

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

The Board of Directors met at the Hilton Kansas City Airport, August 16 – 17, 2019.

Area Directors: Participating were Lee Hill, Chairman, Dan Helman, Vice-Chairman, Arnie Coleman, Secretary, Chris Albin, Jack Burrows, Charlie Davis, Bob Dowie, Earl Hurlbut, Jason Isley, Marcus Merideth, and Tere Pulliam along with KJ Christopher. Peter Jankovskis and Jeff Zurschmeide participated via teleconference.

National Staff: Participating were Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Eric Prill VP & COO, Chris Robbins, Director of Region Development, Deanna Flanagan, Director of Road Racing and Mary Hill, Executive Assistant.

Guest(s): Bob Davis, SEB Chairman, Peter Keane, CRB Chairman and John LaRue, CRB Member.

Via Teleconference: John Beam, John Walsh, Jim Rogaski, Robey Clark, Sydney Davis Yagel

The meeting was called to order at 8:00am by Vice-Chairman Helman.

John Beam - Willis, Towers, Watson joined the meeting via teleconference and provided an Insurance Update.

Eric Prill provided a Championship Season Update – Down to final interviews for Director of Solo, hope to have choice by Solo Nationals.

Deanna Flanagan provided a Road Racing update.

Heyward Wagner provided an update on 2020 TTNT Strategy.

Chris Robbins provided a Region Development, eWeb and FIA Grant Update. Membership Conversion completed.

*Motion: To approve the following changes to the SCCA Operations Manual Section B.1.1.1.1. Regular Members effectively immediately: Eliminate Spouse, First Gear, and Military member types.

Coleman; Second Burrows - PASSED

*Motion: To offer a Membership Dues Discount of 20% off National Dues to full time active duty uniformed personnel and veterans of the United States Armed Forces. The National Dues for full time active duty armed forces serving in combat or combat support zones are waived for one year.

Davis; Second Isley - PASSED

*Motion: To approve the change to B.1.1.4 Reinstatement of Membership payment of lapsed dues at a rate of \$100 per lapsed year.

Dowie; Second Albin - PASSED Zurschmeide abstained.

Robbins will come back with language on the Welcoming Environment and present to the Board.

Mindi Pfannenstiel provided a YTD Financials & 2020 Budget Timeline.

*Motion to approve SCCA 2018 Tax Return as posted: Albin; Second Dowie – PASSED

Peter Keane provided the CRB Update:

*Motion to approve Aug 2019 F2F CRB Program Book: Dowie; Second: Merideth – PASSED

*Motion to approve CRB Recommended Rule Changes 2020: Dowie; Second: Albin – PASSED

Bob Davis provided the SEB Update:

*Motion to Approve appointment of John England, new member to the RallyCross Board: Pulliam; Second: Albin - PASSED

*Motion to approve 2019 SCCA RallySprint Level 1 Driver Information: Pulliam; Second: Albin - PASSED

*Motion to approve RallySprint Level 1 Rules: Pulliam; Second: Albin - PASSED

*Motion to approve SCCA RallySprint Level 2 and 3 Rules Overview (Appendix to the SCCA RallyCross Rules): Albin; Second: Pulliam - PASSED

Mike Cobb provided the President's Update.

SOM/COA Process Review Meeting with Jim Rogaski (via teleconference): Based on comments the Board of Directors has received from the Road Racing community, the Board of Directors has asked Jim Rogaski, Chairman of the Stewards Program, to convene a meeting at the 2019 SCCA Runoffs. The focus of the meeting is to conduct a review of the Stewards of the Meeting and Court of Appeals processes currently in place. The meeting attendees will include members of the Board of Directors, Club Racing Board, Court of Appeals, Executive Stewards, National Office, and selected drivers. The recommendations from the meeting will be presented to the Board for review and implementation.

Jack Burrows provided the STRAP Update.

*Motion to approve Strategic Goals Document: Burrows; Second: Dowie - PASSED

Arnie Coleman presented the Bylaws and BoD Elections Update. The Bylaws and Electronic Voting language will be sent to Spencer Fane for review.

*Motion to Adjourn – E. Hurlbut; Second – M. Meredith. The meeting was adjourned at 3:30pm.

Respectfully submitted,

Mary H. Hill



2019

RALLYSPRINT LEVEL 1 RULES

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Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Region: _____

OVERVIEW: This document is intended for the RallySprint level 1 event organizers and administrators to supplement the Driver Information RallySprint level 1 (RS1) and provide the information necessary for conducting a RallySprint level 1 event.

The RS1 Rules of the Sports Car Club of America is intended to assist in the orderly conduct of race events and to further participant and spectator safety. It is a guide and is in no way a guarantee against injury or death to participants, spectators, or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication of compliance with these rules.

USING THE RALLYSPRINT LEVEL 1 RULES: The RS1 were established to provide a framework for the RallySprint level 1 program within the RallyCross Program of the Sports Car Club of America (SCCA).

These rules shall govern any event that is sanctioned by the SCCA as a RallySprint level 1 event.

- A. In areas where the RS1 conflict with other preparation rules, the RS1 takes precedence.
- B. The SCCA may revise the RS1 or issue Supplements to it at any time by "Fastrack," "Racing Bulletins," or "Tech Bulletins" on the official SCCA website. All supplements will have a published stated date.
- C. If circumstances create a situation where a rule clarification or change is found necessary to be implemented immediately, the RXB or RS1 Advisory Committee may issue a memorandum stating the change and its effective date. Those memoranda will be posted on the SCCA website or other electronic media.
- D. The RS1 shall not be given a strained or tortured interpretation and shall be applied in a logical manner, keeping in mind that it cannot specifically cover all possible situations. The words "shall" or "must" (either positive or negative) are mandatory. The words "should", "recommended" or "may" are permissive. If there is a conflict between the RS1 and a Specification Book (TCS, SSS, ITCS,) the RS1 has precedence over the Specification Book.

INSURANCE: All events sanctioned by the SCCA shall be insured for Event Liability and Participant Accident coverage. Event Liability and Participant Accident coverage may be provided by the SCCA Master Insurance Plan or an equivalent policy (equivalency to be determined by the SCCA Risk Management Department).

SANCTIONS: The sanction is the documentary authority, granted by SCCA, to organize and hold a RallySprint level 1 event. An SCCA sanctioned event may be organized by the SCCA or an SCCA Region.

Every SCCA Sanction application shall be submitted on the current SCCA Sanction and Insurance Request Form, and shall be accompanied by drafts of the Entry Form, Supplementary Regulations, and the Schedule of Events. Applications should be submitted for approval forty-five (45) days prior to the scheduled date of the event. A Sanction Number and document will be issued within five (5) working days, when all requirements have been met and the application approved. Sanction Numbers will be issued via e-mail and application submission should be planned accordingly. The course must be approved by the RS1 Advisory Committee. If the course is not already approved by the RS1 Advisory Committee, Sanction application should be submitted at least two (2) months before the proposed event and shall be accompanied by a full description of the course and facilities, including a scale map.

SUPPLEMENTARY REGULATIONS: The Supplementary Regulations establish the specific conditions for an event for competitors and officials. The SCCA RS1 Advisory Committee, designate or SCCA Staff Designate shall approve the Supplementary Regulations prior to a Sanction being issued. They shall contain the following information:

- The name, location, dates, nature, and classification of the event.
- The sanction number and type of sanction for the event.
- An announcement conspicuously placed: "Held under the SCCA RallySprint level 1 Rules."
- The name and contact information of the organizers.
- The names of the Chief Steward.
- A complete description of the proposed event.
- Times of any mandatory meetings, such as Novice, Driver's, Officials, etc.
- Times and locations of activities and inspections.
- How registration will be handled and amount of entry fee.
- All other information necessary for the proper conduct of the event.

No changes should be made to the Supplementary Regulations, except for the schedule, event officials and/or class groupings after the beginning of the period for receiving entries unless the Chief Steward so decides for reasons of safety or forces beyond their control. All schedule changes should be approved by the Chief Steward.

