

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 8th

The Solo Events Board met at the SCCA Convention January 20th and by conference call January 30th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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Member Advisories

Street Category

#26169 2019 Acura NSX

The 2019 NSX has already been classed per the 2019 rulebook.

#26251 SAC Position

The SEB has approved the addition of Matt Luckow to the SAC.

Street Touring Category

#26054 What Class do I belong?

The STAC is currently holding classing decisions on the 2019 Miata in the ST category to see if additional data regarding tuning and power becomes available. Until a classing decision is made you may want to request a regional ST classing from your local regional program, or you may run in CSP under the "Sports cars under 2.0L not otherwise classed" catch-all.

Street Modified Category

#25577 Clarification on E-Brake rule

Per the SMAC, a hydraulic emergency brake may replace a mechanical emergency brake. This hydraulic system must be separate from the primary brake hydraulic system, and shall not share fluid with the primary system.

#26152 SMAC Applications

The SEB has approved the addition of Jake Namer to the SMAC.

#26155 SMAC Application

The SEB has approved the addition of Dan Stainback to the SMAC.

Change Proposals

Safety

#24310 Driver Restraints and Roll Bars in Street Driven cars

The SEB is proposing the following change to wording in Section 12.

Closed Car

“A closed car is one with a full roof, a targa top-type car with a full windshield, or a T-top-type car with a full windshield., ~~or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place.”~~”

Note: This will affect cars currently running a hard top and full harness without a roll bar.

Street Prepared Category

#23358 Align SP fluid cooler allowances with ST allowances

The SPAC is requesting member feedback on the following rule change proposal:

15.10.U

Any transmission *and/or differential* oil coolers may be used. *Differential covers may be modified or substituted for cooling.*

#25346 Leaf Springs in SSP

The SPAC is requesting member feedback on the following rule change proposal. This change is being considered due to limited supply of springs for the vehicles effected.

“15.8.M *For cars originally equipped with transverse leaf springs: spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a “coilover” configuration.*”

Street Modified Category

#23106 16.1.H Rule Clarification - Rear diffusers

The SEB and SMAC are requesting further member feedback regarding the following proposed change:

Add to 16.1.K as follows:

“*Diffusers that come as a standard OE part are allowed, but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed.*”

Prepared Category

#26099 Clarification: Radiator mount/support modification

The PAC would like member feedback on the proposed wording changes to section 17.10.O.2 and Appendix A:

In 17.10.O.2:

Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. ~~A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.~~ A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior

bodywork is not altered) to accommodate the change. *OE radiator support/mounts can be modified to accommodate an alternate radiator configuration.*

In Appendix A, CP:

Chevrolet

Corvair & Corvair Turbo (1960-64); weight (lbs.):.....1850

A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.

Corvair & Corvair Turbo (1965-69); weight (lbs.):.....1850

A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.

Modified Category

#25252 Footplates in B Modified

The MAC is seeking member input on the following proposal.

In Appendix A under Modified Class B, change section E.1 as follows:

“E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of front and rear wings shall not exceed 8 sq. ft. (0.743 m²). Area calculation is of *a rectangle fully enclosing* the airfoil element plan view and does not include *flat vertical* side plates, *but does include footplates and similar aerodynamic devices*. Side plate area and element profile are unrestricted.”

#25046 Solo Vee carburetor(s)

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

In Appendix A, Modified Class C, section C.1.a.2, change

“Any single carburetor is permitted. Multiple carburetors are prohibited.”

to

“Any single carburetor is permitted. Dual one-barrel carburetors are permitted.”

#25570 Allow Dial a Jet modifications for FMod carbureted engines

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

In Appendix A, under F Modified, add new subsection A.6 (and renumber subsequent sections accordingly) as follows:

“6. External carburetor jetting devices may be used (such as Mikuni Power Jet, Dial a jet, Intelijet, Thunder Powerjet). They must be plumbed to the float bowl for the carburetor for which they are installed. Remote float bowls are not allowed.”

Handled Elsewhere

Street Category

#25748 Electronic shock tuning - Don't open Pandora's box!

Please see the response to #25746

#25763 Feedback on shocks letter 22772

Please see the response to #25746

#25767 Please No Active Damper Programming in Street

Please see the response to #25746

#25860 December FT - Member feedback requested on shock controllers

Please see the response to #25746

#25924 Please do not allow electronic shock controllers

Please see the response to #25746

#25932 Comment on #22772 #20102 Replacing Electronic Shocks

Please see the response to #25746

#25954 Electronic shock controller allowance

Please see the response to #25746

#26007 OPPOSE Proposition #25430 moving BMWs to BS

Please see the response to #26006

#26010 BMW M3 Move

Please see the response to #26006

#26039 Arguments opposing moving M3 from FS to BS

Please see the response to #26006

#26057 BMW M3 Move

Please see the response to #26006

#26060 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26098 E9X M3 ZCP is adequately classed

Please see the response to #26006

#26125 RE: #25430 E9X M3 ZCP Reclass

Please see the response to #26006

#26150 Don't move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26180 All CS series BMW's to separate class from non-CS series BMW's

Please see the response to 26006

#26181 Please update Hyundai Veloster Turbo to include 2019 model year

Please see the response to letter #25470 in the January Fastrack.

#26195 Ref. to #25430 and FS Car Count

Please see the response to #26006

#26239 2019 Hyundai Veloster N Class?

Please see the response to letter #25470 in the January Fastrack.

Street Touring Category

#26105 Request for classing of my car (AWD Tesla Model 3)

Thank you for your input. Please see the response to letter #25818 in the February Fastrack.

Not Recommended

Street Category

#25858 Mitsubishi Lancer Ralliart to GS

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

#26126 Cobalt SS/TC to GS 08-10

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

#26207 Mini Cooper S buried

Thank you for your input. The SAC believes this Mini exceeds the performance potential for GS.

#26217 Keep the STI's together

Thank you for your input. The SAC believes the new STI's changes to third gear along with a broader power curve were enough of a change to warrant a separate line. The SAC will be closely monitoring the performance of the new additions to DS this year.

Street Touring Category

#25980 Super Street Touring

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

#26190 Intercooler Boost Piping Modification

Thank you for your input. The STAC is not in favor of an intercooler piping allowance at this time.

Street Prepared Category

#24337 89-91 Honda Civic Si to FSP (in Full STS Prep except tires)

Thank you for your input. The SPAC is continuing to work with the SEB on an experiment in a limited prep rule set.

#24493 Class philosophy

Thank you for your input.

#25156 Complete Replacement of Fenders

Thank you for your input. The SPAC does not believe that allowing complete fender replacement is in the best interests of the category.

#25293 reclassification request

Thank you for your input. The SPAC believes the '88-'91 Civic/CRX is appropriately classed at this time.

#25345 Drive shaft upgrade

Thank you for your input. The SPAC does not believe that this change is in the best interests of the category.

#25783 Reclass 2005-2010 Mustang GT to FSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

#25896 Moving the Honda s2000 from BSP to DSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

Street Modified Category

#25606 SM AWD cars

Thank you for your input. The SMAC believes classing structures are appropriate at this time, but will continue to monitor the balance between 2WD and AWD cars in SM.

Prepared Category

#24953 Wings in Prepared

The PAC and SEB thank the member for the input. However, because the proposal has implications beyond the Prepared category, we have decided to not consider it at this time.

Modified Category

#25585 EM weight simplification

At this time the MAC believes that maintaining rules stability in the weight and engine displacement rules is of more value than a potential improvement from using a single weight for all engine sizes.

#25696 Request to add new class

The MAC believes that at this time a class for FSAE cars with non-compliant intakes is better handled at the Regional level. Regions have the ability to allow any class that meets local needs. We suggest the creation of a set of rules that you and other owners of FSAE cars in a similar situation could use for Regional competition. Significant participation at the Regional level could potentially show the need for a National class.

Other Items Reviewed

Street Category

#25746 NO Electronic shock adjustment

Thank you for your input.

As published in the December 2018 Fastrack the SEB rules recommendations were submitted to the Board of Directors for approval. During the review process the BOD wanted to further discuss the electronic shocks rule and the language proposed. Rather than delay the entire rules package the BOD withheld the rule until the details of that proposal could be further discussed. The SEB revised the proposal using language from the July Fastrack. The BOD approved the language below, effective upon publication in this Fastrack.

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

"13.5.A.8 Vehicles in Super Street originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) the calibration may be altered using an OEM provided re-flash or the entire controller may be replaced. The calibration or replacement controller may not perform any function not present in the OE controller. OEM Shock bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness is allowed."

The SEB will be evaluating this rule on regular basis and conduct a yearly review. The SEB is proceeding cautiously by adding this allowance to just one class. This allowance may change as the membership gains experience and can provide feedback as it applies to Solo. Based on that feedback the allowance may be expanded or rescinded.

#26006 Proposition #25430 moving BMWs to BS

Thank you for your input on the proposed classing change.

Street Prepared Category

#25340 NO on Sunroof Removal

Thank you for your input. Please see the response to letter #24599.

#25441 Classing the 6th Gen Camaro

Thank you for your input. Please see the response to letter #25304 in the February Fastrack.

#25529 24599 feedback - Sunroof mods

Thank you for your input. Please see the response to letter 24599 in the January Fastrack.

