aware of procedural errors in the protest process. Measures are being taken to ensure they do not occur in the future.

## RALLYCROSS BOARD

RallyCross Board Minutes | November 6, 2018

The RallyCross Board (RXB) met via conference call on November 6<sup>th</sup>, 2018. Attending were Steve Hyatt, RXB Chair, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison, and Brian Harmer with the National Office.

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

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

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

**2. Chairman's Report: (Hyatt):** The National Office has sent convention information to the RXB. The RXB will meet in face to face meetings on Wednesday and Thursday morning prior to the convention. The RXB members should make appropriate travel arrangements. Steve Hyatt met with the national office about the vision and direction for the Rallycross program in 2019. The RallyCross National Championship is similar in percentage of attendance to total annual program attendance to all other SCCA programs. The National Office will send out a message requesting interested parties provide information for the RXB and other committee positions. Interested parties shall contact Brian Harmer at bharmer@scca.com. Mike Cobb attended the 2018 DirtFish SCCA RallyCross National Championship

The SCCA board meets before the next RXB meeting. The 2019 rules recommendations and RXB appointments will be reviewed by the board at the December SCCA board meeting.

### 3. Committee reports:

- **RallyCross Safety Committee (Regan)**
  - Update: There was one minor incident at the 2019 DirtFish SCCA RallyCross National Championship. Mark Utecht, Land o Lakes regional executive, sent the Land O Lakes Rallycross program chair and Divisional Steward a message about safety concerns with the program. The RE, Region Chair and Divisional Steward are working through the concerns. The RXB and Safety Committee will review the concerns and the training materials available to support the regions and help regions understand and follow program requirements.
- **Rules Committee (Lightfoot)**
  - Updates: Refer to 2019 RallyCross Rules review below. The review process for 2018 included a survey where individuals could provide a response as to if they recommended approval or rejection of the proposed rule. Survey participants could also provide feedback for each proposed rules. Over 450 members took the survey. Results and comments were reviewed by the rules committee and RXB.
- **RallySprint Committee (Hyatt)**
  - Updates: No update.
- **National Championship Committee (Wright)**
  - Updates: The 2018 DirtFish SCCA National Championship was held Oct 12-14. The RXNC-PC will meet this week to review the event and provide feedback to the RXB. The RXB Thanks the RXNC-PC and Scott Beliveau for another successfully planned and run National Championship.
  - Review of 2018 National Championship (Macoubrie): The RXB Postponed review of

the event to December.

- **Divisional Steward Liaison (Macoubrie)**

- Updates: No Update

- Divisional Stewards 2019 Approval (Macoubrie): Mark Macoubrie sent a request to all Divisional Stewards to acknowledge their intent to be a Divisional Steward for 2019. The RXB will review and approve 2019 Divisional Steward positions at the December RXB meeting.

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

- Updates: 2019 Sanction Applications will be modified by the National Office for 2019.

#### 4. Old business:

- **Emergency/Parking Brake System (Regan):** Are Wheel chocks allowed as an emergency/parking brake system? The RXB discussed the current ruleset and determined that wheel chocks are not an allowable emergency/parking brake system per the rules. A rule clarification will be issued on the topic.

#### 5. New business:

- Review of 2018 DirtFish SCCA RallyCross National Championship town hall meeting (Macoubrie). Refer to town hall meeting minutes.
- Potential RXB Members additions (Macoubrie). There are open RXB and committee positions. The National Office will post a message requesting interested parties contact Brian Harmer at [bharmer@scca.com](mailto:bharmer@scca.com) if interested.
- 2019 Sanction Applications (Harmer). The National Office is going to redo all forms for all the programs. The first page will be same page for all programs to improve consistency of SCCA forms. Specific program information will be located on the accompanying pages. As part of updating the sanction forms the National Office, RXB and Divisional Stewards are reviewing the current sanction process to determine if the process may be modified to improve efficiency and make it easier and quicker for the regions to request and receive sanction documents required for each event. . Late fees are being changed to \$250.00.
- Crosskart advertisement (Macoubrie): Crosskart USA website indicates Crosskarts will be allowed to race in SCCA RallyCross in 2019. CrossKarts directly from the factory will not meet the SCCA Rules since they do not use production-based engines and will not be allowed without modification.

