

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

January 2019

BOARD OF DIRECTORS

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

The Board of Directors met at the Hilton Kansas City Airport, November 30-December 1, 2018. In addition to this meeting, there was an electronic vote on December 14, for the CRB REC1119 Rule Changes.

Area Directors participating: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Jason Isley, Bruce Lindstrand, Marcus Merideth, and Jim Weidenbaum. Tere Pulliam was unable to attend. Peter Jankovskis and Jeff Zurschmeide attended as the new 2019 Directors for Areas 5 and 13.

KJ Christopher, Treasurer

Staff participating: Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Eric Prill VP & COO, and Mary Hill, Executive Assistant.

Jim Wheeler, CRB Chairman and Peter Keane, CRB Member, SCCA Enterprises President Robey Clark, and SCCA Pro Racing Senior Manager of Race Operations, Sydney Davis Yagel also participated.

Guest(s): Nathan Orr and Pete Mirakian of Spencer Fane.

The meeting was called to order by Vice Chairman Helman.

Spencer Fane – provided a “State of the Club” briefing from a legal perspective.

The BoD agreed to re-establish the “Director de Jour” program. Bob Dowie will manage assignments.

KJ Christopher presented a “Cost Accounting” report for the club.

Motion: Approve Court of Appeals appointments for 2019 - Laurie Sheppard, Chairman, Anne Christian, Pat McCammon, James Everett, and Jack Kish. AC/BD. Passed.

Board Statement: The Board of Directors extend their appreciation to Michael West and Spencer Gorham for their service to the COA.

Motion: Approve Solo Events Board appointments for 2019; appoint Bob Davis, Chairman, Brian Connors, Mike Brausen, Marshall Grice, Zack Barnes, Keith Brown and Mark Scroggs. CD/MM. Passed.

Motion: Approve Solo Safety Committee appointments for 2019, David Steger, Chair, Kathy

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Barnes, Cal Craner, John Lieberman, Aruch Poonsapaya, Tim Bruske, and Brian Robertson. CD/JI. Passed.

Motion: Approve Road Rally Board appointments for 2019, Jim Crittendon, Chairman, Clyde Heckler, Peter Schneider, Mike Bennett and Wendy Harrison. EH/BD. Passed.

Motion: Approve Club Racing Board appointments for 2019; Tim Meyers, Steve Strickland, Paula Hawthorne and Peter Keane as Chairman. JB/BD. Passed.

Board Statement: The Board of Directors extend their appreciation to Jim Wheeler and Todd Butler for their service to the CRB.

Motion: Approve RallyCross Board appointments for 2019, Stephen Hyatt, Chairman, Chris Regan, Kent Hamilton, Keith Lightfoot, Mark Macoubrie and Charles Wright., . JB/CD Passed.

Motion: Approve Board Director appointments – Lee Hill, Chairman; Dan Helman, Vice Chairman; KJ Christopher, Treasurer, Arnie Coleman, Secretary; Peter Jankovskis, Assistant Treasurer; Bob Dowie, 1st Alternate. JB/CD Passed.

Board Statement: The Board of Directors extend their appreciation to Bruce Lindstrand and Jim Weidenbaum for their service to the Board of Directors.

Motion: Approve changes to SCCA Foundation Bylaws as written. Appendix E. AC/JB. Passed.

Motion: President Cobb presented the 2019 Budget. DH/CD Passed.

Budget Discussion: No Insurance increase for 2019. Pfannenstiel recommended a pay-down of SCCA's line of credit and a rebalancing of club's financial portfolio. Board agreed. No formal vote taken.

Motion: Approve appointments to the Executive Steward Committee with Jim Rogaski as Chairman, Jim Richardson, Duane Harrington, Phil Shuey, Morriss Pendleton, Kevin Coulter, Cathy Barnard, Fred Brinkel, Barb Knox and William Blake. JB/MM. Passed.

Board Statement: The Board of Directors extend their appreciation to Dan Hodges and Dan Miklovic for their service to the Executive Steward Committee.

Motion: Approve CRB rules changes as presented. Appendix A. BD/CA. Passed.

Motion: Approve REC1119 rules changes as presented. Appendix A. Electronic Vote, December 14th. MM/CD. Passed

Motion: Approve Road Rally Board rules changes as presented. Appendix B. CA/CD. Passed

Motion: Approve RallyCross Board rules changes as presented. Appendix C. CA/CD. Passed.

Motion: Approve Solo Events Board rules changes as presented, with the below exceptions. Appendix D. CD/JB. Passed

EXCEPTIONS:

- Item 10 – Meredith Abstains
- Item 4 – Sent back to the SEB

Operations Report – Eric Prill reported on changes to the sanction, insurance and audit processes. The changes will be in two stages, with a shift to standardized fillable PDF forms beginning

in December. The second stage will be directly integrated with the association management software (NetForum) with development scheduled in 2019. Eric also reported on event planning for 2019, including the Runoffs at VIR. The 2019 Runoffs will include the same 28 classes as the 2018 event.

Motion: Approve CRB request to add an additional member to the CRB. BD/MM. Passed.
Pro Racing Status Report presented by Yagel.

Motion to adjourn the meeting was made at 6:55 PM Saturday, 12/1/18. CD/JB. Passed.

Respectfully submitted,

Mary H. Hill

APPENDIX A:

FV

1. #24664 (October Fastrack - Formula/Sports Racing Committee) FV Intake Manifold Clarification

In GCR section 9.1.1.C.20, make the following changes:

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

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

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

b. Horizontal tube: The O.D. of the horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500" *and 8.000"* from the center of the down tube connection *on the short side, and between 1.500" and 8.500" from the center of the down tube connection on the long side*. Each measurement will be taken four (4) times, *rotating around the circumference of the tube at each location, starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the four measurement locations do not have to be started at exactly the same rotational position)*, and averaged. The averaged horizontal tube dimensions shall not exceed 0.994" inches. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

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

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

GCR

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

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

2. #25080 (November Fastrack - SCCA Staff) Clarify Wording in GCR 3.5.1. Waivers

Change 3.5.1:

3.5.1. Waivers All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents. ***If the minor, between the ages of 14-18 years old, requires hazardous area credentials they must*** ~~or~~ have an executed annual minor waiver on file at the National Office and present his hard card at registration.

2. #25166 (Glen Thielke) Race Data Technician
Make changes to 5.11.5:

5.11.5. Race Data Technicians

This program is to assist the Club Racing Board in performance balancing. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.

Data Technicians are ~~optional~~ Officials whose duties include:

A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.

B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.

C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.

D. Data Technicians will be required:

1. To keep all information collected and analysis completed confidential and not share the information outside of other licensed Data Technician, Road Racing Board, respective committees and SCCA National Staff.