Registration: Registration process shall contain the following:

- Full names, addresses, membership numbers, Region of Record, and license of entrants and drivers.
- Full description of cars to be entered.
- Signatures of entrants and drivers for waiver of liability and/or indemnity declarations, acknowledgment of the authority of the RS1, declaration that cars entered comply with the provisions of the RS1.
- Sanction Number assigned to the event.
- The physical ability statement, "I certify I have the ability to handle the physical and mental demands of competition for the length of a session for each session of the event."
- Emergency contact information must be included with the entry.
- Any other information required for the clarification of all other details of the event.

ENTRIES:

- The organizers have the right to refuse an entry at their discretion without giving a reason for refusal. If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the contact information given on the Entry Form as soon as possible.
- An entry which contains a false or incorrect statement may be determined to be null and void by the Chief Steward. The entrant may be deemed guilty of a breach of the RS1 rules, the entry fee may be forfeited, and further penalties may be imposed.

SCHEDULES: The official schedule for an event shall contain the following information:

- The event sanction number.
- The name of the organizer (Region).
- Name, location, and date of the event.
- Schedule of planned events.
- Times of any mandatory meetings, such as Novice, Driver's, Officials, etc.
- Classes of cars.

WAIVERS: All participants (entrants, drivers, crew, workers, and guests receiving passes) shall sign the SCCA Participants Agreement (waiver of liability) prior to receiving credentials (passes). Holders of a SCCA Annual Waiver may be exempt from this requirement.

COURSES: Courses for RallySprint level 1 events should be chosen as to maximize exposure to a variety of car handling situations while minimizing exposure to hazards on a mostly unpaved surface.

- Course maps should be available and should be marked to indicate:
 - Passing Zones (if applicable)
 - Speed Limited areas (if applicable)
 - Any cones or temporary barriers
 - Pit or service locations along with pit in and out (if applicable)
 - Flag/Marshal, radio points and observation stations
- Flag/Marshal stations, radio points and observation points should be placed as to provide complete, continuous coverage of all parts of the course. They must be manned by at least one person. All stations must be provided with a method of communication to the Chief Steward at all times.
- Performance Rally Marshaling plan and accountability systems may be used.

The selection of any course for an event shall be subject to the approval of the SCCA. Specifically, the SCCA may:

- Restrict the number of entries which may be accepted for an event or a competition.
- Restrict the course to certain classes and categories of cars.
- Restrict the course to certain grades of drivers.
- Set forth certain areas as “safe” worker areas or restrict areas considered to be “hot”.
- Designate spectator areas.

GENERAL EVENT GUIDELINES:

- Communication signals for drivers should be reviewed before any competition commences.
- Passenger(s) may be allowed to ride with an Instructor or driver in any session during the course of an event with the approval of the Chief Steward. All passengers must sign an event waiver. It is recommended that only one person be allowed to ride at a time. The purpose of these “rides” is to educate and inform potential participants. Prior approval need not be requested in the event Supplemental Regulations. Rides can be provided on an as needed basis.

- Any seat used by any passenger shall meet the requirements for the overall RallySprint level 1 level of the event. Passenger seats with the same safety equipment as the driver seat are highly recommended. The passenger must also have protective clothing/gear, etc. as required by the RallySprint level 1 level.
- The dispatching of emergency vehicles on the track should be authorized by the Chief Steward. Dispatching procedures should be agreed on in advance by the Chief Steward, Safety Steward and emergency response personnel.
- The Medical Crew (crew staffing the on-site ambulance) should establish a primary route to the primary and secondary hospital prior to an event. The Event Organizer should confirm the availability of hospital staff and facilities.
- All emergency vehicles shall be equipped and staffed at all times while entrant cars are on course.
- The event shall be suspended if the basic life support unit or medical personnel are no longer on the premises or are unable to perform their assigned duties.
- At least one worker must be available to direct drivers on course and communicate with drivers in the pits/grid.
- If for any reason a driver is forced to stop his car on the course during an event, it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other competitors.
- For the purposes of RallySprint level 1 events, the terms Pit and Paddock or service are interchangeable, and are defined as the area reserved for the parking of or working on participating automobiles. At RallySprint level 1 events, these areas should be defined as “cold” areas, and as such, be open to spectators (if applicable) unless otherwise restricted in the Supplemental Regulations for an event.
- Cars shall not be run in gear with the drive wheels off the ground.
- Jack stands must be used whenever any person is under any part of a lifted vehicle.
- All vehicles must be securely held in place via chock, stand, or other positive method whenever the driver is not seated in the driver’s seat.
- Any compressed gas cylinders with pressures above 200 psi must have a cage or similar device to protect the valve/regulator/gauge assembly when rigged for use.
- Any pets must be securely fastened to a leash and securely held by a stationary object or by an adult at all times.
- All minors shall be under adult supervision at all times.
- Grid shall be defined as the area where vehicles are staged and readied for the start. This area shall be a “hot” area by definition and personnel access shall be restricted as such. Grid shall be restricted to only those vehicles which are being readied to start. No vehicle shall carry passengers on the Grid. Vehicles on Grid may not be

jacked or lifted without specific permission from the Chief Steward.

EVENT OFFICIALS: The staff of principal officials, whose duty it shall be to direct the control of the event may include:

- Chief Steward
- Safety Steward
- Event Chairman
- Worker Chief
- Chief of Timing
- Chief Technical and Safety Inspector (Scrutineer)
- Chief Registrar

They shall be termed “Officials” and may have assistants also termed “Officials,” to whom any of their duties may be delegated. Any worker is considered an official.

Officials must be a current SCCA member One official can fulfill multiple positions. These Officials must be operating as such at all times but can delegate these duties to other qualified people if they are on track, etc.

DUTIES OF THE OFFICIALS:

The Chief Steward is the executive responsible for the general conduct of the event in accordance with the RS1 and the Supplementary Regulations.

The Worker Chief is responsible for recruiting, training, and assigning qualified persons to corner stations. At least one worker at each station should be an SCCA member, preferably licensed in a specialty. Additionally, the Worker Chief is responsible for overseeing other workers including start line workers, pit and grid workers, and working with the Chief Steward to assign a person to the Control station.

The Chief Technical and Safety Inspector is responsible for: certifying that the cars comply with the current RS1 and any event Supplementary Regulations; issuing Tech Stickers to cars that comply with all safety regulations; conducting inspections of cars at the request of the Safety Steward or Chief Steward; and reporting to the Chief Steward any cars that do not conform with the requirements of the RS1.

The Chief of Timing and Scoring is responsible for accurately timing and scoring the event, compiling and publishing the Official Results, and providing the Official Results to Event

Officials.

The Safety Steward responsibilities include:

- To investigate accidents and forward the originals of all reports, including original releases, to the Risk Management Department of SCCA.
- To notify Risk Management Department, the same day via telephone, of any accident which involves serious injury to a participant or any injury to a spectator.
- To mail copies of the material sent to the Risk Management Department to the Divisional Safety Steward.
- During the event, report to the Chief Steward any hazards which require further investigation or action.
- Before allowing the commencement of the event, verify that an emergency plan is in place.
- Meet with the Medical Crew to confirm duties, duty stations, equipment, race circuit characteristics, vehicles, and other protocol.
- To perform safety related duties as delegated by the Chief Steward.
- To ensure the presence of appropriate Emergency Services personnel and equipment at all times while the event is underway.
- Take appropriate measures to ensure adequate crowd control. Deputy Safety Stewards and Crowd Marshals may be assigned for this purpose. It is the responsibility of the TT Safety Steward to review and confirm the placement of all barriers and crowd control devices prior to the start of the event, and to take measure to ensure they remain in position during the event.
- Use every reasonable means to limit access to restricted areas to those who have proper credentials. The use of a credential system (armbands or the like) is recommended at any event where multiple points of entry are possible.
- Personally, examine the insurance and sanction paperwork prior to the start of the event.
- Conduct a meeting of course workers, crowd control personnel, and Deputy Safety Stewards prior to the actual start of the event.
- Make a final course inspection just prior to the beginning of competition or prior to the resumption of competition after a delay of an extended period. This check is to assess the placement of all personnel, safety equipment, barriers and protective placements (hay bales and the like), and to confirm the readiness of Emergency Services personnel and equipment.