#### 6. 2018 DirtFish SCCA RallyCross National Champion Town Hall Meeting Minutes

##### a. National Championship

- i. The use and availability of water trucks was discussed for the National Championship.
- ii. The time of year for the national championship was discussed. Concerns were expressed about having to cross the Rocky Mountains late in the year and having to deal with snow storms or impassible roads. Suggestions were made to move the date to earlier in the year. Potentially between June and August. This would alleviate the concern of bad weather for traveling, would provide longer days with

- more racing time.
  - iii. The location of the RXNC was discussed. Alternating the site between east, west and central was suggested. Sites capable of holding a national championship would need to be found.
  - iv. The National Office is open explore potential sites and times if someone has a site and time that may work for a national championship.
  - v. Changing the schedule was discussed. Proposals included starting racing on Friday or moving class inspection to Saturday morning. A suggestion was also made to break the event into days per run group instead of having all run groups run all days.
  - vi. Questions were asked about the ability to protest cars after they start and doing class inspection after the runs are complete.
- b. National Challenges
  - i. Concerns were expressed that with the new format there is a lack of support for regions to hold national challenges. Would it be possible for the National Office to provide support or incentives for a region to hold a National Challenge? The National Office indicated the attendance would need to be at least 80 entrants to have national office support at the event.
  - ii. Suggestions were made to return to divisional challenges instead of national challenges.
  - iii. The National Office will review and consider proposals for future challenges.
- c. General organizational comments
  - i. A suggestion was made to setup RallyCross divisions vs current SCCA divisions vs conference to align the origination based on physical distance of regions in the same division.
  - ii. A rule proposal survey link will be sent to all RXNC participants to review the 2019 proposed rule changes.
  - iii. The RXB will be looking for new RXB board member and committee members
  - iv. Comments were made about the pro and cons of adding UTVs to RallyCross programs. There are currently no plans to add UTV class to the existing RallyCross program. The addition of UTV would be as a separate program if there is enough interested people willing to develop the program. UTVs are being allowed in stage rally and there is a large market of owners looking for a place to compete.
  - v. The new windshield rule implementation was appreciated by some.
  - vi. Some believe the national championship and RallyCross program is improving and appreciated the effort of those involved.

## 2019 PROPOSED RALLYCROSS RULE CHANGES FOR RXB REVIEW

### 1. Clarify allowed Fuel types in Stock Class.

3.3.C.9 Fuel may be any type of unleaded, **E85 Ethanol**, or diesel/biodiesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event Safety Steward prior to the event. No other alcohol fuels or nitrous oxide are allowed.

### PASSED (6-0)

2. Restrict unleaded gasoline in Stock and Prepared classes to a maximum of 93 octane. (Current rule does not limit octane rating but does require the gasoline to be commonly available at the pump.)

### **FAILED (0-6)**

3. Designate a specific resource person for Constructors class car builders to contact to make sure their car builds/modifications are compliant with class preparation allowances.

### **FAILED (0-6) Notes: RXB discussed creating an advisory board with subject specialists.**

4. **Allow one non-competitor passenger at National events for any driver with a restricted license from a state that requires a passenger.**

**4.2.C. The only passengers allowed during competition runs at National events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restricted driver's license requiring a passenger. ~~Passengers are not allowed during competition runs at National events.~~** At non-National events, one (1) passenger can ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (3.3.A-3.3.N) and is registered for competition on that day.

### **PASSED (5-1) Hyatt Opposed**

5. At National events, allow one non-competitor passenger during competition runs for any driver.

### **FAILED (0-6)**

6. In Constructors class, allow any internal combustion engine (no restrictions on cylinder count, engine type/manufacturer, or induction system) but limit to two-wheel drive-only (no four/all-wheel drive) and establish a minimum weight requirement (e.g. 1500 or 2500 pounds).

### **FAILED (1-5) Macoubrie Supported.**

7. Constructor Class rule moratorium for 2019, and 2020.

### **PASSED (5-1) Macoubrie Opposed.**

8. **Clarify that Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in Constructors classes if they meet applicable preparation allowances (e.g. production-based engine).**

**3.1. ... The following types of vehicles are currently not eligible to compete in Stock, Prepared and Modified categories: ATVs, UTVs, sidebysides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles. Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.**

### **PASSED (6-0) Note: Add unless prepared to allowances of the constructor class rules.**

9. Further clarify that the original factory air box around the air filter and the support for the filter must be retained and not modified in Stock classes. (Current rule states, "Any *air filter may be used, but it must fit in the stock location.*")



**FAILED (0-6)**

10. Allow removal of convertible tops in all classes (hardtop is still required).

**FAILED (0-6)**

11. Allow removal of convertible tops in all classes except Stock (hardtop still required).

**FAILED (0-6)**

12. Allow non-OEM hardtops in all classes.

**FAILED (0-6)**

13. Allow non-OEM hardtops in all classes if the vehicle is equipped with an approved roll bar or roll cage.

**FAILED (0-6)**

14. **Allow non-OEM hardtops in Modified classes if the vehicle is equipped with an approved roll bar or roll cage.**

**3.3.E.3.j.** A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used if the vehicle is equipped with an approved roll bar or roll cage.