2. Not use the information for any purpose other than the performance of duties as a Data Technician on behalf of the SCCA.

Change/Add to 9.3.16 DATA COLLECTION DEVICES

Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.

A. Driver Data Collection - Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of

gauges, indicators or instruments.

B. Official Data Collection - The Club Racing Board uses SCCA data acquisition devices to assist in performance balancing. Race Data Technicians assist in placing the SCCA data acquisition devices at events. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.

GT General

1. #25472 (November Fastrack - Club Racing Board) Rules for GTX Class for 2019

9.1.2.H GTX Category Specifications:

A. Purpose and Philosophy

The intent of the GTX category is to allow competition of production-based vehicles that compete in professional road racing series in the United States.

The GTX class will have annual balance of performance (BOP) changes. Weights may be adjusted or cars may be subject to changes in intake restrictors to meet periodic professional series changes. Cars may be required to carry data acquisition equipment for review of performance.

B. Eligibility

Vehicles meeting one of the following criteria may compete in the GTX category:

FIA GT3:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT3 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their FIA GT3 specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved FIA GT3 Cars.

FIA GT4:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT4 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their FIA GT4 specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved FIA GT4 Cars.

TCR:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the TCR sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their TCR specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved TCR Cars.

GTX Tube Frame:

- GTX tube frame cars will consist of currently classified GT1 cars with improved aerodynamics, wheels, brakes and limited fuel injection systems. GTX tube frame cars must weigh 2780 pounds.

GTX Grand Am Tube Frame:

- GTX Grand Am tube frame cars will consist of fuel injected tube frame cars classified in the Grand Am Road Racing series from 2007-2013. GTX Grand Am tube frame cars must provide their Grand Am rule set and specifications.

C. Bodywork

1. FIA or TCR standard bodywork must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

D. Aerodynamic Devices

1. FIA or TCR aerodynamic devices must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Trans Am splitter tunnels and rear wing rules are permitted. Under panning may be installed under the engine bay and rear end housing.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

E. Interiors

1. FIA or TCR interiors must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

F. Chassis

1. FIA or TCR chassis must comply with their associated specifications.
2. FIA or TCR chassis weight must meet the vehicle weight listed on the associated specification line.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

G. Engine

1. FIA or TCR engines must comply with their associated specifications.
2. FIA GT3 cars must compete with the listed restriction in the specification lines.
3. FIA GT4 cars are permitted to compete without restriction.
4. TCR cars are permitted to compete with 100% engine management.
5. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Additionally, the following engines are permitted:

362 cubic inch engines include:

- Chevrolet R07
- Ford FR9
- Dodge R6
- Toyota Phase 11

6. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

H. Cooling System

1. FIA or TCR cooling systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

I. Fueling, Piping and Fuel Tanks

1. FIA or TCR fueling, piping and fuel tanks must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. GTX tube frame cars may install fuel injection system, maximum throttle body size TBD.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

J. Oil System

1. FIA or TCR oil systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

K. Exhaust System

1. FIA or TCR exhaust systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

L. Electrical

1. FIA or TCR electrical systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

M. Drivetrain

1. FIA or TCR drivetrains must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

N. Suspension and Steering

1. FIA or TCR suspension and steering must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

O. Brakes

1. FIA or TCR brakes must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, except brake calipers and rotors do not have a size limit.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

P. Tires and Wheels

1. Tires must conform to 9.3. Tires.
2. FIA or TCR wheels must comply with their associated specifications.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, wheels may be increased to 12.5" front and 13" rear.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

FIA GT3 -					
Make		Model	Restrictor mm	Weight (lbs)	Notes
Acura	GT3- 047	NSX	None (2) 35 TIR	3015	

Aston Martin	GT3-032	Vantage	(2) 41.5	2980	
Audi	GT3-038	R8 LMS	(2) 39	2980	
Bentley	GT3-035	Continental	(2) 38	3070	
BMW	GT3-043	M6	(2) 34 TIR	TBD	
Chevrolet	GT3-045	Corvette C7	52	3070	
Dodge	GT3-036	Viper	(2) 39	3120	
Ferrari	GT3-029	458	(2) 40 TIR	3025	
Ferrari	GT3-044	488	(2) 35 TIR	3025	
Lamborghini	GT3-040	Huracan	(2) 39	3015	
Mclaren	GT3-037	650S	(2) 36 TIR	2915	
Mercedes	GT3-042	AMG GT	(2) 34.5	3090	
Porsche	GT3-041	991	(2) 41.5	2960	
Nissan	GT3-030	GT-R	(2) 40 TIR	3050	

FIA GT4 -					
Make		Model	Restrictor mm	Weight (lbs)	Notes
Aston Martin	GT4-	Vantage	NA	TBD	
Audi	GT4-038	R8	NA	3400	
BMW	GT4-	M4	NA	TBD	
Chevrolet	GT4-031	Camaro	NA	3310	
Ford	GT4-027	Mustang	NA	3490	
Ginetta	GT4-019	G55	NA	2600	
Maserati	GT4-MC	Gran Turismo	NA	3290	
MaClaren	GT4-030	570S	NA	3220	
Mercedes	GT4-xxx	AMG	NA	3270	
Panoz	GT4-xxx	Avezzano	NA	3310	
Porsche	GT4-024	Cayman	NA	2990	

TCR -					
Make	Model	Trans	Power Level	Weight (lbs)	Notes
Audi	RS3 LMS	SEQ	100%	2790	
Audi	RS3 LMS	DSG	100%	2715	
Honda	Civic Type R	SEQ	100%	2790	
Hyundai	i30 N	SEQ	100%	2790	
Volkswagon	Golf GTI	SEQ	100%	2790	
Volkswagon	Golf GTI	DSG	100%	2715	

GT2

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

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

Prod General

1. #25425 (December Fastrack - 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 (December Fastrack - 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.

SM

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

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

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

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

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

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

Mazda part numbers:

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

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

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

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

STL

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

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

STU

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

B. Engines

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

2. #24504 (December Fastrack - 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.

T1

1. #25148 (November Fastrack - Hugh Stewart) Request for Carbon Fiber Trunk Lid on BMW E46 M3

Thank you for your request. Please add to the Notes for the T1-FP BMW E46 M3: *CSL style carbon fiber rear trunk lid allowed +75lbs.*

T2

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

9.1.9.2.8.a.

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

T2-T4

1. #24685 (December Fastrack - 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 (December Fastrack - 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.

