

Fastrack® news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

January 2019

BOARD OF DIRECTORS

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

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

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

KJ Christopher, Treasurer

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

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

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

The meeting was called to order by Vice Chairman Helman.

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

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

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

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

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

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

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

CONTENTS

BOARD OF DIRECTORS	1
SOLO	44
SEB Minutes	44
ROAD RACING	57
CRB Minutes	NONE
Technical Bulletin	57
Court of Appeals	NONE
RALLY	80
RallyCross	80
Road Rally	NONE
TIME TRIALS	NONE
Time Trials	NONE
LINKS	82

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EXCEPTIONS:

Item 10 – Meredith Abstains

Item 4 – Sent back to the SEB

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

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

Motion: Approve CRB request to add an additional member to the CRB. BD/MM. Passed.

Pro Racing Status Report presented by Yagel.

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

Respectfully submitted,

Mary H. Hill

APPENDIX A:

FV

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

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

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

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

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

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

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

1. The minimum bend-to-bend distance is 17.75" ~~inches~~ (Bend-to-bend distance is the distance between points along the horizontal tube where the 0.994" ~~inch~~ O.D., as described above, is first exceeded.)

2. At no point in the bends of the horizontal tube may the average O.D. exceed 1.070" ~~inches~~. Measurements will be taken four (4) times *at each location* rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position*, and averaged.

3. The maximum carburetor flange height is 9.25" ~~inches~~ (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange).

4. The maximum deviation from straight along the 17.75" ~~inch~~ bend-to-bend section of the horizontal tube is 0.25" ~~inches~~.

GCR

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

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

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

Change 3.5.1:

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

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

5.11.5. Race Data Technicians

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

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

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

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

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

D. Data Technicians will be required:

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

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

Change/Add to 9.3.16 DATA COLLECTION DEVICES

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

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

gauges, indicators or instruments.

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

GT General

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

9.1.2.H GTX Category Specifications:

A. Purpose and Philosophy

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

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

B. Eligibility

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

FIA GT3:

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

FIA GT4:

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

TCR:

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

GTX Tube Frame:

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

GTX Grand Am Tube Frame:

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

C. Bodywork

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

D. Aerodynamic Devices

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

E. Interiors

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

F. Chassis

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

G. Engine

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

362 cubic inch engines include:

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

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

H. Cooling System

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

I. Fueling, Piping and Fuel Tanks

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

J. Oil System

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

K. Exhaust System

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

L. Electrical

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

M. Drivetrain

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

N. Suspension and Steering

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

O. Brakes

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

P. Tires and Wheels

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

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

Aston Martin	GT3-O32	Vantage	(2) 41.5	2980	
Audi	GT3-038	R8 LMS	(2) 39	2980	
Bentley	GT3-035	Continental	(2) 38	3070	
BMW	GT3-043	M6	(2) 34 TIR	TBD	
Chevrolet	GT3-045	Corvette C7	52	3070	
Dodge	GT3-036	Viper	(2) 39	3120	
Ferrari	GT3-029	458	(2) 40 TIR	3025	
Ferrari	GT3-044	488	(2) 35 TIR	3025	
Lamborghini	GT3-040	Huracan	(2) 39	3015	
McLaren	GT3-037	650S	(2) 36 TIR	2915	
Mercedes	GT3-042	AMG GT	(2) 34.5	3090	
Porsche	GT3-041	991	(2) 41.5	2960	
Nissan	GT3-030	GT-R	(2) 40 TIR	3050	

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

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

GT2

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

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

Prod General

1. #25425 (December Fastrack - Production Committee) Modify Hardtop Rule to Allow OE-Style Aftermarket Hardtops

Change the wording of rule "9.1.5.E.9.a.12 – Production Category, Authorized Modifications, Body/Structure Level 1 & 2, Modifications" to the following new language:

12. Open cars must remove convertible soft tops, and attaching bracketry and fasteners. Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners. Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners.

Remove the words "OEM hardtop allowed/permitted" from any and all applicable specification lines in Production.

2. #25426 (December Fastrack - Production Committee) Allow Drivers Seat Floor Pan Modification

Add 9.1.5.E.10.e – Production Category, Authorized Modifications, Driver/Passenger/Trunk Compartment Level 1 & 2:

e. The driver's side floor-pan may be modified for the purpose of lowering the driver's seating position. All modifications must be contained within the floor-pan area, limited to between the transmission/exhaust tunnel, the driver's side rocker, and a maximum fore-aft length of 30". The modification shall not extend below the lowest portion of the factory floor/frame rail/welded seam. The steel used in the modification shall be no thinner than .058", and be entirely welded in place. This modification shall serve no other purpose other than seating position.

SM

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

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

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

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

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

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

Mazda part numbers:

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

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

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

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

STL

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

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

STU

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

B. Engines

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

2. #24504 (December Fastrack - Eric Heinrich) Request Advanced Aero With Restrictions

9.1.4.1 STU Specific Technical Regulations

Add to section A. Chassis and Bodywork:

3. *Advanced Aerodynamics*

The following maximum specifications regarding aerodynamic allowances can be used with a 3% weight penalty:

- a. The front splitter must not extend more than 3.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.
- b. A wing no wider than the widest part of the body, with a maximum cord length of 12", and end plates that do not exceed 72.0 square inches each.
- c. Canards or dive planes are permitted. 2 per side not exceeding 50 square inches each.

T1

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

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

T2

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

9.1.9.2.8.a.

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

T2-T4

1. #24685 (December Fastrack - Jared Lendrum) Request to Increase Camber for 2019 Thank you for your request. Based on the overwhelmingly positive response to the WDYT, please make the following change for 2019:

In 9.1.9.2.5.a.1:

1. T2-T4: A maximum of ~~3.0~~ **3.5** degrees of negative chamber is allowed on front and rear suspensions.

2. #25706 (December Fastrack - Touring Committee) Short Shifters for Touring Please make the following change to Touring (T2-T4):
Add 9.1.9.2.4 Transmission/Final Drive

4. Conventional aftermarket shift kits allowed (i.e., short-shift). Parts can serve no other purpose than to accomplish the shifting of the OE transmission.

AS

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

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

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

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

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

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

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

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

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

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

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

FB

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

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

FST

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

In GCR section 9.1.1.H.4.2, make changes as follows:

"Regional, Divisional and/or Race Series Tire Options:

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

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

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

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

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

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

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

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

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

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

GCR

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

Definition of Control Line:

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

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

6.10.1. Starting Line for Timing and Scoring

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

GT2

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

APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS

C. Bodywork

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

SM

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

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

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

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

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

2. #25375 (Jim Drago) Axle cages in SM

Thank you for your letter. Effective 1/1/19:

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

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

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

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

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

STU

1. #25829 (Super Touring Committee) STU Intake Manifolds

Effective 1/1/19:

Add:

9.1.4.1

B. Engines

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

2. #25830 (Super Touring Committee) 24504 Amendment

Effective 1/1/19:

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

In 9.1.4.1.A.3.a.: Adjust weight penalty for advanced aero from 3% to **5%**.

Change: 9.1.4. Super Touring Category Specifications

C. Bodywork...

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

T1

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

Mazda MX-5 Miata MazdaSpeed

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

Mazda MX-5 (06-15)

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

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

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

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

T2

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

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

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

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

T2-T4

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

Adjuster

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

5. Suspension

a. Suspension Adjustments

1. **T2-T4:** A maximum of ~~3.0~~ **3.5** degrees of negative chamber is allowed on front and rear suspensions. *Spec line part(s) may not be modified to increase caster and camber.* Strut suspensions may ~~de-camber wheels~~ *adjust camber and caster* by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted ~~adjusters~~ *adjustment plates* at the top of the strut mounting plate. If upper strut slotted *adjustment* plates are used, they shall be located on existing chassis structure, utilizing the *unmodified* manufacturer's original bolt holes and may not serve as reinforcement for that structure. *Slotted adjustment plates (strut camber plates) may incorporate a single spherical bearing (spherical bushing) and a ball thrust bearing per strut tower.* On other forms of suspension, camber *and caster* adjustment may be achieved by the use of shims and/or eccentric bushings. ~~Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only.~~ Adjustable toe links *with spherical bearings* are permitted *and may serve no purpose other than adjusting toe angle.* Spherical bearings/bushings are not permitted in T2-T4 except for *the specific examples listed in the class rules or vehicle spec line.* ~~adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.~~

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

9.1.9.2.9.d Interior Modifications

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

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

9.7.9.2.D.1.i Other Engine Components

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

T3

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

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

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

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

Ford Mustang Mach I (03-04)

Add to Notes:

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

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

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

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

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

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

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

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

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

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

3.07 or 3.46

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

T4

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

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

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

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

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

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

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

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

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

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

~~2850~~ **2800**

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

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

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

3145 ~~3100~~

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

APPENDIX B:

To: SCCA Board of Directors

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

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

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

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

APPENDIX C:

2019 PROPOSED RALLYCROSS RULE CHANGES FOR BOD APPROVAL

1. Clarify allowed Fuel types in Stock Class.

3.3.C.9 Fuel may be any type of unleaded, **E85 Ethanol**, or diesel/biodiesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event Safety Steward prior to the event. No other alcohol fuels or nitrous oxide are allowed.

2. Allow one non-competitor passenger at National events for any driver with a restricted license from a state that requires a passenger.

4.2.C. *The only passengers allowed during competition runs at National events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restricted driver's license requiring a passenger.* ~~Passengers are not allowed during competition runs at National events.~~ At non-National events, one (1) passenger can ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (3.3.A-3.3.N) and is registered for competition on that day.

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

4. Clarify that Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in Constructors classes if they meet applicable preparation allowances (e.g. production-based engine).

3.1. ... The following types of vehicles are currently not eligible to *compete in Stock, Prepared and Modified categories*: ATVs, UTVs, sidebysides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles. *Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.*

5. Allow non-OEM hardtops in Modified classes if the vehicle is equipped with an approved roll bar or roll cage.

3.3.E.3.j. *A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used if the vehicle is equipped with an approved roll bar or roll cage.*

3.1. ... This includes electric and hybrid vehicles, convertibles with an approved **factory** hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place. ...

3.2.C. C. Convertible, targa, or t-top vehicles must have their **factory** hardtop or panels securely in place during course runs.

6. Allow the addition of oil catch tanks or oil separators in Stock classes.

3.3.C.21. *The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.*

7. Allow the addition, modification or replacement of power steering oil coolers in Prepared classes.

3.3.D.21. Oil cooling radiators for engine, transmission, *power steering*, or differentials may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions: ...

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

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

9. Clarify that event fees are due after the event audit is completed, not at the time the event application is submitted.

4.5.B. Each SCCA RallyCross Event must submit a SCCA RallyCross Sanction/ Insurance Application; *and a RallyCross Safety Plan* ~~and whatever sanction fee is applicable:~~

These forms ~~and the sanction payment~~ must arrive at the SCCA Rally Department at least 14 days prior to the event or ~~a an additional~~ late fee will be assessed

APPENDIX D:

GENERAL

ITEM 1) *#24432 Category Preambles

SCCA® Solo®: Long term planning and strategic objectives

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

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

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

STREET

Category Objective

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

Category Values

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

Core Modifications

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

Classes

Sports cars and other high performance vehicles classed by performance potential

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

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

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

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

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

STREET TOURING
Category Objective

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

Category Values

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

“street legality” to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.
2. Performance Improvements Through “Bolt-On” Modifications
 - a. Modifications should not require cutting, drilling, or permanent alterations to body panels.
 - b. Modifications that enhance the performance for Solo® and street driving.
 - i. Suspension
 - ii. Differentials
 - iii. Bolt-On Engine Parts
 - iv. Aftermarket/Larger Brake Kits
 - v. Wheels/Tire Upgrades
3. Vehicle Safety Systems.
ABS may be electronically disabled, but otherwise must remain unaltered.
4. Required Diagnostic Systems.
OBDII systems should remain functional. Retention of specific emissions systems.
5. Engine Tuning.

Classes

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

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

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

RWD with some performance matching AWD.

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

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

STREET PREPARED

Category Objective

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

Category Values

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

Core Modifications

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

Classes

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

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

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

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

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

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

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

STREET MODIFIED

Category Objective

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

sophisticated aerodynamic components.

Category Values

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

Core Modifications

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

Classes

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

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

Street Modified FWD (SMF) – FWD vehicles only.

PREPARED

Category Objective

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

Category Values

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

Core Modifications

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

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

Classes

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

C Prepared (CP) – American muscle cars.

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

E Prepared (EP) – FWD cars naturally aspirated.

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

MODIFIED

Category Objectives

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

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

Category Values

Maximum speed and handling for given car parameters.

Rules stability to protect member investment and encourage commitment

Highest levels of drivetrain and suspension development (varies among the individual classes).

Custom design and fabrication.

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

Core Modifications

Chassis and suspension customization.