In the event of non-compliance with safety regulations, the Safety Steward shall take the following steps:

- Advise the Chief Steward of the infraction and request the situation be remedied before the next car runs.
- If step one fails to resolve the situation, inform the Chief Steward that the event is shut down until the problem is corrected.

While the event Safety Steward does have the right to cancel an event for safety reasons, this should be used as a last resort ONLY. Every attempt should be made to resolve the situation and continue the event in a timely manner. Safety Stewards should work diligently in cooperation with Event Chairpersons and Chief Stewards to ensure an event that is safe for all participants, workers, and spectators. Safety is not an area where compromises can be made, and it is up to all officials to work together to continue the long-standing record of safe events that has become the tradition of SCCA.

EMERGENCY SERVICES - MEDICAL AND FIRE SAFETY: To establish equipment and personnel needed to affect a workable medical, fire, and safety plan, detailed plans need to be based on the specific conditions at the event facility and local, state or federal protocols and regulations.

- There shall be a BLS (Basic Life Support) Unit on site staffed by at least two certified caregivers, one of whom must be an EMT at minimum. It is recommended the initial medical response, which may be an ambulance, occur within two (2) minutes.
- There shall be at least one (1) course response vehicle or wrecker. The course response vehicle MUST be manned whenever the course is “hot” in order to facilitate a rapid response to any incident. There shall be at least one (1) person assigned to each course response vehicle who is trained to use the equipment on the vehicle. It is recommended two (2) persons be assigned to each response vehicle. The course response vehicle shall be capable of flat towing a disabled race car.
- Comparable equipment may be substituted with the advance approval of the Chief Steward and Safety Steward.

FLAGGING AND COMMUNICATIONS: (for closed courses) The Flagging and Communications Chief is responsible for the establishment and operation of the Flagging and Communications organization at each RallySprint level 1 event. The purpose of this organization is to provide safe course control by:

- Informing the Chief Steward and other Officials, through the communication network, of the condition of the course and the participating cars, and of any

- situation requiring decisions and/or action by the RallySprint level 1 Officials;
- Relaying information and instructions from the Chief Steward to the persons operating the various emergency vehicles and equipment around the course as well as to the drivers and turn personnel;
 - Undertaking emergency action needed to protect the lives and property of drivers, workers, or spectators in the event of an accident;
 - Maintaining a clear course.
 - There should be a sufficient number of corner stations established and manned to keep the entire course under observation at all times and to protect all areas of the course not immediately visible to oncoming drivers or use Performance Rally accountability system.
 - Each station should be located in accordance with the following considerations: have a clear view of the area to be covered; maximum visibility to the oncoming drivers; maximum protection for the crew from out of control automobiles.
 - Each corner station shall be equipped with at least the following: Device for communicating immediately, privately, and without interference with the Central Control Station, other corner stations, and other stations as appropriate; One dry chemical type fire extinguisher of at least 10 pound size The grid area should be equipped with the same number and type of fire extinguishers as the corner stations for all events.

Performance Rally Stage Accountability:

A sufficient number of marshal stations shall be placed at appropriate and safe locations along the course to ensure every portion of the course is observable from at least one station. There is no need for marshal stations during transit (non-competition sections). There must be an accountability system in place to track competition vehicles.

DRIVERS MEETINGS: There shall be a drivers' meeting on the first day of the event. Attendance of all drivers is required. At each meeting a Steward should cover at least the following:

- The meaning of flag signals and flagging procedures,
- The specific location of flag stations around circuit,
- The location of black flag station (if used) and where to report if black flagged,
- Any designated passing zones and all passing procedures, and
- Any Rules of the Road, RS1 requirements, Supplementary Regulations, etc. as necessary.

ALCOHOLIC BEVERAGES, NARCOTICS, AND DANGEROUS DRUGS:

No driver, entrant, or crew may consume alcohol until all practice, racing, or track time for his group is finished for the day. No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed in the pits until after all the day's on track activities are concluded.

The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event. Any participant who violates this prohibition

- Shall not seek to participate in the event,
- May be excluded from the event by the Chief Steward or Safety Steward.
- May be removed from the grounds by the order of the Chief Steward or Safety Steward.

POSTPONEMENT, ABANDONMENT, OR CANCELLATION: All or part of an event may be postponed or canceled if provision for doing so is made in the Supplementary Regulations for the event or the Chief Steward and Safety Steward (in full agreement) order that all or part of the event be postponed or cancelled for reasons of safety or forces beyond their control. If an entire event (all classes, all sessions) is postponed for more than 24 hours, it is considered to be cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees should be prorated by time and a reasonable portion of the entry fee returned.

ACCEPTED COMPETITION LICENSES - The following competition licenses are accepted for RallySprint level 1 events: SCCA Professional, National, Regional, Vintage and Novice. ARA, NASA, WRC or other Rally sanctioning body. Also accepted are Canadian ASN-FIA licenses and those approved in the current GCR. Other types of competition licenses may be accepted per Supplemental Regulations.

TERMINOLOGY: The following nomenclature, definitions, and abbreviations should be used in the RS1, all Supplemental Regulations and Entry Forms, and for general use.

- SCCA (Sports Car Club of America, Inc.)

A not-for-profit organization, incorporated within the state of Connecticut, dedicated to the ownership, operation, and preservation of sports cars, and the arrangement and regulation of sports car events and exhibitions, the encouragement of safe and sportsmanlike conduct on public highways, and the development of technical information relevant to any of these purposes. The SCCA is delegated the authority to sanction FIA listed events by ACCUS FIA.

- RALLYSPRINT LEVEL 1 Advisory Council

The purpose of the RallySprint level 1 Advisory Council shall be to advise the RXB and SCCA staff of rules changes and updates as needed. Should be made up of three members.

- CAR (Automobile)

A self-propelled land vehicle running on four wheels, not in a line, which shall be in contact with the ground. At least two (2) wheels shall affect the steering and at least two (2) the propulsion.

- PARTICIPANT

Any person signing an SCCA Participant Agreement (waiver of liability) including all organizers, entrants, drivers, crew, officials, members, workers, and all guests of the above, and any SCCA member in attendance is a participant.

SCCA

Sports Car Club of America

2019 SCCA RALLYSPRINT LEVEL 1 Driver Information

Sports Car Club of America, Inc.

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This book is the property of:

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Region: _____

PHILOSOPHY: SCCA RallySprint Level 1 (RS1) are timed competitive events on mostly unpaved surfaces, where the drivers vie for the fastest individual elapsed time in their class. RallySprint Level 1 are not designed to be wheel-to-wheel racing.

Motorsports are inherently dangerous. These rules are intended to assist the orderly conduct of a motorsports activity and are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, by properly using superior safety gear, by paying attention, and by reporting unsatisfactory issues to the event officials.

DRIVER ELIGIBILITY: Drivers must hold one of the following:

- A. An SCCA Time Trials Driver License (Novice, Intermediate or Advanced), or
- B. An ARA, NASA, Rally America or other Rally License, or approved experience from SCCA RallySprint Level 2
- C. A SCCA Competition License (Novice, or Full), or
- D. A racing license from a recognized motorsports organization listed in the SCCA GCR

MINOR DRIVERS: All drivers aged 15 to 17 must contact event officials before the event. A completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment is required (note: forms vary by state and witnessing method). Current SCCA membership (weekend memberships are available) is required.

REQUIRED DRIVER SAFETY EQUIPMENT: Driving suits carrying FIA standards (8856-1986 or 8856-2000) or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification; Suits carrying SFI 3-2A/1 certification may be worn only with fire resistant underwear; Gloves made of leather and/or accepted fire resistant material containing no holes; Socks made of accepted fire resistant material; Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches; and Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Window safety nets or arm restraints are required. Arm restraints are required on all open cars. Closed cockpit cars may use either arm restraints or a driver's side window net. Crash helmets meeting Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005), SFI standards 31.1A, 31.2A, or FIA standards shall be used. The use of a head and neck support system is highly recommended.

