

## BOARD OF DIRECTORS

The SCCA Board of Directors held an electronic vote for the following items on February 6, 2019.

**MOTION:** To Approve the following CRB item effective 3/1/19. MM/BD. Passed.

### GCR

2. #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a  
In GCR section 3.7.4.A.1.a, add wording to Runoffs participant requirements as follows:

“Participate on track in a minimum of three (3) separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three (3) individual race starts, all in the same class. Events may be a part of any Conference.

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1<sup>st</sup> of that year and a date not less than three (3) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

Drivers in the following classes may replace participation in ~~one~~ *up to two* (2) Majors weekends with an SCCA Pro Racing weekend(s) in the corresponding class. *Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race starts. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race starts.* Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a *the* 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 – F3, F4, Atlantic (FRP), FB (FRP)*

*FC – F2000 (FRP)*

*FF – F1600 (FRP)*

**MOTION:** Approve CRB these rules changes as presented effective 3/1/19. MM/BD. Passed.

### AS

1. #25734 (Matt Jensen) Request LS1 RP Power Adder

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7, add to the notes as follows:

*“GM Performance Parts camshaft Kit P/N-19355738 is permitted. May use flywheel/clutch as specified in the Full Prep American Sedan rules.”*

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2. #25735 (Chris Majba) Request Performance Parity of Dodge Challenger with other RP/UP

In AS, Dodge Challenger (08-14) Restricted Preparation 5.7, add to the notes as follows:

*“Mopar Performance Parts LX LC LD Cold Air Intake System is permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted.”*

3. #26037 (Matt Jensen) Request to Allow Magnum 6060 RP Replacement Transmission

In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L, add to the spec line as follows:

*“Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009.”*

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L, add to the spec line as follows:

*“Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009.”*

## GCR

1. #25608 (Betsy Speed) Proposed change to wording in GCR 3.5.1 regarding minors In GCR section 3.5.1, make changes to the wording as follows:

*“a. 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 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 and the age of majority as determined by the law in the state of the individual’s residence (typically 18 years old, varies by state), requires hazardous area credentials they must** have an executed annual minor waiver on file at the National Office and present his hard card at registration.*

*b. A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR being permitted to enter, for any purpose, any restricted area.”*

## SM

1. #25914 (Richard Powers) Request 9.1.7.C.7.d. Mirror Mounting: Increase 6 inch limitation

In SM, GCR 9.1.7.C.7.d, make changes as follows.

“Mirror mounting position may be changed; but must remain within 6” **10”** of the original location on the exterior of the door.”

2. #26122 (Spec Miata Committee) SM Wet Tire

In SM, GCR Section 9.1.7.C.5, make changes and add new section as follows:

### Wheels/Tires

“Any wheel/tire may be used within the following limitations:

a. Required rim diameter is fifteen (15) inches. Maximum rim width is seven (7) inches. Minimum weight of wheel shall be 13 lbs without spacers. All four wheels must be the same dimension including offset.

b. All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).

~~e. Tires 1. Regional and Majors Competition~~

~~All cars shall use the P205/50ZR15 Hoosier “SM7” Spec Miata Dry or the P205/50R15 Hoosier “H2O” Spec Miata Wet tires.~~

c. The front track shall not exceed 1450 mm. The rear track shall not exceed 1475 mm **as measured per Appendix G, Measuring Track.**

***d. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13mm and equal per axle.***

*e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.”*

#### **6. Tires**

*Competitors must use the official SM Dry tire or SM Wet tire for Regional and Majors competition.*

*a. Tires must be used in complete sets. No mixing of wet and dry tires on the car.*

*b. Dry: P205/50ZR15 Hoosier SM7. Required for all cars Regional and Majors competition.*

*c. Wet: P205/50R15 Hoosier SMW.*

*1. Majors competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW up until June 2nd, 2019. Effective June 3rd, 2019 all Majors/Super Tours competitors must use the 205/50R15 Hoosier SMW.*

*2. Regional competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW.*

*3. In 2020 all Regional and Majors competitors will be required to use only the 205/50R15 Hoosier SMW wet tire.”*

**3. #26133 (Ron Gayman) Request NB knuckle for NA**

In SM, GCR section 9.1.7.C.3, add new section as follows:

*“T. NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OEM Mazda NB rear upright must use the NB rear upright on both sides of the car. Miss-matching of rear uprights is not allowed.”*

#### **Strategic**

**1. #25936 (Marcus Merideth) Kart License Acceptance**

In GCR section 4.3, add Karting Licensing as follows:

##### ***.6 Karting License***

*Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (ie. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources.”*

**2. #26055 (SCCA Staff) Create Vintage Sanction/Allow GCR classes to run Vintage races**

In GCR section 3.1.4., make changes as follows:

*“Vintage/Historic races are exhibition events and not intended to be competitive.*

*Vintage/Historic races may be stand-alone or may be included on as part of an SCCA sanctioned Regional or Conference Majors event weekend programs under the following conditions:*

**A.** The Vintage/Historic event is provided for *under a Vintage* in the sanction and Supplemental Regulations.

**B.** *Vintage/Historic events are run under the 13/13 rule.*

*a. At a minimum any participant being found at fault in an accident will be put on a probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded from further participation and suspended from competition for 13 months.*

- C. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:

1. Classic Sports Racing Group (CSRG)
2. Historic Sportscar Racing (HSR)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC) and VMC member organizations
7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the ~~Club~~**Road** Racing department in the National Office.

- D. All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR. Driver restraint systems must meet current GCR requirements.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

- E. Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes *in SCCA Regional and U.S. Majors Tour events* (except in a Driver's School).

- F. *Vintage/Historic sanctioned race groups may include non-vintage classes.*"

In GCR Appendix B 1.4.2., make changes as follows:

"H. Vintage cars may not be grouped with any other type of cars *at SCCA Regional or U.S. Majors Tour events but may be combined* ~~except~~ at Drivers' Schools.

*I. Vintage/Historic sanctioned race groups may include non-vintage classes.*"

In GCR Appendix C, Table 1, make changes to Vintage Renewal OTHER as follows:

"Results of ~~≥ 1~~ **1** Vintage Races or ~~≥ 1~~ **1** SCCA Regional Races from the prior 12 months."

In GCR Appendix C, Table 1, make changes to Full Competition Renewal OTHER as follows:

"Results of 1 SCCA U.S. Majors Tour or Regional Sanctioned Race/*Vintage*/Pro/FIA weekend per year."

Note from the CRB:

Current rules prohibit modern GCR classes from running in vintage-based run groups. This recommendation allows for special events (anniversaries, celebrations, etc.) to blend modern vehicles with vintage vehicles, but keeping the spirit of vintage racing where the focus is on exhibition rather than competition. The creation of a vintage sanction type differentiates the rules each run group on a weekend are run to. Since sanction/insurance/VIP fees are based on a per-entry basis, this will not introduce additional fees or paperwork to a host Region. The introduction of 13/13 aligns with the common practice of other vintage organizations, making SCCA events more relevant in that market.

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | February 27th

The Solo Events Board met by conference call February 27th. 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](http://www.soloeventsboard.com)

### Member Advisories

#### Solo Nationals

#25562 Course Designer for 2019 Solo Nationals

The SEB has approved Mike Feldpusch and Jason Frank as course designers for the 2019 Tire Rack Solo Nationals.

#### Street Touring Category

#26283 Request for consideration to join the STAC

The SEB has approved the addition of Andrew Clark to the STAC.

#26380 STAC vacancy

The SEB has approved the addition of Annie Gill to the STAC.

#### Street Prepared Category

#24686 15.2.A clarification request

Per the SPAC, occasional contact between the tires and chassis and/or bodywork components is expected as part of the allowed modifications, and in most cases this contact does not fundamentally provide more tire clearance. Competitors are reminded that modifications to areas inboard of the vertical hub/wheel mounting face (particularly for allowing tires larger than would otherwise fit) are prohibited whether the modification is performed intentionally (i.e. by cutting, bending or hammering) or whether it occurs as a result of incidental contact with a tire during normal autocross maneuvers.

#### Prepared Category

#26282 Adding My Name to the PAC List

The SEB has approved the addition of Jeff Minor to the PAC.