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

Classes

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

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

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

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

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

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

KART

Category Objective

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

Category Values

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

SCCA Fastrack News May 2018 Page 2

ITEM 2) #23346 Fuel allowance proposal re: methanol

The following rule change proposal is recommended by the SEB:

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

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

SCCA Fastrack News February 2018
Page 6 SCCA Fastrack News August
2018 Page 1

SAFETY

ITEM 3) #23152 Senior Solo® Safety Steward

license Add to Appendix E:

“Senior Solo® Safety Steward License

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

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

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

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

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

SCCA Fastrack News September 2018
Page 2 SCCA Fastrack News November
2018 Page 1

STREET CATEGORY

SCCA Fastrack News December 2017
Page 10 SCCA Fastrack News July
2018 Page 4

SCCA Fastrack News September 2018
Page 3 SCCA Fastrack News December
2018 Page 2

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

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

SCCA Fastrack News March 2018 Page 17

ITEM 6) #24097 reclass 997 Porsche turbo
Per the SAC, make the following change to Appendix A: Move *from exclusion list to SS:*
Porsche

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

SCCA Fastrack News May 2018
Page 7 SCCA Fastrack News October
2018 Page 11

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

Move *Evora S* from AS to BS:
Lotus

Evora (Non S)

SCCA Fastrack News December 2017 Page 10

SCCA Fastrack News November 2018 Page 2

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

Porsche

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

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

SCCA Fastrack News February 2018 Page 7

SCCA Fastrack News November 2018 Page 3

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

Move from AS to BS:

Porsche

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

SCCA Fastrack News February 2018
Page 7

SCCA Fastrack News November 2018
Page 2

SCCA Fastrack News March 2018 Page
16

SCCA Fastrack News December 2018
Page 2

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

Audi

TTS (2016-18)

SCCA Fastrack News April 2018 Page 2

SCCA Fastrack News November 2018 Page 3

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

BMW

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

SCCA Fastrack News March 2018 Page 16

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

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

Honda

S2000 (non-CR)

SCCA Fastrack News December 2017 Page 10

SCCA Fastrack News August 2018 Page 2

ITEM 14) #24090 Solstice to CS

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

Pontiac

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

Saturn

(non turbo) (2007-10)

SCCA Fastrack News May 2018 Page 7

SCCA Fastrack News August 2018 Page 1

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

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

Audi

S3 (2.0T) (2015-2017)

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

Ford

~~Mazda~~

Focus RS (2016-2017)

~~RX-8~~

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

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

Volkswagen

Golf R (2015-2017)

Move **from CS to DS:**

Nissan

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

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

SCCA Fastrack News March 2018

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

Move *from DS to GS:*

BMW

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

Lexus

IS300 (2001-05)

Subaru

WRX (non-STI) (2001-08)

SCCA Fastrack News March 2018 Page 16 SCCA Fastrack News March 2018 Page 17

SCCA Fastrack News December 2018
Page 2

STREET TOURING CATEGORY

ITEM 17) #23581 Please review Intercooler rule for ST

The STAC recommends the following rules changes to allow stock-location intercoolers for STH.

Modify 14.10.C as follows

“C. *Induction allowances are as follows:*

All - The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

STH - As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced.”

SCCA Fastrack News July 2018
Page 4 SCCA Fastrack News December
2018 Page 3

ITEM 18) #24601 Specific model / year classing for the Mini's

The STAC is recommending moving the second and third generation (2007-2018) mini Cooper S (and JCW) to STU. The first generation (2001-2007) Cooper S and JCW would stay in STX.

Modify listings in Appendix A as

follows: STU

Mini

Cooper S & Cooper S JCW
(2007-2018)

Cooper (non-S) (2014-2018)

STX

Mini

Cooper (non-S) (2014-15)

Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed) (2001-2006)

SCCA Fastrack News July 2018 Page 5 SCCA
Fastrack News December 2018 Page 3

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

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

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

STH (AWD), STX (AWD): 245

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

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

STU (2WD, front-engine): 285”

SCCA Fastrack News May 2018 Page 9 SCCA Fastrack News August 2018 Page 3

ITEM 20) #22088 Brake Allowance Parking Brake Rules

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

Modify 14.6 as follows:

“14.6 Brakes

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

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

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

SCCA Fastrack News May 2018
Page 8 SCCA Fastrack News August
2018 Page 2

ITEM 21) #22139 Master cylinder brace allowance in ST

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

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

Also add a new line in section 14.10 as follows:

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

SCCA Fastrack News March 2018 Page 17 SCCA Fastrack News May 2018 Page 9
SCCA Fastrack News August 2018 Page 3

STREET PREPARED CATEGORY

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

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

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

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

SCCA Fastrack News June 2018
Page 4 SCCA Fastrack News September
2018 Page 1

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

Change the following sections to allow supercharger pulley ratio changes:

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

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

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

SCCA Fastrack News July 2018
Page 5 SCCA Fastrack News November
2018 Page 3

ITEM 24) #23431 Eagle Talon reclass

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

Mitsubishi

Eclipse Turbo and Talon Turbo (1989-99)

Plymouth

Laser (AWD)

ITEM 25) #22761 Fiesta ST???

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

Ford

Fiesta ST (2014-18)

SCCA Fastrack News February 2018 Page 7 SCCA Fastrack News June 2018 Page 3

STREET MODIFIED CATEGORY

ITEM 26) #23104 16.1K Canards

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

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

SCCA Fastrack News March 2018
Page 18 SCCA Fastrack News August
2018 Page 4

PREPARED CATEGORY

ITEM 27) #24314 Prepared ABS rules.

The PAC and SEB recommend the following change to ABS modification allowances. 17.6C

~~Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.~~

Addition or replacement of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be disabled in a manner not accessible while driving. Any component of a disabled system may be removed or modified, unless prohibited elsewhere. ABS sensors (excluding wheel speed sensors), ABS computer, ABS valve block and input signals of a functional system, may not be replaced, relocated or altered. The ABS wheel speed sensors and ABS tone wheels may be relocated, replaced or modified, as long as the functional operation of the system is not altered (e.g. pulses per wheel revolution remains the same). The ABS warning lamp/s and related wiring, of a functional system, may be removed or modified. The length and routing of ABS related wiring, of a functional system, may be modified, as long as the functional operation of the system is not altered. ”

SCCA Fastrack News July 2018
Page 5 SCCA Fastrack News December
2018 Page 3

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

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

SCCA Fastrack News April 2018 Page 4 SCCA Fastrack News August 2018 Page 4

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

- 4. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.*

SCCA Fastrack News March 2018
Page 15

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

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

- 1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.*

- 2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:*

*British makes may use Ford motors including
Mazda Italian makes may use Fiat Chrysler
motors*

- 3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.*

- 4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.*

- 5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.*

- 6. Alternate engines may make use of allowances found in 17.10*

- 7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.*

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

Appendix A changes/
additions: Class D
Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

Class E Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

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

Class F Prepared

Weight Adjustments:

Alternate engine allowance: Add 0.10 x displacement (cc)

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

ITEM 31) *#22617 GCR to XP

SCCA Fastrack News June 2018 Page 5 SCCA Fastrack News November 2018
Page 3

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

“17.11

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

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

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

Appendix A - (XP) Prepared

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

8. Other

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

SCCA Fastrack News June 2018
Page 6

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

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

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

SCCA Fastrack News March 2018

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

“Turbocharged or supercharged versions of all engines will be classified on a basis of ~~4.4~~ **1.6** times the actual displacement.”

Appendix A.9.b:

“MINIMUM WEIGHT CALCULATIONS All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver 51% of the weight on the rear axle is ~~4200~~ **1300** + [(1.796 x ~~4.4~~ **1.6**) x (200+ 20)] + ABS = ~~4753~~ **1982** lbs.

FI Engine displacement

	FWD.....	1300 lbs. + 150 lbs. per liter
	RWD.....	1300 lbs. + 200 lbs. per liter
	AWD.....	1300 lbs. + 250 lbs. per liter
NA	Engine displacement less than	
	4.0L FWD.....	1200 lbs. + 150 lbs. per liter
	RWD.....	1200 lbs. + 200 lbs. per liter
	AWD.....	1200 lbs. + 250 lbs. per liter
	Engine displacement of 4.0L or greater	

	FWD.....	1600 lbs. + 50 lbs. per liter
	RWD.....	1600 lbs. + 100 lbs. per liter
	AWD.....	1600 lbs. + 150 lbs. per liter

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

Weight Adjustments Pounds

Cars with ABS + 50

Cars with traction/stability control + 50

Cars with active/reactive suspension + 100

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

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

Minimum weights (lbs.):

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

SCCA Fastrack News February 2018
Page 8 SCCA Fastrack News April
2018 Page 3 SCCA Fastrack News
August 2018 Page 4

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

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

“Minimum weight (lbs.):

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

SCCA Fastrack News April 2018
Page 4 SCCA Fastrack News July
2018 Page 3

ITEM 35) *#22790 ABS/Prepared category

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

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

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

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

Minimum weight (lbs.):

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

Weight Adjustments (lbs.)

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

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

SCCA Fastrack News February 2018
Page 8

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

E Prepared (EP)

Ford & Mercury

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

Chevrolet, ...

~~Chevette (1975-87)~~

SCCA Fastrack News March 2018
Page 18 SCCA Fastrack News May
2018 Page 1

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

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

Prepared (EP) - Appendix
A Honda

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

SCCA Fastrack News June 2018 Page 5

SCCA Fastrack News November 2018 Page 5

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

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

Porsche

~~924S (1986-88)~~

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

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

944 Turbo (1985-91)

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

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

SCCA Fastrack News June 2018

Page 5 SCCA Fastrack News November

2018 Page 5

MODIFIED CATEGORY

ITEM 39) *#21881 Rocket style anti-lag

The MAC recommends the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections accordingly.

“6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.”

SCCA Fastrack News May 2018

Page 9 SCCA Fastrack News December

2018 Page 4

KART CATEGORY

ITEM 40) #25502 Spec Honda 19.1.D.5

Per the KAC, add the following text as 19.1.D.4 and renumber subsequent section accordingly: **“19.1.D.4**

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

1. Carburetion: Unmodified Keihin PWM-38 or PWK-38, maximum bore = 38.6 mm. May be modified for floatless recirculating fuel system. Jets, slide & fuel system are open. No other carburetor modifications allowed. Fuel pumps must be pulse-driven.

2. Cylinder: OE 1997-2002 Honda CR125R. May have power valve assembly removed and plugs installed. The cylinder casting must not have modifications or tool markings of any type. Honing of the original cylinder bore is allowed, maximum bore size = 54.513 mm. Re-plated bores are not allowed. Cylinder overall height (between mounting surfaces) minimum = 3.307”, maximum = 3.316”.

3. *Cylinder head: OE 1997-2002 Honda CR125R. External water fittings may be modified or aftermarket. The head casting must not have modifications or tool markings of any type.*
4. *Piston assembly: The only allowed pistons are OE flat top as follows - "A" piston #13110-KZ4-A40 or #13110-KZ4-A90; "B" piston #13120-KZ4-A40 or #13120-KZ4-A90. Ring, bearing & circlips must be OE.*
5. *Ignition: OE 1999 Honda CR125R stator & CDI only. Stator cover plate holes may be enlarged to the size to the backing plate holes to allow for static timing changes. Coil signal & CDI ground wires may be lengthened. Coil wire, spark plug cap, and spark plug are open. The stator backing plate, main harness and all other ignition components must be original and unmodified."*

Additionally, the KAC recommends changing the section title of 19.1.D.1 from "**Moto**" to "**Modified Moto**."

SCCA Fastrack News December 2018
Page 4

APPENDIX E:

November 1, 2018

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

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

CURRENT LANGUAGE

4. DIRECTORS.

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

PROPOSED LANGUAGE

4. DIRECTORS.

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

RATIONALE

The Foundation Board of Directors believes that the requirement for two “Inc.” board members to be members of the Foundation BoD is redundant and unnecessary. Foundation oversight is provided for by the two liaison positions established in paragraph 3 of the current bylaws.

Given the important work being accomplished by the Foundation, the ever increasing number of programs being sponsored by the Foundation, and the limited number of board members available to manage the affairs of the foundation, the SCCA Foundation Board of Directors believes at this time, that the term limits requirements called out in Section 4 are detrimental to the foundations mission. There are currently provisions in the Bylaws via section 4 for the removal of a Board Member with or without cause. Therefore, the need for term limits is not necessary as a means of ensuring appropriate turnover of the Board members.

John Zuccarelli
Chairman
SCCA Foundation

BOARD OF DIRECTORS

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

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

GCR

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

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

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between January 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 weekend(s) in the corresponding class. *Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race starts. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race starts.* Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a ~~a~~ the Majors event(s) of their choice, to be collected and distributed by SCCA.

GT1 – TA

GT2 – TA2 or TA3

T1 – TA3 or TA4

T2 – TA4

FA – F3, F4, Atlantic (FRP), FB (FRP)

FC – F2000 (FRP)

FF – F1600 (FRP)

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

AS

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

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

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

CONTENTS

BOARD OF DIRECTORS	1
AUTOCROSS	6
SEB Minutes	6
ROAD RACING	13
CRB Minutes	13
Technical Bulletin	21
Court of Appeals	27
RALLY	29
RallyCross	29
Road Rally	31
TIME TRIALS	36
LINKS	37

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

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

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

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

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

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

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

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

GCR

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

"a. All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents. If the minor, between the ages of 14 and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, varies by state), requires hazardous area credentials they must have an executed annual minor waiver on file at the National Office and present his hard card at registration."

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

SM

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

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

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

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

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

Wheels/Tires

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

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

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

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

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

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

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

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

"6. Tires

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

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

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

c. Wet: P205/50R15 Hoosier SMW.