#25760 Classification request for 2018+ Chevy Camaro ZL1 1LE

Thank you for your input. Please see the updated Appendix A in the 2019 Solo Rules on the SCCA website.

Prepared Category

#26168 #24314 Input

Thank you for your input.

Kart Category

#25972 comments of #25502

Thank you for your feedback regarding the changes to 19.1.D. The KAC will be keeping an eye on Stock Moto and make any adjustments needed for the 2020 rules.

The KAC currently believes that the weight delta between Open and Ladies classes is appropriate for the current membership.

Tech Bulletins

Street Category

#25861 2019 Dodge Challenger R/T Scat Pack Widebody

Per the SAC, please add the following listing in Appendix A:

BS

Dodge

Challenger R/T Scat Pack Widebody (2019)

#26073 2019 Mustang Bullitt

Per the SAC, please add the following listing in Appendix A:

FS

Ford

Mustang Bullitt (2019)

Street Touring Category

#26078 Fusion Sport classing

Per the STAC add the following listing to Appendix A.

STH

Ford

Fusion Sport (2017-2019)

Kart Category

#25265 19.2.E.2 Emergency Kill Switch clarification

Change 19.2.E.2 as follows:

All Formula Junior karts must have ~~an~~ *a maintained (non-momentary)* emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 5, 2019

The Club Racing Board met by teleconference on February 5, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Tim Myers, Tony Ave, Paula Hawthorne, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Road Racing Director, Rick Harris, Club Racing Technical Manager, and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

STL

1. #26216 (Darren Murdock) Request Wing Rule Clarification

Thank you for your letter. In STL the wing in its entirety must be no higher than 6 inches below the highest point of the body or the main hoop of the roll cage. Whichever is higher.

STU

1. #26139 (Ben Marouski) Request Gen 2 2010 MINI Cooper S

Thank you for your letter. All turbo charged engines running either their stock or approved alternate turbo must run at chart weight for turbocharged engines. The weight is set based on turbo inlet size. You may choose a restrictor size and weight from the chart. GCR 9.1.4.1.H.6

2. #26390 (Super Touring Committee) DI turbo prep changes for 2020

Thank you for your letter. Starting in 2020, all Direct Injected Turbo engines will be limited in preparation. The new limits will include; stock compression, stock camshaft lift, and no porting.

No Action Required

FV

1. #26220 (Stevan Davis) Opposes Formula Vee Spec RAIN tire for 2020

Thank you for your letter. Please see the response to letter #24977, November 2018 Fastrack Technical Bulletin.

2. #26226 (Stevan Davis) Formula Vee Spec RAIN tire for 2020 - follow up

Thank you for your letter. The Club Racing Board appreciates your comments.

3. #26232 (Stevan Davis) Supports improving communication to membership

Thank you for your letter. The Club Racing Board appreciates your comments.

GT1

1. #26163 (david mead) Request GT1-ST classification for Ferrari Challenge 488

Thank you for your letter, the GT1-ST was already classified in GTX.

IT General

1. #26328 (Jose De Miguel) Request to clarify maximum wheel sizes

Thank you for your letter. Wheel diameter rules have been removed from the Improved Touring category. All that is limited is wheel width and tire sizes as listed in 9.1.3.D.7 "Wheels/Tires".

FP

1. #26255 (Jeremy Schwarz) Request wind screen clarification

Thank you for your letter. Rule 9.1.5.E.9.a.8.A is adequate as written. It states that the stock front windshield and frame can be removed from an open top car, and if they are, then a replacement windshield must be installed. The only limitations on the design/size/profile of that replacement windshield are also given as follows: "The replacement windshield must be fitted within the vertical planes of the front most and rear most elements of the stock windshield and frame. The replacement windshield must not exceed the height or width of the stock windshield and frame. Any portion of the windshield that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement windshield can be constructed of glass."

Strategic

1. #26249 (Jonathan Benefield) Request new race series

Thank you for your letter. This proposal has been forwarded to SCCA Road Racing and SCCA Pro Racing staff for consideration.

2. #26258 (Jason Stine) Request TV Coverage for Super Tour Events

Thank you for your letter. SCCA is always looking for ways to expand the Hoosier Super Tour experience and reach within the series' budget.

ST General

1. #25785 (DAVID MEAD) Bumper Cover Clarification

Thank you for your letter. The advisory committee feels the rule is clear as written.

2. #25788 (Christopher DeShong) Support for #25785

Thank you for your letter. You are permitted to make necessary modifications to body work in order to mount an air dam.

STU

1. #25836 (DAVID MEAD) Request to better define (porting allowed) in 9.1.4.1 B.4

Thank you for your letter. Per GCR Appendix F, ports do not include the combustion chamber.

T1

1. #26082 (Matt Jensen) Request to allow E92 M3 Brake/air inlet duct kit

Thank you for your letter. The advisory committee feels the T1 brake duct rule is adequate as written.

T2-T4

1. #26053 (DAVID MEAD) Clarify FRS/BRZ/86 Raceseng, part # raceseng-ft86-r-shock-top
Thank you for your letter. Recent clarifications have been made related to this item.

2. #26120 (dave kutney) Supports Allowing Single Adjustable Shocks
Thank you for your letter. Your response has been logged.

3. #26210 (Raymond Blethen) Opposes Adjustable Shocks In Touring
Thank you for your letter. Your response has been logged.

T3

1. #26124 (david mead) T3 Solstice GXP

Thank you for your letter. This car will be closely monitored.

2. #26351 (jim drago) Request to allow SD radiator in T3 Mazdaspeed Miata

Thank you for your letter. Radiators are open per Touring rules.

T4

1. #26080 (Felix Borodaty) Request to Open Shocks to Single Adjustable
Thank you for your letter. Your response has been logged.
2. #26112 (Richard Grunenwald) Supports Single Adjustable Shocks in T4
Thank you for your letter. Your response has been logged.
3. #26128 (Stephen Blethen) Opposes Adjustable Shocks in Touring
Thank you for your letter. Your response has been logged.
4. #26135 (Aaron Hale) Support for letter 26129
Thank you for your letter. Your response has been logged.
5. #26146 (chi ho) Supports adjustable shocks in T4
Thank you for your letter. Your response has been logged.
6. #26176 (david mead) Request to clarify Solstice/Sky ride height allowance
Thank you for your letter. The advisory committee appreciates your input.
7. #26179 (Jeff Andrews) Oppose to #25796 request to allow adjustable shocks in T4
Thank you for your letter. Your response has been logged.
8. #26227 (Steve Bertok) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.
9. #26230 (Jon Rogers) Supports RE: #25796 adjustable shocks
Thank you for your letter. Your response has been logged.
10. #26247 (Jim Ebben) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.

Not Recommended

B-Spec

1. #26040 (Clint deWitt) Request to Reconsider Weight Added to Later Minis
Thank you for your letter. The advisory committee does not advise any change to weights at this time.

F5

1. #26326 (Jay Novak) Request F500 performance target
Thank you for your letter. The Club Racing Board does not recommend these changes. Please see the response to letter #25815, February 2019 Fastrack Minutes.

FA

1. #24161 (Mirl Swan) Request to Allow Downforce Increase for Standard FAs
Thank you for your letter, this change is not recommended at this time.
2. #26322 (Bill Gillespie) Request to reconsider recent Swift 016 weight increase
Thank you for your letter. The Club Racing Board does not recommend this change. The Swift 016 has hard points on both sides of the cockpit for installing ballast, and adding weight is a more cost-effective solution than the dyno work and re-tuning associated with a restrictor change.

FB

1. #26330 (JEREMY HILL) Request to open ecus and throttle bodies
Thank you for your letter. The Club Racing Board does not recommend this change. The

original intent of the FB rules was to allow the fuel injection system to be unrestricted except for a requirement of stock throttle bodies from a fuel injected engine (see GCR section 9.1.1.G.4.E) and to prohibit the use of stand-alone aftermarket ECUs (see GCR section 9.1.1.G.4.C). Any intent to require the throttle bodies and ECU to be year-matched to the engine would have been specifically noted in the rules, which contain no such requirement.

FM

1. #26228 (Ben Ditson) Request to introduce the PRO FM as FM2 class (similar to FE & FE2) Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #25654, January 2019 Fastrack Minutes.

FV

1. #26213 (James Vaseff) Request to re-visit time frame FV Spec Wet Tire Rules Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #24977, November 2018 Fastrack Technical Bulletin.

GT2

1. #26065 (Bob Monette) Request Clarification of Weight for Porsche 997 Cup Car Thank you for your letter. The car is competitive as classed. Club Racing Board will continue to monitor performance.

2. #26134 (marvin epps) Request wheel fans to be allowed Thank you for your letter. Wheel fans are allowed for purpose built GT2 cars, but not for GT2/ST cars.

EP

1. #25871 (Bill Lamkin) Request Weight Reduction for 2.8L Bmw 328i/is Thank you for your letter. This weight reduction is not recommended at this time, but the PAC encourages the letter writer to continue to develop and campaign this vehicle, as the performance parity across all of EP is continually monitored.

2. #26038 (Anthony Black) Request for Better Rotors and Venting Restrictions Thank you for your letter. The Club Racing Board does not recommend this change. Finding quality OE-style brake rotors has not been a known issue to date, but the PAC will continue to monitor parts availability across the category.