There is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars, and helmets meet the highest safety standards possible.

ELIGIBILITY OF VEHICLES: All vehicles meeting the minimum vehicle safety equipment standards:

- A. All current GCR (both National and Regional) classes
- B. Solo Street Prepared and Street Mod classes
- C. Vintage-legal (SCCA, HSR, SVRA, etc.) cars
- D. Logbooked rally cars
- E. SCCA RX Constructor class vehicles
- F. Other classes (such as Specials, Legends, other race series, etc) as included in the Supplemental Regulation.

MINIMUM VEHICLE SAFETY EQUIPMENT: All vehicles must have the following safety equipment at a minimum: driver restraints, roll bar or cage, fire extinguisher. Vehicles shall meet the safety requirements for the class in which they are logbooked.

ROLL BAR SPECIFICATIONS: A roll bar is defined as a main hoop and diagonal placed behind the driver and supplemented by two braces. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over.

- A. One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.
- B. The top of the roll bar must be above the top of the driver's helmet when the driver is in normal driving position.

C. The two (2) vertical members forming the sides of the hoop must be more than fifteen (15) inches apart (inside dimension), and it is desirable that it extend the full width of the cockpit.

D. An inspection hole of at least 3/16-inch diameter to facilitate verification of wall thickness might be required.

It must be drilled in a non-critical area of a roll bar member at least three inches from any weld or bend.

E. All bolts and nuts shall be SAE Grade 5 or better, 5/16" minimum diameter.

F. Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam

(R) or Ensolite (R) or other similar material with a minimum thickness of one-half inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.

G. The size of tubing to be used for the main hoop, braces and diagonals shall be determined on the basis of the weight of the car. The following minimum sizes are required and are based upon the weight of the car without the driver. Dimensions are nominal. 0.005" variation in wall thickness is allowed.

More than 1500 lbs.	1.50 x .120 or 1.75 x .095
1000 - 1500 lbs.	1.25 x .090
Less than 1000 lbs.	1.00 x .060

H. The roll bar hoop and all braces must be of seamless or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130). For cars logbooked before 1/1/16, existing ERW tubing is acceptable.

I. All welding should be of the highest possible quality with full penetration. Craters should be filled to the cross section of the weld, and undercut be no more than 0.01 inch deep.

J. All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the braces attached within the top one-third of the roll hoop. At a minimum, two braces must be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. Diagonal lateral bracing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient. Although installing the diagonal lateral brace in the mainhoop is the strongest (and hence most preferable) alternative, there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable.

K. For convertible cars with a production year 1990 or later, a "Double Diagonal" or single diagonal rear brace between the fore/aft braces is acceptable. The braces do not need to extend to the fore/aft mounting plates but should extend more than half way down the fore/aft brace.

L. Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one (1) tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom on the permanent mounting, and at least two (2) bolts must be used to secure each telescope section. The telescope section must be at least eight (8) inches in length. One bolt is required if one end is welded to the main hoop.

M. It is recommended that all cars utilize a roll cage as defined in the current GCR.

N. Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.

O. In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the car floor. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.

P. Mounting plates bolted to the structure shall not be less than 0.1875 (3/16) inch thick and the use of a back-up plate of equal size and thickness on the opposite side of the panel with the plates through-bolted together is recommended. A minimum of 3 bolts per plate is required for bolted mounting plates.

Q. Mounting plates welded to the structure shall not be less than .080 inch thick. Whenever possible the mounting plate should extend onto a vertical section of the structure such as a door pillar.

FIRE SYSTEMS: All vehicles shall meet one of the following minimum requirements:

A. On-board fire systems per GCR

B. Halon 1301 or 1211, two (2) pound minimum capacity by weight.

C. Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC or 1A10BC Underwriters Laboratory rating.

D. The fire extinguisher shall be securely mounted. All mounting brackets shall be metal and of the quick-release type.

DRIVER RESTRAINTS: All drivers shall utilize either a five, six- or seven-point restraint harness meeting one of the following: SFI specification 16.1 or 16.5, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98. All harnesses shall bear labels bearing either SFI or FIA certification. Shoulder straps shall be separate. Two-inch shoulder straps shall only be used with head and neck devices. SFI and FIA harnesses are not subject to a time constraint but shall be in good condition (no cuts, abrasions, abnormal wear, etc.).

SEATS: It is highly recommended that the driver's seat be replaced with a one-piece bucket type race seat. If used, the one-piece bucket type race seat shall be securely mounted, so as to provide fore/aft and lateral support.

VEHICLE PREPARATION AND INSPECTION: The entrant is responsible for insuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Cars must have a SCCA Time Trials or Road Race Logbook, a logbook from an accepted racing organization. Annual Inspections are allowed. Car numbers shall be at least 8 inches high and class letters shall be at least 4 inches high. Vehicles and/or logbooks will be inspected at each event.

Automatic transmissions and hand controls are allowed.

GENERAL RULES OF THE ROAD:

A. No driver, entrant, or crew may consume alcohol until all practice, racing, or track time for his group is finished for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed in the pits until after all the day's on track activities are concluded. Performance impairing substances are prohibited at all times.

B. Unless specifically authorized by the Supplemental regulations, passengers are not allowed in a vehicle

C. Procedures will be defined by the operating officials and communicated to the participants during the drivers' meeting and in the supplemental regulations.

D. The SCCA provides event liability and participant accident coverage for those who are properly registered (including waivers and credentials if necessary). Access to some areas require SCCA membership (weekend memberships are available).

E. Everyone in attendance must properly follow applicable rules and regulations of the event.

SCCA RallySprint Level 2 and 3® Rules Overview (Appendix to the SCCA RallyCross Rules)

RallySprint Level 2 and 3 rules are an appendix to the current RallyCross rule book. Items not specifically addressed in the RallySprint Level 2 and 3 rules would be subject to the RallyCross rules. The RallySprint Program would be governed by the RallyCross Board and administered by the SCCA Rally & Solo Program.

I. Purpose

- RallySprint Level 2 is intended to be a middle ground between RallySprint Level 3 and stage rally, and as such, will require a higher level of safety preparation than RallySprint Level 2. RallySprint Level 2 courses allow for higher speeds and more-challenging driving conditions than those allowed in the current RallyCross Program. RallySprint Level 3 is intended to appeal to current RallyCross drivers who want to move to the next level of the sport and to current stage rally drivers who are seeking alternate venues to compete in their rally cars.

II. Definitions

- A *RallySprint* is a motorsports event in which one vehicle at a time navigates a clearly defined course, with elapsed time plus penalties for course deviations being the determining factor for awards. Although side-by-side competition is not allowed, more than one vehicle may be on course at the same time provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation. There are three levels of RallySprint: RallySprint Levels 2 and 3 are covered in these rules. Please see RallySprint Level 1 rules for information on that level.
- A *RallySprint Level 3* is similar to a RallyCross event but with longer courses and higher speeds allowed. Like RallyCross, RallySprint Level 3 events are run on primarily flat, expansive dirt or gravel surfaces with minimal fixed objects, exposures and hazards on the course site. Examples include large dirt/gravel parking areas or other appropriate open areas such as fields or off-road parks, which are mostly unpaved. Also, like RallyCross, the entire *RallySprint Level 3* course is delineated by upright and pointer cones.
- A *RallySprint Level 2* is similar to a rally-type stage but with a relatively short stage length and lower speeds than typically encountered in stage rally. RallySprint Level 2 events are run on sections of dirt, gravel or snow-covered roads or trails that are closed to the public. The course is primarily delineated by the roadway, with upright and pointer cones placed at key locations for way-finding

and hazard-warning purposes. RallySprint Level 2 events are typically run on off-road/rally school sites and short sections of dirt/gravel roads, which are mostly unpaved. Courses should not have significant hazards or exposures close to the roadway, such as rocky or deep ditches, trees, large berms, and drop-offs.

III. Procedure for SCCA® Sanction

- Organizers must submit a sanction application to the SCCA National Office for event approval. [Sanction form to be drafted or use current RallyCross sanction form.]
- The sanction application must include a proposed scale course design map with course, hazards and surrounding areas indicated. The sanction application must also include the event's safety plan.
- All new sites must be inspected to determine suitability. Previously approved sites do not require re-inspection unless there have been material safety or surface changes to the site.