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

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

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

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

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

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

Strategic

1. #25936 (Marcus Merideth) Kart License Acceptance

In GCR section 4.3, add Karting Licensing as follows:

6 Karting License

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

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

In GCR section 3.1.4., make changes as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Results of ~~2~~ **1** Vintage Races or ~~2~~ **1** SCCA Regional Races from the prior 12 months."

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

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

Note from the CRB:

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

BOARD OF DIRECTOR'S

Motion to Approve Race Memo 19-03

Description: Volkswagen GTI (14.5-17) T3 Classification. Passed.

Motion to add Jim Goughary to the CRB

Description: Jim Goughary has agreed to join the CRB to replace Tim Myers. Jim is a traditional GT2 and STL competitor with Formula car experience. Jim is currently on the GT advisory committee and has always embraced the STO cars into GT2 without protecting his garage. Passed.

Motion Kevin Fandozzi

Description: The Board of Directors thanks Kevin Fandozzi for his service to the Club. Kevin will not serve on the Club Racing Board effective a majority vote of the Board of Directors. Passed.

Motion Temporary Court of Appeals Appointment of Dick Templeton

Description: There is a current Court of Appeals case in which several members of the COA have recused themselves, leaving one person short of a three-person court. Laurie Sheppard and Jim Rogaski have proposed the temporary appointment of Dick Templeton to the court to hear this one case. Passed.

BOARD OF DIRECTORS

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, May 31st and June 1st, 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, Peter Jankovski, Marcus Merideth, Tere Pulliam and Jeff Zurschmeide.

KJ Christopher, Sydney Davis Yagel, John Walsh and Robey Clark participated via teleconference Friday evening.

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, Aimee Thoennes, Member Services Manager, John Bauer, Software Systems Engineer III and Mary Hill, Executive Assistant.

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

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

Review of SCCA Audit Report – Mindi Pfannenstiel

- Motion to Accept – P. Jankovskis
- Second – C. Davis
- Motion Passed

The Board discussed proposing an amendment to the Bylaws that would allow ballots and voting via electronic means. The group decided to have Member Services send a strawman poll to the "email enabled" membership to gauge acceptance of the idea. M. Cobb will provide language for the poll.

Ventures Status Report was provided by P. Jankovskis. Additional attendees via teleconference were Sydney Davis Yagel, Robey Clark, John Walsh and K.J. Christopher.

The Board voted to add M. Cobb to the Ventures Board.

- Motion to Approve – J. Burrows
- Second – B. Dowie
- Motion Passed

The Road Rally Committee Liaisons announced a proposed new program named "Rally Trek." This is a non-competitive, social tour-type event designed to engage current non-SCCA members as a membership tool.

- Motion to Approve – J. Zurschmeide
- Second – C. Albin
- Motion Passed

M. Cobb opened discussion on worker insurance coverage at events. "At what point does SCCA coverage begin for various situations?" M. Cobb will confer with the insurance carrier.

President's Report – M. Cobb briefed on various staff position adjustments.

L. Hill presented a draft narrative planned to be published in *SportsCar* describing the historical involvement of the Club in Pro Racing.

M. Cobb presented an overview of National Staff Updates. Program Leads provided the following reports:

- Member Services – A. Thoennes
- Region Development – C. Robbins
- Operations – E. Prill
- Finances (as of April 30th) – M. Pfannenstiel
- Partner Relations – M. Cobb

The following Program Boards submitted reports:

- Solo Events Board – B. Davis
- Competition Review Board – P. Keane

A proposal to acquire the National Karting Alliance was presented by J. LaRue, The Ventures Board will evaluate the feasibility.

Motion to Adjourn – E. Hurlbut; Second – M. Meredith

Respectfully submitted,

Mary H. Hill

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

Sports Car Club of America, Inc.
6620 SE Dwight St.
Topeka, Kansas 66619
(800) 770-2055
www.scca.com

©2019 Revised

SPORTS CAR CLUB OF AMERICA, INC.

All rights reserved. No part of this book may be reproduced or transmitted in any form or by means electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without permission in writing from the Sports Car Club of America *or as allowed in this book.*

This book is the property of:

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.



Sports Car Club of America

2019 SCCA RALLYSPRINT LEVEL 1

Driver Information

Sports Car Club of America, Inc.

6620 SE Dwight St. Topeka, Kansas 66619

(800) 770-2055

www.scca.com

©2019 Revised SPORTS CAR CLUB OF AMERICA, INC.

All rights reserved. No part of this book may be reproduced or transmitted in any form or by means electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without permission in writing from the Sports Car Club of America or as allowed in this book.

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.crbacca.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

PROGRAM BOARD

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, November 9, 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, Peter Jankovskis, Marcus Merideth, Tere Pulliam and Jeff Zurschmeide, along with KJ Christopher, Treasurer.

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): Peter Keane, CRB Chairman, Steve Strickland and John LaRue, CRB Members.

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

CRB REPORT – Keane / LaRue / Strickland

CRB RULES CHANGE PACKAGE APPROVAL

- MOTION – All changes except for Item #24766, Request Safety Tail and Brake Lights, accepted Motion – Bob Dowie; Second – Charlie Davis. MOTION PASSED.
- Item # 24677 returned to CRB for further clarification.

STAFF UPDATES

- Strategic Planning Update – Cobb
- eWeb and Member Services Update – Robbins
- 2020 Priorities – Prill
- Runoffs Discussion/Recommendations

- MOTION - Runoffs Qualification: to reinstate the original definition of “Finisher” as a component of Runoffs qualification and approve revised Runoffs Majors qualification criteria to include points as proposed. Motion – Hill, Second Isley. MOTION PASSED.

RALLY

MOTION - Approve Rally Rules – Motion - Hurlbut, Second – Zurschmeide. MOTION PASSED

RALLYCROSS

MOTION - Approve reappointment of all Rallycross board members –Motion – Hurlbut, Second – Zurschmeide. MOTION PASSED

MOTION – Approve appointment of Kent Hamilton as Rallycross Board Chairman – Motion – Hurlbut, Second – Zurschmeide. MOTION PASSED.

COURT OF APPEALS (COA)

MOTION – Appoint Tom Campbell to COA – Motion – Burrows, Second – Dowie. MOTION PASSED.

CHAIRMAN OF THE STEWARDS

MOTION – Re-appoint Jim Rogaski as Chairman – Motion Davis, Second – Zurschmeide. MOTION PASSED.

MOTION – Approve Executive Steward Appointments – Motion – Coleman Second – Zurschmeide. MOTION PASSED.

SCCA VENTURES REPORT – Jankovskis

SCCA ENTERPRISES REPORT – Clark

SCCA PRO RACING REPORT – Davis-Yagel

Meeting Adjourned, 4:30 PM.

Respectfully submitted,

Mary H. Hill

The Following GCR changes support motions approved by the Board of Directors at the November and December 2019 meetings:

Item 1 (November)

3.7.2.D: Points are awarded to the top 20 *finishers (as defined in 6.10.3)* ~~starters that have completed half of the laps of the overall race winner~~ in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Item 2 (November)

3.7.4.A.1.a: Participation Requirements

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~~ *finishes*, 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 up to two (2) Majors weekends with 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~~ *finishes*. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race ~~starts~~ *finishes*. Drivers must request this replacement through the Road Racing Department, and pay the entry fee to the Majors event(s) of their choice, to be collected and distributed by SCCA.

GT1- TA

GT2- TA2 or TA-SGT

T1 – TA-SGT or TA-GT

T2 – TA-GT

FA – F3, F4, Atlantic (FRP), FB (FRP)

FX – F4

FC – F2000 (FRP)

FF – F1600 (FRP)

P2 – Radical Cup North America

This replaces participation but not the Majors ~~starts~~ *finish or points* requirement.

Item 3 (November)

Add to section 3.7.4.A.1:

b. Performance Requirements

A competitor must meet one of the following:

- 1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, finish in the top 50 percent.*
- 2. Finish in the top 50 percent of the Super Tour point standings following the last Super Tour/Majors race.*

Example: If 100 drivers participate in a class within a Conference or the Super Tour in the current race season, the top 50, who score any points, will receive an invitation.

Item 4 (November)

5.10.4.B.3:

The timing and scoring information shall include: total number of entries, **DNFs**, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

All drivers listed on the final race results shall be consistent with the numbers included in the event audit.

A DNF (Did Not Finish) is defined as a car that did not complete the required number of laps to be a finisher (half the number of laps counted by the overall leader, rounded down to the nearest whole integer). A starter is defined in Section 6.10.2. A DNS (Did Not Start) is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. ~~See 6.10.2.~~

Item 5 (November)

6.10: TIMING LINE; STARTERS, **FINISHERS, ~~AWARDING OF POINTS AND WINNERS~~**

Item 6 (November)

6.10.3: **Race Finisher, ~~Awarding of Points~~**

A. A **race finisher** is a car that completes half the laps of the overall race winner for either a numbered lap event or a timed event ~~shall be awarded earned points~~. Enduro events should define the awarding of points in the enduro supplemental regulations. If the race is an uneven number of laps, divide the overall winner's laps in half and round down to the nearest whole integer. A car has 5 minutes after the checkered flag to complete its current lap.

B. A car may complete a lap by being driven across the control line in the pit lane only using on-board power (such as the starter motor), but it may not be pushed across the line by its crew or any officials.

Item 7 (November)

3.7.4.A.2.d: In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in the Northeast and Southeast *Central and Great Lakes* Divisions for 2019 *2020* to be eligible for Runoffs invitations on a space available basis.

Item 8 (December)

Appendix A:

Add: ***24. Runoffs Appearance Fund:** Fee for each paid entrant remitted to the National Office by the organizer at the conclusion of each U.S. Majors Tour event into a contingency fund to be distributed to qualifying participants in the Runoffs.*

Appendix B.1.6.G: US Majors Tour Assessment

Add: ***6. Runoffs Appearance Fee Assessment** – Set annually by the SCCA Board of Directors to be distributed to qualifying participants in the Runoffs.*

Recommended Rules Changes - CRB

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.crbcca.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 – October

F5

1. #27397 (Scott Thorp) Allow External Jetting Devices on F500 Carbureted Engines

In F500, GCR section 9.1.1.D.14.A, add the following:

"Carburetors: The induction system is restricted to two (2) 38mm Mikuni VM 38 round slide carburetors (except AMW). No modifications are permitted to the carburetor bodies. The use of any jets or jet needles is permitted. *External carburetor jetting devices such as Mikuni Power Jet, Thunder PowerJet, Dial-A-Jet, IntelAJet, or other similar devices may be used, provided they are plumbed to the float bowl and body of the carburetor for which they are installed. Cockpit adjustment of external jetting devices is prohibited.*"

T1

1. #26970 (Tim Myers) Request alternative to glass and E/O allowance for the FP350S

In T1-LP, Ford Mustang FP350S (2017), add to notes as follows:

"Serial number 1-50 cars as delivered. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. 60mm flat plate restrictor. *Lexan/poly windshield allowed +25 lbs.* No other modifications permitted."

Recommended Items – September

EP

1. #27248 (Don Tucker) Request Level 1 suspension weight reduction

In EP, Mazda MX-5 /Miata 1.8L (90-97), change the weight as follows:

"2258 *2200*"

SM

1. #24462 (Spec Miata Committee) 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 after 6-1-2020. SM7 and (name TBD) allowed 1-1-2020 thru 6-1-2020."

2. #26976 (Charlie Campbell) Request rear camber options

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

T2-T4

1. #27061 (Eric Heinrich) Request for Audi S4/S5 Brakes

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 2 of 48

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 rate. 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.

T3

1. #27113 (Derrick Ambrose) 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.*"

Recommended Items – August

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 3 of 48

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 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."

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 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

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 4 of 48

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 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.

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.

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 5 of 48

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:

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 6 of 48

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.

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 7 of 48

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 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.

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."

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 8 of 48

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:

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 9 of 48

"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

Recommended Rules Changes (May 2019)

SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055

Fax (785) 232-7214 www.scca.com 10 of 48

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.

To: SCCA Board of Directors

From: Jim Crittenden – Chair, Road Rally Board

Date: October 18, 2019

The Road Rally Board requests your approval for these three changes to the 2020 SCCA RoadRally Rules:

What it currently says	Our proposed change
Article 24.C Approved Main Road Determinants	Article 24.C Approved Main Road Determinants
Protection – the main road, as determined by this determinant, is that single road leaving the intersection and having no stop sign or yield sign at that intersection.	Protection – the main road, as determined by this determinant, is that single road leaving the intersection that has neither a stop sign nor a yield sign at that intersection.

Reasoning: this is a simple grammatical correction that will have no effect on current practice.

What it currently says	Our proposed change
Article 24.C Approved Main Road Determinants	Article 24.C Approved Main Road Determinants
Protection – the main road, as determined by this determinant, is that single road leaving the intersection and having no stop sign or yield sign at that intersection.	Protection – the main road, as determined by this determinant, is that single road leaving the intersection that has neither a stop sign nor a yield sign at that intersection. If contestants will have to apply Protection MRD at a delta, triangle, or turn pocket intersection, the event's GIs must clearly explain how the Protection MRD is to be applied at that type of intersection.

Reasoning: Applying Protection MRD at a delta, triangle, or turn pocket intersection is not clearly defined in the RRRs. If a rallymaster intends to design a trap involving Protection MRD at this type of intersection, it is important that he/she clearly explain how contestants should apply this MRD in that situation. (Note that the first rule change proposal has been incorporated in the text of “our proposed change” here.)