### Change Proposals

#### Street Category

#24903 NOC vs Catch-all

The SEB and SAC are requesting member feedback on the following proposed rule change:

Add to Appendix A under STREET CATEGORY, to the end of the first paragraph as follows:

***“Any car listed under a NOC classification is ineligible for National events. See section 13.0 for other eligibility requirements.”***

In an effort to simplify the NOC listings, the SAC is soliciting member feedback

regarding potentially competitive cars that are currently classed solely by a NOC listing. These cars include the following:

#### AS

Jaguar F-Type (NOC except Project 7)

#### CS

Mercedes SLK (NOC)

911 (non-turbo, NOC)

#### FS

Mustang (V8, NOC)

Camaro (V8 non-supercharged, NOC)

Firebird (V8, NOC)

G8 (V8 & NOC)

Catch-All V8 sedans, pick-ups, and sedan-derived convertibles (NOC)

#### GS

Audi A6 (V6 NOC & 4 cyl)

GM FWD Models (4-cyl turbo, 6 cyl, ecotec or quad 4 engines, NOC)

VW 1.8 Turbo Models (NOC) (2002-06)

Volvo Turbo models (NOC)

Saab Turbo models (NOC)

#### HS

Chevy Beretta (NOC)

Alfa Romeo Sedan (NOC)

BMW 320 (NOC)

Fiat (NOC)

Hyundai (NOC)

GM FWD Models (NOC)

GM RWD V6 Models (NOC)

Mercedes (NOC)

Renault (NOC)

Saturn DOHC (NOC)

Saturn Ion (NOC)

VW Rabbit & Rabbit GTI (all, NOC)

VW VR6 (NOC)

Subaru Imprezz (NOC)

Subaru Legacy (NOC)

Subaru Sedan Turbo (NOC)

Subaru (NOC)

Volvo (NOC)

## Catch-All RWD pickup trucks (NOC)

### **Kart Category**

#26523 Feedback for sunset of Formula Junior engines

The KAC is looking to remove the following engines for the 2020 season for JA and JB.

The reasoning behind this is because of a lack of production, and parts availability issues due to age of the engine packages.

Briggs Raptor

Rotax Mini-Max

Rotax Micro-Max

Comer k-80

Yamaha Kt-100

The KAC is requesting feedback from and/or regarding people who are actively using these engines.

### **Not Recommended**

### **Street Category**

#25429 Street#24097 reclass 997 Porsche turbo S to SS

Thank you for your input. Due to production numbers and performance parameters, the SAC does not believe this is a good fit for SS.

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

The SAC has withdrawn the following proposal but will continue to monitor participation in FS. The SAC would appreciate further member comment on the future direction of FS.

Move **from FS to BS**

BMW

*M3 (Competition Package)(E9x chassis)*

#25865 #22772 #20102 Replacing Electronic Shocks

Thank you for your input. The SAC will be monitoring the shock absorber developments in SS.

#26049 Replacing Electronic Shock proposal(#22772 & #20102)

Thank you for your input regarding the electronic shocks rule for SS. The SAC and SEB prefer to apply it only to SS at this time.

#26317 Open up wheel width allowance

Thank you for your input. The SAC believes the wheel allowances are adequate as written.

#26319 Move 2009-2011 GTR (aka CBA) to AS

Thank you for your input. The SAC believes this car is appropriately classed.

#26324 Ford Focus RS Split

Thank you for your input. The SAC believes the front differential in the 2018 cars is a sufficient difference to warrant keeping them in BS.

#26350 Camber Plates

Thank you for your input. The SAC does not believe camber plate allowances fit the



spirit of the Street category.

### **Street Touring Category**

#26157 What class is the 2018 Camaro with 2.0L turbo when modified?

Thank you for your input. The STAC does not feel that the 2.0L Turbo Camaro fits the performance envelope of STU. While the car is not currently classed Nationally, at the Regional level it is eligible for the ST category under the applicable STH catch-all.

#26191 Restriction to Factory Boost Piping when changing CAC

Thank you for your input. Unfortunately, not all cars will be able to take advantage of all allowances equally. Currently the STAC is not interested in additional allowances for changes to OE charge pipes.

#26450 Lets be logical and finally move Non Torsen NB Miata to STS

Thank you for your input. The STAC does not feel that adding the NB Miata to STS would be in the best interest of the class.

### **Street Prepared Category**

#26407 Consider doing the RIGHT THING...Please the 128i from BSP to DSP

Thank you for your input. The SPAC is currently working on the limited prep proposal, as previously published in Fastrack. Please see an update to that proposal in a future Fastrack.

#26430 Clarification on Fuel Pump / Camshaft

Thank you for your input. Replacing a camshaft for the purposes of changing a fuel pump is not permitted, and the SPAC does not believe that allowing alternate camshafts is in the best interests of the category.

### **Street Modified Category**

#26148 aero in Street Modified Category

The SMAC is in agreement that we cannot write rules to cover all potential "loopholes". Writing of more rules creates more loopholes, until it becomes a spec class.

Aero allowances in SM are confined to wings and splitters. The SEB/SMAC recognizes that body panels, bumper covers, and side view mirrors have some intrinsic aero influence; however, competitors are strongly cautioned to not make tortured interpretations of the rules allowances.

### **Prepared Category**

#26465 Rotary Engine displacement calculation (SM, Prep, Mod)

Thank you for your input. The PAC would like to let recent XP weight adjustments take effect, before we consider any additional weight changes. We will continue to monitor the competitive balance of rotary and piston engines.

### **Kart Category**

#23287 Electric class karts

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

#23318 Electric Karts class

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

## **Other Items Reviewed**

### **Solo Nationals**

#25703 For your consideration

Thank you for your input. Please see the response to item #25562.

#25971 Solo Nationals course design.

Thank you for your application. Please see the response to item #25562.

#26186 Nationals Course Design

Thank you for your application. Please see the response to item #25562.

#26333 Course Designer application

Thank you for your application. Please see the response to item #25562.

#26335 Course design

Thank you for your application. Please see the response to item #25562.

#26339 National Tour and/or Championship course design

Thank you for your application. Please see the response to item #25562.

### **Street Category**

#25880 SAC Application

Thank you for your application and willingness to serve as a committee member.

#25990 Electronic shock controllers in SS

Thank you for your input. The rule is going into effect for 2019.

#26058 SAC Application

Thank you for your application and willingness to serve as a committee member.

#26256 SEB recommendation to allow evaluation of programable shocks

Thank you for your input. The SAC will continue to closely monitor how the rule affects the performance balance.

#26360 Please monitor status of Veloster N

Thank you for your input. The SAC will indeed be closely monitoring the performance of the Veloster N.

### **Street Touring Category**

#25137 STAC application

Thank you for your application to the STAC and willingness to serve as an AC member.

### **Prepared Category**

#26231 Responce to PAC opening

The PAC thanks the member for their interest in serving on the PAC.

#26257 PAC Opening

The PAC thanks the member for their interest in serving on the PAC.

#26444 PAC vacancy

The PAC thanks the member for their interest in serving on the PAC.

## **Handled Elsewhere**

### **Street Category**

#26032 please delay electronic shock proposal

Please see the response to #26049.

#26203 Proposal #22772 #20102

Please see the response to #26049.

#26254 M3 Comp pkg

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

#26272 Electronic Shock Controller repeal by the BOD... FYI: to BOD

Thank you for your input. Please see item #26256.

#26336 Keep e-shocks stock!

Please see the response to #26256.

#26337 Electronic shock tuning...again

Please see the response to #26256.

#26373 Classify 2019 Hyundai Veloster in Street category

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

#26414 Keep E92 M3 in FS

Please see the response to #26254.

#26417 Don't Move E9x ZCP to BS

Please see the response to #26254.

#26426 Shock controllers in SS

Please see the response to #26256.

#26446 Support e-shocks updates by car mfg.and aftermarket controllers

Please see the response to #26256.

### **Street Prepared Category**

#26167 #23979 response

Thank you for your input. Please see letter 23979 in the January Fastrack.

## **Tech Bulletins**

### **Street Category**

#26471 Sunset Rule

Errors and Omissions: In Appendix A, under STREET CATEGORY, first paragraph, correct the model year reference to be **1988**.

### **Street Prepared Category**

#26447 Mazda Miata CSP classification.