IV. Site Selection and Course Design

1. Site and Course Design Requirements

- RallySprint Level 2 and 3 may only be run on sites that are closed to the public at the time of the event (private land or public land with proper authorization to hold the event) and which have a defined perimeter to control access and prevent unauthorized entry. RallySprint Level 2 and 3 events are not spectator events.
- SCCA National Office representatives will review sites and courses via the sanctioning process to ensure that each event site and course meets safety requirements. Courses should be designed using the RallyCross course design rules as guidelines with allowances for somewhat faster speeds.
- Since there are many variables among RallySprint Level 2 and 3 sites and courses, it is impractical to mandate arbitrary course design parameters, such as average speeds, maximum speeds, and maximum course length. Per the RallyCross rules, course speeds should be reasonable and prudent for the conditions encountered. Courses should emphasize vehicle handling and not top speed.

- It is inherent in RallySprint Level 2 and 3 that course conditions and individual vehicle preparation may cause one or more of a vehicle's wheels to momentarily leave the ground, however, jumps and other course design features intended to cause a vehicle to become airborne are prohibited.
- Penalties for displacing cones, missing gates, mechanical delays, DNFs, and other driving infractions will be the same as for RallyCross events.
- A sufficient number of marshal stations shall be placed at appropriate and safe locations along the course to ensure every portion of the course is observable from at least one station.

2. RallySprint Level 3 Courses

- *RallySprint Level 3* courses shall be placed on relatively level, smooth dirt or gravel surfaces and shall avoid incorporating significant elevation changes or abrupt high-speed turns. Course design should normally provide a combination of flowing turns connected by short straight sections.
- Maximum speeds on straights should not normally exceed 65 miles per hour for the fastest vehicles.
- Courses should be designed so that the entire course may be observed by course officials from one location. It is recommended that RallySprint Level 3 courses not exceed 1.5 miles in length.
- Like RallyCross, the course will be designated by upright and pointer cones. It is recommended that cone positions be marked with landscape flags (or similar) to ensure displaced cones are replaced in the proper location.
- The course must be located a reasonably safe distance from fixed objects and hazards, such as trees, poles, barriers, buildings, mounds, holes and ponds. The minimum recommended set-back for hazards on the inside of turns and along straights is at least 25 feet. The minimum recommended set-back for hazards on the outside of corners is at least 50 feet.

3. RallySprint Level 2 Courses

- RallySprint Level 2 courses may be run on RallySprint Level 3 -type sites (e.g. large dirt/gravel parking lots) or on sections of dirt, gravel or snow-packed roads. Course design may allow

somewhat faster speeds than RallySprint Level 3 events, but the emphasis should remain on vehicle handling, not top speed.

- Maximum speeds on straights should not normally exceed 75 miles per hour for the fastest vehicles.
- Course length should not exceed three (3) miles. Marshal stations should be placed along the course so that every portion of the course is visible from at least one marshal station.
- For RallySprint Level 2 courses that are set up on large, open areas, the course will be designated by upright and pointer cones. For RallySprint Level 2 courses that are set up on roads or trails, the roadway itself will designate the course and cones will be used to mark key course features, such as corner entries, hazards, gates and intersections. It is recommended that cone positions be marked with landscape flags (or similar) to ensure displaced cones are replaced in the proper location.
- For RallySprint Level 2 events run on large, open areas, the course must be located a reasonably safe distance from fixed objects and hazards, such as trees, poles, barriers, buildings, mounds, holes and ponds as recommended for RallySprint Level 3 events. For RallySprint Level 2 events run on roadways, the roadway should avoid significant hazards, such as deep ditches, cliffs and walls adjacent to the course. Cones will be used to appropriately guide competitors around lesser hazards.

V. SCCA® Insurance

- Liability and Participant Accident coverage will be provided as indicated in the SCCA® Insurance Manual

VI. Event Officials

- Each event shall have an Event Steward, Chief Steward and Safety Steward. Additional officials may be designated.

VII. Entrant Eligibility and Licensing

- To be eligible, a driver must be an SCCA® member, at least 16 years old, possess a “full privilege” operator’s (driver’s) license from their state of residence, and meet at least one of the following requirements:

1. For RallySprint Level 3, competed in a minimum of four (4) RallyCross events within the last two (2) years;
2. For RallySprint Level 2, competed in a minimum of two (2) RallySprint Level 3 events or ten (10) RallyCross events;
3. Holds or has held a competition license in any road racing, rally or hill climb series issued by a sanctioning body recognized by SCCA;
4. A driver who does not meet the requirements of sections 1, 2 or 3 above, but who has relevant motorsports competition experience may be approved to compete upon submitting appropriate documentation of such experience to SCCA officials.

VIII. Workers

- Events will operate primarily utilizing competitors and volunteers as course workers, similar to RallyCross events.
- Non-competitors may serve as course workers but must be SCCA members.
- All workers must attend a course worker operations & safety briefing prior to the start of competition at the event.

IX. Event Safety Requirements

- At least one safety vehicle shall be provided at each event to respond to emergencies. The safety vehicle must carry a minimum of 60 pounds total capacity dry chemical fire extinguisher(s) and a first aid kit.
- A cellular phone or other means of reliable communications must be available on-site to contact authorities in the event of an emergency. For RallySprint level 2 events, at least one medical first responder (e.g. EMT, Paramedic, RN, Physician) must be on site and an ambulance must be on site or on call to respond during competition runs.
- The approved safety plan to address emergencies must be posted on the official notice board at the event.
- Each marshal station must have at least one dry chemical fire extinguisher with a minimum total capacity of 20 lbs. and one red flag.

- Two-way radio communication shall be provided between event control and all marshal stations.
- Each marshal station shall have at least two (2) workers. Marshals must be SCCA members and at least 16 years of age.
- Each marshal station shall be positioned a reasonably safe distance from the course. Stations should not normally be placed on the outside of corners.
- Spectating areas for those not working or competing must be at least 75 feet from the course. It is recommended that any such spectating area have at least one marshal in place.
- Approved photographers are allowed along the course during competition runs but must be accompanied by an approved spotter and located in safe locations, preferably marshal stations.

X. Vehicle Safety Equipment Requirements

- Each competition vehicle must complete and pass a vehicle safety (“Tech”) inspection conducted in accordance with the RallyCross rules. The purpose of the safety inspection is to ensure that vehicles meet safety requirements; it is not intended to verify whether a vehicle meets the preparation allowances for a particular class.
- Each competition vehicle must complete and pass a vehicle safety (“Tech”) inspection conducted in accordance with the RallyCross rules. The purpose of the safety inspection is to ensure that vehicles meet safety requirements; it is not intended to verify whether a vehicle meets the preparation allowances for a particular class.

Vehicles shall meet the safety requirements for the class in which they are logbooked.

RallySprint level 2 vehicles must meet the current SCCA Time Trial rules for Hill Climbs for Rollbars, Driver Restraint, Seats and Fire Suppression will be used.

RallySprint Level 3 must have at least a rollbar

- The Chief Steward is authorized to prevent any vehicle from competing that he or she believes to be unsafe.

XI. Driver Safety Equipment Requirements

- The following equipment must be displayed for safety inspection and be used during competition by all drivers and passengers:
 1. A helmet meeting the current RallyCross requirements. If the vehicle does not have a front windshield, the driver shall wear goggles or a face shield;
 2. All occupants must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot. SCCA-compliant fire-resistant clothing as listed in the current Club Racing GCR is highly recommended. This includes suits, gloves, socks, and shoes.
 3. Head and neck restraint systems (HANS) are highly recommended but not mandatory.
 4. Arm restraints or a window net are required for any vehicle that does not have a side window adjacent to the any occupied seat.
 5. One passenger is allowed in the front passenger seat of a vehicle during competition. Passengers must be at least 16 years of age, current SCCA members and complete the required event waiver. Passengers must wear safety equipment that meets the driver's safety equipment requirements of this section. The quality and rating of the passenger's seat and restraints in the vehicle must be at least equal to those of the driver's seat and restraints.

