

## 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 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.**