AS

1. #25673 (Drew Cattell) Cost Savings - Allow OEM 5 Lug Wheel Bearings - RP CTS-V Thank you for your letter. Effective 1/1/19:

Add to the Notes for the Cadillac CTS-V (04-07) : **Alternate OEM/replacement part 5-lug wheel bearing**

allowed. SKF bearing p/n BR930081 (or equivalent) rear bearing, used on front and rear positions. Hub pilot may be machined down (up to 3mm) to allow fitment of Camaro SS brake rotors 92245928 (front, 13.9" diameter) and 92245929 (rear, 14.3" diameter). Stock CTS-V calipers to be retained.

2. #26011 (Club Racing Board) Changes for Listed Restricted Preparation Cars

These items are the portions of 24929 and 24930 that remain approved by the BOD in their August meeting.

Add to the specification lines Notes for the Chevrolet/Ponitac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars: *May use 9.1.6.D.1.I.1. Flywheel/Clutch.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

FB

1. #25823 (Formula/Sports Racing Committee) Discontinue F1000 as an Independent U.S. Majors Class

Effective 1/1/2020, remove GCR section 9.1.1.G in its entirety in connection with incorporation of F1000 cars into the FA class.

FST

1. #25624 (Robert Guhde) Rule Changes for Formula FST
Effective 1/1/19:

In GCR section 9.1.1.H.4.2, make changes as follows:
"Regional, Divisional and/or Race Series Tire Options:

1. Option 1. The spec tire manufacturer for Formula First shall be *the FF* Hoosier Tire. Front tires shall be ~~#43130 20.0" x 6.0" – 13" R60 or R60A~~ compound *13 inch*. Rear tires shall *also* be ~~#43302 22.5" x 7.5" – 13" R60~~ compound or ~~#43307 22.5" x 7.2" x 13" R60A~~ compound *13 inch*.

2. Option 2. The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be ~~#807-366-068 3321 20.0" x 6.0" – 13" R600~~ compound. Rear tires shall be ~~#870-274-068 2015 22.5" x 7.5" – 13" R600~~ compound.

~~32.~~ Option ~~32.~~ *If a division chooses an alternate spec tire manufacturer for Formula First it* The spec tire manufacture for Formula First shall be *the American Racer* Tire. Front tires shall be 20.0» x 6.0» – 13» 133 compound. Rear tires shall be # 22.5» x 7.5» – 13» 133 compound.

~~43.~~ Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations. *Intermediate tires are not allowed.*

34. Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race. *This includes the radial Formula Ford rain tire.*”

In GCR section 9.1.1.H.5.2, make changes as follows:

“Rod weight with bolt and small end bushing: Minimum 560 grams. Rod length, center to center: 5.35” to 5.45”. Any *manufacturer’s* piston rod may be used that meets the VW dimensional and weight specifications ~~listed~~ herein. *Competitors may use VW or Chevy bearings for rod big end and may modify rods accordingly as long as weight of 560 grams is maintained.*

Piston weight with pin, *clips, and rings*: Minimum 515 grams.”

In GCR section 9.1.1.H.5.3.1, make changes as follows:

“Any 1200 or 1600 VW case or exact replica may be used. (Aftermarket competition cases that vary in design from the original VW case are not permitted *except for the Auto Linea aluminum VW case, which must meet all other GCR/FST requirements.*) *The engine case may be painted as long as casting stampings are visible.*”

GCR

1. #25674 (GCR Committee) Control Line Language for the GCR
To be effective 1/1/2019:

Definition of Control Line:

CONTROL LINE (GCR 8.2.) A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who may be aided by suitable automatic or semi-automatic equipment.

Add to GCR 6.10.1. and change reference from Starting Line to Start/Finish Lines

6.10.1. Starting Line for Timing and Scoring

Unless otherwise defined in the Supplemental Regulations, the start/*finish* line is the control line where timing begins/*ends* when crossed by a car. *Per 8.2, A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who may be aided by suitable automatic or semi-automatic equipment.*

GT2

1. #26029 (Club Racing Board) GT-ST Aerodynamic Change
Effective 1/1/2019, change as noted below:

APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS

C. Bodywork

10. Fenders and wheel openings shall remain unmodified. *OEM base model fenders may be flared to allow for tire clearance up to 2”. They must maintain the OEM profile and appearance, seamlessly around the wheel arch.* It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed

SM

1. #24725 (Ralph Provitz) Request for Extended Lower Ball Joints to Align with NASA
Thank you for your request. Effective 1/1/19:

In SM, GCR section 9.1.7.c.3.p, revise and add wording as follows:

“For camber adjustment, *only one of the following may be utilized:*

1) Inner suspension bushings, on the front upper control arms, may be replaced with non-metallic offset bushings. The bushings may use metal (inner and/or outer) sleeve(s). Material and design must be the same in all four positions. The control arm may be modified to allow for pinning the bushing to prevent rotation. Spherical bearings are not allowed.

2) *Or, Extended lower ball joints, manufacturer part number BL-ELBJ, with BAUER suspension laser etching (etching MUST be visible on ball joint) may be used in place of stock front lower ball joints.”*

2. #25375 (Jim Drago) Axle cages in SM
Thank you for your letter. Effective 1/1/19:

In SM, GCR section 9.1.7.c.2.i, revise and add wording as follows:

~~“The half-shaft CV Joints shall be an OEM or OEM equivalent part. The internal cage and bearing dimensions are unrestricted. This rule is effective until 12/31/18.”~~

“Rear drive axle assembly consisting of constant velocity Joints (inner and outer), axle shafts, boots and all associated parts that make up a complete drive axle assembly must be an OEM part. All internal component dimensions are un-restricted but must be ferrous material.”

In SM, GCR section 9.1.7.c, add the wording as follows:

“The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, REM, isotropic finishing, etc.) to any internal engine surface, internal transmission, *drive axle assembly* or differential surface, internal or external surfaces of the intake manifold, exhaust manifold or downtube is prohibited.”

STU

1. #25829 (Super Touring Committee) STU Intake Manifolds
Effective 1/1/19:

Add:
9.1.4.1
B. Engines

3. All cars shall use the installed engine’s stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. *Alternate intake manifolds will be permitted on a case-by-case basis.*

2. #25830 (Super Touring Committee) 24504 Amendment

Effective 1/1/19:

Add to 9.1.4.1.A.3.b.: *The wing may be no higher than roof height.*

In 9.1.4.1.A.3.a.: Adjust weight penalty for advanced aero from 3% to 5%.
Change: 9.1.4. Super Touring Category Specifications

C. Bodywork...

10. ~~Fenders and wheel openings shall remain unmodified.~~ *OEM base model body fenders may be flared to allow for tire clearance up to 2” with a weight penalty of 1%. They must maintain the OEM profile and appearance, seamlessly around the wheel arch.* It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed

T1

1. #25500 (Charlie Hayes) Request to Open Diff Choices for Mazda Mx5
Thank you for your request. Effective 1/1/19, Please make the following changes to Touring 1 classifications:

Mazda MX-5 Miata MazdaSpeed

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

Mazda MX-5 (06-15)

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

2. #25838 (Touring Committee) T1 Spec Line Updates

Effective 1/1/19, remove the following spec lines, cars would be eligible for re-classification in Limited Prep format and considered on a case by case basis:

Acura CL
Aston Martin DB9
Aston Martin GT 4
Aston Martin vantage and N24
Audi R8
Audi S4
BMW 335ci/135i
Chevy Cobalt/Fiero/Solstice/Sky
Dodge SRT4
Dodge Viper 8000 FP
Dodge Viper 8300 FP
Dodge Viper 8400 OEM -40mm
Ferrari 355
Lotus 211/Exige/Elise
Lotus 2-Eleven GT4 Supersport
Maserati Trofeo Light
Mazda RX-7
Mazda RX-8
Mazda RX-7 20B
Mitsubishi DSM 2000 and 2400
Mitsubishi Evo/DSM
Nissan 300zx
Nissan 350/370 5600
Panoz Esperante GTS
Porsche 944
Saleen SR
Scion FR-S

T2

1. #25792 (William Moore) Request for 2014 Camaro Sway Bar
Thank you for your request. Effective 1/1/19, in T2, Chevrolet Camaro SS/1LE (10-14), make changes to the Notes as follows:

“Any swaybar up to 35mm front and rear allowed.”

2. #25794 (William Moore) Request for Camaro Rear Control/Trailing Arms
Thank you for your request. Effective 1/1/19, please make the following changes in T2: Chevrolet Camaro SS/1LE (10-14), add to the Notes:

Lower control arms BMR TCA026 and rear trailing arms BMR TCA026.

T2-T4

1. #25680 (Laurie Sheppard) Spherical Bearings/Bushings Introduced By Use of Slotted

Adjuster

Please make the following changes to the Touring class rules sections (Effective 1/1/19):
Change 9.1.9.2.D.5.a.1:

5. Suspension

a. Suspension Adjustments

1. ~~T2-T4~~ **3.5** degrees of negative chamber is allowed on front and rear suspensions. *Spec line part(s) may not be modified to increase caster and camber.* Strut suspensions may ~~de-camber wheels~~ *adjust camber and caster* by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted ~~adjusters~~ *adjustment plates* at the top of the strut mounting plate. If upper strut slotted *adjustment* plates are used, they shall be located on existing chassis structure, utilizing the *unmodified* manufacturer's original bolt holes and may not serve as reinforcement for that structure. *Slotted adjustment plates (strut camber plates) may incorporate a single spherical bearing (spherical bushing) and a ball thrust bearing per strut tower.* On other forms of suspension, camber *and caster* adjustment may be achieved by the use of shims and/or eccentric bushings. ~~Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only.~~ Adjustable toe links *with spherical bearings* are permitted *and may serve no purpose other than adjusting toe angle.* Spherical bearings/bushings are not permitted in T2-T4 except for *the specific examples listed in the class rules or vehicle spec line.* ~~adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.~~

2. #25752 (Rob Hines) Allow Modification of Drivers Floorpan for Taller Drivers
Thank you for your request. Effective 1/1/19, please make the following change to Touring 2-4:

9.1.9.2.9.d Interior Modifications

7. The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .058". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.

3. #25976 (Don Knowles) Request to Clarify That Seals and Rings are Free
Thank you for your request. Effective 1/1/19, please make the following changes to the Touring category rules:

9.7.9.2.D.1.i Other Engine Components

8. Aftermarket, OEM-equivalent piston rings and apex seals are allowed.

T3

1. #25576 (Michael Pettiford) Re-Classify T2 Solstice GXP as Defined in T2 to T3
Thank you for your request. Please make the following changes in Touring 3 (effective 1/1/19):
07-09 Solstice GXP

weight: ~~3250~~ **3200**

Notes: ~~32mm~~ **35mm** TIR required. *Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed. Maximum spring rate 800 lb/inch for coil over type spring permitted. Any aftermarket 4-piston caliper allowed.*

2. #25804 (David Mead) Request to Combine 99-04 Mustang GT and Mach 1 Spec Lines
Thank you for your request. Combining the spec lines is not recommended. However, effective 1/1/19, please make the following changes to T3:

Ford Mustang Mach I (03-04)

Add to Notes:

"Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. Springs may be mounted as a "coil over" configuration. Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted."

3. #25890 (Oscar Jackson) Request for S2000 Help

Effective 1/1/19, in T3, Honda S2000 (all) (00-09), make changes to wheel size and Notes as follows:

~~17x8.5~~ **17 x 9.0**

"Factory bolt-in roll bar may be removed to facilitate the installation of the required roll cage. Comptech differential housing part #550-040 allowed. ~~Springs and sway bars from 2008 S2000 CR allowed.~~ CR front fascia, rear deck lid, and wing are permitted. Spring rate ~~600~~ **750** lbs/in **F/R** maximum allowed. Updating and backdating of flywheels between engine types is prohibited. 2.2L engine ~~54mm~~ **60mm** flat plate restrictor required. **Any swaybar up to 33mm front, up to 30mm rear allowed.**"

4. #25892 (Oscar Jackson) Request for 370z Spec Line Changes

Thank you for your request. Effective 1/1/19, in T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to the Notes as follows:

"Any swaybar up to 37mm front and up to 30mm rear allowed."

5. #25963 (David Mead) Request for Upgrades to 03-04 BMW Z4 Roadster

Thank you for your request. Effective 1/1/19, in T3, BMW Z4 3.0L (03-04), add to final drive and Notes as follows:

3.07 or 3.46

"Springs to 600lb F 650lb R allowed. Swaybars up to 27mm F and up to 24mm R allowed."

T4

1. #25756 (Club Racing Board) 2019 Recommended Changes T4

Effective 1/1/19, in T4, Mazda MX-5 / Club Model (06-15), add to the Notes as follows:

"Allow Mazda header part number 0000-06-5407."

In T4, Mazda 3 (14-16), make changes to the spec line as follows:

~~(14-46~~ **18)**

Weight: ~~"2800~~ **2900"**

Tire: ~~"235~~ **245"**

Notes: "Any spring up to ~~650lb~~ **800lb** front and ~~900lb~~ **1000lb** rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed ~~at 125 lbs.~~"

2. #25859 (Dave Kutney) Request for Weight Reduction of Pontiac Solstice

Thank you for your letter. Effective 1/1/19, in T4, Pontiac Solstice / Saturn Sky (06-09), make weight change and add to the Notes as follows:

~~2850~~ **2800**

"Minimum ride height is 3 inches. Springs up to 600lb (front and rear) allowed."