XII. Vehicle Classifications

- RallySprint Level 2 and 3 is open to any fixed-roof, production-based car, sport utility vehicle or light truck (including convertibles with a factory hardtop attached, targa-types with factory panel in place, non-glass t-tops with factory panels in place. All removal panels must be held in place by at least the factory retention system, it is recommended that additional or stronger attachment points be used) that meets the safety requirements of these rules.
- If the Event Chairman, after consultation with the Event Safety Steward, determines at his/her discretion that a vehicle cannot safely negotiate the course, it may be excluded.
- RallySprint Level 2 and 3 vehicles will be classified into one of four categories:

1. **RallySprint Two-Wheel Drive Under 2.5 Liters (R2U)** – for front- or rear-wheel drive vehicles with adjusted engine capacity under 2.5 liters.
2. **RallySprint Two-Wheel Drive Over 2.5 Liters (R2O)** – for front- or rear-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.
3. **RallySprint Four-Wheel Drive Under 2.5 Liters (R4U)** – for all- or four-wheel drive vehicles with adjusted engine capacity under 2.5 liters.
4. **RallySprint Four-Wheel Drive Over 2.5 Liters (R4O)** -- for all- or four-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.

Adjusted engine capacity is the actual displacement for normally-aspirated engines or 1.4 times the actual displacement for vehicles with forced induction (turbochargers, superchargers).

- Vehicles that meet the safety requirements of Section X and are currently log-booked to compete in other non-SCCA racing or rally series, such as Rally America, GRC, NASA, SCORE, FIA, and USAC, are eligible to compete at the discretion and approval of SCCA.

XIII. Event Supplemental Regulations

- Each event shall have supplemental regulations to address event-specific rules and requirements, including the event schedule, run order, timing & scoring, awards, and site/course-specific regulations.

Recommended Items for 2019

The following are proposed rule changes made by the Club Racing Board.

EP

1. #27248 Don Tucker (20 days) EP - Request Level 1 suspension weight reduction
In EP, Mazda MX-5 /Miata 1.8L (90-97), change the weight as follows:
"~~2258~~ 2200"

GCR

1. #26051 John LaRue GCR 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 1st 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 weekends 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 the Majors event(s) of their choice, to be collected and distributed by SCCA."

2. #26248 (Bob Clark) Remove mandatory SCCA drivers' school for 14/15-year olds
Make the following change to Appendix C.2.6.H:
"No 14 or 15-year-old will be allowed to race without having ~~successfully completed at least one SCCA driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools subject to the~~ approval of the Divisional Driver Licensing Administrator."

3. #26520 (SCCA Staff) Request to Remove Reference

In section 6.10.1, please remove reference as follows:

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

4. #26544 (Staff National) Updating Section 4.5.3 Hazardous Area Credentials

In light of Crew credentials removal, this new language is appropriate.

4.5.3 Hazardous Area Credentials:

SCCA members ~~who are licensed and~~ who are 18 years and older may be issued credentials allowing them access to hazardous areas.

SCCA members 14 years ~~to 18 years old~~ *to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office* may be issued credentials allowing them access to hazardous areas ~~only if they possess a Minor License issued by the SCCA National Office.~~ *Minor waiver will appear as a license on their membership/license card.* (See AppC.1.4., AppC.2.5., ~~AppC.3.2.~~) Otherwise, they may not enter any area where the hazards exceed those of the general public.

5. #26579 (B-Spec Committee) Add B-spec Cars exempted in 9.3.22. Fire System

In GCR section 9.3.22. FIRE SYSTEM, add as follows:

All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, *B-Spec*, and Improved Touring.

6. #26595 (SCCA Staff) Request Ride Height Clarification

In GCR Appendix F, add to ride height as follows:

"The distance from level ground to the specified portion of the car, with the tires, wheels, air pressure, etc., as normally raced. *To be measured without driver.*"

7. #26693 (SCCA Staff) Update Section 3 US Majors Tour event types

Recommended the following changes to D.1. a.

a. The National Office has developed standard formats for each type of U.S. Majors Tour event. ~~Regions are encouraged to utilize these standard formats to retain program consistency.~~

8. #26701 (SCCA Staff) Request to add new safety inspector license under Scrutineering

Divisional Safety Inspector License for Prep Shops

Criteria

- Divisional Safety Inspector license assigned to an individual employee in the shop
- Can only perform annual inspections
- Divisional Safety Inspector to record every annual issued and send to their DA
- Pass the SFI test
- Review the Annual Inspection Form
- Be trained by a National Scrutineer on how to perform annuals
- Obtain tools required to perform annual safety inspections
- Volunteer to help perform annuals at the track once a year
- Complete Annual Inspection Form log and email to their DA of Tech

Restrictions

- Will not be allowed to issue New Log Books or inspect/clear damaged cars
- Will not be allowed to work in tech
- DA's and Chief of Techs to perform random spot checks for safety compliance

Request Form *(there will be a formal document developed from the content below)*

- Where is your Shop Located?
- How many Years in Business?
- What is your Core Business?
- How many customer cars do you prep?
- How many annuals will you perform in a year?
- How many cumulative SCCA races are attended by your shop and customers each year?
- Has anyone in your shop ever been an Inspector?
- Do you meet all the criteria to assign a Divisional Safety Inspector License in your shop?

9. #26766 (Harley Kaplan) Request Safety tail and brake lights

In GCR section 9.3.31, strike the wording, replace and number as follows:

~~“All non Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight shall be illuminated when ordered by the Race Director or Chief Steward. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. An optional tail light (“rain light”), as described above, may be added to cars in all other classes. Lights that function as a strobe lights are not permitted except that in Formula and Sports Racer classes, the tail light may strobe when directed to be used as a rain light.”~~

A. BRAKE LIGHTS

All non-Formula cars shall have two operating red brake lights.

B. RAIN LIGHTS

All cars shall be equipped with rain light(s) clearly visible from the rear.

- 1. Non-Formula and Sports Racing cars shall utilize red tail lights, the rain light described in 9.3.31.B.2 or both.*
- 2. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted as high as possible on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain.*
- 3. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. Lights that function as strobe lights are not permitted except in Formula and Sports Racer classes. The taillight may strobe when directed to be used as a rain light.*

C. Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. Lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes. Lights mounted within the bumper may be removed or covered and any resulting holes shall be covered to prevent air passage through said holes.

In Appendix F, Technical Glossary, add red tail light as follows:

"Red Tail Light: A red light at the back of an automobile that makes it possible for the vehicle to be seen from the rear."

10. #27062 (GCR Committee) Alternate SOM Model

In GCR Section 5.12.1. add new Section C:

C. Alternate SOM Model

"An alternate SOM Model may be used if there are a limited number of Stewards available at an event. The Chairman of the SOM, in agreement with the Chief Steward/Race Director, may appoint experienced drivers as temporary Stewards, who have a good understanding of the GCR and are willing to participate as members of the Stewards of the Meeting. The Chairman shall ensure that the SOM court follows the appropriate GCR process when hearing protests or requests for action."

SM

1. #24462 Spec Miata Committee (475 days) SM - Request SM spec tire change

In SM, change Tires as follows:

"Dry: P205/50ZR15 Hoosier SM7 (*name TBD*) Required for all cars Regional and Majors competition."

2. #26976 Charlie Campbell (78 days) SM - Request rear camber options

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

"On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added."

TOURING

1. #25837 (Touring Committee) T1 publish new class philosophy and direction

In GCR section 9.1.9.1, make changes as follows:

T1 new class philosophy

With an emphasis on cost and modification control; starting in 2020 the updated and modernized philosophy below will guide the growth of Touring 1. The purpose of this communication is to give members consideration time and foresight into this shift.