Per the SPAC, update Appendix A effective immediately upon publication with the following change:

CSP

Mazda

MX-5 (2006-~~2015~~)

#26323 Acura NSX in SSP

Per the SPAC, add the following new listing, effective immediately upon publication, to Appendix A:

SSP

*Acura*

*NSX (2016-2019)*

### **Kart Category**

#21591 Junior HZ Red tire is now HZi

The online Solo Rules, section 19.2.C, have been updated to reflect the approval of the MG HZi 'Red' tire.

## CLUB RACING BOARD

### CLUB RACING BOARD MINUTES | March 5, 2019

The Club Racing Board met by teleconference on March 5, 2019. Participating were Peter Keane, Chairman; John LaRue, Kevin Fandozzi, Sam Henry, Steve Strickland, Tim Myers, Paula Hawthorne, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis and Marcus Meredith, BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager; and Scott Schmidt, Technical Services Assistant. The following decisions were made:

#### **Member Advisory**

##### **AS**

1. #26392 (Jim Wheeler) Request to disable ABS on Spec Mustang

Thank you for your letter. The committee American Sedan Advisory Committee recommends a change to the 2020 rules regarding the allowance of ABS braking systems on the Spec Mustang. Exact implementation is to be determined. The committee recognizes the Spec Mustang ABS system does not follow the current philosophy in the area of brake control, but feels it is part of the balance of performance of that particular classification. We are pursuing options for the SMG competitors for the 2020 season. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars. We encourage you to continue to support the American Sedan class and appreciate your input.

##### **P2**

1. #26616 (Formula/Sports Racing Committee) Adjustment of P1-P2 performance gap and P2 balance of performance

Thank you for your letter. P2 competitors are advised that as data is collected on additional P2 engine platforms this data will be used to continue the process of adjusting the P1-P2 performance gap and balancing performance within the P2 class.

##### **GT2**

1. #26286 (John Schertzer) Request alternate splitter for TA2 4.8.2.3:

Thank you for your letter. You may fabricate a splitter to the exact measurements as the Howe item but not in Carbon Fiber.

#### **No Action Required**

##### **AS**

1. #25886 (DAVID MEAD) Add intake/cams/CAI/headers/wheels/ to 05+ 4.6L 3V LP Mustang GT

Thank you for your letter. Modifications, including trick flow cylinder heads have been introduced for the 2019 season. Car already has CAI, headers and 18X9.5 wheels.

2. #26263 (Pamela Richardson) Please Re-Consider SMG into AS Decision

Thank you for your letter. The Spec Mustang, SMG as outlined in Appendix M, has been included for the 2019 season. The committee has added a specification line for the car in the American Sedan section of the GCR for 2019. We considered the impact to both the existing competitors in the American Sedan category as well as the drivers of the current SMG vehicles. We felt the inclusion would add to the competition within the class as well offer an additional opportunity for the SMG drivers to participate in SCCA events. We recognize that the inclusion of any new vehicle causes discussion and concern from existing competitors, but we are committed to monitoring the participation of the car and its competitive potential within the class. Adjustments can and will be made as needed to maintain parity within the class. Please continue to provide feedback and comments via letters and discussion with Advisory committee members regarding this topic throughout the 2019 season. We encourage you to participate in the 2019 season and continue to support the American Sedan class.

3. #26266 (Timothy White) SMG should not be in AS  
Thank you for your letter. Please see the response to letter #26263
4. #26273 (Mark Muddiman) Reconsider SMG in AS  
Thank you for your letter. Please see the response to letter #26263
5. #26285 (Richard Pryor) Opposes Classifying SMG in AS  
Thank you for your letter. Please see the response to letter #26263
6. #26293 (Kurt Rezzetano) Opposes Spec Mustang in AS  
Thank you for your letter. Please see the response to letter #26263
7. #26313 (Matt Regan) Opposes SMG in AS  
Thank you for your letter. Please see the response to letter #26263
8. #26320 (Lynne Griffiths) Opposes SMG in AS  
Thank you for your letter. Please see the response to letter #26263
9. #26345 (Jay Pistana) Support for LS1 Hot Cam, Jensen letter #25734  
Thank you for your letter. The Club Racing Board appreciates your comments.
10. #26353 (Richard Pryor) Supports A Sedan Restricted Prep camshaft  
Thank you for your letter. The Club Racing Board appreciates your comments.
11. #26354 (Matt Regan) Opposes Rule 25734  
Thank you for your letter. The committee continues to review and compare the performance capability of all powertrains eligible in the American Sedan category. Performance targets and benchmarking of all vehicles is a primary consideration of the committee, along with the reliability and stability of the class. Please continue to provide feedback and comments via letters and discussion with Advisory committee members regarding this topic throughout the 2019 season. We encourage you to participate in the 2019 season and continue to support the American Sedan class.
12. #26385 (George Long) Supports proposed rule change in AS  
Thank you for your letter. The Club Racing Board appreciates your comments.
13. #26395 (TED JOHNSON) New class philosophy ideas  
Thank you for your letter. Benchmarking of all the current powertrains against the current weight specifications is being conducted. In addition, other key performance characteristics such as tire size, track width, etc. are being compared. We are committed to maintaining parity within the class and will make adjustments as needed. The committee continues to recognize the cost of tires is a major consideration in the budget of most competitors. At this time, we do not recommend a change to current tire specifications but it continues to be discussed and options considered. We encourage you to continue to support the American Sedan class.
14. #26557 (Jim Wheeler) Response to Letter #25734 - Do Not Give Alternate Cam to RP Cars  
Thank you for your letter. Please see the response to letter #26354
15. #26563 (Richard Pryor) Request for GM Hot Cam for 4th Gen F Body  
Thank you for your letter. Please see response to letter #25734 in February Fastrack.

## **GCR**

1. #26225 (Reid Hazelton) Request improved communication to membership  
Thank you for your letter. At this time, the Club Racing Board has determined no change to the GCR is necessary to implement this concept. The Board of Directors and the Club Racing Board will determine how best to use social media to communicate with the membership.

## **GT2**

1. #26377 (David Tuaty) Request Porsche 991 adjustments  
Thank you for your letter. The Club Racing Board feels the 991.1 is properly classified at current weight.

2. #26605 (Thomas Dewitt) Requesting action on Letter #: 26159  
Thank you for your letter. Please see response to letter #26159 in Tech Bulletin.

## **IT General**

1. #25828 (Improved Touring Committee) Open IT brake calipers  
Thank you to those who wrote in responding to this What Do You Think. At this time, membership does not support this idea.

2. #26089 (John McFarland) Opposes Brake Calipers  
Thank you for your letter. The Club Racing Board appreciates your comments.

3. #26090 (Cameron Conover) Opposes #25828 (Improved Touring Committee) Open IT brake calipers  
Thank you for your letter. The Club Racing Board appreciates your comments.

4. #26093 (Joe Harlan) Opposes 25828 open brakes  
Thank you for your letter. The Club Racing Board appreciates your comments.

5. #26094 (Sean Duncan) Opposes Aftermarket Brake Calipers  
Thank you for your letter. The Club Racing Board appreciates your comments.

6. #26101 (Richard Pannell) Regarding Open IT brake Calipers  
Thank you for your letter. The Club Racing Board appreciates your comments.

7. #26104 (Matt Downing) Opposes Open IT brake calipers  
Thank you for your letter. The Club Racing Board appreciates your comments.

8. #26108 (Chris Childs) Opposes Letter #25828  
Thank you for your letter. The Club Racing Board appreciates your comments.

9. #26109 (Vaughan Scott) Opposes aftermarket brakes in IT  
Thank you for your letter. The Club Racing Board appreciates your comments.

10. #26111 (Richard Grunenwald) Opposes Alternate Calipers in IT  
Thank you for your letter. The Club Racing Board appreciates your comments.

11. #26117 (James Ray) Opposes Open Brake Calipers  
Thank you for your letter. The Club Racing Board appreciates your comments.

12. #26118 (Hayes Lewis) Opposes Letter #25828  
Thank you for your letter. The Club Racing Board appreciates your comments.

13. #26127 (Stephen Blethen) Opposed to Letter #25828  
Thank you for your letter. The Club Racing Board appreciates your comments.

14. #26143 (Lee Graser) Oppose brake change in IT  
Thank you for your letter. The Club Racing Board appreciates your comments.