3. #25962 (David Mead) Request for Changes to 2.5 BMW Z4

Thank you for your request. Effective 1/1/19, in T4, BMW Z4 2.5L (03-05), make changes to the weight and the Notes as follows:

3145 3100

~~“The following items must remain stock: shock/struts (including mounts) unless specified below. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. 50mm flat plate restrictor required. Any spring up to 600lbs F/R and any sway bar up to 30mm F and up to 25mm R allowed.”~~

APPENDIX B:

To: SCCA Board of Directors

From: Jim Crittenden - Chair, Road Rally
Board Date: November 9, 2018

The Road Rally Board requests your approval for these two changes to the 2019 SCCA RoadRally Rules:

What it currently says	Our proposed change
<p>Article 21 Time Allowances A) Provisions for Time Allowances (TAs)</p> <p>TAs are required for proven force majeure on all SCCA Road Rallies. No penalty may be assessed for their use. No sanction exception will be granted to disallow their use, or to allow any penalty for their use. Force majeure TA's are automatically allowed. TAs may be used for other reasons only if allowed by an event's General Instructions.</p>	<p>Article 21 Time Allowances A) Provisions for Time Allowances (TAs)</p> <p>All SCCA Road Rallies are required to allow TAs for any reason. No sanction exception will be granted to disallow their use or to allow any penalty for their use.</p>

What it currently says	Our proposed change
<p>Article 18 Timing and Scoring D) Standard Computation</p> <p>The computation for determining the elapsed time for each leg shall be performed by calculating the times, in minutes, between average speed changes to at least four decimal places (0.0001 minutes). Then add the successive times without rounding off until the total leg time is figured and then the total figure so reached shall be truncated to the second or 1/100th of a minute. In this final truncation, fractional parts of a unit shall be dropped.</p> <p>If an event uses "car zero times" (czt) or "key times" these times are to be calculated as required above and these times are to be considered definitive times. The computation for determining the official time must be carried forward from a "key time" or "car zero time" using the time exactly as given in the "key/car zero time" (using no fractional parts beyond what is shown in the "key/ car zero time").</p>	<p>Article 18 Timing and Scoring D) Standard Computation</p> <p>The computation for determining the elapsed time for each leg shall be performed by calculating the times, in minutes, between average speed changes to at least four decimal places (0.0001 minutes). Then add the successive times without rounding <i>off</i> until the total leg time is figured and then the total figure so reached shall be truncated to the second or 1/100th of a minute. In this final truncation, fractional parts of a unit shall be dropped.</p> <p>If an event uses "car zero times" (czt) or "key times" these times are to be calculated as required above and these times are to be considered definitive times. The computation for determining the official time must be carried forward from a "key time" or "car zero time" using the time exactly as given in the "key/car zero time" (using no fractional parts beyond what is shown in the "key/car zero time").</p> <p>For four rallies it is considered desirable to set the leg times close to the middle of the second or hundredth whenever possible.</p>

APPENDIX C:

2019 PROPOSED RALLYCROSS RULE CHANGES FOR BOD APPROVAL

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.

2. 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.

3. Add to Section F- *Constructor Class rule moratorium for 2019, and 2020.*

4. 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.*

5. 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.

6. 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.*

7. 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: ...

8. Clarify that engine cooling systems in Modified classes are unrestricted.

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

9. 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

APPENDIX D:

GENERAL

ITEM 1) *#24432 Category Preambles

SCCA® Solo®: Long term planning and strategic objectives

The SEB and its Advisory Committees have been working on a project to standardize the Solo® Rules Preamble section for each Solo® Category. After reviewing them extensively, the SEB realized that they are fragmented in structure, are not easy to understand and do not effectively communicate to new and existing members “Purpose”, “Philosophy” and “Objectives.” Over the last 18 months, the SEB and the advisory committees have collaborated on this project. This exercise has specific goals:

1. Clean up and give common structure to all the Preambles.
2. Communicate the current state of the categories to the membership and potential members.
3. Preambles are to be our general philosophy guidelines for each category. If the Advisory Committees or the SEB propose a rule change that is outside of the current Preamble for that category, then there should be a proposed directional change with the Preamble sent out to the membership for review.
4. Give a guiding principle and set expectations for the membership, the advisory committees and the SEB.

The SEB believes this aligns with the Solo® Rules “core values” in the Solo® Rules Introductory Section I.2.3. In the current Fastrack, the SEB has published the proposed changes to each of the Category sections for membership feedback.

STREET

Category Objective

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

Category Values

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

Core Modifications

Primary allowances permit changes to shocks, anti-roll bars, tires.

Classes

Sports cars and other high performance vehicles classed by performance potential

Super Street R-tire (SSR)
Super Street (SS)

A Street (AS) B
Street (BS) C
Street (CS)

E Street (ES) – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

Sedans and Coupes classed by performance potential
D Street (DS)
G Street (GS)
H Street (HS)

F Street (FS) – Heavy high horsepower RWD vehicles in the spirit of “V8 Pony Cars.”

STREET TOURING
Category Objective

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

Category Values

1. Vehicle modifications should not prevent daily use on public roads; “Daily use” is subjective criteria; Competitors will interpret this differently; “Street legal” is a category goal. Some states may require more stringent requirements. It is not the intention of

“street legality” to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.

2. Performance Improvements Through “Bolt-On” Modifications
 - a. Modifications should not require cutting, drilling, or permanent alterations to body panels.
 - b. Modifications that enhance the performance for Solo® and street driving.
 - i. Suspension
 - ii. Differentials
 - iii. Bolt-On Engine Parts
 - iv. Aftermarket/Larger Brake Kits
 - v. Wheels/Tire Upgrades

3. Vehicle Safety Systems.

ABS may be electronically disabled, but otherwise must remain unaltered.

4. Required Diagnostic Systems.

OBDII systems should remain functional. Retention of specific emissions systems.

5. Engine Tuning.

Classes

Street Touring Sport (STS) – Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.

Street Touring Roadster (STR) – Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally, sports car based chassis.

Street Touring Xtreme (STX) – Medium HP coupes and sedans. Primarily

RWD with some performance matching AWD.

Street Touring Ultra (STU) – Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

Street Touring Hatchback (STH) – Turbo hatchbacks and sedans.

STREET PREPARED

Category Objective

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

Category Values

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

Core Modifications

1. DOT R-compound tires.
2. Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance.
3. Drilling trunks/hatches for spoiler mounting.
4. Front splitters and rear spoilers.
5. Update/Backdate allowances to interchange of parts among selected models.
6. Engine tuning with stock internals.
 - a. Aftermarket ECU.
 - b. Unrestricted Induction.
 - c. Emissions system removal.
 - d. Unrestricted exhaust systems.
7. Weight reduction (A/C removal, steering wheel airbag removal, etc.).
8. Suspension Updates.