What it currently says	Our proposed change
Article 4.C – Application for Sanction	Article 4.C – Application for Sanction
An SCCA Region desiring sanction for an SCCA RoadRally Championship National rally must submit a calendar date request to the Rally Department at least four months in advance except in the case of a new committee or a triple event (non-concurrent) proposal which requires a nine month advance request.	An SCCA Region desiring sanction for an SCCA RoadRally Championship National rally must submit a calendar date request to the Rally Department at least four months in advance except in the case of a new committee or a triple event (non-concurrent) proposal which requires a nine month advance request.

Reasoning: There is no need for a 9 month deadline for new committees.

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, December 7, 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, Peter Jankovskis, Marcus Merideth, Tere Pulliam and Jeff Zurschmeide, along with KJ Christopher, Treasurer. Chuck Dobbs and Steve Strickland attended as the new 2020 Directors for Areas 10 and 12.

National Staff: Participating were Michael E. Cobb, President & CEO; Mindi Pfannenstiel, Senior Director of Finance; Eric Prill VP & COO; Aimee Thoennes, Member Services Manager; John Bauer, Software Systems Engineer III and Mary Hill, Executive Assistant.

Guest(s):. None

- 2019 BOARD OF DIRECTORS MEETING CALL TO ORDER – Vice Chairman Helman – 8:01 AM CST

- INTRODUCTION OF NEW BOARD MEMBER ELECTS – Steve Strickland, Area 12 and Chuck Dobbs, Area 10.

- AGENDA REVIEW – Vice Chairman Helman

- Add - Approval of Proposed RallyCross Rules Changes
- Add - Bod Meeting Minutes Review and Approval Process

- SCCA INC. UPDATE – Cobb

- EWEB DEVELOPMENT STATUS REPORT – Thoennes

- WEEKEND MEMBERSHIP PHILOSOPHY AND PROCESS DISCUSSION – All

- BUDGET REVIEW AND APPROVAL – Christopher

* MOTION - Transfer Investment Account Oversight from Compensation and Investment Committee to Budget and Finance Committee. MOTION: Hurlbut; SECOND: Pulliam. PASSED.

- Investment Account Discussion – All
- Insurance Rate Change Proposal – Pfannenstiel

* MOTION – Approve proposed Insurance Rate Change. MOTION: Meredith; SECOND: Isley. PASSED

* MOTION – Institute General Liability Insurance Claim Deductible of \$1000. MOTION: Jankovskis;

SECOND: Burrows. PASSED.

* MOTION – Accept 2020 Budget. MOTION: Albin; SECOND: Davis. PASSED.

- PROPOSED OPERATIONS MANUAL CHANGES REGARDING INSURANCE

* MOTION – Approve proposed changes as presented. MOTION: Davis; SECOND: Hurlbut. PASSED. Jack Burrows abstained.

- OPERATIONS MANUAL CHANGES

* MOTION – Approve Operations Manual Change to Move Time Trials from Road Racing

Department into its own separate Section. MOTION: Davis; SECOND: Albin. PASSED.

* MOTION- Approve Operations Manual Changes from November BoD meeting.

MOTION: Jankovskis; SECOND: Dowie. PASSED.

* MOTION - Institute a Runoffs Appearance Fund, requiring a \$20 contribution per Majors entry, and Incorporate GCR Update to reflect the change. MOTION: Zurschmeide; SECOND: Jankovskis. PASSED.

* MOTION - Include language in the Operations Manual that precluded any active BoD member from collecting funds under the Runoffs Appearance Fund Program. MOTION: Zurschmeide; SECOND: Jankovskis . PASSED.

- ROAD RACING

* MOTION - Approve proposed GCR changes as presented. MOTION: Meredith; SECOND: Jankovskis. PASSED.

- SOLO EVENTS BOARD

* MOTION – Approve SEB Action Items with the exception of Item 3. (Davis will research and return Item three to the BoD for consideration at a later date). MOTION: Davis; SECOND: Albin. PASSED

- ROAD RALLY

* MOTION - Approve proposed Road Rally Rules changes as presented. MOTION: Hurlbut; SECOND: Zurschmeide. PASSED.

- RALLYCROSS

* MOTION - Approve proposed RallyCross Rules changes as presented. MOTION: Pulliam; SECOND: Meredith. PASSED.

- DETERMINE MEMBER OF EXCELLENCE AWARD WINNER – All

MOTION: Approve appointment of David Daughtery to the Club Racing Board. MOTION: Meredith; SECOND: Albin. PASSED

- 2019 BOARD OF DIRECTORS MEETING ADJOURNED – 3:20 PM CST

- 2020 BOARD OF DIRECTORS MEETING CALL TO ORDER – 3:21 PM CST

- BOARD AND COMMITTEE APPOINTMENTS

MOTION: Approve the Board of Director Appointments. MOTION: Burrows; SECOND: Davis. Passed.

Board Statement: The Board of Directors extend their appreciation to Earl Hurlbut and Tere Pulliam for their service to the Board of Directors.

2020 BOARD OF DIRECTORS MEETING ADJOURNED – 5:08 PM CST

Respectfully submitted,

Mary H. Hill

Changes to SCCA Operations manual
to reflect new Track Events and Time Trials procedures.

CHANGES TO ROAD RACING SECTION

I. STRUCTURE OF THE SCCA

B. ORGANIZATION

5. ROAD RACING ADMINISTRATION

5.6 Time Trials Program (REMOVE THIS SECTION)

5.13 "Track Review Process" becomes "Road Racing Track Review Process"

ADD TO SCCA OPERATIONS MANUAL:

8. TRACK & TIME TRIALS ADMINISTRATION (Document included in this e-mail in word and PDF formats.)

CHANGES TO OPS MANUAL DOWNSTREAM OF ROAD RACING/NEW SECTION 6:

9. Becomes "STRATEGIC PLANNING"

Changes to SCCA Operations Manual to reflect current insurance procedures and information

I. STRUCTURE OF THE SCCA

A. CORPORTAT ORGANIZATION AND ADMINISTRATION

8. INSURANCE

8.1. SCCA Event Insurance Plan

The SCCA Event Insurance Plan has been specifically designed to protect SCCA, its members, officials, specialists, participants, and employees. It is based upon experience and information gathered over a period of many years. The Plan is reviewed and adjusted annually to improve the protection. The Finance Department monitors the performance of the Plan, its insurers(s), and the authorized insurance representative with periodic reports to the Board of Directors. The Plan is divided into two sections: event liability coverage and participant accident coverage. Specific details of the SCCA Event Insurance Plan and instructions for ordering insurance ~~are sent to the Regions each year in the Insurance Handbook~~ is available at SCCA.com.

Every SCCA sanctioned event is required to carry certain coverage. The specific coverage and ~~minimum~~ limits are outlined in the current ~~Insurance Handbook, GCR~~ Insurance Summary documents available at SCCA.com, and various Rulebooks.

B. ORGANIZATION

5. ROAD RACING ADMINISTRATION

5.1 Basic Policies

The SCCA has established rules for road racing programs. These rules and regulations reflect the basic road racing policies of the Club, as adopted by the Board of Directors to satisfy the needs and pleasures of its members.

Road Racing events are speed events with wheel-to-wheel competition on a closed circuit. All SCCA Road Racing events are governed by the SCCA Road Racing General Competition Rules (GCR) and must be sanctioned by the SCCA.

Please refer to the current edition of the SCCA Road Racing General Competition Rules, ~~Insurance Handbook~~ SCCA.com, and Fastrack for further details.

6. SOLO ADMINISTRATION

6.1 Solo Events – Basic Policy

The SCCA has established rules for, and scheduled a program of, two types of Solo events: Solo and SoloTrials. These rules reflect the basic policies of the Club as adopted by the Board of Directors to satisfy the needs and pleasures of its members. Solo Trials Events are higher speed Solo events that are generally run on flat expansive pavement with very minimal fixed objects present on course to minimize hazards, such as airport ~~facilities~~ [facilities](#), automotive test ~~facilities~~ [facilities](#), or very large parking areas. Solo Trials events can be characterized as an introductory program to the Road Racing Time Trials program. Solo Trials Events are pylon defined road courses with speeds in excess of those currently allowed in the Solo program, but are more limited than those allowed for the Time Trials program. All SCCA Solo Trials Events are governed by the current SCCA National Solo Rules and must be sanctioned by SCCA. Solo Events are run on courses that emphasize the driver's ability and his/her car's handling and agility, rather than speed or power. All SCCA Solo events are governed by the current SCCA National Solo rules and must be sanctioned by SCCA. These are considered non-speed events. Please refer to current edition of the National Solo Rules, [Insurance HandbookSCCA.com](#), and Fastrack for further details on Solo and Solo Trials events.

6.5 Solo Events Sanction Procedures

The specific requirements and procedures for Sanction are reviewed annually. Therefore, the current requirements and procedures are described in the current National Solo Rules and/or ~~are included in the instruction portion of the current Sanction Application Form~~ [SCCA.com](#).

6.6 Solo Events Safety and Insurance Regulations

Refer to the current edition of the ~~National~~ [National](#) Solo Rules, [Insurance HandbookSCCA.com](#), and Fastrack.

7. RALLY EVENTS ADMINISTRATION

7.4 Rally Safety and Insurance Requirements

Refer to appropriate current Rulebook, Rules for Organizers, [Insurance HandbookSCCA.com](#), and Fastrack.

8. Track Events, Time Trials and HillClimb Administration

8.1. Basic Policy

The SCCA has established rules for Track Events, Time Trials and HillClimbs. These rules and regulations reflect the basic policies of the Club, as adopted by the Board of Directors (BoD) to satisfy the needs and pleasures of its members and potential members.

Track Events are non-competition events with a recreational and/or an educational component on a closed circuit. Time Trials (including TrackSprint) and HillClimb events are competition events where results are determined by elapsed time to complete a set course and do not include wheel-to-wheel competition.

All SCCA Track, Time Trials and HillClimb events are governed by their respective program rules and must be sanctioned by the SCCA. Please refer to the current edition of the SCCA Track Event Rules, Time Trials Rules, HillClimb Rules, TimeTrials.SCCA.com and updates in Fastrack or program web pages for further details.

8.1.1 Rules Season

Track Events, Time Trials and HillClimb support a Rules Making Season. Requests for changes in the rules (outside of items of immediate concern such as safety, administration, errors and omissions, clarifications, competitions etc.) should be submitted to the Time Trials Board or Experiential Department for review prior to July. This allows the necessary time for the program administrators and any applicable advisory committee to consider the request, publish it for member input, and present it to the Board for approval so that the rules may be edited and ready for implementation by January. In the case of Time Trials and HillClimb, it also allows a better timeframe for competitors to make the appropriate adjustments to their car preparations and plans for the next competition season.

8.2 Experiential Department

The Experiential Department is responsible for establishing rules, standards and supervision of Track Events and HillClimb programs, as well as standards for scheduling, organization, conduct, minimum safety requirements, and supervision for Regional/Divisional Track Event, Time Trials and HillClimb programs. The Department may work in concert with specialty advisors to assist in projects.

8.3 Time Trials Board

Appointment: The BoD shall appoint annually a seven-member Time Trials Board (TTB) made up of two National Staff members, two BoD Liaisons and three members at large. TTB members shall nominate replacements of outgoing members. Those selected shall be SCCA members and are subject to approval by the TTB and annual appointment by the BoD.

Duties: The TTB is responsible for establishing rules, standards and specifications for the Time Trials program. The TTB shall work in concert with the Experiential Department to ensure such rules and procedures work to the benefit of the program, participants and potential members.

8.3.1 The TTB is Authorized to:

- A.** Create, change and maintain rules in regards to categories, classes, Safety Levels and formats of National Time Trials competition, with recommendations provided to and final approval received from the BoD.
- B.** Clarify a rule—characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition.
- C.** Correct errors and omissions in approved Rulesets.
- D.** Classify cars for National Time Trials competition.
- E.** Implement rule changes when situations outside the control of the SCCA would negatively affect the ability to compete.

8.3.2 Rule Changes

- A.** Can sometimes affect an entire class, category or the program in its entirety.
- B.** Should have member input.
- C.** Traditionally presented for BoD approval at or before its October meeting, to take effect January 1st of the following year.
- D.** Safety related standards may be adjusted at any time.

8.3.3 Advisory Committees

The TTB may appoint Specialty Advisors to assist in projects.

8.3.4 Time Trials Appeals

SCCA's judicial system follows the well-established civil principle that a party to a First Court decision may request a second, higher court to review the decision. The TTB fulfills that role.

The TTB shall provide proper notices to all parties to the appeal and publish its decisions in their entirety, in Fastrack or on the Time Trials web page. The report of the proceedings shall identify the parties involved in the original action and the members of the Court that adjudicated the appeal.

A party to a First Court decision on matters of conduct or behavior may appeal actions based on any of the following grounds:

- A.** Evidence not reviewed by the First Court
- B.** Procedural errors by the First Court
- C.** Inequitable or unfair application of the Rules or event Supplemental Regulations

8.4 Track Event, Time Trials and HillClimb Field Staff

8.3.1 Divisional Administrators

Appointment: Divisional Time Trials Administrators are appointed by their respective Divisions and shall be SCCA members in good standing. There shall be a representative from each Division with at least one Region with an active Time Trials program.