HP

1. #25979 (Jason Isley) Request to Modernize H Production. Thank you for your letter. It is the task of the PAC to try and give a wide variety of vehicles the fair chance of being competitive, within the performance envelope of its classes, regardless of when that vehicle was originally built. This suggested class philosophy change would alienate a large number of HP racers, and effectively push them out of the category. The goal will remain to try and include as many vehicles into the performance realm of the Prod classes as reasonable. In HP specifically, newer cars are being classified, and meshing into its typical fields, adding to the sustainability and attractiveness of the class.

Prod General

1. #26172 (James Bell) Request to allow replacement of rear window glass in closed cars Thank you for your letter. The Club Racing Board does not recommend this change. Openings in the rear window of closed roof cars could potentially weaken the window or allow exhaust fumes inside the vehicle.

SM

1. #26269 (marc cefalo) Request OEM hardtop for reduced pricing Thank you for your letter. Your request is not within Spec Miata advisory committee's authority to question a vendor's price on a product.

2. #26369 (Jim Graffy) Request to Delete 9.1.17.C.3.a.1.a-e Page 558

Thank you for your letter. The Spec Miata advisory committee does not recommend a change to the current Penske shock rules at this time.

ST General

1. #25778 (Austin Hilliard) Request for Clarification on 9.1.4.c.12

Thank you for your letter. Please see 9.1.4

C. Bodywork

1. Unless otherwise allowed, standard body appearance must be strictly maintained.

2. #25798 (david mead) Request to classify S2000 with K24 crank

Thank you for your letter. The Club Racing Board doesn't support mixing and matching parts from different engine families.

STL

1. #25766 (Kevin Koelemeyer) Request to classify K24 in STL

Thank you for your letter. Maximum engine size in STL is 2000cc plus allowance for boring of block.

STU

1. #25787 (Chris Itterly) Request to Change Turbo Rules

Thank you for your letter. Per your request regarding 9.1.4.1.B. The Club Racing Board does not recommend this option for DI turbo charged engines at this time.

Per your request regarding 9.1.4.1.H.6 Please see response to letter #26398

Per your request regarding 9.1.4.1.H.5 The TD05HR-15GK2 turbocharger was specifically permitted on the Dodge SRT4 due to it being a factory available dealer installed part. This turbo would not fit any manifold other than the SRT4 Stage 3.

2. #25854 (Alex Phelps) Request for Roofless EP Car Allowance

Thank you for your letter. The Club Racing Board does not feel that removing windscreen on Super Touring cars is appropriate at this time.

3. #25908 (William Goodro) Request for 18x9.5 Wheel On Pontiac Solstice GXP

Thank you for your letter. The Club Racing Board does not recommend increasing wheel size at this time.

4. #25953 (Juan Catala) Request to Use VTEC Cylinder Heads on All Honda B Series Engines

Thank you for your letter. The Club Racing Board does not recommend this change. VTEC cylinder heads are not a direct install on a B20 block.

5. #26005 (Dale Shoemaker) Request for Mazda Renesis Engine Street Port

Thank you for your letter. The Renesis engine already has ports larger than the street port template. There would be no reason to allow street porting specifically on a Renesis.

6. #26274 (Kevin Koelemeyer) Request 9 inch wheel

Thank you for your letter. The Club Racing Board does not consider this necessary at this time.

7. #26362 (Luis Rivera) Request a 20b engine

Thank you for your letter. The 20B engine exceeds the performance envelope of STU

T1

1. #26145 (Bill Baten) Request for T1 Camaro allowances

Thank you for your letter. Changes of this magnitude must be supported with data collected at Majors races. Please bring the car to the track and race it.

T2

1. #25967 (Darin Treakle) Request for Intercooler on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.
2. #25968 (Darin Treakle) Request for Cold Air Intake on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.
3. #25970 (Darin Treakle) Request for 26mm Rear Sway Bar on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.
4. #26289 (Kurt Rezzetano) Request 2005-2013 corvette C6 Coupe/ GrandSport restrictor size
Thank you for your letter. The car is competitive as classed based on 2018 data. Please bring the car out in 2019 so we can continue to collect data on it.

T2-T4

1. #26173 (david mead) Request clarification of suspension settings
Thank you for your letter. The advisory committee feels the rules are adequate as written.
2. #26174 (david mead) Request subframe rule clarification
Thank you for your letter. The advisory committee feels the rules are adequate as written.

T3

1. #25541 (David Ray) Request to Move SMG to T3 - and/or National Class
Thank you for your letter, the Club Racing Board does not recommend this at this time, it is against class philosophy.
2. #26240 (Bryan Borkey) Request S2000 tire size adjustment
Thank you for your letter. Recent changes have been made to this car. Please bring the car out in 2019 so we can continue to collect data on it.

T4

1. #26178 (david mead) Request 2014+ Mazda3 wheel width adjustment
Thank you for your letter. Recent changes have been made to this car. Please bring the car out in 2019 so we can continue to collect data on it.
2. #26185 (david mead) Request for T4 06+ MX5 header allowance
Thank you for your letter. At this time only the Mazda Header has been classified. There are no current plans to open this up to alternates.

Recommended Items

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

Strategic

1. #25516 (Raymond Blethen IV) Request to Change Runoffs Eligability Cutoff
Committee Recommends.
Change second paragraph of GCR 3.7.4.A.1.a to read as follows: ...A driver may substitute two Regional-sanctioned weekends for one of his three Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1 of that year and a date not less than ~~two~~ **two** three-weeks prior to the start of the Runoffs or as otherwise specified in

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Pontiac Firebird	3790	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
Chevrolet Camaro	3790	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
Ford Mustang	3797	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
Ford Mustang	4000	3300	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.

Taken Care Of

FA

1. #26347 (Bill Gillespie) Response to Swif016 tech bulletin
Thank you for your letter. Please see the responses to letter #26322 and letter #26063, February 2019 Fastrack Technical Bulletin.

FB

1. #26194 (JEREMY HILL) Allow at least 2019 for FB to make the participation number of 4
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

2. #26214 (Douglas Hertz) Opposes merge FB into FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

3. #26218 (Jay Novak) Opposes FB merge with FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

4. #26221 (Steve Hamilton) Opposea merger of FB into FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

5. #26223 (Jay Novak) Please do not merge FB with FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

6. #26295 (Randy Cook) Opposes Combining FA and F1000
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes

FV

1. #26306 (Jeffrey Hennessy) Request use of non-spec tires
Thank you for your letter. Please see the responses to letters #26284, Technical Bulletin, and #25561, January 2019 Fastrack Minutes.

P2

1. #26375 (Michael Reupert) Request parity for P2 engine rules
Thank you for your letter. Please see the response to letter #26429, March Technical Bulletin.

GTL

1. #26202 (Jonathan Goodale) Request to increase in SIR size for GTL Streetport 12A
Thank you for your letter. The Club Racing Board will continue to monitor performance. Please reference letter #26081.

EP

1. #25973 (Philip Royle) Request for Help for the FC RX-7
Thank you for your letter. Please see response to letter #25935. March 2019 Technical Bulletin.

HP

1. #26042 (Brian Linn) Request for Yaris Revisit
Thank you for your letter. Please see response to letter #25834. March 2019 Technical Bulletin.

2. #26107 (eric vickerman) Request for H Production Parity and Adjustments
Thank you for your letter. Please see response to letter #25834. March 2019 Technical Bulletin.

Strategic

1. #25749 (Todd Butler) SCCA Improvement and Growth Areas
Thank you for your letter, regarding karting licenses, please see letter #25936. Regarding vintage, please see letter #26055. Medical requirements referred to Board of Directors. See February Fastrack.

ST General

1. #25776 (Austin Hilliard) Opposed to Changing Aero Rules
Thank you for your letter. Your response has been logged.

2. #25779 (Rob Hines) Request modification of driver's floor pan for taller drivers
Thank you for your letter. The Miata already has allowances for floor modification in Super Touring.

3. #25983 (Jose De Miguel) Opposes Wing and Aero Rules
Thank you for your letter. Your response has been logged.

STL

1. #25491 (T.O. Johnson) Request RX-8 Spec Line Re: Factory Brake Rotor Size
Thank you for your letter. The maximum brake rotor diameter in STL is 300mm.

2. #25493 (Alan Cross) Support of Letter 25491 and 22195
Thank you for your letter. Please see the response to letter #25491.

3. #25523 (Zach Grant) Supports Letter #25491
Thank you for your letter. Please see the response to letter # 25491.

4. #26166 (Eric Kutil) Request B18C1 No Restrictor
Thank you for your letter. Please see letter # 26209 for details. March 2019 Technical Bulletin.

5. #26234 (Mike Taylor) Request B18C1 FPR: Followup to letter #26208
Thank you for your letter. Please see response to letter #26209. March 2019 Technical Bulletin.

6. #26329 (Jose De Miguel) Request to clarify restrictor for the Honda/Acura B18B engine
Thank you for your letter. Please see response to letter #26209. March 2019 Technical Bulletin.

STU

1. #25741 (DAVID MEAD) Opposed to proposed aero changes in letter #24504
Thank you for your letter. Your response has been logged.