**3.1.** ... This includes electric and hybrid vehicles, convertibles with an approved factory hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place. ...

**3.2.C. C.** Convertible, targa, or t-top vehicles must have their factory hardtop or panels securely in place during course runs.

**PASSED (6-0)**

15. In Prepared and Modified classes, allow convertibles without hardtops if the vehicle is equipped with an approved roll bar or roll cage. (Current rule requires all convertibles must have OEM hardtops.)

**FAILED (0-6)**

16. **Allow the addition of oil catch tanks or oil separators in Stock classes.**

**3.3.C.21.** The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.

**PASSED (5-1) Hyatt Opposed**

17. Divide Stock All Wheel Drive (SA) and Modified All Wheel Drive (MA) into two separate categories based on induction systems. New classes would be: Stock All Wheel Drive Normally Aspirated, Stock All Wheel Drive Forced Induction, Modified All Wheel Drive Normally Aspirated, and Modified All Wheel Drive Forced Induction.

## **FAILED (0-6)**

- 18. Allow the addition, modification or replacement of power steering oil coolers in Prepared classes.**

**3.3.D.21.** Oil cooling radiators for engine, transmission, **power steering**, or differentials may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions: ...

## **PASSED (6-0)**

- 19.** In Modified classes, allow ute (pickup bed) conversions. (The current rule, "*The shape of the body must remain recognizable as that of the manufacturer's make and model.*" does not allow ute conversions.

## **FAILED (2-4) Regan and Wright recommend approval**

- 20.** Revise the Supplemental Regulations for National events to allow the *anonymous* submission of inquiries about a vehicle's compliance with class preparation allowances.

## **FAILED (0-6)**

- 21.** For penalty purposes, a gate is currently defined as a pair of cones placed opposite each other on the course OR a single upright cone paired with a pointer cone. Revise the definition of a gate as follows: A gate is defined as a distinct element, normally clustered within 20 feet, which must be navigated to stay on course. For example: i. A standard gate is a pair of cones placed opposite each other on the track, or a ii. A single cone with a directional cone to indicate a specific way around that cone. iii. 2 or more pairs of cones opposite each other on the track on the same axis would also be considered one gate or element. iv. A wall of cones on the exterior of a corner combined with multiple apex cones would be considered 1 corner element and would be assigned 1 "gate penalty". v. Slaloms are considered one element when the majority of the slalom cones sit on one axis. Multiple offset standard gates set up to resemble a slalom are not considered one element. If a gate or a pointer cone is placed at the beginning of a slalom then the car must go through the slalom on alternating sides of the cones. If no pointer cone is at the beginning then the driver can decide which way to drive through the slalom."

## **FAILED (1-5) Wright approved**

- 22.** For penalty purposes, a gate is currently defined as a pair of cones placed opposite each other on the course OR a single upright cone paired with a pointer cone. Revise the definition of a gate as follows: A gate is defined as a pair of multiple cones placed opposite each other on the track, or a single cone with a directional cone to indicate a specific way around that cone, or any single cone on the exterior or interior portion of a corner which could arguably be deemed to delineate the course. If a gate or a pointer cone is placed at the beginning of a slalom then the car must go through the slalom on alternating sides of the cones. If no gate is at the beginning then the driver can decide which way to drive through the slalom." 68% YES Rules Committee - Recommend not approve. Proposed changes in 19 & 20 do not add clarity to the topic and current rule appropriately places responsibility on course designers to choose course features and cone placement.