Duties: Divisional Time Trials Administrators are responsible for oversight of all Regional and Divisional Time Trials events, sanction approval, driver and worker licensing, and communications with the TTB and Experiential Department as necessary.

If a Division does not have an appointed Divisional Time Trials Administrator, the duties shall be performed by the Director of Experiential Programs or designated representative.

8.5 Track Event, Time Trials and HillClimb Scheduling Procedures

For Time Trials and HillClimb programs, any events which happen within three weeks and 300 miles of each other require approval by the National Office.

8.6 Events Outside Region Boundaries

Regions should work together to satisfy the needs of local markets, regardless of Region territory.

6.6.1 Bordering Regions without Programs

If a Region does not have a Track Event, Time Trials, or HillClimb program, a bordering Region may operate an event in the physical territory of that Region with notice.

6.6.2 Bordering Regions with Programs

If a Region does have a Track Event, Time Trials, or HillClimb program, any event in the physical territory of that region by another Region requires the written approval of the host Region or the National BoD as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect.

6.6.3 Events Outside Bordering Regions

Any event by a Region held beyond a bordering Region requires the written approval of the host Region and the National BoD as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect.

8.7 Track, Time Trials and HillClimb Events Safety and Insurance Regulations

Refer to current program-specific rules.

8.8 Track Event, Time Trials and HillClimb Sanction Procedures

Refer to current program-specific rules.

8.9 National Track and Time Trials Event Administration

The overall authority for the National Track and Time Trials Events (e.g., Time Trials National Tour, Track Night in America) shall reside with the SCCA National Office Experiential Department.

8.10 Track Events and Time Trials Track Inspection and Review Process

The track inspection and review process for Track and Time Trials Events is coordinated by the Director of Experiential Programs, or a designated representative. The process is comprised of three categories as follows:

8.10.1 Tracks with Road Racing Approval

Existing tracks and/or configurations which are up to date on inspection and review for Road Racing may be used for Track and Time Trials events.

8.10.2 New Tracks/Tracks without Road Racing Approval

New tracks and/or configurations will be reviewed by a track inspector selected from a list approved by the SCCA and paid for by the track, and/or an SCCA Region and/or an SCCA Division. The inspector will use a checklist provided by the National Office.

8.10.3 Previously Approved/Decommissioned Tracks

Previously approved/decommissioned tracks and/or configurations will be addressed on a case-by-case basis under 6.9.1 or 6.9.2 above at the discretion of the National Office.

Recommended Items for 2020

F

1. #27793 (Club Racing Board) Formula X Rule Set

In GCR, section 9.1.1., create new Formula X Rule Set as follows:

“Formula X (FX)”

A. Purpose and Philosophy - The Formula X class is intended for winged, open-wheel formula cars of modest power and performance (sub FB/F1000/FA). The class is to include cars which a) are built in significant numbers, but not sufficient enough to populate their own class; and b) may not be constructed to existing class formulas within the GCR. The class may also include cars which have been built to a recognized SCCA formula, but are not running in sufficient numbers to warrant their own class. The class is not intended for unique one-off or prototype open wheel cars which are not widely available; those should be classed in FS. Power, size and weight of cars which are proposed for classification will be considered together with their respective performance. It is recognized at the inception that parity among the various cars that are eligible, or which may be classed, may not exist or be achieved by reasonable means. No car shall be considered for classification until all specifications of the chassis/tub, aero devices and wings, suspension, brakes, body, engine, ECU and all associated components have been submitted to SCCA. The party seeking classification shall be responsible for supplying, at their expense, all necessary technical specifications for the car along with evidence of performance as may be required by the appropriate committees and boards. The petitioning party shall further provide, at their expense, all necessary software, cabling and other peripheral devices required for inspection of electronics and measurement of unique engine and vehicle attributes. Cars classified in Formula X may, at the discretion of SCCA, be subjected to periodic adjustments in performance by and through various means including, but not limited to weight and intake restriction. Cars may be de-classified at any time by SCCA.

B. Eligibility - the following cars are approved for competition within Formula X:

- 1. **Formula Mazda** – Shall comply with GCR 9.1.1.E (2019)*
- 2. **Formula 4** – Shall comply with FIA Formula 4 Technical Regulations (2015)*
- 3. **USF2000** (tube frame) – Shall comply with FRP F2000 Technical Specifications (2018)*

C. Engines – Engines which have been sealed from the manufacturer or builder are subject to full inspection by SCCA stewards and/or technical staff. The competitor shall be responsible for all costs associated with reassembly and re-sealing of the engine.

D. Electronics – Each competitor shall have available the necessary cabling to permit inspection of ECU's and required data acquisition devices. Competitors shall make all collected data available to SCCA upon request at the end of a session or at other reasonable times

E. Fuel – Shall be compliant with 9.3.25 and other applicable supplemental rules as may be published by SCCA from time to time.

F. Non-Metallic Chassis Construction – Cars which are proposed for classification which feature non-metallic chassis construction must comply with 9.3.35. Certifications must be on file with the SCCA Technical Services Department in advance of the car being classified.

G. Restraint Harness – Driver safety harnesses must comply with 9.3.18.

H. Fire Suppression Systems - Fire suppression systems must comply with 9.3.22.

I. Roll Hoop – Rollover hoops must comply with 9.4.5 unless they are otherwise FIA approved and are clearly designated as such. Certifications for alternative roll hoop designs must be on file with the SCCA Technical Services Department in advance of the car being classified.

J. ID Markings - Cars must bear identification and safety markings as provided in 9.3.28 and 9.3.33.”

GCR

1. #27273 (Greg Amy) Request to clarify windshield clips, OE glass-bonded windshields In GCR Section 9.3.55, add wording as follows:

“Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, B-Spec, Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional. Alternatively, no clips or straps are required if polycarbonate windshields and rear windows are securely bolted to the frame. *No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive).*”

2. #27498 (SCCA Staff) GCR Update Section 3.5 Insurance & App B.1.5.3 Post-event Rep In GCR section 3.5. INSURANCE, make changes as follows:

“SCCA race/event insurance policies, procedures, and coverages are found in AppB.2. and the Insurance Handbook. *on the SCCA website.*”

In GCR Appendix B.1.5.3 Post-Event Reporting, make changes as follows:

“The organizer is responsible to submit *for submitting* all SCCA required audits and appropriate fees to the National Office within the time limits, as specified in AppB.1.6 and the SCCA Insurance Handbook. *on the sanction application and audit form.*”

3. #27499 (SCCA Staff) GCR Update Section 1.4.1 Required Contents of Supplemental Regs In Appendix B, GCR section 1.4.1.B, make changes as follows:

“The sanction number and type of sanction. *Supplemental Regulations must be updated with the sanction number and sanction type immediately following the issuance of the sanction number.*”

4. #27500 (SCCA Staff) GCR Update Section 3.1.5 Practice Days

In GCR section 3.1.5. Practice Days, make changes and re letter as follows:

“A. A Practice Day sanction is valid for 1 day.

BA. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit showing Drivers’ School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an Alternate *Alternative* Drivers’ School may participate in SCCA pPractice dDays in accordance with the provisions of AppC.2.7.E.3.

CB. 9.1 identifies the classes of cars eligible to compete in Practice Days. **D**C. Officials meet the requirements of 5.1.3.

ED. At a minimum, a Race Director or Chief Steward and Assistant Chief Steward – Safety are required.

FE. Unless required by the track, or local authorities or ordinances, Sound Control is not in effect.

GF. Staffing and equipment meet the requirements of 5.4. and 5.5.

HG. Formula cars may be combined with Sports Racing cars, but may not be combined with other

categories. **IH.** A maximum of 25 cars per mile may be on the course simultaneously, with no exception."

5. #27501 (SCCA Staff) GCR Update 3.1.3. Drivers' Schools In GCR section 3.1.3 Drivers Schools, delete as follows:

"C. Alternative Drivers' Schools may be offered to permit novice drivers with prior racing, PDX, TimeTrials, Solo and coaching experience to complete their school requirements."

6. #27502 (SCCA Staff) GCR Update AppB 1.6 - Race Event Fees In APPENDIX B, 1.6 RACE EVENT FEES, make changes as follows: "A. Sanction Fee *Post-Event Audit*

Upon the conclusion of Regional race events, a post-event audit form must be submitted to the SCCA National Office within 14 days following the event. Audit forms and fee schedule are available from the SCCA National Office and can be found on the SCCA website

B. Late Sanction Fee

A late fee of 50 percent of the sanction fee shall be charged on all sanctions postmarked after the applicable deadline, unless prior arrangements have been made and approved by the National Office Sanction Administrator. The *appropriate* sanction fees for a Regional *race* event listed on the sanction application *audit form and the fee schedule* must be paid within 14 ~~28~~ days of the completion of the event *or late fees may apply*.

C. Sanction Fee Refunds *Insurance Fee*

There shall be no refunds of Sanction fees unless notice of cancellation is received by the National Office at least 15 days prior to the event. *The appropriate insurance fees for a Regional race event listed on the audit form and the fee schedule must be paid within 28 days of the completion of the event or late fees may apply.*

D. Compliance Surcharge

Upon the conclusion of Regional race events, a surcharge for each Spec Racer and Formula Enterprises car that turned a wheel on the course *must be paid within 28 days of the completion of the event*. must be submitted to the SCCA National Office.

E. Volunteer Fee

Upon the conclusion of Regional race events, a ~~A~~ Volunteer Incentive Fee, *as listed on the audit form and the fee schedule, must be paid within 28 days of the completion of the event* must be submitted to the SCCA National Office to support the SCCA volunteer incentive and rewards program. The fee schedule is available from the SCCA National Office, or on the SCCA website.

F. Insurance Fee

The appropriate premium for Regional race events must be sent to the SCCA for mandatory event insurance coverage within 14 days of the completion of the event. The fee schedule is available from the SCCA National Office, or on the SCCA website.

~~G~~F. U.S. Majors Tour Assessment

For all U.S. Majors Tour Events, a “per entry” fee will be assessed and must be paid within 14 days of the event. No further sanctions will be issued to a region until this has been paid. This fee includes the following components:

1. Sanction fee

2. Compliance Surcharge

3. Insurance Assessment ~~Fees~~- The fee schedule is available from the SCCA National Office, or on the SCCA website.

4. Volunteer Incentive Fee - The fee schedule is available from the SCCA National Office, or on the SCCA website.

5. U.S. Majors Tour Assessment"

7. #27503 (SCCA Staff) GCR Update AppB 1.3.1 - Applying for an SCCA Sanction

In GCR Appendix B, 1.3.1 Applying for an SCCA Sanction, make changes and re-letter as follows:

"B. Appropriate sanction fee to be paid within 14 days of the completion of the event with the event insurance audit."

8. #27744 (Jim Rogaski) SOM COA New First Court In GCR Section 8.4.5.A.2., add the following:

"The Court may order a rehearing by the original SOM, *or if warranted, request the Chairman of the Stewards Program to appoint a new SOM made up of Executive Stewards and a driver representative from outside the division the appeal originated from to rehear the original action.*"

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."

GT2

1. #27373 (Gordon Kinney) GT2 Automatic Transmissions In GT2 GCR section 9.1.2.F.3, add new section as follows:

"7. Automatic Transmissions (10 forward speeds max.) are allowed in GT2 with a 100# weight penalty."

SR General

#27794 (Club Racing Board) Prototype X Rule Set

In Sports Racing, GCR section 9.1.8., create new Prototype X Rule Set and re-letter as follows:

"E. PROTOTYPE X (PX) CLASSIFICATION"

A. Purpose and Philosophy

The intent of the PX category is to allow competition of prototype vehicles that compete in road racing in the United States.

The PX class may be subject to periodic balance of performance (BOP) changes. Weights may be adjusted or cars may be subject to changes in intake restrictors and other areas to meet professional series changes. Cars may be required to carry data acquisition equipment for review of performance. Participants shall make available to SCCA all collected data as may be requested from time to time.

B. Eligibility

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

- *Daytona Prototype Gen #1 (2003-2007):*

- *Daytona Prototype Gen #2 (2008-2011):*
- *Daytona Prototype Gen #3 (2012-2016):*
- *Daytona Prototype International (2017-Present):*
- *IMSA GTP (1981-1995)*
- *IMSA Camel Light (1985-1993)*
- *Le Mans Prototype 1 (1999-2013)*
- *Le Mans Prototype 2 (1999-Present)*
- *Le Mans Prototype 3 (2017-Present)*
- *Le Mans Prototype Challenge (2009-2018)*
- *World Sports Car (1994-1998)*
- *Other like vehicles as submitted to the CRB for classification on a case by case basis*

C. Bodywork

1. *Standard bodywork must comply with their associated specifications,*

D. Aerodynamic Devices

1. *Aerodynamic devices must comply with their associated specifications.*

E. Interiors

1. *Interiors must comply with their associated specifications.*

F. Chassis

1. *All chassis must comply with their associated specifications.*

G. Engine

1. *Engines specifications are open.*

H. Fueling, Piping and Fuel Tanks

1. *Fueling, piping and fuel tanks must comply with their associated specifications.*

I. Exhaust System

1. *Exhaust systems must comply with their associated specifications.*

J. Electrical

1. *Electrical systems specifications are open.*

K. Drivetrain

1. *Drivetrains specifications are open.*

N. Suspension and Steering

1. *Suspension and steering must comply with their associated specifications.*

O. Brakes

1. Brakes specifications are open.

P. Tires and Wheels

1. Tires must conform to 9.3. Tires.

2. Wheels must comply with their associated specifications."

STU

1. #27733 (SCCA Staff) STU DI turbocharged engine changes

In STU, GCR section 9.1.4.1.H., add DI section and renumber as follows:

"7. All Direct Injected Turbocharged engines will be limited in preparation. DI Turbo engines must use OEM compression ratios, OEM camshaft lift, and may not port the cylinder head."