2. #25755 (Kevin Boehm) Response to letter #25540 - Please Delay New Aero Allowances
Thank you for your letter. Your response has been logged.
3. #25795 (James Clay) Support of Advanced Aero Proposal.
Thank you for your letter. Your response has been logged.
4. #25808 (david mead) Request to Remove 9.1.4.1.B.3 Intake Manifold Restriction
Thank you for your letter. Please see Jan Fastrack 2019 Letter #25829
5. #25904 (David Palfenier) Request to Classify BMW E46 M3
Thank you for your letter. Please response to letter #25126. March 2019 Technical Bulletin.
6. #25951 (Luis Rivera) Request for 20B 2.0L Rotary Engine Classification
Thank you for your letter. Please response to letter #26362. March 2019 Fastrack.
7. #25974 (Kevin Koelemeyer) Opposed to Advanced Aero
Thank you for your letter. Your response has been logged.
8. #26115 (Scott Peterson) In Favor of #25830
Thank you for your letter. Your response has been logged.
9. #26331 (Will Clark) Opposed to STU Advanced Aero additions
Thank you for your letter. Your response has been logged.
10. #26363 (Luis Rivera) 13B-RE intake request
Thank you for your letter. Please see response to letter #25564. March 2019 Technical Bulletin.

T2

1. #26069 (William Moore) Request to allow 2014 Chevrolet Camaro SS/1LE Thermostat
Thank you for your letter. Please refer to letter #26187. March 2019 Technical Bulletin.
2. #26298 (Preston Calvert) Request allowances for the Boss 302 Mustang
Thank you for your letter. Please refer to letter 26287 regarding weight adjustments. March 2019 Technical Bulletin.

T2-T4

1. #26014 (Scotty B White) Request to Move SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
2. #26050 (Richard Kulach) Support for Letter #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
3. #26304 (Tom Fowler) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.

T3

1. #26015 (Greg Guthrie) Support for letter 25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
2. #26017 (Marshall Mast) Supports Moving SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
3. #26018 (Marshall Mast) Reference Information for Letter #26017 Regarding SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.

4. #26021 (DAVID MEAD) Support for Letter #25541 Regarding SMG Mustang Into T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
5. #26025 (Edward Zabinski) Support for Letter #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
6. #26033 (Paul McNamara) Opposes SMG in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
7. #26036 (Riccardo Pineiro) Supports Moving SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
8. #26041 (Ali Salih) Support for Letter #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
9. #26045 (Lansing Stout) Support for SMG in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
10. #26047 (Derek Kulach) Support of #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
11. #26059 (Izzy SÃ¡nchez) Supports SMG in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
12. #26074 (Luis Sanchez) Supports SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
13. #26138 (David Ray) Approves Spec Mustang in T3
Thank you for your letter. Please refer to letter 25541.
14. #26140 (Tony Lopez) Supports Spec Mustang in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
15. #26267 (Joe Aquilante) Against SMG in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
16. #26268 (Nicole Jacque) Opposes SMG into T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.

T4

1. #26097 (Thomas Hart) Support for Letter #25756 Header for Mazda MX-5 (06-15)
Thank you for your letter. Your response has been logged. See January Fastrack.
2. #26299 (Scotty B White) Favors Adj shocks
Thank you for your letter. Your response has been logged.
3. #26307 (Tom Hart) Opposed to Adjustable Shocks in T4
Thank you for your letter. Your response has been logged.
4. #26309 (Brent Simonson) Opposes adjustable shocks in T4, Letter #25796
Thank you for your letter. Your response has been logged.
5. #26310 (JONATHON MCLENDON) Opposes adjustable Shocks for T4
Thank you for your letter. Your response has been logged.

6. #26311 (Kevin Fryer) Opposes adjustable Shocks
Thank you for your letter. Your response has been logged.

What Do You Think

GT2

1. #25185 (Amir Haleem) Request to classify Toyota Supra with 3SGTE engine
The CRB is requesting feedback for introducing small displacement engines with properly sized TIRs as an entry point into GT2.

RESUMES

None

TECH BULLETIN

DATE: February 20, 2019

NUMBER: TB 19-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2019 unless otherwise noted.

American Sedan None

B-Spec

1. #26132 (SCCA Staff) Request to add B-Spec to GCR 9.3.26 fuel cell

In GCR section 9.3.26, add B-Spec to the wording as follows:

“All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, “*B-Spec*,” Spec Miata, Improved Touring, American Sedan restricted prep, production-based Vintage cars, and cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location, or as otherwise specified in the GCR.”

Formula/Sports Racing

FA

1. #26183 (Randall Smart) Request to add FA engine spec lines

In FA Table 2, Formula 3 car spec line, make changes to the spec line as follows:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Formula 3 car	All FIA compliant engines years 1997 to 2008. Engines must be run per FIA spec. with 30mm required restrictor.	(F) 9 Min. (R) 10 Min.	<i>See notes</i>	Up to 6 Forward Gears, Limited Slip Differential (sequential- Carries a 25 lb. Weight Penalty)	See- Table 4 1215	Cars must run per FIA spec for year and model of chassis <i>unless modified by this spec line</i> . Competitors must carry and be able to present year-specific FIA rules to tech. upon request. Cars must meet all SCCA safety requirements including roll structure.

FE

1. #26235 (Robey Clark) Request to Update Hoosier Rain Tire Part Number for the FE cars

In GCR section 9.1.1.I.13, make changes to wet tires as follows:

“Front: P/N: 44195 *W3*, 22.0 X 7.5-13 ~~WET~~

Rear: P/N: 44217 *W3*, 22.0 X 9.0-13 ~~WET~~”

FV

1. #26284 (Club Racing Board) FV Allow non-spec tire in Regional competition

In GCR section 9.1.1.C.3.D, correct wording as follows:

~~“The following tires are required:~~ *The following tires are required in all U.S. Majors Tour and Hoosier Super Tour events and the National Championship Runoffs:*

Fronts:

Hoosier #43337 FVS 21.0 x 5.0 x 15

Rears Hoosier #43353 FVS 22.5 x 5.5 x 15

Rain tires are open for 2019.

Effective 1/1/2020, the following rain tire is required:

Hoosier #44266 22.5 x 5.0 x 15 Hoosier WET (rain)”

“SCCA Regional Races only - Competitors may run any Hoosier branded FV tire until 1/1/2020 at which time the above designated tires will be required.”

P1

1. #26376 (Formula/Sports Racing Committee) Move single-seat closed cockpit provision to Chassis section

In P1, delete GCR section 9.1.8.C.J.5 in its entirety as follows:

~~“5. Closed cockpit single seat cars are prohibited.”~~

In GCR section 9.1.8.C.B, add a new wording as follows:

“4. Closed cockpit single seat cars are prohibited.”

P2

1. #26429 (Formula/Sports Racing Committee) Change Line A.1 restrictor size

In P2 Engine Table, Line A.1, change the restrictor as follows:

“40 **38**mm”

SR General

1. #26366 (Formula/Sports Racing Committee) Correct error in Shelby Can-Am Racer Classed in ASR section

In GCR section 9.1.8.F.5.d.2, correct wording as follows:

“Class designation, ~~CSR~~ **ASR**, per GCR Section 9.3 Identification Markings.”

GCR

1. #26280 (SCCA Staff) Request to add brake P/N to Appendix M

In GCR Appendix M, 2.i.3, SMG, add brake part number as follows:

“Shelby GT500 ABS module required Ford Racing PN M-2353A **or M-2353-CA**”.

2. #26371 (SCCA Staff) Request to add wording omitted to letter 26051 as an E&O

In GCR section 3.7.4.A.1.a, add classes and strike the wording as follows:

“Drivers must request this replacement through the ~~Club~~ **Road** Racing Department, and pay the entry fee to a Majors event(s) of their choice, to be collected and distributed by SCCA.”

“GT1- TA

GT2- TA2 or TA3

T1 - TA3 or TA4

T2 - TA4

~~FA-F4~~

FA – F3, F4, Atlantic (FRP), FB (FRP)

FC – F2000 (FRP)

FF – F1600 (FRP)

~~This replaces participation but not the Majors starts requirement.”~~

Grand Touring

GT2

1. #26241 (marvin epps) Request Porsche Cayman year classification

In GT2/ST, Porsche Cayman, change model years as follows:

“(05 - 44 **15**)”

2. #26250 (Grand Touring Committee) GT2/ST Porsche Cayman engine

In GT2/ST, Porsche Cayman, add to the notes as follows:

“4.0L 65mm Flat Plate Restrictor @ 2700lbs.”