Classes

Super Street Prepared (SSP) – High Performance sports cars.

A Street Prepared (ASP) – AWD turbo sedans and medium performance coupes and sports cars.

B Street Prepared (BSP) – Medium performance 2 seater and 2+2 sports cars.

C Street Prepared (CSP) – Lower powered 2 seat sports cars and FWD cars.

D Street Prepared (DSP) – Heavier RWD sports sedans/coupes and FWD cars.

E Street Prepared (ESP) – Muscle cars and foreign grand touring cars.

F Street Prepared (FSP) – FWD cars with some lower power RWD and AWD cars.

STREET MODIFIED

Category Objective

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower- prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as

sophisticated aerodynamic components.

Category Values

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

Core Modifications

1. Powertrain swaps.
2. Open Engine Tuning.
3. Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc.).
4. Minimum weights based on displacement.
5. Limited Interior removal.
6. SRS system removal.
7. Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting.
8. DOT R-compound tires.
9. Front splitters and rear wings.
10. Custom suspension components.
11. Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc.).

Classes

Super Street Modified (SSM) – 2-seat vehicles, FWD, RWD, and AWD.

Street Modified (SM) – 4-seat vehicles, FWD, RWD and AWD.

Street Modified FWD (SMF) – FWD vehicles only.

PREPARED

Category Objective

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

Category Values

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

Core Modifications

1. Non-DOT racing tires.
2. Displacement-based minimum weight formulas.
3. Purpose built competition vehicles based production chassis or other racing chassis.
4. Performance through extensive modification and custom fabrication.
5. Extensive chassis modification including:
 - a. Interior removal and replacement of body panels, doors, and windows.

- b. Body panel modification for large tire fitment and suspension travel.
 - c. Custom suspension fabrication.
 - d. Relocation of components for optimizing weight distribution.
6. Engine and drivetrain allowances including:
- a. Extensive internal engine modifications.
 - b. Open transmission and differential allowances.
7. Restricted aerodynamic aids

Classes

X Prepared (XP) – Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.

C Prepared (CP) – American muscle cars.

D Prepared (DP) – Lightweight, 4-cylinder RWD sports cars and coupes.

E Prepared (EP) – FWD cars naturally aspirated.

F Prepared (FP) – High performance sports cars and sedans.

MODIFIED

Category Objectives

Provide a competitive outlet for the highest level of allowed modifications.

Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

Category Values

Maximum speed and handling for given car parameters.

Rules stability to protect member investment and encourage commitment
Highest levels of drivetrain and suspension development (varies among the individual classes).

Custom design and fabrication.

Maximum tire adhesion with minimum constraint (varies among the individual classes).

Core Modifications

Chassis and suspension customization.

Unconstrained automotive-based powertrain (varies among the individual classes). Minimum weights generally based on displacement.

Classes

AM – Least restricted class with significant aero allowances and unlimited drivetrain.

BM – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

CM – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

DM – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

EM – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.

FM – Small, very agile, GCR-based formula cars.

KART

Category Objective

This category is an outlet for members interested in running karts at Autocross events.

Category Values

Preparation allowances in line with national karting organizations, to allow easy migration between Solo® and other karting events.

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ITEM 2) #23346 Fuel allowance proposal re: methanol

The following rule change proposal is recommended by the SEB:

Effective 1/1/19, change 3.6.B as follows:

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or any gasoline-ethanol blend. Federally-approved E85.* Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. *Methanol is prohibited;* other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

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SAFETY

ITEM 3) #23152 Senior Solo® Safety Steward license Add to Appendix E:

“Senior Solo® Safety Steward License

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

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

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

- 1) A senior grade license applicant shall be a currently licensed SSS holding a regular or Instructor license.*
- 2) The Applicant must have had a regular SSS license for at least 20 continuous years in order to apply for this license grade (SCCA® can verify first license issuance date and continuous service).*

- 3) *After appointment, the license is valid for a 3 year term unless rescinded by the SSC. The requirement to serve as an SSS or SSI at events during the license period is waived.*
- 4) *The Senior SSS licensee shall serve in SSS roles for emergency purposes only, i.e. in case a region needs an SSS during an event heat or an event heat when a regular license holder is not available. A senior license holder cannot be named in the capacity of "Solo® Safety Steward of Record" on a sanction application. A senior license holder cannot be used on a regular basis to address a region's inability to assign a regular SSS license holder.*
- 5) *Relative to an event Solo® Safety Steward of Record, a Senior SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.*
- 6) *Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo® Safety Steward Summary" as a refresher course on the SCCA® website and submit the results with their renewal application to the SSC Chairperson."*

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STREET CATEGORY

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ITEM 5) *#23333 2011 Audi R8 V10 Spyder from SSP ->
SS The SAC would like member feedback on the following
proposal: Move *from exclusion list to SS:*
Audi

R8 (non-GT) (2008-2015)
R8 (non-Plus) (2016-2018)

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ITEM 6) #24097 reclass 997 Porsche turbo

Per the SAC, make the following change to Appendix A: Move *from exclusion list to SS:*
Porsche

911 Turbo (997 chassis)(non-S, non-GT2)(2006-12)
911 Turbo (993 chassis)(1995-99)

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ITEM 7) #22613 Comprehensive Street Reclass for Lotus
Evora Per the SAC, make the following changes to Appendix A:

Move *from SS to AS:*

Lotus

Move *Evora S* from AS to BS:
Lotus

Evora (Non S)

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ITEM 8) #23593 Moving Porsche Cayman S & GTS The SAC recommends the following change to Appendix A: Move from SS to AS:

Porsche

Boxster S, GTS (981 chassis) (2013-16)
Cayman S, GTS (981 chassis) (2013-16)

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ITEM 9) #22275 981 Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16) to B Street Per the SAC, make the following changes to Appendix A:

Move from AS to BS:

Porsche

Boxster (non-GTS, non-S, non-Spyder) (2013-16)
Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)

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ITEM 11) #23811 More TTS in BS
Per the SAC, make the following change to Appendix A: Move from AS to BS:

Audi

TTS (2016-18)

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ITEM 12) #23650 BMW Z4 Class Change Proposal
The SAC and SEB recommend the following change to Appendix A: Move from BS to CS

BMW

Z4 roadster (2.8i, 3.0i) (2009-16)

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ITEM 13) #22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS

The SAC and SEB recommend the following change to Appendix A: Move **from BS to CS**

Honda

S2000 (non-CR)

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ITEM 14) #24090 Solstice to CS

The SAC and SEB recommend the following change to Appendix A: Move **from BS to CS**

Pontiac

Solstice (non turbo) (non-Z0K) (2007-10) Sky

Saturn

(non turbo) (2007-10)

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ITEM 15) #22882 Move rally cars and friends to DS

Per the SAC, please make the following changes to Appendix A: Move **from BS to DS:**

Audi

S3 (2.0T) (2015-2017)

TT Quattro (AWD)(2008-2017) TTS (2009-15)

Ford

Mazda

Focus RS (2016-2017)

~~*RX-8*~~

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STI (incl. Special Edition) (2004-2017)

Volkswagen

Golf R (2015-2017)

Move **from CS to DS:**

Nissan

350Z (non-Nismo) (2003-2009)

Note: Per the SAC the RX-8 has been removed from the proposal, in response to member comment.