SM

1. In SM, change Tires as follows: "Hoosier P205/50ZR15 *SM7.5*"

- *"SM 7.5 allowed after 1-1-2020 for the following event types Regional Racing, US Majors Tour, Hoosier Super Tour, and Runoffs."*
- *SM 7 allowed until 10-1-2020 for the following event types: Regional Racing, US Majors Tour, and Hoosier Super Tour."*
- *SM 7.5 required after 10-1-2020 for the following event types: US Majors Tour, Hoosier Super Tour, and Runoffs."*
- *SM 7 allowed until 1-1-2022 for SM Regional Racing."*

T2-T4

1. #26359 (Touring Committee) Weight adder for pro cages in touring In GCR section 9.4.E.1, add new section as follows:

"Improved Touring, Spec Miata, B-Spec, T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, as specified in these rules. *T2 and T3 only - Up to an additional 6 mounting points may be utilized with a 100# penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall.* Roll cage may not pass through any structural member, including the firewall, except Miata."

2. #27391 (Harley Kaplan) Brake Ducting

In T2, BMW E92 M3 (08-14), add to notes as follows:

"OEM brake ducts may be used in the factory configuration and may serve no other purpose than the factory intent."

3. #27440 (Ben Slechta) 350Z Control Arm Part Number Change

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to notes as follows: "*72125 and 72123 are* allowed."

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to notes as follows: "*72125 and 72123 are* allowed."

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to notes as follows: "*72125 and 72123 are* allowed."

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), add to notes as follows: "*72125 and 72123 are* allowed."

4. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4 In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/*Sport/GT* (04-12)"

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/*Sport/GT* (04-12)"

5. #27607 (Raymond Blethen) Request for Jack points

In T2-T4, GCR section 9.1.9.2.D.8.a.6, add the following:

"Air jacks are permitted, but no air source may be carried on board. Installation of such may not reinforce the chassis, or add another attachment point to the roll cage structure. *It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car.*"

T4

1. #27329 (David Mead) Request to Allow Brake Upgrade On T4 Mustang In T4, Ford Mustang V6 (05-10), add to notes as follows:

"ABS (option code 552) allowed. FR3 Handling Pack #M-2007-FR3V6 allowed (kit does not need to be run in its entirety). The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M-5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. Any springs F: 500 and R: 400 permitted. Any sway bar up to F: 35mm and R: 22mm permitted. Panhard bar, part #BAR-M-4264-A permitted or any pan hard bar permitted must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. Any LSD permitted. *Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes In T4, Mazda3 (14-18), add to notes as follows:

"Any spring up to 800 lbs. front and 1000 lbs. rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed. *RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1- 33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank In T4, GCR section 9.1.9.2.D.3.a.2., add the following:

"Any radiator and fans are permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir In T4, Mazda MX-5 / Club Model (06-15) add to notes as follows:

"The following items must remain stock OEM unmodified, unless alternate part numbers are permitted below: original wheels (06-15 factory wheels are allowed), and transmission, differential, and LSD. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front spring mount PT#-0000-04-5259, front springs #0000-04-9700-08, rear spring mount PT#-0000-04-5258, rear springs #0000-04-9400-07, helper springs #0000-04-HLPREB (optional), front sway bar kit PT#0000-04-5306- FT, rear sway bar kit PT#-0000-04-5306-RR front end links #0000-04-5499, rear end links #0000-04-5498, offset front camber bushing PT#0000-04-5407-NC. Mazda Motorsports cold air

intake part #0000-06-5150-KT allowed. Mazda Motorsport RX8 rear Hub Conversion kit part number 0000-04-5811-KT allowed, RX8 front hubs PT# F189-33-04X allowed. The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Allow Mazda header part number 0000-06-5407. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop and part #0000-07-5901-CC. *Aftermarket power steering reservoir is allowed.*"

5. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ In T4, change Spec Lines as follows:

"Subaru BRZ, *BRZ Limited* (13-16)"

In T4, change Spec Lines as follows: "Scion FR-S, *10 series* (13-16)"

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 1 of 25

ITEM 1) General

#26669 Rule clarification

Change 3.3.3.B.22:

"Alcohol may not be used in manifold injection or spray bottles **unless it is specified for this use by the OEM.**"

SCCA® Fastrack News® - Solo® Edition July 2019 Page 7

ITEM 2) General

#24310 Driver Restraints and Roll Bars in Street Driven cars

Change wording in Section 12:

Closed Car

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

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

SCCA® Fastrack News® March 2019 Page 2

ITEM 3) Street Category – Recommended

#24903 NOC vs Catch-all

Add to Appendix A, to the end of the first paragraph:

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

SCCA® Fastrack News® April 2019 Page 6

ITEM 4) Street Category

#26588 Please include GT3 (996 & 997 chassis, all) in SS

Update in SS:

Porsche

911 GT3/**GT3 RS** (996 & 997 chassis, **excl. 4.0**)

SCCA® Fastrack News® May 2019 Page 2

ITEM 5) Street Category – Recommended

#26735 Fix SS - Viper 2013-17 (ALL)

Change in Appendix A:

SS

Dodge

Viper (**all**)

Viper & Viper GTS (non-ACR, non TA)(2013-17)

Viper ACR (2016-17)

Viper SRT (non-ACR, non-TA 2.0)(2015-17)

Viper (NOC)

SCCA® Fastrack News® June 2019 Page 2

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 2 of 25

ITEM 6) Street Category - Recommended

#24743 Consider Reevaluation of non-turbo 996 & 997 Porsche 911

In Appendix A:

Move from SS to AS:

Porsche

911 Carrera (incl. 4, S, 4S) (997 chassis) (2005-12)

SCCA® Fastrack News® October 2018 Page 12

SCCA® Fastrack® News August 2019 Solo® Edition – Page 1

ITEM 7) Street Category

#26886 Nissan 370Z to DS

In Appendix A:

Move from BS to FS:

Nissan

370Z (excl. NISMO) (2009-19)

Move from DS to FS:

Nissan

350Z (excl. NISMO) 2003-09)

SCCA® Fastrack News - Solo® Edition July 2019 Page 5

ITEM 8) Street Category – Recommended

#25535 Cobalt 2.4L classing

In Appendix A:

Move from GS to HS

Chevrolet

Cobalt (non-turbo) (2006-09)

SCCA® Fastrack® News January 2019 Page 50

SCCA® Fastrack® News August 2019 Solo® Edition – Page 1

ITEM 9) Street Touring Category – Recommended

#24805 ST Preamble

Corrected version of the Street Touring Category Preamble:

“Category Objective:

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

Category Values:

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

for the majority of the membership. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 3 of 25

2. Performance Improvements Through "Bolt-On" Modifications

a. Modifications should not require cutting, drilling, or permanent alterations to body panels.

b. Modifications that enhance the performance for Solo® and street driving

1. Suspension

2. Differentials

3. Bolt-On Engine Parts

4. Aftermarket/Larger Brake Kits

5. Wheels/Tire Upgrades

3. Vehicle Safety Systems

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

4. Required Diagnostic Systems

a. OBDII systems should remain functional

b. Retention of specific emissions systems

5. Engine Tuning

Current Classes Offered:

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

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

• STX (Street Touring Xtreme): Medium HP coupes and sedans. Primarily RWD with some performance matching AWD mixed in.

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

• STH (Street Touring Hatchback): Turbo hatchbacks and sedans"

SCCA® Fastrack News® - Solo® Edition July 2019 Page 1

ITEM 10) Street Touring Category – Recommended

#26061 Allow brake ducts to be oriented to direct air to the rotor – Recommended

Expand existing brake ducting rules:

Replace the current 14.6.C:

"C: Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

C. Air ducts may be fitted to the brakes provided the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose."

Revise 14.2.E as follows:

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 4 of 25

“E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, **brake ducts**, etc.). No other changes to the standard fenders or wheel wells are permitted. “

SCCA® Fastrack News® May 2019 Page 2

SCCA® Fastrack News® October 2019 Page 1

ITEM 11) Street Touring Category – Recommended

#25497 Clarification on Catalytic converters

Change to clarify catalytic converter rules.:

Modify 14.10.E as follows:

“Any catalytic converters are allowed. Catalytic converters must attach within 6” (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6” (152.4 mm) along the piping flow path from the original exit of the final OE converter.

Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. The inlet(s) of the replacement converter(s) must be located between the cylinder head and a point 6” (152.4mm) further along the exhaust flow path from the original exit of the final OE converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3” (76.2 mm).”

SCCA® Fastrack News® February 2019 Page 2

SCCA® Fastrack News® October 2019 Page 1

ITEM 12) Street Touring Category – Recommended

#26206 Clarification request for Mustang listing in STU

Changes to Appendix A to clarify the listings for eligible Mustangs:

Modify Appendix A as follows:

STU

Ford

Mustang (N/A)

Mustang GT, V6, and EcoBoost (2.3T) (2015-2017)

Mustang (all except Cobra R) (1979-1993)

Mustang (all except Cobra) (1994-2004)

Mustang GT (excludes Shelby versions and Boss 302) (2005-2014)

Mustang GT (excludes Shelby versions) (2015-2018)

Mustang V6 (All)

Mustang EcoBoost (2.3T) (2015-2018)

SCCA® Fastrack News® May 2019 Page 2

SCCA® Fastrack News® October 2019 Page 2

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 5 of 25

ITEM 13) Street Touring Category – Recommended

#26205 ND2 to STR for 2020

Vehicle classing:

Appendix A:

STR (Street Touring Roadster)

Mazda

MX-5 Miata (2006-19)

SCCA® Fastrack News® - Solo® Edition July 2019 Page 1

ITEM 14) Street Prepared Category – Recommended

#22536 Proposal to Reclassify BMW 128i from BSP to DSP

Revised Limited Prep proposal:

Add listings to Appendix A:

DSP

Subaru

*BRZ (2013-2016) *Limited Prep**

*BRZ (2017-2018) *Limited Prep**

Scion

*FR-S (2013-2016) *Limited Prep**

Toyota

*86 (2017-2018) *Limited Prep**

BMW

*128i *Limited Prep**

Add to section 15. as follows:

*“Vehicles denoted with *Limited Prep* in Appendix A will run under the normal Street Prepared rule set with exceptions as follows: subsections denoted ‘Full Prep’ do not apply.”*

Modify subsection *number* designations as follows:

15.1.C *(Full Prep)*

15.2.K *(Full Prep)*

15.2.L *(Full Prep)*

15.2.N *(Full Prep)*

15.2.O *(Full Prep)*

15.2.P *(Full Prep)*

15.2.R *(Full Prep)*

15.2.D *(Full Prep)*

15.9.D *(Full Prep)*

15.10.R *(Full Prep)*

15.10.S *(Full Prep)*

15.10.T *(Full Prep)*

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 6 of 25

Changes providing alternate rules for Limited Prep:

15.2.A:

“Full Prep: Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified or removed for tire clearance and for installation of fender flares as allowed herein.

Limited Prep: *Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, brake ducts, etc.). No other changes to the standard fenders or wheel wells are permitted.”*

15.2.E.3:

“Full Prep: SFCs must be bolted or welded, but welding must be to the OE subframe stampings, not to the floor pan in between.

Limited Prep: *SFC's must be bolted.”*

15.2.I:

“Full Prep:

Spoilers/splitters and cosmetic trim pieces are permitted. Side skirts may not be used. Spoilers/splitters must comply with the following:

1. A spoiler/splitter may be added to the front of the car below the bumper. It may not extend rearward beyond the frontmost part of the front wheel well openings, and may not block normal grille or other openings, or obstruct lights. Splitters may not protrude beyond the bumper. Openings may not be used for the purpose of ducting air to the radiator or oil cooler, but they may allow air to flow through a permitted oil cooler provided no ducting is used. The spoiler may not function as a wing. This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.

2. A spoiler may be added to the rear of the car provided it complies with either of the following:

a. It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.

b. It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10” (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4” (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited.

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 7 of 25

Angle of attack is free. The spoiler may not function as a wing.

Limited Prep:

Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and non-functional scoops/vents is allowed provided that either:

- 1. It is a production part which is standard or optional equipment of a US model of the vehicle. ("Model" is defined in Section 12.)*
- 2. It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, MazdaSpeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc.). Parts must be installed as directed by the manufacturer. Exact replicas, including weight, from alternate sources are also permitted."*

15.6.A:

"Full Prep: Any brake lines, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of Section 3.3.3.B.13 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose. One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.

Limited Prep: Any brake line may be used."

15.6.C:

"Full Prep: ABS braking systems may be disabled, but not removed.; brake boosters may be removed, modified, substituted, or added.

Limited Prep: ABS braking systems may be disabled, but not removed."

15.10.O:

"Full Prep: Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted.

Limited Prep: Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted. Clutch/Flywheel friction surface diameter must be the same as original equipment."