GT3

1. #26076 (Luis Rivera) Request clarification on bridge porting for rotary

In GT3, delete 13B and Renesis spec lines and replace with new spec lines as follows:

GT3 Engines - Mazda								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
13B	Street Port		2616			Unrestricted	2080	Contact National Office for specific details of various allow-able port configurations
13B	Peripheral Port		2616			37mm SIR	2200	
13B	Bridge Port		2616			(1) auto-type 2bbl-w/ 44mm choke(s)	2200	
13B	Bridge/Peripheral Port		2616			37mm SIR	2200	GT2 spec
Renesis	Street Port		2616			Unrestricted	2250	Contact National Office for specific details of various allow-able port configurations
Renesis	Bridge / Peripheral Port		2616			37mm SIR	2250	

GT3 Engines - Mazda								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
13B	Peripheral Port		2616			37mm SIR	2400	Disenfranchised GT2
13B	Bridge Port		2616			44mm chokes	2400	Disenfranchised GT2
Renesis	Peripheral Port		2616			37mm SIR	2450	
Renesis	Bridge Port		2616			44mm chokes	2450	

2. #26154 (Ricardo Velez) Request to add 4G69 Mitsubishi
In GT3, classify the Mitsubishi 4G69 as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4G69	SOHC	87.0 x 100.0	2378	Alum, Crossflow	4	31mm SIR	2195	

GTL

1. #26081 (James Gregorius) Request Mazda 12a Rotary SIR Increase
In GTL, Mazda 12A motor, add to the notes as follows:

"May use a 28mm SIR plus 175lbs."

2. #26222 (Bob Dowie) Request to Classify Mustang 2 Body in GTL
In GTL, classify the Mustang (94-04) as follows:

GTL Cars - Ford					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Mustang	94-04	2dr	RWD	95.7-99.8	

GTX

1. #26427 (SCCA Staff) Replace FIA references with SRO
In GTX, strike all references to FIA GT4 and replace with SRO GT4.

Production

EP

1. #25935 (Tony Jimerson) Request for Competition Adjustment for 2nd Generation RX7
In EP, Mazda RX-7(12A/13B)(79-85), change the weights as follows:

12A

~~2050~~ **2000**

~~2403~~ **2050**

~~2455~~ **2100**"

13B

~~2140~~ **2075**

~~2495~~ **2127**

~~2259~~ **2179**"

In EP, Mazda RX-7(13B)(86-91), change the weight as follows:

~~2250~~ **2175**

~~2306~~ **2229**

~~2363~~ **2284**"

FP

1. #26259 (Robert Clifton) Request Classification of Dodge Daytona in F Production

In FP, classify the Dodge Daytona/Chrysler Laser (84-85) as follows:

F_P	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
<i>Dodge</i>	<i>2</i>	<i>2100</i> <i>*2153</i> <i>**2205</i>	<i>4 cyl.</i> <i>SOHC</i>	<i>87.5 x</i> <i>92.0</i>	<i>2213</i>	<i>Iron</i>	<i>Alum</i>	<i>(I)</i> <i>40.6</i> <i>(E)</i> <i>35.4</i>	<i>Fuel</i>	<i>(96.6)</i>	<i>(61.8/61.4)</i>

Wheels (max)	Trans.	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- 25mm	Notes:
<i>15 x 7</i>	<i>5</i>	<i>(F) 256 Vented Disc</i> <i>(R) 200 Drum</i>		<i>Stock Throttle Body I.D.</i>	<i>Comp. Ratio limited to 11.0:1.</i> <i>Valve lift limited to .450".</i>

In FP, Dodge Shelby Charger / Omni 024 (83-84), change the weight as follows:

~~2250~~ **2100**

~~2306~~ **2153**

~~2363~~ **2205**"

HP

1. #25834 (Ron Bartell) Do Something About the Toyota Yaris In H Production

In HP, Toyota Yaris (06-11), Toyota Yaris Sedan (07-12), Toyota Yaris (12-18), add weight to the spec line as follows:

~~1970~~ **2100**

~~*2019~~ **2153**

~~**2069~~ **2205**"

2. #25929 (david mead) Request to Allow 2011+ Fiesta to Change Bolt Pattern on Wheels

In HP, Ford Fiesta (11-15), add to the notes and correct the years in the spec line as follows:

“Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed.”

“(11-15 16)” first page of the spec line

“(12-13 11-16)” second page of the spec line

Spec Miata

1. #26370 (Jim Graffy) Request to allow aftermarket fuel filters.

In SM, GCR section 9.1.7.C.1.k.1, add to the wording as follows:

“The fuel pump *and filter* must be a Mazda or OEM Equivalent part.”

Super Touring

STL

1. #25614 (Cameron Conover) Request to Allow VW 1.8L Engine

In STL, classify the VW 20V 1.8 in Table B as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>VW 1.8L R4 20VT</i>	<i>1781</i>	<i>Chart</i>	<i>Engine Permitted with turbocharger removed. Must meet all other STL specifications</i>

2. #25781 (DAVID MEAD) Request to reduce weight of RX8 with Renesis rotary

In STL, Mazda Renesis, change the weight as follows:

“2800 *2700*”

3. #25821 (Tyler Quance) Request for Open Brake Pads On Mazda MX-5 Cup NC

In STL, Mazda MX-5 Cup, add to the notes as follows:

“*Tires per STL regulations. Brake pad compound are open.*”

4. #26209 (Mike Taylor) Request to clarify B18C1 GSR Honda B motor table

In STL, add Acura/Honda B18C1 to Table A as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Acura/Honda B18C1</i> Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)		Chart	Any porting and or polishing of intake and or exhaust ports outside of the 1" port matching allowance, factory or otherwise, is prohibited. Must meet all other STL specifications. 54mm flat plate restrictor required.

5. #26415 (Super Touring Committee) Port Matching

In STL, Mazda 12, table A, strike the wording in the notes as follows:

“~~No porting or port matching is permitted.~~”

In STL, Mazda 13B, table A, strike the wording in the notes as follows:

“~~No porting or port matching is permitted.~~”

STU

1. #24287 (Frank Woody) Request to Class Assignment for 2017 Civic

In STU, classify the Honda Civic Si (2017-) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda Civic Si TCA (2017-)</i>	<i>1500</i>	<i>2800 lbs</i>	<i>Engine cannot use ST allowances and must be OEM, Bodywork must be OEM. Only the following parts can be used: HPD 6 piston front calipers #45025F23SA600 allowed, (4 piston front calipers -25 lbs), HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control.</i>

In STU, classify BMW S54 to Table B as follows:

2. #25126 (Joshua Lion) Request to run E46 3246cc in STU

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>BMW E46 S54 OEM</i>	<i>3246</i>	<i>3300 lbs</i>	<i>Cannot use Super Touring engine allowances and must be OEM, including intake, and camshafts. Engine cylinders may be over bored 1mm. Compression may increase .5. No porting allowed.</i>

3. #25564 (Luis Rivera) Engine Classification for Rotary

In STU, table B, Mazda 13B, add to the notes as follows:

“May use 13B RE or REW housings and intake with turbo removed.”

In STU, table B, Mazda 13B Bridge Port, add to the notes as follows:

“May use 13B RE or REW housings and intake with turbo removed.”

4. #25899 (Evan Consolazio) K24/K20 Head Swap Clarification/Amendment

In STU, Honda K24, table B, add to the notes as follows:

“May use intake part #s 17100-RRB-A00, or 17100-PRB-A10.”

5. #25985 (Christopher Harris) Request to Classify 12a Bridge Ported Rotary Engine

In STU, add Mazda 12 A Bridge port to table B as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda 12A Bridge Port</i>	<i>N/A</i>	<i>2550 lbs</i>	<i>Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with 42mm chokes on a “dual-y manifold.”</i>

6. #26387 (Super Touring Committee) World Challenge Car Eligibility

In STU, GCR section 9.1.4.B.2.c, strike the wording as follows:

~~“Weight will be set at the greater of the World Challenge weight plus 5% or the STU rules weight plus 5%.”~~

7. #26398 (Angelica Sprehe) Request a phone call for discussion regarding weight

In STU, 9.1.4.1.H.6., strike the wording in the table as follows:

~~“AWD/RWD cars must reduce restrictor 1 mm from this table.”~~

8. #26413 (Super Touring Committee) Advanced Aero E&O

In STU, 9.1.4.1.A.3.b., add the wording as follows:

“A wing no wider than the widest part of the body (*Not including the mirrors*), with a maximum cord length of 12”, and end plates that do not exceed 72.0 square inches each. The wing may be no higher than roof height.”

Touring

T1

1. #24431 (Joe Aquilante) Request Mustang GT Limited Prep 2018 Classification

In T1-LP, Ford Mustang GT (2015-), add to the year as follows:

~~“(2015-2017)”~~

In T2, Ford mustang GT 5.0L (2015-), add to the year as follows:

~~“(2015-2017)”~~

In T3, Ford Mustang V6 (2015-), add the year as follows

~~“(2015-2017)”~~

In T1-LP, classify the Ford Mustang GT 5.0L (2018-) as follows:

T1-LP	Bore x Stroke/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang GT 5.0L (2018-)</i>	<i>92.220 x 92.7 / (4957)</i>	<i>2717.8</i>	<i>19 x 11</i>	<i>315</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>3.31, 3.73</i>	<i>(F) 355 (R) 330</i>	<i>3400</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part#M-5490-E, Rear Toe Bearing part #M-5A460-M, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part #M-4425-M, Solid Subframe Bushings part #M-5872-M, Dampers in Handling Pack part #M-18000-F, Performance Package Brembo front BBK 380mm permitted at +100lbs. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. Boss and Laguna intake manifold permitted. 65mm flat plate restrictor required.</i>

T2

1. #25961 (Matt Jensen) Request to Classify 2018 Audi TT RS

In T2, classify the Audi TT RS (2018 -) as follows:

T2	Bore x Stroke/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Audi TT RS (2018-)</i>	<i>82.5 x 92.8 (2480)</i>	<i>2504</i>	<i>19 x 10</i>	<i>275</i>	<i>3.563, 2.526, 1.679, 1.022, .788, .761, .635</i>	<i>1st/4th/5th, 4.059 2nd/6th/7th, 3.45</i>	<i>(F) 371 (R) 310</i>	<i>3400</i>	<i>40mm TIR required.</i>

2. #25969 (Darin Treakle) Request for Adjustments on 2017+ Civic Type R

In T2, 2017 Civic Type R, make changes to the sway bar in the notes as follows:

“HPD Spring FR 51401-FC4Y-R6; HPD Spring RR 800LB 52441-FC4YR6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator 57100-F23S-R6; 38mm TIR required.