**FAILED (0-6)**

**23. Clarify that engine cooling systems in Modified classes are unrestricted.**

**3.3.E.11. Engine cooling systems are unrestricted.**

**PASSED (6-0)**

**24. Clarify that event fees are due after the event audit is completed, not at the time the event application is submitted.**

**4.5.B.** Each SCCA RallyCross Event must submit a SCCA RallyCross Sanction/Insurance Application; ~~and a RallyCross Safety Plan and whatever sanction fee is applicable.~~ These forms ~~and the sanction payment~~ must arrive at the SCCA Rally Department at least 14 days prior to the event or ~~a an additional~~ late fee will be assessed

**7. Motion to adjourn: Meeting Adjourned 10:09PM CST**

**8. Next RXB Meeting Dec 4, 2018.**

## ROAD RALLY BOARD

### SCCA Road Rally Board Minutes Thursday, November 8, 2018

Those present: Jim Crittenden, Mike Bennett, Peter Schneider, Wendy Harrison, Clyde Heckler, Mike Thompson (NEC Chairman), Jamie Mullin (SCCA National Office), Earl Hurlbut (BOD Liaison) and Howard Duncan. Mike Bennett filled in as secretary for Jeanne English.

The meeting was called to order by Chairman Jim Crittenden at 7:30 PM CST.

The October Minutes stand as published.

#### Road Rally Media

- A. Planning calendar was last published August 25, 2018. A new calendar is in development.

#### SCCA Staff Report

- A. Jamie reported that she has been very busy working on the new Sanction forms, and that she will work on the Sanction fee change for Social Road Rallies soon. Jim asked if we should wait until the insurance fees for 2019 are known. Peter summarized the proposed changes for social Rallies and for the USRRC. Howard stated that 2019 insurance fees will not be known until the December Board of Directors meeting. He also described how going to “fillable” Sanction forms is a step toward having true online forms in about 7 months. He recommended not waiting to get our change information out.
- B. Jamie noted that for 2019 Charity events, the organization must be a 501(C) 3 and provide its tax ID. Howard added that we need to get away from “charity” events not really affiliated with charities. Peter asked how often this happens, and Howard responded that anecdotal evidence suggests there are issues. He added that he was not aware of any issues involving Road Rally events, but felt that the best way to avoid issues is to have clear rules.
- C. Howard stated that the Sanction update is a major project involving the I.T. department, and that SCCA staff wants Jamie focused on it. Accordingly, Brian Harmer will take over Road Rally liaison, possibly as soon as December. Howard noted that Brian is already busy with Rally Cross and other responsibilities, so he (Howard) is concerned about the amount of time spent on website updates. He pointed out that the Road Rally Board is “upside down” financially (annual expenses, primarily for attendance at the National Convention, exceed income from all events), so we have to be careful about the amount of staff time used. In particular, we cannot afford to redo forms every year. Jamie stated that the website updates we need can be handled more quickly by Brian than by her, and that she doesn’t expect as much website maintenance going forward. Jim asked who will process Sanctions and Audit forms; Jamie replied that she and Stephanie will continue to handle them.

#### NEC Report

- A. Mike Thompson stated that the Tulsa event will not happen in 2019, due to a health issue of the organizer.
- B. Mike reported that the 2018 USRRC lost about \$2,000, and that Jim Heine had asked about the possibility of financial support from SCCA for future events. He noted that, given Howard’s comments, it did not seem like a good time to ask for money. We discussed the Grant program, and Jamie reminded the attendees that this program is for Regions doing something new. Clyde noted that Mike Cobb had attended the USRRC and had a positive experience there. He also stated that, if the RRB were to ask for USRRC support, it should be for a 2-3 year commitment, rather than just one

time. Jim asked if the members of the RRB wanted to request funding for the USRRC, and the consensus was that we do not. Mike Thompson stated that one big expense of the USRRC is the banquet. He suggested “lowering the bar” for hospitality at future events. The NEC will work with the USRRC planning committees to create more realistic budgets in the future.

## **Old Business**

### **A. Finalize Safety Manual and Checklist**

Peter stated that he has been waiting for input from one member, but now considers the updated to be done. Jim urged proceeding with the new versions.

### **B. Training videos**

Wendy stated that she will work on this project during the next couple of weeks. Mike Thompson asked if we can avoid the cost of producing videos. Wendy responded that she will solicit videos at no cost from members of the Road Rally community.

### **C. Improvements to safety steward program**

Mike Bennett reviewed the status as reported in the October Minutes. Jamie noted that there is not yet a timeline for support from SCCA staff. Jim asked if the item should be kept on the Old Business list, and Peter responded that it should, so we can take advantage of the new online training tool.