SCCA® Fastrack News® June 2019 Page 2

SCCA® Fastrack News® November 2019 Page 1

ITEM 15) Street Prepared Category – Recommended

#26555 Miata Extended Lower Ball Joints

Change:

15.8.H

"Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms, or arm mounts, or ball joints that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 8 of 25

changes resulting from the use of camber kits are permitted.”

SCCA® Fastrack News® May 2019 Page 3

SCCA® Fastrack News® November 2019 Page 4

ITEM 16) Street Prepared Category

#25346 Leaf Springs in SSP

Change due to limited supply of springs for the vehicles affected:

15.8.M

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

SCCA® Fastrack News® March 2019 Page 2

ITEM 17) Street Prepared Category

#25246 15.10.O Clutch Hydraulics

Change:

15.10.O.

“Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the *clutch master cylinder and* clutch slave cylinder is permitted.”

SCCA® Fastrack News® January 2019 Page 51

ITEM 18) Street Prepared Category

#23358 Align SP fluid cooler allowances with ST allowances

Change:

15.10.U

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

SCCA® Fastrack News® March 2019 Page 2

ITEM 19) Street Modified Category - Recommended

#23106 16.1.H Rule Clarification - Rear diffusers

Add wording to 16.1.K:

“Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m2) as calculated per the Wing Area Computation in Section 12. The number of wing elements is limited to two (2).

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6.0” forward of the rear axle, more than 0.0” beyond the rear most portion of the bodywork, or more than 6.0” above the roofline of the vehicle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will

be considered the highest portion of the roof; however, a convertible or roadster utilizing a hardtop will use the highest portion of the hardtop as the

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 9 of 25

roofline.

Reinforcements to the wing mounting area may be used but may serve no other purpose. Body panels to which a wing mounts must remain functional (e.g., trunk lids and rear hatches must open). Wing endplate surface area is limited to 200 sq. in. (1290.3 cm²) each and limited to a maximum of two (2). Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.

Canards are allowed and may extend a maximum of 6.0" (152.4 mm) from the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.

Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm²) for each side.

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

SCCA® Fastrack News® March 2019 Page 2

SCCA® Fastrack News® - Solo® Edition July 2019 Page 2

ITEM 20) Street Modified Category – Recommended

#23829 Please add 4 seat Porsches to SSM

Update would make 4 seat Porsches and the Lotus Evora eligible:

"Super Street Modified class (SSM)

Eligible Vehicles:

- All 2-seat cars not excluded below
- All SM/SMF eligible sedans/coupes and those excluded from SM for failure to meet weight requirements.

- **All SM eligible vehicles**
- McLaren MP4-12C
- **Porsche (all)**
- **Lotus Exige, Elise, Evora, & Esprit**

Excluded Vehicles:

- Lotus (all except **models listed as eligible**)
- All 2-seat cars not eligible for Street Prepared Category
- All vehicles not meeting specifications to have been delivered in the US

Minimum Weight Calculations Without Driver (LBS):

- FWD.....1350 + 125 per liter
- RWD.....1600 + 200 per liter
- AWD.....1600 + 300 per liter
- Supercharged/Turbocharged SSM Engines:.....Add 1.4L to the actual displacement
- Rear wheel weight greater than 51%..... + 25 per liter
- Tire width 275 mm or less..... -200

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 10 of 25

- Regardless of the weight formulas above, no car will be required to weigh more than 2900.”

SCCA® Fastrack News® - Solo® Edition July 2019 Page 5

SCCA® Fastrack News® November 2019 Page 4

ITEM 21) Prepared Category – Recommended

#25235 ABS/Traction Control/Stability Control in Prepared

Change 17.6, Brakes, and Appendix A:

“Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, *Anti-lock Braking Systems (ABS)*, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).

B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.

17.9.F

“Any traction or stability control systems are permitted.”

Appendix A – (XP) Prepared:

“4. Brakes

Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.

8.b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed above.

Example: Weight for a RWD car with a 1796 cc Turbo engine and 51% of the weight on the rear axle is $1350 + [(1.796 \times 1.6) \times (200 + 20)] = 1982$ lbs.

Forced Induction Engine Displacement (lbs.)

FWD.....1350 + 150 per liter

RWD.....1350 + 200 per liter

AWD.....1350 + 250 per liter

Normally Aspirated Engine Displacement less than 4.0L (lbs.)

FWD.....1250 + 150 per liter

RWD.....1250 + 200 per liter

AWD.....1250 + 250 per liter

Engine displacement of 4.0L or greater (lbs.)

FWD.....1650 + 50 per liter

RWD.....1650 + 100 per liter

AWD.....1650 + 150 per liter

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 11 of 25

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

Weight Adjustments (lbs.)

ABS (anti-lock braking system).....+ 50

TSC (traction/stability control).....+ 50

Active/reactive suspension.....+ 100

Greater than 51% of weight on rear axle.....+ 20 per liter

Appendix A – (CP) Prepared:

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained but may not be replaced or modified in any way other than removal.”

SCCA® Fastrack News® February 2019 Page 2

SCCA® Fastrack News® - Solo® Edition July 2019 Page 3

ITEM 22) Prepared Category – Recommended

#26099 Clarification: Radiator mount/support modification

Change 17.10.O.2 and Appendix A:

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

In Appendix A, CP:

Chevrolet

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

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

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

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

SCCA® Fastrack News® March 2019 Page 2

SCCA® Fastrack News® June 2019 Page 1

ITEM 23) Prepared Category – Recommended

#26771 Driveshaft material update

Composite/non-metal based driveshafts are not as exotic as they once were. Change 17.10.Q.1:

“Alternate driveshaft(s) may be used. Any driveshaft assembly may be modified to permit the use of an alternate transmission. **All non-standard driveshafts must be made of metal.**”

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 12 of 25

SCCA® Fastrack News® - Solo® Edition July 2019 Page 6

SCCA® Fastrack News® October 2019 Page 2

ITEM 24) Prepared Category – Recommended Items

#24975 Clarify NOC listings

Change:

Appendix A, D Prepared

Alfa Romeo:

Sedan or sports car (NA, RWD, NOC,)

BMW

Sedan (NA, RWD, NOC)

Volvo

Sedans (NA, RWD, NOC)

Appendix A, E Prepared

Toyota

Sedan (non-turbo NA, FWD, NOC)

Subaru

Sedan (non-turbo NA, FWD, NOC)

SCCA® Fastrack News® January 2019 Page 51

SCCA® Fastrack News® May 2019 Page 1

ITEM 25) Modified Category

#26464 Rotary Engine displacement calculation (SM, Prep, Mod)

Change the displacement multiplication factor for rotary engines:

18.0.B.2

“Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to **1.6** times (**1.6x**) the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.

18.1.D.5: For weight designations in EM, Mazda Rotary engines are compared to the piston engines listed (i.e., 3.2L OHC vs. 4.5L OHV) *calculations as follows:*

- **13B 2-rotor normally aspirated engines (1308cc x 1.6 = 2093cc)**
- **13B 2-rotor forced induction engines (1308cc x 1.6 x 1.4 = 2930cc)**
- **20B 3-rotor normally aspirated engines (1962cc x 1.6 = 3139cc)**
- **20B 3-rotor forced induction engines (1962cc x 1.6 x 1.4 = 4395cc)”**

Appendix A, Modified Class E:

“A. Weight with driver vs. Displacement (lbs.):

- 2-rotor rotary engines **all configurations** – 1700
- 3-rotor rotary engines (**normally aspirated**) – 1700
- 3-rotor rotary **forced induction** engines – 1800”

SCCA® Fastrack News - Solo® Edition July 2019 Page 6

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 13 of 25

ITEM 26) Modified Category

#23570 clarification request for front wind splitter dimensions

Change:

18.1.F.

"3. Front Aero

c. The front spoiler may not be wider than *either the front* or the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above. The front spoiler *may not function as a wing and therefore must be installed such that air does not pass both over and underneath it. This may be accomplished by ensuring that the upper edge of the spoiler is in complete continuity with the must be connected to* bodywork above the spoiler *across its full width*. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0" (20.3 cm) of its extent. The change in top view outline caused by these bodywork changes is allowed.

d. Front splitters are allowed but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft. *Splitters may not be wider than, nor extend more than, 6.0" (15.2 cm) forward of the top view outline of the car. The splitter trailing edge must be fully sealed to the front bodywork/fender flair/spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than, 8.0 inches (15.2 cm) directly forward of the top-view outline of the car.* The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so. Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates, but these must be no larger than the endplates."

SCCA® Fastrack News® December 2018 Page 6

ITEM 27) Modified Category

#26993 Aero, Diffusers

Change 18.1.F.5:

"Diffusers are allowed at the rear of the car only; *no part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle.* The diffuser may protrude rearward beyond the top viewed outline of the car. Diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber; *this 25" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser.* A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed inside the diffuser, sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are

permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (25.4 mm) total

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 14 of 25

deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules."

SCCA® Fastrack News® - Solo® Edition July 2019 Page 6

ITEM 28) Modified Category

#25252 Footplates in B Modified

Change:

Appendix A under Modified Class B, section E.1, Aerodynamic Restrictions for Sports Racers:

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

SCCA® Fastrack News® March 2019 Page 3

ITEM 29) Modified Category

#25046 Solo® Vee carburetor(s)

Change:

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

"Any single carburetor is permitted. Multiple carburetors are prohibited."

To:

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

SCCA® Fastrack News® March 2019 Page 3

ITEM 30) Modified Category

#25570 Allow Dial a Jet modifications for FM carbureted engines

Change:

Appendix A, F Modified, new subsection A.6:

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

SCCA® Fastrack News® March 2019 Page 3

ITEM 31) Kart Category

#26905 Section 19 rule rewording.

Proposed rewording of the whole section 19 including KM, JA, JB, and JC. This would be a complete strike out of the current section 19 and drop the replacement section in its place. The intent is not to change allowances or requirements, but organize them in a clearer manner:

"19. KART CATEGORY

19.1 GENERAL REQUIREMENTS

A. Kart:

1. Frame and axle:

a. Shall be constructed of a carbon steel alloy. Movable suspensions are prohibited. Mechanisms that allow the rear wheels to rotate at different speeds are

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 15 of 25

prohibited. Frame-mounted jackshafts and / or axle clutches are prohibited.

2. Dimensions:

a. Maximum overall width = 55.0"; Maximum overall length = 84.0".

3. Engine:

a. A kart shall have no more than one (1) engine.

4. Fuel:

a. Gasoline is the only allowed fuel. May be mixed with oil only. Performance additives are not allowed.

5. Chain guard:

a. Required on all chain-driven karts

6. Overflow:

a. Overflow lines for carburetor / radiator / fuel tank, if present, must terminate in an overflow bottle(s) of at least 2 oz. (59.1 mL) capacity.

7. Pedal extensions:

a. Must be positively secured in a manner that prevents movement out of their intended position, possibly interfering with pedal operation. Examples such as a through-bolt, machined flatten surface with a setscrew, or brackets are acceptable. Cylindrical (round) pedal extensions are exempt.

8. Seating:

a. Unsecured seat pads or inserts are not allowed. Seat belts or other devices restraining the driver to the kart are not allowed.

9. Brakes:

a. A disc-type brake that operates on the rear axle, providing braking to both rear wheels, is required. A redundant brake pedal-to-master cylinder linkage (safety cable) is required.

10. Bodywork:

a. A nose cone and driver fairing are required.

b. Left & right sidepods, confined to the area between the front & rear tires, are required.

c. Floor trays must be confined within the frame rails and must not extend aft of the lower front seat mounting points.

d. Other aerodynamic devices, including wings or vertical sealing devices, are not allowed.

e. Metal bodywork construction is not allowed; metal floor tray construction is allowed.

11. Fasteners required to be secured:

a. The following fasteners must be secured using a locking nut, safety wire / cotter pin through the bolt end, machined-groove & clip, or other positive locking mechanism:

- Tie rod end bolts
- Kingpin bolts
- Spindle nuts attaching front wheel

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 16 of 25

- *Steering wheel to hub bolts*
- *Steering hub to shaft bolt*
- *Lower steering shaft uniball*
- *Throttle pedal pivot to chassis*
- *Brake pedal pivot to chassis*
- *Master cylinder to chassis bolts*
- *Brake caliper mounting bolts (if applicable)*
- *Brake pad retaining bolts (if applicable)*
- *Brake rotor to hub (if applicable; no nylon lock nuts)*

12. Ballast weights:

- a. Must be affixed to the frame, floor tray, seat, or driver only.*
- b. Must be affixed to prevent movement during competition runs.*
- c. Weights affixed to the kart must meet all the following criteria:*
 - I. Maximum weight per bolt used = 10 lb.*
 - II. Minimum 5/16" (8 mm) SAE Grade 5 (Metric 8.8) mounting bolt.*
 - III. Minimum 1-3/16" (30mm) diameter metal washer under the bolt head.*
 - IV. A single locking nut and safety wire passing through the bolt end; or double locking nuts.*
- d. Weights affixed to the driver must be on the torso only.*

B. Driver:

1. Helmet:

- a. KM: Minimum per section 4.3.1.*
- b. FJ: Must comply with 4.3.1. and be a helmet of closed face design, with full-face shield and chinbar.*

2. Neck Brace:

- a. An unaltered, collar-type neck brace designed for motor sports use is required. A kart-specific neck brace is recommended.*

3. Suit:

- a. An abrasion-resistant jacket (leather, vinyl, nylon karting jacket, or equivalent) and full-length pants are minimally required. A karting-specific suit is recommended.*

4. Hand / foot protection:

- a. Shoes, socks, and abrasion-resistant gloves are required.*

5. SFI-certified chest protector:

- a. Required for all drivers age 12 and under.*

6. Seating position:

- a. The driver must be able to reach and fully operate all controls.*

19.2 KART MODIFIED (KM)

A. Minimum age & weights:

- 1. Minimum driver age = 15 years**

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 17 of 25

2. Minimum weights are as-raced including driver

3. KM class base minimum weight = 385 lb.

4. KML class base minimum weight = KM base weight -20 lb.

5. Some engine configurations run with an addition or deduction to the minimum base weight, per section 19.2.D .

B. Wheels and Tires:

1. Wheels:

a. Maximum diameter = 6" (as indicated on tire)

2. Tires:

a. Dimensions (as indicated on tire): Minimum diameter = 9.0", maximum diameter = 12.5". Maximum width front = 5.5", maximum width rear = 7.1"

b. Brand and compound: Tire brand and compound are open.