Any sway bar front/rear up to 30mm allowed. Front springs up to 800lb allowed, rear springs up to 2000lb allowed.”

3. #26287 (Touring Committee) Ford Mustang Boss 302 (12-13) - correct weight

In T2, Ford Mustang Boss 302 (12-13), change the weight as follows:

“~~3550~~ **3500**”

4. #26288 (Kurt Rezzetano) Request camber correction 005-2013 corvette C6

In T2, Chevrolet Corvette C6 Coupe /Grand Sport(05-13), strike the wording in the notes as follows:

“~~3.0 degrees MAX front camber.~~”

5. #26291 (Kurt Rezzetano) Request 98-02 Firebird 98-02 Camaro reloacte rear spring

In T2, Pontiac Firebird (98-02), add to the notes as follows:

“*Spring relocation to shock permitted.*”

In T2, Chevrolet Camaro SS (98-02), add to the notes as follows:
“Spring relocation to shock permitted.”

6. #26400 (Touring Committee) Class Ford Mustang GT 2018+ (reference letter 24431)
 In T2, classify the Ford Mustang GT 5.0L (2018-) as follows:

T2	Bore x Stroke/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang GT 5.0L (2018-)</i>	<i>92.220 x 92.7 / (4957)</i>	<i>2717.8</i>	<i>19 x 11</i>	<i>315</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>3.31, 3.73</i>	<i>(F) 355 (R) 330</i>	<i>3600</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at +50lbs. 50mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted.</i>

T2-T4

1. #26137 (Touring Committee) Correct Mazda MX-5 Hard Top Notes

In T4, Mazda MX-5 / Club Model (06-15), make changes to the notes as follows:

~~“Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight. The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Any hard top following the OEM silhouette allowed. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part # 0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports).”~~

In T4, Mazda MX-5 Miata/Club (2016-), make changes to the notes as follows:

~~“Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports).”~~

In T3, Mazda MX-5 Global Cup Miata (2016-), make changes to the notes as follows:

“Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND and *part #0000-07-5901 (discontinued DG Motorsports).*”

In T3, Mazda MX-5 Cup, make changes to the notes as follows:

“Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette, including ~~part~~ *Mazda hardtop part #0000-07-5902-ND and #0000-07-5901*, the discontinued DG Motorsports top (if a hardtop is used, latches shall be replaced with positive fasteners).”

In T3, Mazda MX-5 Miata (2016-), make changes to the notes as follows:

“Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette *including Mazda hardtop part #0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports top).*”

2. #26187 (Touring Committee) Consider opening class rules to allow any thermostat
 In T2-T4, GCR section 9.1.9.2.D.i, add new wording as follows:

“9. Any thermostat is allowed provided it serves no purpose other than the OE intent.”

3. #26388 (Club Racing Board) Cap 2016 Mazda Miata year at 2018

In T3, Mazda MX-5 Miata (2016-), make changes to years as follows:
 “(2016-**2018**)”

In T4, Mazda MX-5 Miata/Club (2016-), make change to years as follows:

“(2016-**2018**)”

T3

1. #25832 (Touring Committee) Classify 2015+ WRX

In T3, classify the Subaru WRX (2015-) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Subaru WRX (2015-)</i>	<i>86 x 86 (1998)</i>	<i>2649</i>	<i>18 x 8</i>	<i>245</i>	<i>3.454, 1.947, 1.296, .972, 0.780, 0.666</i>	<i>4.11</i>	<i>(f) 315 mm vented (r) 287 mm solid</i>	<i>3275</i>	<i>Max dia 24mm front and 22mm rear sway bars allowed. Max F/R spring rate 500 lb/in. 35mm Turbo inlet restrictor required. Rear camber arm SPC #67660 allowed.</i>

2. #26161 (david mead) Request to allow T3 06-15 Miata 17x8 wheels

In T3, Mazda MX-5 NC (06-15), change the wheel diameter as follows:
 “~~17 x 7~~ **17 x 8**”

3. #26162 (david mead) Request T3 06-15 Miata header

In T3, Mazda MX-5 NC (06-15), add to the notes as follows”

“Any aftermarket header allowed.”

4. #26175 (david mead) Request Pontiac GXP same allowances to Saturn Sky

In T3, Saturn Sky /Convertible (07-09), add to the notes as follows:

*“~~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.**”*

5. #26384 (Touring Committee) 2005-2009 Legacy GT/Spec B

In T3, classify the Subaru Legacy GT/Spec B (05-09) as follows:

T3	Bore x Stroke/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Subaru Legacy GT/ Spec B (05-09)</i>	<i>99.5 x 79 2457cc</i>	<i>2670</i>	<i>18 x 9</i>	<i>245</i>	<i>(3.636, 2.235, 1.521, 1.137, 0.891, 0.707) (3.166, 1.822, 1.296, .972, .738)</i>	<i>4.11, 3.454</i>		<i>3300</i>	<i>Up to 22mm front and 20mm rear sway bars allowed. Intercooler allowed. Max F/R spring rate 800 lb/in. 35mm Turbo inlet restrictor required. SPC- 67665 rear camber arm allowed.</i>

JUDGEMENT OF THE COURT OF APPEALS Bryce Aron vs. SOM COA Ref. No. 19-01-SE January 31, 2019

FACTS IN BRIEF

On the morning of Sunday, January 6, 2019, following the Saturday, January 5, 2019, Group 7 race at the Palm Tree Winter Majors at Homestead-Miami Speedway, Bryce Aron, Formula F (FF) #81, protested the Group 7 race results. The Protest alleged Mr. Aron was shown a checkered flag at the conclusion of Lap 14 of a 20-minute race, causing Mr. Aron to retire to the pit prior to the end of competition. As a result, he surrendered his FF class first place position.

The COA notes that within the time limits specified in GCR 8.3.1.F. (Protest Procedures), Mr. Aron expressed intent to protest the provisional race results. Due to the lateness of the hour and end of day activities, the race officials granted him permission to present his protest on Sunday morning.

The Stewards of the Meeting (SOM) Mike Finn and Charles Shapiro (Chairman) met, reviewed the evidence, heard witnesses, and determined a checkered flag was not displayed for Mr. Aron. The SOM disallowed the protest. Mr. Aron appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Pat McCammon (Chairman) met on January 24, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and affidavit from Mr. Aron, received January 22, 2019.
2. Official Observer's Report and related documents, received January 22, 2019.
3. Video evidence considered by the SOM, received January 22, 2019.
4. Letter from Bob Ricker, Chief Steward, received January 21, 2019.
5. Letter from Lori Vitagliano, Assistant Chief Steward, received January 21, 2019.

FINDINGS

As Mr. Aron, FF #81, was completing his Lap 14, he was leading a pack of cars consisting of FF #65, FF #19, Formula 500 (F5) #16, and FF #63. The overall race leader, Formula Continental (FC) #52, was completing his race-ending Lap 15 immediately behind the FF/F5 pack.

The COA fully reviewed the evidence available to the SOM, letters from the Chief Steward and Assistant Chief Steward, and additional evidence provided by Mr. Aron in his appeal. A Witness Statement from a Timing and Scoring worker states that one of the two Starters in the Starter's stand was waving a white flag for Mr. Aron and the other cars in the FF/F5 pack, which was completing Lap 14. It also states that the second Starter was "holding, not displaying the checker" for FC #52. In addition, the Witness Statement notes that FC #52 was four seconds behind FF #81, and that FC #52 slowed to avoid interfering with the race pack ahead of him.

The Witness Statement is corroborated by a screen shot from video provided by Mr. Aron. It shows a glimpse of a checkered flag visible below the knee rail of the Starter's stand and well within the confines of the stand and shows the white flag in the hand of the other Starter. Further, the screen shot shows the Starter holding the checkered flag had his back to oncoming race traffic, indicating he was preparing to but was not yet displaying the checkered flag to overall race leader FC #52.

General Competition Rules (GCR) Section 6.1.1.H. (Checkered Flag) requires the checkered flag be displayed to indicate the end of competition. GCR 6.10.4.A. (Checkered Flag) states, "The checkered flag is displayed at the finish line first to the winner." GCR 6.10.4. (Race Winner) states, "The race winner is the car that completes...the greatest distance in the timed length of the competition." Because the referenced FF/F5 pack had not passed the FC leader during the race, clearly FC #52 had completed the greatest distance at the end of the timed length of the competition.