15. #26149 (Jeff Baker) Supports IT Brake and Tire thoughts  
Thank you for your letter. The Club Racing Board appreciates your comments.

16. #26211 (Raymond Blethen) Opposes Alternate Drake Calipers

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

17. #26229 (Jon Rogers) Opposes RE: #25828 - IT Brake calipers  
Thank you for your letter. The Club Racing Board appreciates your comments.

18. #26364 (steve elicati) Opposes alternative brake calipers  
Thank you for your letter. The Club Racing Board appreciates your comments.

### **ITA**

1. #26103 (Steve Linn) Opposes Letter #25828  
Thank you for your letter. The Club Racing Board appreciates your comments.

### **ITC**

1. #26119 (Frank Schwartz) Opposes Letter #25828  
Thank you for your letter. The Club Racing Board appreciates your comments.

### **ITS**

1. #26116 (Tom Donnelly) Supports Brake Changes to Improved Touring  
Thank you for your letter. The Club Racing Board appreciates your comments.

### **ST General**

1. #26519 (Kevin Boehm) Request to be added to STAC  
Adding Kevin Boehm to the STAC

2. #26561 (Harley Kaplan) Did You Really Mean To Add Flares to STL And STU?  
Thank you for your letter. Please see response to Letter # 26564.

### **STU**

1. #26531 (Glen McCreedy) Request to Classify BMW E46 M3 in STU  
Thank you for your letter. Please see response to Letter #25126 in Feb 2019 Fastrack.

### **Not Recommended**

#### **AS**

1. #25117 (Matt Jensen) Request for RP Open Transmission Ratios  
Thank you for your letter. Please see the response to letter #25249, November 2018 Fastrack Minutes.

Performance reviews will continue, but at this time ratios as defined are still sufficient.

2. #26394 (Jim Wheeler) Request front splitters

Thank you for your letter. The American Sedan Advisory Committee does not recommend any change to the current rules regarding air dams and splitters. The committee recognizes the Spec Mustang Splitter does not follow the current philosophy in the area of air dams and splitters but feels it is part of the balance of performance of that particular classification. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars. We encourage you to continue to support the American Sedan class and appreciate your input.

#### **F5**

1. #26411 (Clint McMahan) Request to update an existing rule  
Thank you for your letter. The Club Racing Board does not recommend this change. The current rule is adequate as written.

2. #26425 (Bryan Barratt) Request to allow CBR600F4i and CBR600F engines in F5  
Thank you for your letter. The Club Racing Board does not recommend this change because an adequate supply of the approved engines is currently available.



### 3. #26515 (Eric McRee) Formula 500 Exhaust Header Design

Thank you for your letter. The Club Racing Board does not recommend this change. If there is an issue with supply of the current exhaust header or an alternate design is available at a lower cost than the existing header, please submit supporting documentation and the Club Racing Board will consider your request.

### EP

#### 1. #26551 (Luis Rivera) Response to Letter #25565

Thank you for your follow up letter. This request is still not recommended. There is too much difference between the two plates being compared in terms of port timing and porting potential. An alternative allowance is already given to update to the entire 13B engine.

### SM

#### 1. #26543 (marc cefalo) Alternate Valves for 01-05 VVT Engines and Shimming of Springs

Thank you for your letter. The Spec Miata Advisory Committee does not recommend this modification at this time.

### STL

#### 1. #26596 (Cliff Ira) Addition of B18C1 GSR Motor to B Series Table

Thank you for your letter. Per Racing Memo 18-02, *It was intended that you use* a restrictor plate since 1/1/2018. The Club Racing Board will continue to monitor class performance.

### STU

#### 1. #25487 (Travis Washay) Request to classify a 2015 VW GTI TCA PWC

Thank you for your letter. There is no requirement to specifically class cars in STU. Your car can run freely per STU regulations. Please choose a TIR and appropriate weight from the STU chart.

#### 2. #25519 (kevin koelemeyer) Request an aftermarket turbo k24

Thank you for your letter. Currently the Club Racing Board does not recommend the addition of a turbo to the K24 in STU.

#### 3. #26566 (Luis Rivera) Request for Mazda 13B Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

#### 4. #26567 (Luis Rivera) Request for Mazda 12A Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

#### 5. #26568 (Luis Rivera) Request for 13B Bridgeport Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

### T1

#### 1. #26305 (Don Van Nortwick) Request to remove T1-LP (FP350S) 60 mm restrictor

Thank you for your letter. This action is not recommended at this time. We will continue to monitor the class.

### T2

#### 1. #26290 (Kurt Rezzetano) Request 2005-2013 corvette C6 Coupe/ GrandSport tire size change

Thank you for your letter. Data does not support this change at this time. Car is within the performance envelope and competitive as classed.

#### 2. #26302 (Joe Aquilante) Request to clarify Ford Ecoboost Weight adder for 15 inch brakes

Thank you for your letter. This action is not recommended at this time. We would like to see

this car on the track so we can monitor its performance.

3. #26391 (Matt Jensen) Request to add FLMS Porsche Control Arm  
Thank you for your letter. This action is not recommended at this time. The Porsche Motorsports control arms that are permitted on this car are the only optional control arms permitted.

4. #26532 (Preston Calvert) Request for Two-Piece Rotors on T2 Mustang GT  
Thank you for your letter. This generated a good discussion among the Touring Committee. We will consider 2-piece rotors for multiple Touring classes for 2020; unfortunately we cannot consider 2-piece rotors for this car for 2019.

#### **T4**

1. #26382 (dave kutney) Request to allow BC Racing Pt #ZB-01-BR Coil over on Pontiac Sols  
Thank you for your letter. We cannot approve an adjustable shock for this car for 2019. A What Do You Think is active for the opinion of members for allowing single adjustable shocks in T4 in 2020. We do believe there are non-adjustable options for this car for 2019.

#### **Recommended Items**

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

#### **AS**

1. #26393 (Jim Wheeler) Request tubular rear control arms  
In GCR section 9.1.6.4.d.5, make changes as follows:  
"Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position. *Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly.*"

#### **GCR**

1. #26244 (David Gomberg) Proposed rule creates two definitions of Participant  
In GCR APPENDIX A. 20. Participant, make changes as follows: ~~Any person admitted to an event after having signed a SCCA authorized Release and Waiver of Liability Agreement.~~ *"A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR permitted to enter, for any purpose, any restricted area."*

2. #26475 (SCCA Staff) Add language to 7.2 Disqualification penalty section  
In GCR section 7.2.H, add as follows: "An entrant, driver, or car may be disqualified from a competition or an event. Rights to awards, *including points, participation and race start credit*, in the competition or event are automatically forfeited."

#### **IT General**

1. #26506 (Bruce Bettinger) Request for SM into ITA RULE CHANGE  
In ITS, Mazda MX-5 / Miata (99-00), add to notes as follows:  
*"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch"."*  
In ITS, Mazda MX-5 / Miata (01-05), add to notes as follows:  
*"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch"."*  
In ITA, Mazda MX-5 / Miata (90-93), add to notes as follows:

*“Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser “notch”.”*

In ITA, Mazda MX-5 / Miata (94-97), add to notes as follows:

*“Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser “notch”.”*

## **STU**

1. #26422 (Super Touring Committee) Recommend 6 Piston Calipers for 2020

In GCR section 9.1.4.1.E.2, add as follows:

*“Calipers- The standard production calipers or any 4-piston or fewer calipers may be used. **6 piston calipers may be used with a 1% weight penalty.**”*

2. #26423 (Super Touring Committee) Recommend changing the number of forward gears

In GCR section 9.1.4.1.C.2, add as follows:

*“Transmission and ratios are free. Forward gears are limited to 6 speeds. **Cars equipped with automatic transmissions using a torque converter are limited to 8 forward speeds.** Cars with sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by 3.5%.”*

## **Taken Care Of**

### **F5**

1. #26583 (John W (Jack) Walbran) Two Stroke Standard of Performance Should be Rotax 593, Not 494

Thank you for your letter. Please see the responses to letter #26326, March 2019 Fastrack Minutes, and letter #25815, February 2019 Fastrack Minutes.

### **FF**

1. #26467 (Philip LaPointe) Opposes FF request for oversize Honda Fit Pistons

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #25810, February 2019 Fastrack Technical Bulletin.