### **D. Rally starter materials**

Clyde reported that he has been working with Jamie on the website changes. He will now work with Brian, and Jamie will hand off the materials to him. Clyde noted that, once the updates are completed, they will not need to be revisited for quite awhile. Jamie said she will discuss with Howard, and does not think these updates are a problem.

### **E. Status of regions requesting rally assistance**

Peter reported that the Mohawk Hudson event was well received, with doubled attendance. Clyde asked how much of the 2018 Regional Development fund has been spent and Peter said under \$300. Clyde asked if some of this money could be funneled to St. Louis to cover USRRC expenses. Peter noted that the Regional Development money is to help Regions start up Road Rally programs, not to support existing programs. He also felt that we have not advertised the availability of funds correctly, having only contacted Regions who expressed interest at the 2018 National Convention. Jim said that he agreed with Peter, and felt that it is more important that we show results, rather than spend or not spend the budgeted amount. Peter suggested asking for a smaller amount in 2019, and Clyde asked if we need to request something be included in the 2019 budget. Mike Bennett asked when the 2019 Budget gets approved, and Jamie stated that it is at the December Board of Directors meeting. Earl strongly suggested that Jim talk to Howard soon, and Jim said he would do so the next day.

## **New Business**

### **A. Worker credit on dual events**

Jim reported that the RRB had voted not to award dual credits at its October 2017 meeting. Clyde stated that we were trying to avoid abuse, and felt that fewer events may be affected in 2019. Wendy stated that she does not feel it is fair to get double points, since (at least in Indy Region experience) double work is not actually required. Jim noted that he believes he explained the October 2017 decision to Chuck Larouere last year, but failed to notify points-keeper Bruce Gezon. Jim had received an inquiry from Chuck Hanson recently, and has since realized that he gave Chuck an incorrect answer. He laid out two possible solutions: (1) take points away from a few people this season, or (2) stop awarding points in the 2019 season. Jim did not think that anyone will care if points are removed this year. Mike Bennett noted that he supported making the change now if

nobody's standing is impacted. Wendy agreed with this approach. Clyde added that he felt the rule should be administered now as voted in 2017. Peter agreed with Clyde. Jim said he will implement the 2017 decision.

B. Letter to BOD requesting approval of rule changes

Earl said that he has received the letter, which contains only two items. Jim noted that Bruce Gezon suggested rewording the time Allowance change. Mike Bennett suggested simply stating that T/As can be used "for any reason". Peter added that all T/As must be "penalty free". Jim stated that we can revise the exact wording for the RRRs without a revote. Clyde noted that, last year, the Chairman sent out an explanation of rules changes to the Road Rally community. Jim suggested waiting until BOD approval is given before publishing. Mike Bennett noted that clarifying changes now would help events scheduled in early 2019. Earl stated that he does not expect the BOD to reject the changes, so Jim will proceed with advertising them.

C. 2019 Convention planning

Jim stated that the RRB meeting will be on Sunday morning from 8-11 AM. This will allow members to schedule flights out at 12:30 PM or later. He asked whether RRB members should book flights now, and Earl said to go ahead. Jim reviewed the planned sessions, and explained the "open house" approach SCCA is taking in scheduling all training on Thursday. He noted that this doesn't flow well with the other seminars we are planning, so Mike Bennett will repeat the RRSS training on Saturday. Jim asked whether the three sessions generally relating to "putting on your first rally" might be one too many, and Peter said he will discuss this with Mark Johnson. There may be an opportunity to combine two sessions into one. Peter asked for clarification on whether SCCA will pay for hotel stay on Wednesday night. Mike Bennett asked what time presenters need to arrive on Thursday. Jamie said she would find out answer to both questions.

D. Proposal to increase sanction and insurance fees for multi-day events

Peter reviewed the proposals, and noted that changes do not have to be effective for 2019. Mike Bennett asked how many three or more day events are held, and Peter stated that there is only one at present. Clyde noted that this event will run again in 2019, but may not be the same length. Peter said that the proposed fees are not out of line with those of multi-day rallies put on by organizations other than SCCA. Clyde asked about impact on the USRRC, and Jim responded that its events are separate (i.e., not multi-day). There was general discussion in favor of adopting the proposal. Earl felt that increasing fees was a good idea. Peter moved to adopt the proposal, Clyde seconded, and the vote was 5-0 in favor.

Next Meeting – 12/13/18

The meeting was closed at 9:11 PM CST.

## 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/>