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ITEM 16) #22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS The SAC would like member feedback on the following proposal:

Move *from DS to GS*:

BMW

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

Lexus

IS300 (2001-05)

Subaru

WRX (non-STI) (2001-08)

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STREET TOURING CATEGORY

ITEM 17) #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]) are unrestricted in size and shape. 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.”

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ITEM 18) #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)*

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ITEM 19) #23879 Please allow 265mm tires for MR in STU

The STAC and SEB recommend an allowance for 265 wide tires on STU 2WD mid and rear-engine cars. Change Section 14.3 as follows:

“Tires shall have a section width up to and including the following
(mm): STS, STR (AWD): 225

STH (AWD), STX (AWD): 245

STR (2WD), ~~STU (2WD, mid-engine, rear-engine)~~: 255

STH (2WD), STX (2WD), STU (AWD), ~~STU (2WD, mid-engine, rear-engine)~~:
265

STU (2WD, front-engine): 285”

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ITEM 20) #22088 Brake Allowance Parking Brake Rules

After reviewing member feedback, the STAC is recommending the following changes related to the drum to disk conversion allowance and the requirement for individual rotor plates to be at least as thick as the OEM rotor. The drum to disk change is intended to clear up the allowance and make it easier for competitors to utilize off the shelf components when performing the conversion. Similarly, the removal of the disk plate restriction is intended to facilitate use of common off the shelf rotors in aftermarket brake kits.

Modify 14.6 as follows:

“14.6 Brakes

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and *overall* thickness) and made of ferrous material(e.g., iron). ~~Thickness includes the individual plates of a vented rotor, as well as the overall dimension.~~ The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non- vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. ~~Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with-~~

~~disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.~~

- B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.
- C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.
- D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.
- E. *Disc brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present.*
- F. *Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g., pedal vs. handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/brake lines/emergency brake cables to accommodate these changes are permitted but may serve no other purpose.*

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ITEM 21) #22139 Master cylinder brace allowance in ST

The STAC and SEB recommend the following allowance for a bolt-on brake/clutch master cylinder brace mirroring the allowance present in the SP category. This is as a new line in section 14.6, as follows:

“G. A single brake master cylinder brace may be added provided it is bolt-on and serves no other purpose.”

Also add a new line in section 14.10 as follows:

“N. A single clutch master cylinder brace may be added provided it is bolt-on and serves no other purpose.”

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STREET PREPARED CATEGORY

ITEM 22) #19867 Blow-off/ pop-off valves

The SPAC and SEB recommend the following rule change: In 15.10.4:

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

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

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ITEM 23) #23979 Equal rights for Superchargers and Turbos The SPAC is recommending the following change:

Change the following sections to allow supercharger pulley ratio changes:

~~“15.10.C.4.c No changes are allowed to supercharger drive system pulleys. Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes.~~ Belt tensioners may be added/changed to reduce belt slip.”

~~“15.10.X Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.”~~

~~“15.10.Y Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars may not alter crankshaft/supercharger drive ratio.~~ Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose.”

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ITEM 24) #23431 Eagle Talon reclass

The SPAC and SEB recommend the following change to Appendix A: Move **from ASP to DSP**:

Mitsubishi

Eclipse Turbo and Talon Turbo (1989-99)

Plymouth

Laser (AWD)

ITEM 25) #22761 Fiesta ST???

The SEB and SPAC are recommending the following classing change effective 1/1/2019: Move **from CSP to DSP**:

Ford

Fiesta ST (2014-18)

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STREET MODIFIED CATEGORY

ITEM 26) #23104 16.1K Canards

The following change proposal is recommended by the SMAC and SEB: Revise the following paragraph from 16.1.K as shown:

“Canards are allowed and may extend a maximum of 6.0” (152.4 mm) ~~forward of from~~ the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. *Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm²) for each side.*”

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PREPARED CATEGORY

ITEM 27) #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. ”

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ITEM 28) #23095 Ducting air from bumper to intercooler Change 17.10.C.3 as follows:

“Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited. *Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork. “Standard openings in the front of the car” includes ventilation system intake grilles.*”

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ITEM 29) #21414 Turbo jets and other anti-lag Add to 17.10.D as follows:

- 4. 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.*

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ITEM 30) #20239 Manufacturer Engine Swaps within Prepared The PAC and SEB recommend the following engine swap allowance:

“17.10.S Alternate Engine allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

- 1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.*
- 2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:

British makes may use Ford motors including
Mazda Italian makes may use Fiat Chrysler
motors*
- 3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.*
- 4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.*
- 5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.*
- 6. Alternate engines may make use of allowances found in 17.10*
- 7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.*

The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).”

Appendix A changes/
additions: Class D
Prepared
Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Class E Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2200~~ 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Class F Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs., except that cars using 17.10.S (engine swap allowance) must not weigh less than 2100 lbs. or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

ITEM 31) *#22617 GCR to XP

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The PAC is interested if the membership feels there is an issue with cars using GCR Club Racing GT and Production allowances competing in D, E, and F Prepared. The proposed changes would not affect CP vehicles and would continue to allow GCR vehicles to compete in XP without mixing/matching the Solo® and GCR allowances.

“17.11

A. Vehicles competing in C Prepared class, should refer to section 17.11.B. Vehicles prepared in excess of Solo® allowances and prepared to either the current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared class*. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (*e.g.*, a tube-frame *RX-7*) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be *GCR Minimum* plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may *only use* the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scatter shield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all the applicable GCR specifications.

B. C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted

to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.

Appendix A - (XP) Prepared

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class, specifically listed in CP, DP, EP, ~~or FP that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. "In excess" cars per Section 17.11.A are not eligible for XP.~~

8. Other

~~Vehicles exceeding these rules and prepared to the Club Racing General Competition Rules (GCR) are not eligible for this class.~~

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ITEM 32) #21828 XP non-OE wing mounting
Change 1.c in Appendix A, class X Prepared, as follows:

“Appendix A: 1.c. Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area chassis or body~~ behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12. (30.48 cm) above the ~~wing's point of attachment to the of body of the vehicle-highest point of the body that is behind the centerline of the rear axle.~~”

NOTE: The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work.