### **GCR**

1. #25653 (David Arken) Threatening or Committing Violent Behavior.

Thank you for your letter. Appropriate Language has been added to penalty guidelines, available through the file cabinet at SCCA.COM.

### **GTL**

1. #26482 (Joe Harlan) Opposes SIR Increase for 12a Mazda.

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

2. #26484 (Roy Lopshire) Opposes 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

3. #26485 (Roy Lopshire) Opposes the 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

4. #26487 (Roy Lopshire) Opposes more 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

5. #26494 (Scott Twomey) Opposes Request to Increase 12a Rotary +1mm by Gregarious

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

6. #26495 (Rusty Bell) Opposes adjustments for the 12A rotary engine  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

7. #26496 (Chris Doodson DOODSON) Opposes +1mm for Rotary 12a  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

8. #26497 (Edward Nicholson) Opposed to Request in Letter #26081  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

9. #26498 (Paul Bunbury) Opposed to 1mm increase in SIR for Mazda 12A motors  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

10. #26499 (Richard Barlow) Opposed to Mazda 12A SIR Increase  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

11. #26501 (Kenneth Gassin) Opposes Response to #26081  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

12. #26502 (Graham Fuller) Opposes Letter #26081  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

13. #26503 (Bill Ball) Opposes Letter #26081  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

14. #26505 (Chris Kopley) Opposed to Increase in SIR for 12A Motor  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

15. #26508 (Bill Keeney) Opposed to Mazda 12a Rotary SIR Increase In GTL  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

16. #26512 (Alec Maisel) Opposes Change to SIR on 12A Rotary Engine  
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

### **What Do You Think**

None.

### **RESUMES**

1. #26490 (Kevin Fryer) Submitting Resume  
Kevin Fryer is now on the ITAC

## TECH BULLETIN

DATE: March 20, 2019

NUMBER: TB 19-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2019 unless otherwise noted.

### American Sedan

None.

### B-Spec

None.

### Formula/Sports Racing

#### FV

1. #26262 (Gregory Bruns) Request to clarify Disc Brake rules bearing retainer & weights  
In GCR section 9.1.1.C.4.D, make changes as follows:

“Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. *If the caliper bracket is attached to the inboard side of the rear axle tube bearing casting with the bearing cap retainer bolts, the casting area around the bolts may be surfaced to achieve an adequate contact surface.* Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons ~~and weigh a minimum of 1.65 lbs.~~ Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. The required minimum weight for the complete disc brake assembly is 16.5 lbs. *The Assembly includes the following components: hub assembly; rotor hat; disc ~~the disc~~ (which may be in two pieces); any hat-to-disc mounting hardware; calipers; bearings (front), for the front; pads; caliper bracket; assembly hardware; (not including the brake assembly to spindle hardware for the front or the brake assembly to axle housing hardware for the rear); and lugs or studs with nuts.*”

2. #26537 (Thomas Galuardi) Request to Allow Rear Tires on the Front of Formula Vee

In GCR section 9.1.1.C.3.D, add the following:

“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

*“Rear tires may be used on the front of the car. Tires shall be the same size and design for the right and left sides of the front axle and the same size and design for the right and left sides of the rear axle.”*

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. #26590 (Formula/Sports Racing Committee) Clean Up Engine Table Language

In P1 Engine Table, Spec Line B, change as follows:

“Staudacher cars homologated before 1-1-2014 ~~utilizing~~ **using** 1005cc may run 38.5mm flat plate intake restrictor at 950 lbs. min. weight.”

In P1 Engine Table, Spec Line F, Honda K20A-FD2, change as follows:

“No engine modifications except for dry sump oil system, ECU mapping, and exhaust system.”

## P2

1. #26246 (AJ Snyder) Request to restrict all cars

In GCR section 9.1.8.H.15, change the weight as follows:

“The car shall weigh ~~4350~~ **1375** lbs. minimum, including the driver.”

Note from the CRB: Effective 6/1/2019, Enterprises shall reduce the peak horsepower of the sealed ESR engine (GCR section 9.1.8.H.7.a) to the number specified by the CRB, consistent with the practice of maintaining all competitors’ horsepower and torque numbers in confidence. Enterprises shall supply dyno data to the CRB prior to 6/1/2019 to allow review for compliance.

## GCR

1. #26418 (David Gomberg) Fix unintended wording

In APPENDIX O.3.B, make changes as follows:

“The Executive Steward shall appoint ~~will approve~~ the Chief Steward and the COC at the time the Small Event Request is made.”

## Grand Touring

### GT General

1. #26600 (SCCA Staff) Request Ride Height Clarification

In GT1, GCR section 9.1.2.D.5.a.1, omit ride height and re-number section as follows:

~~“a. Ride Height~~

~~1. No part of the car to the rear of the front tire opening, including the exhaust, may touch the ground when two (2) tires on the same side of the vehicle are deflated.”~~

In GT-2, 3, LITE, GCR section 9.1.2.F.7.b, remove and re-number section as follows:

~~“3. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.”~~

### GT2

1. #26159 (Tom Dewitt) Request Ford Performance 5.2L crate engine FPR clarification

In GT2/ST, classify the Ford Mustang (2005-) as follows:

<b>GT2-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>Ford Mustang (2005-)</i>	<i>5.2L</i>	<i>3300 lbs.</i>	<i>Single 82mm Throttle Body</i>	<i>Mustang only: 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.</i>

## GT3

1. #26528 (Grand Touring Committee) 26076 revised Spec line chart

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

<b>GT3 Engines -</b>					
Engine Family	Engine Type	Disp. (cc)	Fuel Induction	Weight (lbs)	Notes
13B	Peripheral Port	2616	37mm SIR	2400	Disenfranchised GT2
13B	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2400	Disenfranchised GT2
Renesis	Peripheral Port	2626	37mm SIR	2450	
Renesis	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2450	

  

<b>GT3 Engines -</b>					
Engine Family	Engine Type	Disp. (cc)	Fuel Induction	Weight (lbs)	Notes
<i>13B</i>	<i>Streetport</i>	<i>2616</i>	<i>Unrestricted</i>	<i>2080</i>	
<i>13B</i>	<i>Bridgeport</i>	<i>2616</i>	<i>(1) Auto-Type 2 bbl. w/44mm choke(s)</i>	<i>2200</i>	
<i>13B</i>	<i>Peripheral Port</i>	<i>2616</i>	<i>37mm SIR</i>	<i>2200</i>	
<i>Renesis</i>	<i>Street Port</i>	<i>2616</i>	<i>Unrestricted</i>	<i>2130</i>	
<i>Renesis</i>	<i>Bridgeport</i>	<i>2616</i>	<i>(1) Auto-Type 2 bbl. w/44mm choke(s)</i>	<i>2250</i>	
<i>Renesis</i>	<i>Peripheral Port</i>	<i>2616</i>	<i>37mm SIR</i>	<i>2250</i>	
<i>13B</i>	<i>Bridgeport</i>	<i>2616</i>	<i>(1) Auto-Type 2 bbl. w/44mm choke(s)</i>	<i>2350</i>	<i>Disenfranchised GT2*</i>
<i>13B</i>	<i>Peripheral Port</i>	<i>2616</i>	<i>37mm SIR</i>	<i>2350</i>	<i>Disenfranchised GT2*</i>

**Improved Touring**  
**None.**

## Production Prod General

1. #25873 (Bill Lamkin) Rollcenter Correction Clarification

Note from CRB: 9.1.5.E.5.b.2 in "Suspension and Steering Level 2: Suspension Components" states that "Suspension control arms, bushings, bearings, and ball joints are unrestricted." However, allowance to ream out ANY tapered hole from a stock ball joint does not exist, unless being done to a specifically unrestricted component, like a suspension control arm. This is not the intent to restrict in that manner, and should be clarified:

In GCR section 9.1.5.E.5.b.2, add wording as follows:

"Suspension bushings, bearings, and ball joints are unrestricted. *Tapered holes can be drilled or reamed, to allow a bolt to be used in place of a ball joint.*"

Note from CRB 9.1.5.E.2.o.5 in "Final Drive" states that "Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints are unrestricted." Therefore any of those items,

all of which are defined in the GCR, that are part of the final drivetrain system of the vehicle, are indeed unrestricted. However, this rule would not apply to a non-driven axle, as it is not part of the drivetrain. It is agreed that allowing unrestricted bearings and hubs should not be limited to only the driven axle, and it should be applied to both axles/at any wheel:

In GCR section 9.1.5.E.5.b. add wording as follows:

**“6. Wheel bearings and hubs are unrestricted.”**

2. #26476 (Production Committee) Hardtops

In GCR section 9.1.5.E.9.a.12, remove wording as follows:

~~“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.”~~

In EP, remove wording from spec line notes as follows:

- BMW Z3 2.5L: ~~OEM hardtop permitted.~~
- BMW Z3 2.8L (97-00): ~~OEM hardtop allowed.~~
- BMW Z4 (03-05): ~~OEM hardtop permitted.~~
- Honda S2000 (00-03): ~~OEM hardtop allowed.~~
- Honda S2000 (04-09): ~~OEM hardtop allowed.~~
- Mazda MX-5 / Miata 1.6L (-1993): ~~OEM hardtop allowed.~~
- Mazda MX-5 / Miata 1.8L (90-97): ~~OEM hardtop allowed.~~
- Mazda MX-5 / Miata (94-97): ~~OEM hardtop allowed.~~
- Mazda MX-5 / Miata (99-02): ~~OEM hardtop allowed.~~
- Mazda MX-5 (06-14): ~~OEM hardtop allowed.~~
- Mazda MX-5 (16-18): ~~OEM hardtop allowed.~~
- Pontiac Solstice (06-09): ~~GM part #PCS-0664 hardtop allowed.~~
- Saturn Sky (07-09): ~~GM part #PCS-0664 hardtop allowed.~~

**Spec Miata**

**None.**

**Strategic Planning**

**None.**

**Super Production**

**None.**

**Super Touring**

**STU**

1. #25790 (Luis Rivera) Request to Use Japanese Mazda 13b Intake Manifold

In GCR section 9.1.4.1 Table B, add to notes as follows:

<b>STU</b>	<b>Maximum Displacement (cc's)</b>	<b>Minimum Weight</b>	<b>Notes</b>
Mazda 13B	<b>NA</b>	<b>2300</b>	Street porting allowed, contact SCCA Technical Services for details. <i>Stock</i> Fuel injection or 1 Auto-type 2 barrel carburetor with 42mm chokes on a “dual-y” manifold. <i>May use ELITE ROTARY SHOP FD V2.0 INTAKE</i>
Mazda 13B Bridge Port	<b>NA</b>	<b>2600</b>	Stock intake manifold & throttle body required, or automotive 2 barrel carb with 44 mm chokes. <i>May use ELITE ROTARY SHOP FD V2.0 INTAKE</i>

2. #26352 (John Weisb) Request Alternate Intake for Mazda MZR In a Rear Wheel Drive App.



In GCR section 9.1.4.1, Table A, Mazda MZR (LF, L3, L5), add to notes as follows:  
*“May use Goodwin Part # 61-2510 Intake manifold. Must use stock throttle body or Acura part number 16400-PND-A17.”*

3. #26424 (Super Touring Committee) E&O Suspension

In GCR section 9.1.4.1.E, remove wording as follows:

~~“7. Alternate suspension components including spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted.”~~

In GCR section 9.1.4.1.D, add wording as follows:

*“7. Alternate suspension components including spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted.”*

4. #26530 (Super Touring Committee) Revisit B20 VTEC

In STU, GCR section 9.1.4.1 Table B, classify the Honda/Acura B20 as follows:

<b>STU</b>	<b>Maximum Displacement (cc's)</b>	<b>Minimum Weight</b>	<b>Notes</b>
<i>Honda/Acura B20</i>	<i>1973</i>	<i>Chart</i>	<i>May use Cylinder Head and Intake Manifold from VTEC B16 or B18 engine. Manifold must be from same as the Cylinder Head, i.e. B16 Intake with B16 Head.</i>

5. #26564 (Super Touring Committee) Move Flared Fenders to STU Advanced Aero

In GCR section 9.1.4.C.10, remove as follows:

~~“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.”~~

In GCR section 9.1.4.1.A.3, add as follows:

*“d. 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.”*

6. #26606 (Super Touring Committee) TCA Civic Si E&O

In GCR section 9.1.4.1, Table B, Honda Civic Si TCA (2017-), add to notes as follows:

*“37mm TIR required as of 6-1-19.”*

7. #26620 (Super Touring Committee) S54 Spec line

In GCR section 9.1.4.1 Table B, BMW E46 S54 OEM, make changes to the spec line as follows:

<b>STU</b>	<b>Maximum Displacement (cc's)</b>	<b>Minimum Weight</b>	<b>Notes</b>
BMW E46 S54 <i>B32</i> OEM	3246	3300	<i>Cannot use Super Touring engine allowances and must be OEM as delivered for sale in the U.S., including stock intake plenum, and camshafts. Engine cylinders may be over bored 1mm. Compression may increase .5. No porting allowed.</i>

## T1

1. #26315 (Mark Kibort) Request to classify the Porsche 928GTS/S4 in Touring 1  
In T1, classify the Porsche 928 S4/ Porsche 928 GTS-R, as follows:

<b>T1</b>	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Porsche 928 S4/ Porsche 928 GTS-R</i>	<i>5400</i>	<i>3500</i>	<i>60mm flat plate restrictor</i>		<i>Must conform to VTS Porsche 928, Rev 1, 3/4/2019. Competitor must have the VTS in their possession. Must use DOT tires. No other allowances beyond those described in the VTS allowed.</i>

## T2

1. #26533 (Preston Calvert) Request for Removal of Rear Anti-roll Bar in T2 Mustang GT  
In GCR section 9.1.9.2.D.5.b.1, make changes as follows:

~~“Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line.~~ *Anti-Roll bars may be removed or disconnected*

## T3

1. #25195 (Christopher Childs) Request to allow E36 M3 in T3 prepared to BMWCCA I sport  
In T3, classify the BMW E36 M3 (96-00), BMWCCA I Sport, as follows:

<b>T3</b>	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>BMW E36 M3 (96-00), BMWCCA I Sport</i>	<i>86.4 X 89.6, 3152</i>	<i>2700</i>	<i>18 x 8.5</i>	<i>245</i>	<i>4.20, 2.49, 1.66, 1.25, 1.00</i>	<i>3.64</i>	<i>(F) 315 (R) 312</i>	<i>3100</i>	<i>Must be compliant to BMWCCA I sport rules, July 2018</i>

## T4

1. #25096 (Raymond Blethen) Request to classify 2000 - 2001 BMW 323  
In T4, classify the BMW 323 (98-00), as follows:

	Bore x	Wheel- base (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW 323 (98- 00)</i>	<i>84.1 x 75.0 2494</i>	<i>2700</i>	<i>17 x 8.0</i>	<i>225</i>	<i>4.23, 2.52, 1.66, 1.22, 1.00</i>	<i>2.93</i>	<i>(F) 286 (R) 276</i>	<i>3450</i>	<i>Up to 850lb. springs F/R permitted, 27mm front sway bar, 24mm rear sway bar permitted. 50mm flat plate restrictor required. M52TUB25 engine required</i>

### JUDGEMENT OF THE COURT OF APPEALS Scotty B White vs. SOM COA Ref. No. 19-02-SW March 14, 2019

#### FACTS IN BRIEF

Following the Saturday, February 9, 2019, Group 2 Super Tour race at Circuit of the Americas (COTA), Kevin Coulter, Assistant Chief Steward (ACS), filed a Chief Steward's Action moving Scotty B White, T3 #0, to last finishing position in class for violating the track limits restrictions set forth in the Supplemental Regulations. Based on his interpretation of Supplemental Regulations Track Limits Rule, Mr. White protested the ACS's action, stating he never exceeded the track limits. In addition, he asserted that in the driver's meeting the Race Director stated penalties would only be assessed if a competitive advantage was gained. Mr. White further declared he could not have gained an advantage as he led the race flag-to-flag.

The Stewards of the Meeting (SOM) Bev Heilicher, Laurie Sheppard, Charles Warren, and LisaKay Foyle (Chairman) met to hear and rule on the protest. The SOM reviewed the evidence, heard witnesses, and determined Mr. White violated the track limits rule multiple times, affirming the ACS's decision and disallowing the protest. Mr. White appealed the ruling of the SOM.

#### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Pat McCammon, and Michael West (Chairman) met on February 28, 2019, and March 7, 2019, to review, hear, and render a decision on the appeal. Laurie Sheppard was recused as she was an official at the event.

#### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Scotty B White, received February 19, 2019.
2. Official Observer's Report and related documents, received February 19, 2019.
3. Video evidence considered by the SOM, received February 19, 2019.
4. Copy of email from Ken Patterson, Race Director, to Mr. White, received February 21, 2019.

#### FINDINGS

In his appeal Mr. White stated: "The crux of our protest of the stewards action was that the track limits rule, especially the photos seemed to be clear enough, with our car never being in an offending position based on the photos with a red frown. We had team discussions regarding this rule before the event and we were certain we understood it fully. The car was driven cleanly and accurately for the duration of the race exactly to limits as we thought we understood them."

Mr. White also stated: "The primary reason for our appeal to the COA is the Steward's inescapable 'local familiarity' of COTA's unique SCCA supplemental regulations, preventing them from understanding how they might be confusing to out of area drivers. Once explained it seems obvious but it tricked a first time COTA driver Scotty B White ..."

The COA finds the Supplemental Regulations, Section II, Item D Track Limits provided clear and definitive information on the Track Limits rule, including written statements and visual representations with captions.

In an email to Mr. White, the Race Director provided the following account of his directive at the Drivers' Meeting: Drivers were required to have at least a tire on the first white line from the center of the track. Each competitor would be allowed up to two track limits infractions, but not for any blatant track limit violation for position or advantage.

The COA reviewed video evidence from COTA cameras stationed around the track. It clearly shows Mr. White exceeded the track limits (four wheels outside the track limit white line) multiple times and at more than one turn. The COA also reviewed Mr. White's in-car footage. While his footage was not conclusive, in context with the COTA-supplied video, it affirmed he exceeded the track limits multiple times. Mr. White's assertion that he never exceeded the track limits is not supported by the evidence.

Following an audit of the Observer's Report, case file documents, and official results, the COA determined Saturday's Group 2 Race Director and Operating Steward were not members of a Southwest Division Region. The COA also determined 68% of the penalties assessed for track limits violations were imposed on drivers listing regions of record in the Southwest Division. Additionally, only 19 drivers out of 223 competitors were penalized. Efforts to ensure all competitors clearly understood the track limits restrictions were appropriate.

The SOM ruling was based on clear and convincing evidence, well-reasoned, and within authority as granted in the General Competition Rules (GCR).

### **DECISION**

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

## RALLYCROSS

RallyCross Board Minutes | March 5, 2019

The RallyCross Board (RXB) met via conference call on March 5<sup>th</sup>, 2019. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot and Mark Macoubrie. Also in attendance, Marcus Meredith, Chris Albin, Terri Pulliam BOD Liaison, 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 7:04 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 reports received. The safety committee is working on updating the Safety Steward questions for the renewal test to keep the test current.
- Rules Committee (Lightfoot)
  - Updates: The Rules committee received a question on what is allowed in prepared for shifters. The rules committee received a question on if longer wheel studs are allowed in prepared. A rules clarification was requested on moving the firewall in modified class. The rules committee is reviewing the rules and will provide a response to the inquiries in the next couple weeks.
- RallySprint Committee (Hyatt)
  - Updates: New England released the RallySprint schedule for 2019. New England will have one RallySprint in July and one in Oct. San Francisco region is planning a RallySprint and has posed a question about the timing of the event at the SCCARallyCross forum. The RXB will provide a response on the forum.
- National Championship Committee (Wright)
  - Update: RXNC-PC meets tomorrow to work on the 2019 Championship and Tour Events. The committee plans to review the supplementary rules and provide updated rules after the meeting.
- Divisional Steward Liaison (Hamilton)
  - DRXS meeting: The Divisional Stewards met Thursday Feb 28<sup>th</sup> via teleconference. The Stewards discussed keeping the requirement for the Divisional Stewards to approve the sanctions and proposed to keep the requirement in place. Jim Perrin reported on the Waste Management RallySprint event and the future of the event. The RallySprint had 10 cars. The Divisional Stewards also discussed ways to find potential new sites and how to connect with land owners.
- Growth and Development Committee (Macoubrie)
  - Updates: The Growth and Development Committee has been communicating via email. The committee is reviewing a Field Guide put together by Jim Rowland.

The guide is similar to the Solo cookbook in content and is intended to be used as a resource for regional chairs to support development and growth of RallyCross programs. Mark Macoubrie talked to the Trials and Track Night in America organizers looking for ideas on how to grow programs. The information was shared with the committee for review. The committee will be meeting next week to discuss path forward and items to work on. The RXB discussed potential initiatives including webinars/training for regional chairs, easy guide to class allowances and updating the scca.com RallyCross information.

#### **1. New business:**

- Several New regions are looking at starting programs in 2019. The RXB is working with the growth and development committee and Divisional Stewards to provide resources to the new regions.
  - Update SCCA.com RallyCross Information (Macoubrie) The RXB discussed updating the content on the scca.com RallyCross page. The RXB will provide feedback to the growth and development committee.
  - RX Media Coverage (Harmer) The RXB and National Office thank Greggar for all coverage support of RallyCross over the last couple years. The National Office is in the process of finding a replacement.
- RX Rules and matching the rules with the process (Harmer)
  - The RXB and National are current working to align the current rules set and the new sanction process.
- Training Video/Webinar (Macoubrie) The RXB discussed the value of having training videos and webinars as support for regional chairs. The Growth and Development committee will review the potential of creating new content for regional chairs.

#### **4. Motion to adjourn: 8:25 pm CST**

#### **5. Next RXB Meeting April 2, 2019.**

## ROAD RALLY

### SCCA Road Rally Board Meeting Thursday, February 21, 2019

Those present: Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Wendy Harrison, Earl Hurlbut (BOD liaison), Mike Thompson (NEC Chairman), Jeanne English (secretary). Not present: BOD liaison Jeff Zurschmeide, Brian Harmer from the National office

The RRB met via conference call. Chairman Jim Crittenden call the meeting to order at 7:30 pm CST

- Jim wanted to Introduce our new BOD liaison Jeff Zurschmeide, replacing Bob Dowie, but he wasn't here
- Approval of minutes – December stand as posted, January stand as posted
- Road Rally Media
  - a. Planning calendar - last published February 13, 2019. Thank you Jeanne. Texas Sweetheart is divisional; Jeanne has a number of changes, and will publish a new calendar very soon.
  - b. RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you Cheryl.
- SCCA Staff Report - status of Championship certificates – Brian is in the process of printing 2<sup>nd</sup> thru 10<sup>th</sup> place certificates; 1<sup>st</sup> place awards have already been mailed.
- NEC report – Mike nothing new about the postponed rallies in AZ; nothing yet on the definition of Blinker, nothing about GPS (not enough information yet).
- Old Business
  - a. USRRC status – Detroit Region said no for this year, but might do it next year with a minimum of two events.
  - b. Jim – talked about deploying the Richta GPS checkpoint system, the rallymaster app is available now, the competitor app this weekend, the Apple contestant version next month (currently there is no rallymaster app for Apple, it will depend upon interest); 8 people have contacted Rich about setting up an event, the soonest is Jim's April rally. Jim also talked about co-hosting with new Regions, he talked to Monte Saager in Portland; and to Chicago region about teaming up with Dennis Dorner from a local club
  - c. Peter – updating the GTA safety steward manual, he reached out to some people including Bruce Gezon, Jonathon Love (Philadelphia), Sasha Lanz (Texas), Christy Graham (Cincinnati); he expects that within 60 to 90 days to have a first pass at it. He will contact Kristen Pool for her list of Regions interested in RoadRally. Peter went to the NeDiv convention, where he gave the social rally presentation and got a list of 26 regions that are interested; Mark E Johnson is working with Chattanooga; New York is already in progress; he wants the divisional stewards to be involved.
  - d. Wendy – training videos – talked to Mark E Johnson at the convention; she will reach out to him. PowerPoint presentation is on the main download section on the website. She asked about the status of the taped presentations, nothing to report on that.
  - e. Mike Bennett will be co-teaching at a RoadRally school on March 23. He and Peter fine tuned the safety steward manual – the new TSD Safety Steward manual is on the SCCA website as well as the knowledge test; Peter sent the test and answers to the Road Rally Safety Steward Instructors. Mike will write the script for safety

steward video, he will talk to Wendy about this, and will email the PowerPoint presentation to her. As mentioned above, he is investigating Detroit Region for possibly presenting the USRRC in 2020.