The COA finds that a checkered flag held stationary and low within the confines of the Starter's stand is not considered displayed. Rather, it is the typical action of a Starter handling flags before and after communicating information to on-track competitors.

DECISION

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

RallyCross Board Minutes | January 16-17, 2019

The RallyCross Board (RXB) met via face to face meeting in Las Vegas, NV on January 16th and 17th 2019. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Howard Duncan and Brian Harmer with National Office.

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

Steve Hyatt called the meeting to order at 8:02 am PST.

1. Additions or corrections to the agenda: None

2. Annual Program Review:

- The RallyCross Program had a good year in 2018 with the follow statistics.
 - Total Number of Entries grew from 6228 to 7088 total entries (13.81%)
 - Total number of individuals grew from 2356 to 2644 Individuals (12.22%)
 - Total number of events grew from 191 to 209 total events (9.42%)
 - Total number of regions grew from 34 to 37.
 - Total percentage of individual attending one or two events is both down slightly and individuals attending 3-6 events are all up in percentage.
 - Total number of new individuals was 1357 people.

3. National Event: (Divisional Stewards) The RXB and National Offices discuss the meaning and future of the national events including the National Championship and National Challenges.

- National Championship.
 - The intent of the National Championship is to be the premier event in SCCA Rallycross with the intention of attracting the best talent in the county to one event.
 - The RXB discussed ways to improve the event based on feedback provide by the Rallycross nationals planning committee and the SCCA member including the following:
 - Four run groups at the National Championship
 - Longer Courses
 - Change in the inquiry process to have inquires go to the Chief of Protest instead of the Event Steward.
 - Having Safety Steward, course designer and Event Steward be deciding parties in course changes.
 - Eliminate the expeditor position and have an assistant to the Chief Steward.
 - Change number of entrance cap to 135.
 - Allow parade lap to start as soon as drivers are in their cars. Not required to wait for workers to be at their stations.
 - Right size the grid workers.
 - Provide opening social event Friday night in lieu of town hall.
 - Looks for ways to better connect with the local community during the event. Maybe a cars and coffee or Par Exposé.
 - The event will remain open to all competitors until such time it sells outs on a regular basis. At such time the event format may change based on the event needs.
- National Challenges
 - The intent of the National Challenge program is to provide a mid-level event attracting a larger pool of drivers including the following:
 - The National Challenges will be run like the National Championship so

competitors can get a feel for the difference between a regional event and national event.

- The Challenge will also be a chance for competitors to drive against a higher caliber of drivers. Not all competitors will be able to attend the National Championship.
- Due to time constraints the 2019 Challenges will be run similar to 2018 with the same guidelines
- In 2020 the SCCA will create the RallyCross National Tour
 - Divisions may be used or new Zones/Conferences may be created
 - There will be three to four event in 2019. In 2020 events will be expanded to 4-5 and 2021 5-6 in 2022 with 6 a year being the final goal as the program grows.
 - The Tour rules will follow the National Championship rules.
 - Event schedules will be the same for each tour event.
 - The event will be a two day events
 - The event may be run by the division, national office or region.
 - Tour events will have contingency similar to the National Championship.
 - Tour events will offer a minimum of trophies, and other items such as a meal and T-shirts.

4. **RallyCross Leadership:**

- The RXB is still looking for new leadership including RXB members and committee members to be added over the next 2-3 years.

5. **RXB Liaison List**

- RallySprints and RallyTrials – Steve Hyatt
- Safety Committee – Chris Regan
- Rules Committee – Keith Lightfoot
- National Championship – Charles Wright
- Growth and Development – Mark Macoubrie
- Divisional Stewards – Kent Hamilton

6. **RallyCross Rules modifications:**

- Delay implementation of electrical vehicle modifications in modified class and seek subject matter expert – Hyatt motion, Hamilton second carried 6-0.
- **Vehicle Classification - Modified Category - 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~~ a roll bar **built to current SCCA Hill Climb specifications or better** or a roll cage **built to current SCCA Improved Touring specifications or better**. Approved 6-0

7. **Marketing and Growth:**

- The RXB and National Office discussed how to sustain growth in the program over the next several years. There is opportunity in several regions to grow the program. Several regions also indicated the region would like to either start a program or revitalize a program in the next 1-2 years. The RXB will work with the National Office, Divisional Stewards and Growth and Development Committee to evaluate ways to grow in emerging regions and existing regions. The RXB discussed limited marketing effort in targeted area in increase attendance. The RXB also discussed providing better resources to regions and divisions to start and grow programs.

8. **2019 SCCA Convention RallyCross Town Hall Topics (Wright):**

- RXB shared data on the program based on data collected from all regional events.
- The RallyCross National Championship was discussed
 - The 2019 Championship will be in Indianola in 2019.
 - The event will utilize 4 run groups. As a result preparation levels may not run together.

- The format will include two courses on Saturday and one course on Sunday.
- The event will target course length of a minute or longer for each course.
- The event will target a total of 10 runs.
- Class inspection will be on Friday afternoon.
- The site will be evaluated and repaired from last year's event.
- The site needs to have access to equipment all weekend for the national event.
- Town Hall will be changed to a social event on Friday night.
- The entry cap will be changed to 135. The event typically experience a few cancellations prior to the start of the event which will allow the last years cap to be met.
- Challenge winners will have early registration.
- Flow of cars onto the grid will be moved to due to concerns of the home owners adjacent to the site.
- The SCCA will look at the possibility of an SCCA owned site in the future.
- Plans for future growth include running two courses simultaneously if enough land is available and the total amount of competitors increases.
- Challenge events will be as follows
 - Format will be changing in 2020. 2019 will follow the same format as 2018.
 - In 2020 zones/conferences may be created to better align activity across the country
 - Challenge/Tour events will move around from year to year.
 - Event T-shirt may be offered with front and back with one side being event specific and one side be a tour design
 - The events will be two day events with a welcome party, trophies, etc.
- Rules
 - The rules survey yielded good results in 2018 with 2200-2400 entries there was a 25% response rate on the rules.
- Running events with other organizations
 - get SCCA insurance
 - maintain SCCA standards

9. Motion to adjourn: 11:30 am PST January 17th, 2019

10. Next RXB Meeting February 5, 2019.

RALLYCROSS

RallyCross Board Minutes | February 5, 2019

The RallyCross Board (RXB) met via conference call on December 5th, 2017. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot and Mark Macoubrie. Also in attendance Marcus Merideth and Chris Albin, BOD Liaisons and Brian Harmer with National Office.

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

Steve Hyatt called the meeting to order at 7:05 pm CST.

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

2. **Chairman's report:** (Hyatt): No Report

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
 - Updates: No incidents reported in January. Safety Stewards training was offered at the national conventions.
 - Online training: Discussed putting questions on a cycle. Chris will work with Jim Perrin to determine how the online question may be changed on a regular basis.
- Rules Committee (Lightfoot)
 - Updates: Updated rules for the 2019 season have been posted. Rules clarification summary and 2020 rule change proposals will be posted in the near future. The RXB discussed how comments made on the forum, Facebook and SCCA.com are addressed by the committee.
- RallySprint Committee (Hyatt)
 - Updates: New England had event in January. Nine cars attended. Event was successful. Next event is in February. There are currently nine entries. Hawaii is working on a RallyCross/RallyTrials event for 2019.
- National Championship Committee (Wright)
 - Update: Discussion held by the RXB at the face to face to meeting have been sent to the RXNC-PC for review and incorporation. The committee will start meeting regularly to plan the 2019 event.
 - National Tour (Harmer): Three events have been proposed for the 2019 RallyCross National Tour. Ohio, Kansas City and Utah are the proposed locations. Chris Regan proposed motion to accept dates and locations. Kent Hamilton seconded the motion. Motion carried 5-0.
 - Utah Region - May 24-26
 - Ohio Valley Region - June 14-16
 - Kansas City Region - July 19-21
- Divisional Steward Liaison (Hamilton)
 - DRXS meeting: Phone call last Thursday. Five stewards and the RXB Liaison attended the call. Divisional Stewards are concerned about site and available land for three full courses at the national championship site. Length of course and existing

- use of springs is a concern from previous events. .
- Divisional Stewards discussed the sanctioning process and how the divisional stewards are notified of new events being approved.
- Divisional Stewards discussed the use of a land plane to shape the ground and repair sites. Once the design is completed it will be sent to all Divisional Stewards.
- Growth and Development Committee (Macoubrie)
 - Updates: email has been sent to the committee and Divisional Stewards asking what the committee should focus on for 2019. The committee will ask for the details on the ground plane once sent. The committee will start looking at how information flows from the national office, RXB and Divisional Stewards to the Regions and what type of support can be provided to help grow and strengthen regions. The committee will work on developing a clear pathway of communication between all entities.