9.1.9.1 TOURING 1 CATEGORY

These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements. ~~OEM specifications are as delivered from the manufacturer. In no way are any category rule modifications, swaps, updating or backdating to be performed to any component of the complete engine including intake and throttle body unless specifically allowed in the spec line. Specifically, any spec lines that contain the phrase or acronym OEM in the maximum displacement or engine notes section of the spec line, MUST adhere to OEM specs, EXCEPT engine bore. These engines may be bored out to a maximum of .040" over standard bore size.~~ *These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car with the exception of stated allowances on the spec line OR allowances in the category rules. Updating and backdating of any component is specifically not permitted unless the models are listed on the same specification line or the category rules allow an open allowance and you choose to use an OEM part. No unlisted models or factory options are eligible unless the vehicle model is on the spec line. If no specific model or options, option packages are listed on the spec line, the classified car is the base model with no options. These specifications reflect the best information available at the time of publication. Any error found will be updated when reliable specifications from the factory/factory distributor/aftermarket supplier or other sources recognized by SCCA, Inc. In the case of foregoing exceptions, the TCS will hold*

priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.

T1 Category Purpose and Philosophy:

The intent of the T1 category is to allow competition of production-based vehicles, at a moderate (limited prep) to high level (full prep) of preparation and performance allowances, using DOT approved tires. Vehicles in this category must be identifiable with vehicles offered for sale to the public and available thru manufacturer distribution channels within the US. Alternate cars may be approved on a case by case basis but will be limited to factory-based models. The T1 philosophy is taking a production-based vehicle and applying safety equipment and sensible and widely available performance modifications to create a Limited Preparation spec line. There will be some case by case Full Preparation vehicles permitted in the T1 category, however the T1 category will become almost exclusively a Limited Preparation class over time and Full Preparation vehicles or modifications that are not Limited Preparation in nature will be more appropriate for the GT category and not T1. Cost controls and complexity controls will be strongly considered with car classifications and permissible allowances or modifications. Factory produced race cars will be considered on a case by case basis with a bias toward no additional performance modifications or allowances and classed as Limited Preparation only. Any new vehicle classifications will be classed as Limited Preparation level only. Non-OEM forced induction requests will be considered on a limited case by case basis, however if classified will be restricted to a Limited Preparation level. Permitted allowances will first consider OEM or manufacturer available allowances before aftermarket allowances are considered. The T1 overarching philosophy is to make Limited Preparation vehicles more attractive in T1 than Full Preparation vehicles while controlling cost and complexity.

Engine swaps: Will be considered on a case by case basis as cars age or upgrade kits become available. These engine swaps will only be within the same family of manufacturer (Chevy-Chevy, Ford-Ford) and must be the same architecture and layout. Engines may not be bored/stroked unless specifically permitted.

T1 car eligibility: Cars are eligible for the class when they appear on a specification line and with the specific allowances permitted. Allowances that are permitted are not mandatory and a vehicle may race without an allowance that is permitted (OEM part) within the T1 rules and limitations. In addition, T2 cars may race in the T1 category – one class above their T2 class if they are in a T2 legal configuration that conforms to the T2 specifications and allowances as classified in T2.

Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. Aftermarket headers allowed. Limited prep cars running stock OEM manifold/headers as delivered may subtract 50lbs. from the specified weight.

2. #26728 (Chi Ho) 2001-2005 Toyota MR2 Parts

In T4, Toyota MR-2 Spyder 16V DOHC (01-05), make changes to notes as follows:

~~"The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential—unless specified below. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply. *Eibach 8265.140 springs allowed. Non-OEM limited slip differential allowed +50lb.*"~~

3. #26934 (Dave Mead) Allow Alternate Manufacture Differential Housing for Honda S2000 Effective Jan 1, 2020, In T1, Honda S2000, add to the notes as follows:

"Alternate Manufacturer OEM differential housing allowed."

4. #27061 Eric Heinrich (60 days) T2-T4 - Request for Audi S4/S5 Brakes

In T2, Audi S4 (12-14), make changes to the notes as follows:

"S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. 2-Piece rotors max diameter 345 mm permitted,* B Separate coolant reservoir for the water to air intercooler permitted. 60mm flat plate restrictor required."

In T2, Audi S5 (13-14), make changes to the notes as follows:

"S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. 2-Piece rotors max diameter 345 mm permitted,* Separate coolant reservoir for the water to air intercooler permitted. 60mm flat plate restrictor required."

In T3, Audi S4 (12-14), make changes to the notes as follows:

"40mm flat plate restrictor required. S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *2-Piece rotors max diameter 345 mm permitted,* 19x10 wheels allowed + 100 lbs. Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted

In T3 Audi S5 (13-14), make changes to the notes as follows:

"40mm flat plate restrictor, 800 max F&R spring rates. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360 S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Brembo brake Kit PN: 3K2.8032A permitted. *2-Piece rotors max diameter 345 mm permitted,* 19x10 wheels allowed + 100 lbs. Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted.

Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

Note from the CRB: Please run this car prior to making any more requests.

5. #27113 Derrick Ambrose (49 days) T3 - Request for alternate Brake Caliper Bushings 07-13
Mazdaspeed 3

In T3, Mazda Mazdaspeed3 (07-09), make changes to the notes as follows:

"35mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. *Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R.*"

In T3, Mazda Mazdaspeed3 (10-13), make changes to the notes as follows:

"35mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. *Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R.*"

RESUME

1. #27139 Cameron Conover IT General - Submitting Resume author provided an attachment
Cameron Conover has been added to the Improved Touring advisory committee.

Recommended Items for 2020

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbscca.com> or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

Recommended Items – August

GCR

1.#27062 (GCR Committee) Alternate SOM Model

In GCR Section 5.12.1. add new Section C:

C.Alternate SOM Model

"An alternate SOM Model may be used if there are a limited number of Stewards available at an event. The Chairman of the SOM, in agreement with the Chief Steward/Race Director, may appoint experienced drivers as temporary Stewards, who have a good understanding of the GCR and are willing to participate as members of the Stewards of the Meeting. The Chairman shall ensure that the SOM court follows the appropriate GCR process when hearing protests or requests for action."

Recommended Items – July

GCR

1.#26248 (Bob Clark) Remove mandatory SCCA drivers' school for 14/15-year olds

Make the following change to Appendix C.2.6.H:

"No 14 or 15-year-old will be allowed to race without having successfully completed at least Fonesca driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools subject to the approval of the Divisional Driver Licensing Administrator."

2.#26766 (Harley Kaplan) Request Safety tail and brake lights

In GCR section 9.3.31, strike the wording, replace and number as follows:

"All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15 wattbulb. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight shall be illuminated when ordered by the Race Director or Chief Steward. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. An optional taillight ("rain light"), as described above, may be added to cars in all other classes. Lights that function as a strobe lights are not permitted except that in Formula and Sports Racer classes, the taillight may strobe when directed to be used as a rain light."

A. BRAKE LIGHTS

All non-Formula cars shall have two operating red brake lights.

B. RAIN LIGHTS

All cars shall be equipped with rain light(s) clearly visible from the rear.

1. Non-Formula and Sports Racing cars shall utilize red tail lights, the rain light described in 9.3.31.B.2 or both.

2. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted as high as possible on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain.

3. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. Lights that function as strobe lights are not permitted except in Formula and Sports Racer classes. The taillight may strobe when directed to be used as a rain light.

C. Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. Lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes. Lights mounted within the bumper may be removed or covered and any resulting holes shall be covered to prevent air passage through said holes.

In Appendix F, Technical Glossary, add red tail light as follows:

"Red Tail Light: A red light at the back of an automobile that makes it possible for the vehicle to be seen from the rear."

T1

1. #26934 (Dave Mead) Allow Alternate Manufacture Differential Housing for Honda S2000 Effective Jan 1, 2020, In T1, Honda S2000, add to the notes as follows:

"Alternate Manufacturer OEM differential housing allowed."

Recommended Items – June

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 rule 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.

GCR

1. #26520 (SCCA Staff) Request to Remove Reference

In section 6.10.1, please remove reference as follows:

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

2. #26544 (Staff National) Updating Section 4.5.3 Hazardous Area Credentials

In light of Crew credentials removal, this new language is appropriate.

4.5.3 Hazardous Area Credentials:

SCCA members who are licensed and who are 18 years and older may be issued credentials allowing them access to hazardous areas.