- f. Clyde – starter materials for new rallymasters, he will update the timeline to reflect the updated RRSS manual, and new sanction and audit forms; will double-check links for duplicates. Peter said the link for the application process is missing; Jim will take care of getting this done.
- g. Any Las Vegas convention issues/items? Peter says we need a better process for filing accident reports, the forms are geared primarily toward accidents on closed courses, maybe there can be a supplemental form for road rally; Earl suggested starting with Brian.
- New Business
  - a. The SCCA online learning tool LMS for online RRSS test will not be ready until at least July -- but we're #1 on the list!
  - b. Howard Duncan sent Jim an email from BOD member Arnie Coleman with a document attached, saying that he would like to see us introduce new type of SCCA event, called a Trek, which is non-competitive, entirely social, basically follow the car in front of you, and ending someplace interesting. More next month. Earl also has information on this which he will send to Jim.

Meeting adjourned at 8:37 pm CST  
Next meeting via conference call on March 14.  
Respectfully submitted,  
Jeanne English,  
Secretary



## ROAD RALLY

### SCCA Road Rally Board Meeting Thursday, March 14, 2019

Those present: Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Wendy Harrison, Earl Hurlbut (BOD liaison), Mike Thompson (NEC Co-Chairman), Jim Wakemen, Sr (NEC Co-Chairman), Brian Harmer (National Office), Jeanne English (secretary). Not present: BOD liaison Jeff Zurschmeide.

The RRB met via conference call. Chairman Jim Crittenden call the meeting to order at 7:30 pm CDT

- Approval of minutes – stand as approved
- Road Rally Media
  - a. Planning calendar - last published February 24, 2019. Thank you Jeanne, another one coming soon
  - b. RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you Cheryl.
- SCCA Staff Report - status of Championship certificates, incident report form: Brian reported that the year-end certificates have been sent out. There is a potential change for FasTrack, with each board having its own FasTrack; John Burchardt will send out template to each board; for now, continue as usual until we hear otherwise. Brian sent to Peter on how to complete incident report forms for RoadRally; Peter will sent these instructions to the two regions that have had incidents to see how it works for them, and then send the instructions to the RRB for final approval, and finally back to Brian.
- NEC report – Mike T talked about the MOWOG rally, it’s been checked, only possible issue is the weather, whether the ice and snow has melted. AZ has officially changed their dates to June 21, 22, and 23. Mike urged people to try the Richta GPS rallymaster program. When should GIs be submitted to the NEC? The sanction app says to submit with the application, but some committees are submitting their apps many months early; the NEC says that submitting GIs 60 days ahead works. Jim Heine is still working on revising the RFOs, should be done soon.
- Old Business
  - a. USRRC 2019 status, still no region has stepped forward to host it; at this point it is highly unlikely to occur. We need to start thinking about the 2020 USRRC.
  - b. Jim – the Richta GPS checkpoint system is ready to go for Jim’s April 7 rally; the Android GPS apps for rallymaster and competitor have been released; the Apple competitor app is still under development, but is likely to be ready for the April 7 rally, no Apple rallymaster app yet.  
Jim is actively working with the Chicago region now, to put on a GTA rally in April with a local club; the sanction app was submitted today.
  - c. Peter – update GTA safety steward manual; he sent it out to certain folks for checking; making minor changes.  
Peter hopes to have a list by end of the month, from Kristen Pool, of Regions interested in RoadRally.
  - d. Wendy – training videos: she emailed Mark E Johnson, but has not heard back yet; she asked him to ‘take a look, give us a proposal’; if she doesn’t hear back soon she will call him. She has been working with Koray Aya, he needs a safety steward and asked his racing chair Fred Asbury to become one, he agreed; Peter will send outline, downloadable on web, Rich Bireta is the DRRS for the division.

July Indianapolis rallies, July 13/14 – both are Course or Tour, they explore new areas, Saturday ends at a pizza place (provided by committee), Sunday ends close to the airport.

- e. Mike B – the RoadRally school he co-teaches is an annual event. Fine tuning of the TSD safety steward manual is done; Peter is working on the GTA safety steward manual; the test has been updated.  
He is writing the for safety steward video starting with notes from the convention, and will modify as Mark E Johnson requests.  
Might Detroit Region possibly host the USRRC 2020?
- f. Clyde – starter materials for new rallymasters: the updated safety steward precheck form is now on the SCCA website. He is finalizing the timelines and getting comments on the two-page generals, to be reviewed before the next meeting

- New Business

- a. Rick Beattie is writing an article for *SportsCar* about regional RoadRally development; it is important to get the word out to all regions considering putting on a rally that there are more resources available and the RRB is ready to help. Jim W suggested an article about the new GPS timing methods coming, wherein regions don't have to buy clocks and timing equipment.
- b. Peter – got an invitation to play with the LMS learning tool.
- c. New type of event – Trek: BOD member Arnie Coleman proposed an idea that we create a new type of SCCA event called Trek. Jim said he thought it was good idea and was in favor of it, and that Arnie's draft rules were a good start; all in favor? Wendy – yes, might it be possible to do one of these this year in place of USRRC? Peter – yes, designed to start at a car dealership or other gathering place, then go to a restaurant or other destination with minimal route instructions. Wendy – good as an introduction, can go to multiple destinations (lunch, then somewhere, then finish), it's an opportunity to see some cool stuff, drive on some great roads, and see scenery. Jeanne – sure, it will get people out in their cars. Mike B – in favor overall. Clyde - in favor, he discussed the issue with Jon Lamkins who has done several GTAs for New England Region; Jon was in favor of the proposal; Clyde had thought about a lighthouse tour ending at a transportation museum. Peter – in favor, does them in Australia, where they are many days of long, easy driving; he also does Porsche Club Treks; in both cases the entry fee includes food. Mike T – in favor; a couple of clubs in La Crosse are doing them as purely social, destination events. Jim W – treks are fine; he did one with Peter in 4-wheel drive vehicles, great social event. Brian – really likes the idea; a Supra group does Tail of the Dragon. Peter asked if would National would be interested in hosting an event? Brian will talk to Howard. Jim said that Treks are, by definition, non competitive, with no performance-based awards, we want to be covered by insurance, so sanction apps will be required, and all must sign the waiver; he suggested a sanction fee of \$4 per car per day, no maximum; the Trek can be any distance, long or short; this is a new kind of event. Entry fees will depend upon type of event, and what is included. ***Motion: That the RRB propose to National a new type of event called Trek; we will write up rules, starting with Arnie Coleman's rules; it will include sanction and insurance; all must sign the waiver; \$4 per car audit fee. Jim/Wendy/pass unanimously.***  
Peter then suggested that the first event be hosted in Topeka, to go from Topeka to Dodge City, to Wichita, then back to Topeka. He

also suggested a Trek before the next SCCA convention, to go from Las Vegas to Oatman and King City and back. Jim asked about the number of people per car – two or more like our rallies, or maybe only one? Wendy thought that one person might be OK, and Mike B said that requiring two people per car could reduce participation; Clyde asked if there needs to be a second person if there are route instructions to which Peter responded that the instructions will be extremely simple; Jim said that RIs are if you get lost, that primary course-following is 'follow the leader'; Peter said that giving them a GPS location is good. Jim W suggested calling them directions, instead of route instructions. There will be no consumption of alcohol during a Trek. Peter and Jim W will work on the rules for next month. Summary: the RRB is in favor of this, we need rules, non-competitive, sanction app, all sign waiver, no alcohol; not decided about minimum of 2 people per car; we will give Howard summary just iterated. Clyde suggested that we not add sections to RRRs, but rather put in something like 'find info about Treks at ...'. Brian reported that he already heard from Howard that it is OK for SCCA to host a Trek.

Meeting adjourned at 9:00 pm CDT  
Next meeting via conference call on April 11.  
Respectfully submitted,  
Jeanne English,  
Secretary

## TIME TRIALS

Updates and information about Time Trials can be found at [TimeTrials.SCCA.com](http://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](http://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/>