1. Old business:

- Sanction Applications (Harmer): Right after convention an update was provided. Divisional Stewards will be copied on all sanctions. The National Office has reviewed the processes and will provide a thorough review of all sanctions prior to issuing the sanction. The national offices is finding a high percentage of sanction forms have errors when submittal. This is causing the process to slow down and the need for the requestor to fix the sanction and send it back in. The RXB and National office will be looking for ways to improve the experience and help regions provided correct forms the first time.
- National Convention Follow-up (Macoubrie) Mark Utecht and Mark Walker were approved to be added to the court of appeals. Kent Hamilton will notify them of the appointment. The RXB discuss 2019 marketing opportunities and selective marketing with the National Office and BOD. The RXB has been in discussions with ARA about the allowance of UTV in stage rallies including classing to see how that may apply to RallySprints. All annual awards were presented at either the Convention or Divisional Meetings.
 - Dirty Cup – Ron Foley
 - Region of the Year – St. Louis
 - Division of the Year – Midwest Division
 - Spark Plug – Leon Drake
 - True Grit – Sean Grogan

2. New business:

- New Regions Macoubrie Four new regions have shown interested and are working to have events in 2019 including Texas, Las Vegas, Philadelphia and Oklahoma. The RXB and Divisional Stewards will be working to help these regions get start new programs are excited to see the potential of new events in these areas.

4. Motion to adjourn: 8:43 pm CST

5. Next RXB Meeting March 5, 2019.

ROAD RALLY

SCCA Road Rally Board Minutes Thursday, December 13, 2018

Those present: Jim Crittenden, Mike Bennett, Peter Schneider, Wendy Harrison, Clyde Heckler, Mike Thompson (NEC Chairman), Brian Harmer (National Staff), Jamie Mullin (National Staff), Earl Hurlbut (BOD Liaison), Jeanne English (Secretary)

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

Jim was going to introduce our new BOD liaison, Jeff Zurschmeide who is replacing Bob Dowie, but he is not yet in attendance.

Approval of November minutes; stand as published.

Road Rally Media

- Planning calendar - last published December 1, 2018. Thank you, Jeanne.
- RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you, Cheryl. New edition imminent

SCCA Staff Report (Jamie Mullin, Brian Harmer) - voting on rallies of the year, updating sanction application, updating audit forms with new fees. Jamie reported that the sanction app has been updated and can be found on the RoadRally web page, also on your profile page under the leadership menu; be sure to list emails for additional insureds in section 3; sanction@scca.com should already be on the form; save it, then send it to SCCA; online sanction apps will probably not be available until 2020. The audit forms are almost done. For the Gervais and Teter awards, almost all ballots were returned, final tally will be by end of day Monday. We will decide divisional and regional road rally achievement awards tonight.

NEC Report (Mike Thompson) Mike’s calendar lists liaisons for about half of the rallies. There has been some discussion about the BLINKER definition, the NEC is concerned about this and is working on it. Are the current NEC members continuing for next year? Mike will check at their next meeting.

Old Business

Training videos – Wendy, Mike B, Peter – Wendy needs the current RoadRally Safety Steward manual, Peter will send it to her; Wendy will prepare an outline, then solicit videos from the rally community

Improvements to safety steward program – Mike B. – Peter will send the updated manual to all Safety Stewards, and Safety Steward Instructors

Rally starter materials – Clyde – will send info to Brian, for website, timelines, etc, wants input/suggestions from Brian

Status of regions requesting rally assistance – no report this month

Replacement Northern Pacific Division Rally Steward – Jeanne will do it until we find someone

New Business

Worker credit on dual events - Jim has notified the points keeper of the policy, to not get double points, he agreed

Status of rule change proposals - the BOD accepted our 2 proposals.; Jim will notify Bruce to update RRRs, to get them to Jamie for publication, moving into Kindle but no change needed by us; rule changes in Fastrack, Jim sent his email also; Wendy asked about a footer that shows the sections in the RRRs, Brian says that can be done. Jim has an issue that next year we not publish all submitted changes, such as those which that stand no chance of being approved; thoughts?

Convention planning – any issues?

- Sessions – still being worked on
- RRB meeting – Sunday, 8 am – 11 am
- Registration – Jamie has set us up for registration

The meeting was adjourned to Executive Session.

Respectfully submitted,

Jeanne English
Secretary

ROAD RALLY

SCCA Road Rally Board Minutes Sunday, January 20, 2019

Those present: Jim Crittenden, Wendy Harrison, Peter Schneider, Mike Bennett, Chris Robbins (National Staff), Howard Duncan (National Staff), Earl Hurlbut (BOD Liaison), Lee Hill (BOD), Jeanne English (Secretary); not present: Clyde Heckler, Mike Thompson (NEC Chairman).

The RRB met at the SCCA Convention in Las Vegas. Jim called the meeting to order at 8:03 am PDT.

- First order of business is discussion about the Road Rally Safety Steward video, with Wendy, Peter, and Chris Robbins. Jim reported that the BOD would consider a budget proposal from the RRB. We need to get estimates which are often as high as \$7000 to \$10000, Peter said that Mark E Johnson can use his students, and do it for perhaps \$3500. Chris said that the project is meaningful and small enough; meeting the goal of “just in time, just enough, and just for me”; this is #1 on Chris’ priority list. Wendy asked Chris is he could mentor us to get it done; he said he would send the objectives of training. Chris also talked about the new LMS program which links directly to the SCCA website. SCCA pays monthly for 1,000 users. This is for training, not webinars; it is modular, easy to re-do, unlimited content-wise, people sign up to use it for one year, some things can be available outside of LMS, such as a video. It is linked directly to the SCCA database; this can be used for new RRSSs, and renewals.
- Jim talked about regional development, saying that one-third of the regionals have rally programs. Any thoughts on how to find others? Chris said that people have to see themselves doing it, suggesting that we need a one or two minute promo – showing people inside the car, at checkpoints, and at the finish.
- SCCA Staff Report (Howard Duncan) - Howard reported that Jamie has a new assignment doing all sanctions, not just roadrally [he noted that if you have sanction number but no insurance certificate, you are still good to go; a sanction number means that an insurance certificate is issued]. With Hagerty now being an SCCA sponsor, there is no change with K&K, they function totally separately. Jim asked who handles publishing of rule book? Brian, who makes it to accommodate Amazon requirements.

And now back to the agenda:

- Status of December minutes – Jeanne -- in process.
- Road Rally Media
 - a. Planning calendar - published January 21, 2019. Thank you Jeanne.
 - b. RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you Cheryl.
- Old Business
 - a. Training videos – Wendy, Mike B, Peter – see above
 - b. Improvements to safety steward program – Mike B – see above.
 - c. Rally starter materials – Clyde – not present
 - d. Status of regions requesting rally assistance – no report
 - e. Notification of RRB policy on dual event worker credit – Jim talked to Bruce who is now doing points as requested.
- New Business
 - a. Status of 2019 RRRs – Jim. – ready to go
 - b. Status of 2018 awards – Jim. Only item left is certificates.
 - c. Any options for 2019 USRRC? See Executive Session
 - d. **Planning for 2019 – what are you willing to do for our mission of More Regions, More Rallies, and More Contestants?**

Wendy – will contact Christie Graham, Cincinnati, actually has a rally program but could

use some help; new people come in totally unprepared. Encourage people to make videos so others can see what road rally is; heading group of three for Safety Steward training.

Jeanne – continue as secretary and doing RoadRally Planning Calendar

Mike B – co-teach rally school; fine tune SS training manual and work on video

Peter – update GTA safety manual, contact Sasha Lanz, wants commitment from RRB to contact more regions for rally interest, make sure DRRS are doing their job

Jim – wants to be active in deploying the Richta GPS app, possible branding with SCCA (?); work with regions to begin cohosting rallies with independent clubs – e.g. Chicago has an active club doing GTA rallies; this is an opportunity for regions to increase numbers, these rallies would still require SCCA membership and sanction process, finances can be split however the clubs want, the other club gets exposure to SCCA and better insurance; other interested regions: Ohio Valley, Oregon.

Howard – how better to promote rally to other regions, will talk to Chris Robbins

e. After Action discussion on the convention, the sessions we did:

Mike B – the RRSS session needs to be at least 1½ hour, and it needs more than one person; let Chris Robbins know for scheduling next year.

Peter – Social Rally session covered some of same info as earlier sessions; TSD session was more heavily attended; next year make sure session descriptions are better.

Jim – this is all good info; have handouts next time? Give info about how much effort required to put on a rally. What about lapel mikes, leaves your hands free.

Lee Hill asked about our impressions of the convention? Jim liked food, and the buffets. Wendy liked the awards being in separate sessions. Jeanne said she wished she had a clone to attend sessions she couldn't get to. Jim would like a different venue because entertainment here is limited (Sorry Jim, the contract is already signed for next year back at the South Point). Lee likes the hallway here, they're good for networking; overall there was good energy.

And finally, Howard had something for us to think about – should we change the program name to just 'Rally' ?

Meeting adjourned at 11:30 am PDT.

Next meeting via conference call on February 14. Update: date changed to February 21.

Respectfully submitted,
Jeanne English,
Secretary

TIME TRIALS

Updates and information about Time Trials can be found at TimeTrials.SCCA.com

QUICK LINKS

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

AUTOCROSS

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/solonats>

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

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

RALLY

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

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

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

ROAD RACING

SCCA National Championship Runoffs:
<http://www.scca.com/runoffs>

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

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

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

General Competition Rules (GCR):
<http://www.scca.com/pages/cars-and-rules>

TIME TRIALS

TIME TRIALS INFORMATIONS
TimeTrials.SCCA.com

SCCA NATIONAL CONVENTION

Event page:
<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

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