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ITEM 33) #14898 XP boosted displacement equivalence and min weight The PAC and SEB recommend the following change to the XP weight calculation. Appendix A.9.a.2:

“Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ **1.6** times the actual displacement.”

Appendix A.9.b:

“MINIMUM WEIGHT CALCULATIONS All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver 51% of the weight on the rear axle is ~~4200~~ **1300** + [(1.796 x ~~1.4~~ **1.6**) x (200+ 20)] + ABS = ~~4753~~ **1982** lbs.

FI Engine displacement

	<i>FWD</i>	<i>1300 lbs. + 150 lbs. per liter</i>
	<i>RWD</i>	<i>1300 lbs. + 200 lbs. per liter</i>
	<i>AWD</i>	<i>1300 lbs. + 250 lbs. per liter</i>
NA	Engine displacement less than	
	4.0L FWD	1200 lbs. + 150 lbs. per liter
	RWD	1200 lbs. + 200 lbs. per liter
	AWD	1200 lbs. + 250 lbs. per liter

Engine displacement of 4.0L or greater

	<i>FWD</i>	<i>1600 lbs. + 50 lbs. per liter</i>
	<i>RWD</i>	<i>1600 lbs. + 100 lbs. per liter</i>
	<i>AWD</i>	<i>1600 lbs. + 150 lbs. per liter</i>

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds

- Cars with ABS + 50
- Cars with traction/stability control + 50
- Cars with active/reactive suspension + 100

Cars with greater than **51% weight on rear axle + 20 per liter**

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following

Minimum weights (lbs.):

<u>Naturally Aspirated Supercharged/Turbo</u> FWD.....	
.....1425.....	1625
RWD.....	1550..... 1900
AWD.....	1675..... 1925 “

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ITEM 34) #23872 No minimum weight for NA 4 cylinder cars listed

To accommodate non-turbo 4 cylinder vehicles, the PAC is recommending the following previously- published change to Appendix A, in the minimum weights table for the CP class.

“Minimum weight (lbs.):

V8 engines greater than 5100 cc	3000
V8 engines equal to or less than 5100 cc	2700
6-cyl engines, maximum 4500 cc.....	2450
Turbocharged 6-cyl engines, maximum 4500 cc	2550
Turbocharged 4-cyl engines.....	2450”

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ITEM 35) *#22790 ABS/Prepared category

The PAC is requesting member feedback on allowing Anti-lock Brake Systems to be added/modified in CP. This will allow older vehicles to remain competitive, without placing restrictive takebacks on newer vehicles. The PAC recommends making the following changes to Appendix A - (CP) Prepared:

Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non- OE or modified OE ABS incurs an ABS weight adjustment.

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained but may not be replaced or modified in any way other than removal. *Modifications to the OE ABS which also modify the OE traction/stability system are not allowed.*

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight (lbs.):

V8 engines greater than 5100 cc	3000
V8 engines equal to or less than 5100 cc	2700
6-cyl engines, maximum 4500 cc.....	2450
Turbocharged 6-cyl engines, maximum 4500 cc	2550
Turbocharged 4-cyl engines.....	2450

Weight Adjustments (lbs.)

Non-OE or modified OE ABS..... add 250

Maximum weight on the rear of the car shall be 51% of the total weight of the car.
Exceptions: Corvair, Yenko Stinger.

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ITEM 36) #23614 Please remove RWD Escort and Chevette from EP Appendix A Remove the following listings from class EP in Appendix A as shown.

E Prepared (EP)

Ford & Mercury

~~Escort & Lynx (1968-81)~~

Chevrolet, ...

~~Chevette (1975-87)~~

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ITEM 37) #24266 88-91 Civic/CRX to same line in EP

The PAC and SEB recommend the following change to Appendix A, E-Prepared.

Prepared (EP) - Appendix
A Honda

Civic & ~~CRX~~ (1988-91) ~~GRX (1988-91)~~

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ITEM 38) #23892 Line classing for Porsche 924S & 944 4-cyl 8-valve

The PAC and SEB recommend the following change to Appendix A,
F-Prepared.

Porsche

~~924S (1986-88)~~

~~Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex-
valves~~ 924 Turbo

~~944 (non-turbo, all) (1982-91)~~

944 Turbo (1985-91)

924S (1986-88) & 944 (non-turbo, all) (1982-91)

2.5L alternate cylinder head: P/N 933.104.302.50 w/36 mm ex. valves

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MODIFIED CATEGORY

ITEM 39) *#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.”

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KART CATEGORY

ITEM 40) #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 CR125R engines only. Must conform to Modified Moto rules (19.1.D.1), with restrictions as listed. Minimum weight is 375 lbs.

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 CR125R. 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 = 54.513 mm. 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 CR125R. 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 CR125R 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, and 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**."

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APPENDIX E:

November 1, 2018

To: SCCA, Inc. Board of Directors
From: SCCA Foundation Board of Directors
RE: SCCA Foundation Bylaw Change Request

The SCCA Foundation Board of Directors requests to change Section 4 of the SCCA Foundation Bylaws (as approved by the Board of Directors of the Sole Voting member, The Sports Car Club of America, Incorporated effective 5 May, 2016) to delete the reference to term limits. Details of the proposed change follow.

CURRENT LANGUAGE

4. DIRECTORS.

Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) and no more than seven (7) voting individual persons to be selected by the Sole Voting Member. At least two (2) directors of the Corporation shall be members of the Board of Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Directors of the Corporation will serve a term of three (3) years. Directors may serve any number of terms, but may only serve two (2) terms consecutively.

PROPOSED LANGUAGE

4. DIRECTORS.

Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) and no more than seven (7) voting individual persons to be selected by the Sole Voting Member. ~~At least two (2) directors of the Corporation shall be members of the Board of Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Directors of the Corporation will serve a term of three (3) years. Directors may serve any number of terms, but may only serve two (2) terms consecutively.~~

RATIONALE

The Foundation Board of Directors believes that the requirement for two “Inc.” board members to be members of the Foundation BoD is redundant and unnecessary. Foundation oversight is provided for by the two liaison positions established in paragraph 3 of the current bylaws. Given the important work being accomplished by the Foundation, the ever increasing number of programs being sponsored by the Foundation, and the limited number of board members available to manage the affairs of the foundation, the SCCA Foundation Board of Directors believes at this time, that the term limits requirements called out in Section 4 are detrimental to the foundations mission. There are currently provisions in the Bylaws via section 4 for the removal of a Board Member with or without cause. Therefore, the need for term limits is not necessary as a means of ensuring appropriate turnover of the Board members.

John Zuccarelli
Chairman
SCCA Foundation