SCCA members 14 years to 18 years old *to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office* may be issued credentials allowing them access to hazardous areas only if they possess a Minor License issued by the SCCA National Office.. *Minor waiver will appear as a license on their membership/license card.* (See AppC.1.4., AppC.2.5., AppC.3.2.) Otherwise, they may not enter any area where the hazards exceed those of the general public.

3. #26579 (B-Spec Committee) Add B-spec Cars exempted in 9.3.22. Fire System
In GCR section 9.3.22. FIRE SYSTEM, add as follows:

All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, *B-Spec*, and Improved Touring.

4. #26595 (SCCA Staff) Request Ride Height Clarification

In GCR Appendix F, add to ride height as follows:

"The distance from level ground to the specified portion of the car, with the tires, wheels, air pressure, etc., as normally raced. *To be measured without driver.*"

5. #26693 (SCCA Staff) Update Section 3 US Majors Tour event types

Recommended the following changes to D.1.a. a. The National Office has developed standard formats for each type of U.S. Majors Tour event. Regions are encouraged to utilize these standard formats to retain program consistency.

6. #26701 (SCCA Staff) Request to add new safety inspector license under Scrutineering
Divisional Safety Inspector License for Prep Shops

Criteria

- Divisional Safety Inspector license assigned to an individual employee in the shop
- Can only perform annual inspections
- Divisional Safety Inspector to record every annual issued and send to their DA
- Pass the SFI test
- Review the Annual Inspection Form
- Be trained by a National Scrutineer on how to perform annuals
- Obtain tools required to perform annual safety inspections
- Volunteer to help perform annuals at the track once a year
- Complete Annual Inspection Form log and email to their DA of Tech

Restrictions

- Will not be allowed to issue New Log Books or inspect/clear damaged cars
- Will not be allowed to work in tech
- DA's and Chief of Techs to perform random spot checks for safety compliance

Request Form *(there will be a formal document developed from the content below)*

- Where is your Shop Located?
- How many Years in Business?

What is your Core Business?

- How many customer cars do you prep?
- How many annuals will you perform in a year?
- How many cumulative SCCA races are attended by your shop and customers each year?
- Has anyone in your shop ever been an Inspector?
- Do you meet all the criteria to assign a Divisional Safety Inspector License in your shop?

T1

1. #25837 (Touring Committee) T1 publish new class philosophy and direction

In GCR section 9.1.9.1, make changes as follows:

T1 new class philosophy

With an emphasis on cost and modification control; starting in 2020 the updated and modernized philosophy below will guide the growth of Touring 1. The purpose of this communication is to give members consideration time and foresight into this shift.

9.1.9.1 TOURING 1 CATEGORY

These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements. OEM specifications are as delivered from the manufacturer. In no way are any category rule modifications, swaps, updating or backdating to be performed to any component of the complete engine including intake and throttle body unless specifically allowed in the spec line. Specifically, any spec lines that contain the phrase or acronym OEM in the maximum displacement or engine notes section of the spec line, **MUST** adhere to OEM specs, EXCEPT engine bore. These engines may be bored out to a maximum of .040" over standard bore size. *These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car with the exception of stated allowances on the spec line OR allowances in the category rules. Updating and backdating of any component is specifically not permitted unless the models are listed on the same specification line or the category rules allow an open allowance and you choose to use an OEM part. No unlisted models or factory options are eligible unless the vehicle model is on the spec line. If no specific model or options, option packages are listed on the spec line, the classified car is the base model with no options. These specifications reflect the best information available at the time of publication. Any error found will be updated when reliable specifications from the factory/factory distributor/aftermarket supplier or other sources recognized by SCCA, Inc. In the case of foregoing exceptions, the TCS will hold priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.*

T1 Category Purpose and Philosophy:

The intent of the T1 category is to allow competition of production-based vehicles, at a moderate (limited prep) to high level (full prep) of preparation and performance allowances, using DOT approved tires. Vehicles in this category must be identifiable with vehicles offered for sale to the public and available thru manufacturer distribution channels within the US. Alternate cars may be approved on a case by case basis but will be limited to factory-based models. The T1 philosophy is taking a production-based vehicle and applying safety equipment and sensible and widely available performance modifications to create a Limited Preparation spec line. There will be some case by case Full Preparation vehicles permitted in the T1 category, however the T1 category will become almost exclusively a Limited Preparation class over time and Full Preparation vehicles or modifications that are not Limited Preparation in nature will be more appropriate for the GT category and not T1. Cost controls and complexity controls will be strongly considered with car classifications and permissible allowances or modifications. Factory produced race cars will be considered on a case by case basis with a bias toward no additional performance modifications or allowances and classed as Limited Preparation only. Any new vehicle classifications will be classed as Limited Preparation level only. Non-OEM forced induction requests will be considered on a limited case by case basis, however if classified will be restricted to a Limited Preparation level. Permitted allowances will first consider OEM or manufacturer available allowances before aftermarket allowances are considered. The T1 overarching philosophy is to make Limited Preparation vehicles more attractive in T1 than Full Preparation vehicles while controlling cost and complexity.

Engine swaps: Will be considered on a case by case basis as cars age or upgrade kits become available. These engine swaps will only be within the same family of manufacturer (Chevy-Chevy, Ford-Ford) and must be the same architecture and layout. Engines may not be bored/stroked unless specifically permitted.

T1 car eligibility: Cars are eligible for the class when they appear on a specification line and with the specific allowances permitted. Allowances that are permitted are not mandatory and a vehicle may race without an allowance that is permitted (OEM part) within the T1 rules and limitations. In addition, T2 cars may race in the T1 category – one class above their T2 class if they are in a T2 legal configuration that conforms to the T2 specifications and allowances as classified in T2.

Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. Aftermarket headers allowed. Limited prep cars running stock OEM manifold/headers as delivered may subtract 50lbs. from the specified weight.

T4

1. #26728 (Chi Ho) 2001-2005 Toyota MR2 Parts

In T4, Toyota MR-2 Spyder 16V DOHC (01-05), make changes to notes as follows:

"The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Header allowed. Front strut tower brace

allowed. OBD2 requirement for ECU does not apply. *Eibach 8265.140 springs allowed. Non-OEM limited slip differential allowed +50lb.*"

Recommended Items - May

None

Recommended Items - April

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 rule 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.

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%."

Recommended Items – March

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 Eligibility 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* three weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

STU

1. #25782 (DAVID MEAD) Request for removal of class fillers in STU

In STU, remove vehicles from 9.1.4.1 table B as follows:

Note from the Club Racing Board: Cars can enter under the IT allowances.

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.

SPORTS CAR CLUB OF AMERICA (SCCA) STRATEGIC GOALS

- Oversee and support relevant programs and activities to meet SCCA's mission and the needs of its members, regions, stakeholders, and the general public.
- Foster a mutually productive and beneficial relationship with SCCA's affiliated regions. Build a strong internal culture that supports a positive atmosphere among SCCA's membership and regions and provide enhanced support for regions and regional officials. Support regions in promoting and conducting SCCA activities and enhance an enjoyable, safe, and satisfying experience to organizing regions, volunteers, and other participants.
- Grow SCCA's membership through the addition of new paid members and participants and increased retention of existing members. Increase the number and variety of events and enhance participant and entrant satisfaction at all levels in SCCA programs including, but not limited to
 - road racing
 - solo
 - road rally
 - rallycross
 - time trials
 - club racing experience
 - Track Night in America
- Reach and maintain ongoing financial sustainability for SCCA and its activities, while maximizing SCCA's value to its membership and minimizing the risk to its assets. Foster productive relationships and increased net operating income from SCCA activities, sponsors, and partners.
- Effectively oversee the subsidiaries and related or affiliated SCCA entities including, but not limited to
 - professional racing
 - SCCA Enterprises
 - SCCA Foundation
- Ensure effective governance, leadership and policy setting efforts. Promote a positive, collaborative, inclusive and fun SCCA culture and brand by advancing the highest safety and ethical standards on behalf of SCCA members, participants, staff, spectators and key stakeholders.

July 2019