EXCEPTION: The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:

- No tire models are currently listed.

C. Brakes:

1. In addition to the requirements of 19.1.A.9, karts with 125cc & larger gearbox engines must have:

a. Disc-type brakes that operate on both front wheels, and

b. Dual master cylinders arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system.

D. Engine:

1. Modified Moto:

a. Must be a mass-produced, single cylinder, motocross motorcycle engine originally sold in the U.S. Maximum displacement = 125cc.

I. Weight adjustment (OE ignition) = 0 lbs.

II. Weight adjustment (non-OE ignition) = +25 lb.

b. Carburetion & fuel system:

I. Single carburetor only. Must be float bowl-type with fixed jets. Floatless and recirculating systems are allowed.

II. Fuel pumps must be pulse driven.

c. Induction:

I. Intake & reed assemblies are non-tech.

d. Crank / rod / bearings:

I. Crank & rod must be OE components for the engine series. Machining main bearing journals for slip fit is allowed; any other modifications to the crank assembly are not allowed.

II. Bearings are non-tech.

e. Cylinder:

I. Machining of the port areas and mating surfaces are allowed. No ports may be added or deleted.

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 18 of 25

II. Re-plating & honing are allowed; re-sleeving is not allowed. Bore size must remain within OE specifications.

f. Cylinder head:

I. Machining is allowed. External water fittings may be modified or aftermarket.

g. Piston assembly:

I. Non-tech, but diameter must be within OE specifications.

h. Crankcase & external modifications:

I. All castings must remain recognizable as OE parts.

II. Crankcase mating surfaces and ports may be machined. Machining of the reed block / intake boot mounting surface or shortening of the intake tract is not allowed. Kick starter assembly may be removed and plugged. The kick start boss may be altered for carburetor clearance. The crankcase may be repaired to original dimensions from incidental damage.

III. Non-OE electric start systems are allowed.

i. Ignition:

I. Coil / spark plug: Coil must be OEM. Plug wire, cap & plug are non-tech.

II. OE ignition: Stator, CDI, rotor / flywheel and stator mounting hardware must be original to the engine series. Stator mounting holes may be elongated to allow for static timing changes only. Wiring to the coil may be extended and shutoff switch leads may be removed. All other parts of the ignition system must remain unmodified. Power jets, shift interrupts or other performance systems controlled by ignition output are not allowed.

III. Non-OE ignition: Weight adjustment = +25 lb. Stator, rotor / flywheel and stator mounting hardware must be original to the engine series and may be modified for static timing changes only. CDI & wiring harness are non-tech. Power jets, shift interrupts or other performance systems controlled by ignition output are not allowed.

j. Exhaust pipe:

I. Non-tech.

k. Exhaust silencer:

I. Minimum length = 12".

l. Transmission:

I. OE 5-Speed or 6-Speed transmission components only. Gears may be interchanged within the OE engine series only. Machining / coatings are not allowed.

m. Shift mechanism:

I. Gearbox must be entirely manually operated. Ignition interrupt systems not allowed.

n. Clutch:

I. The original configuration (wet or dry) must be retained.

II. Components may be aftermarket, but all components must be present and in original working order.

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 19 of 25

III. May be cable- or hydraulically-actuated. Must be manually operated.

o. Cooling:

I. OE water pump impeller may be modified.

2. Stock Moto:

a. Honda® CR125R® engines only. Must conform to all Section 19.2.D.1 Modified Moto rules, with additional restrictions as indicated in this section.

I. Weight adjustment = -10 lb.

b. Carburetion & fuel system:

I. Keihin PWM-38 or PWK-38 carburetor is required. May be modified for floatless recirculating fuel system. Jets, jet needle & slide are non- tech. No other carburetor modifications are allowed.

c. Induction:

I. Same as Section 19.2.D.1.c

d. Crank / rod / main bearings:

I. Same as Section 19.2.D.1.d

e. Cylinder:

I. Must be OE 1997-2002 Honda CR125R. Overall height (between mounting surfaces) minimum = 3.307", maximum = 3.316".

II. May have power valve assembly removed and plugs installed.

III. The casting must not have other modifications or tool markings of any type.

IV. Honing of the bore is allowed; replating is not allowed.

f. Cylinder head:

I. Must be OE 1997-2002 Honda CR125R.

II. External water fittings may be modified or aftermarket.

III. The casting must not have other modifications or tool markings of any type.

g. Piston assembly:

I. The only allowed pistons are Honda OE as follows: #13110-KZ4-A40, #13110-KZ4-A90, #13120-KZ4-A40, #13120-KZ4-A90.

II. Ring, bearing & circlips must be OE.

h. Crankcase & external modifications:

I. Same as Section 19.2.D.1.h

i. Ignition:

I. OE 1999 Honda CR125R stator & CDI only.

II. Stator cover plate holes only may be enlarged to the size to the backing plate holes to allow for static timing changes. All other portions of the stator assembly and CDI must be original and unmodified.

j. Exhaust pipe:

Same as Section 19.2.D.1.j

k. Exhaust silencer:

Same as Section 19.2.D.1.k

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 20 of 25

l. Transmission:

Same as Section 19.2.D.1.l

m. Shift mechanism:

Same as Section 19.2.D.1.m

n. Clutch:

Same as Section 19.2.D.1.n

o. Cooling:

Same as Section 19.2.D.1.o

3. KZ & ICC:

a. All current and prior approved CIK® / FIA® ICC & KZ engines are allowed. All components must be unmodified CIK® / FIA® homologated except where otherwise specified. Components may be interchanged within the same engine series by the same manufacturer only.

l. Weight adjustment = +25 lb.

b. Carburetion & fuel system:

l. Must meet current or prior CIK® homologation, maximum bore = 30.6 mm.

c. Induction:

l. An unmodified current or prior CIK® homologated air box is required; maximum number of tubes = 2, maximum tube ID = 30mm.

II. Intake & reed assembly are non-tech.

d. Crank / rod / bearings:

l. Crank & rod must be OE components for the engine series. Machining main bearing journals for slip fit is allowed; any other modifications to the crank assembly are not allowed.

II. Bearings are non-tech.

e. Cylinder:

l. Machining of the port areas and mating surfaces are allowed. Maximum exhaust duration = 199°. No ports may be added.

II. Re-plating & honing of the bore are allowed. Bore size must remain within OE specifications.

f. Cylinder head:

l. Machining of the cylinder head is allowed. Combustion chamber volume must be at least 13.4 cc as measured with the LAD tool.

II. The outside of the head may be painted.

g. Piston assembly:

l. Non-tech, but diameter must be within OE specifications.

h. Crankcase & external modifications:

l. Crankcase mating surfaces and ports may be machined. The crankcase may be repaired to original dimensions from incidental damage. No other modifications to the crankcase are allowed.

i. Ignition:

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 21 of 25

I. Stator & coil / CDI must be CIK® homologated and as supplied by the manufacturer for the specific engine.

II. Spark plug must be commercially available. With crush washer or temperature sending unit in place and the spark plug at operating torque, the body of the plug (excluding electrodes) must not extend into the dome of the combustion chamber.

j. Exhaust pipe:

I. Must be CIK® homologated with stamp present, and as supplied by the manufacturer for the engine series.

k. Exhaust silencer:

I. Non-tech.

l. Transmission:

I. If an aftermarket part is substituted it must be of similar dimensions as the original part. The weight of the replacement part shall not be less than the OE part. The outside diameter and tooth count of replacement gears must be the same as the OE part.

II. Grinding and / or polishing transmission parts is allowed.

m. Shift mechanism:

I. Gearbox must be entirely manually operated.

II. Ignition interrupt systems are not allowed.

n. Clutch:

I. Must be cable-actuated with manual operation.

II. Aftermarket friction discs are allowed; all other components must be OE.

o. Cooling:

I. An electric water pump may be added.

4. Rotax® DD2:

a. Engine must be sealed with matching & current Rotax® Motor Identity Card (Passport®) present. Engine, gearbox, clutch and all related systems must be unmodified, as supplied from the manufacturer.

5. Other allowed engines:

Other Engines – Engines must be either:

a. Mass-produced, single speed, single cylinder two-cycle engine, not to exceed 125cc. Weight adjustment = -25 lb.

b. Mass produced, single speed, single or twin cylinder four-cycle engine, not to exceed 250cc. Weight adjustment = -25 lb.

c. EXCEPTIONS: The engine must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:

· No engines are currently listed.

19.3 FORMULA JUNIOR

A. Safety items:

In addition to compliance with all items in Sections 19.1.A & 19.1.B, the following safety procedures are required for all Junior Class karts:

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 22 of 25

1. Emergency kill switch:

a. All Formula Junior karts must have an emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart. The ignition kill switch shall be located on the steering wheel, near the top of the Nassau panel, or on the frame between the driver and gas tank in plain view with unimpeded access. All drivers must demonstrate the ability to shut down the engine both while driving and stationary.

2. Engine starting & running:

a. Safety Procedures: On centrifugal clutch-based karts, the engine may not be started or running without a driver sitting in the seat unless the two rear wheels are suspended in a secure manner preventing the tires contacting the ground.

b. When a kart is securely resting on a kart stand, the rear wheels and tires cannot be rotated by the engine unless all minors are a minimum of 3 feet from the rotating assembly.

B. Chassis:

1. Must meet all requirements of Sections 19.1.A

C. Tires:

1. Dry tire brand and compound is restricted to the MG® HZi.

2. Maximum tire dimensions (as marked): Front = 4.6/10-5. Rear = 6.0/11-5.

3. Rain tire brand & compound are non-tech; sizing is per 19.3.C.2. Rain tires may be used only upon declaration of a rain event by the Youth Steward.

D. Junior Class A (JA):

1. Ages:

a. 12 years to 18 years

2. Engines:

a. Briggs & Stratton® World Formula®

I. Minimum weight: 310 lb.

II. Operating requirements:

· Engine & clutch must be as-shipped from the manufacturer. Cylinder bore must remain within the manufacturer's specifications.

· #35 pitch clutch sprocket is allowed.

· Electric starter assembly and ring gear may be removed but must be replaced with Briggs cover #555702.

· Old-type (Briggs analog) and new-type (PVL® digital) OE ignition systems are allowed.

· No other modifications are allowed

b. Briggs & Stratton® Animal® LO206®

I. Minimum weight: 275 lb.

II. Required components:

· Air filter: Briggs & Stratton #555729

· Exhaust header: RLV #5506 or #5507

· Exhaust silencer: RLV B91 (#4104)

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 23 of 25

· *Clutch: Must be of drum-type centrifugal configuration and commercially available in the U.S., with a maximum of nine (9) springs and six (6) shoes. Drum must be stamped steel. Clutch mounting bolt must be minimum SAE Grade 8. Machining or alteration of any clutch part from the manufacturer's original configuration is not allowed. Clutch key, springs, and drive sprocket are non-tech.*

III. Operating requirements:

· *All components, including carburetor jets, must remain as provided from the manufacturer.*

· *LO206 engines must remain sealed as from the manufacturer.*

c. Briggs & Stratton® Raptor®

I. Minimum weight: 290 lb.

II. Operating requirements:

· *The unmodified OE Briggs & Stratton camshaft must be used.*

d. Yamaha® KT-100®:

I. Minimum weight: 330 lb.

II. Allowed types:

· *Only heads with OEM casting "Yamaha"® and cylinders with "787"® and "Y3"® or "Y4"® and "787"® are allowed.*

III. Required carburetor & exhaust:

· *Walbro® WB3A® & RLV® SSX-V® (4-hole)*

e. Rotax® Mini-Max®

I. Minimum weight: 330 lb.

II. Operating Requirements:

· *Engine must be sealed with matching & current Rotax® Motor Identity Card (Passport®) present.*

Engine, clutch, Mini-Max® restricted exhaust header and all related systems must be unmodified, as supplied from the manufacturer.

III. Required sprocket sizes:

· *#219, 13T front & 82T rear*

3. JB or JC karts in JA: JB or JC karts may compete in JA. The driver must meet JA age restrictions and the kart must be compliant with JB or JC requirements.

E. Junior Class B (JB):

1. Ages:

a. 8 years to 12 years

2. Engines:

a. Briggs & Stratton® World Formula®

I. Minimum weight: 270 lb.

II. Throttle restrictor: The required 0.420" (10.67mm) restrictor & cap lock, with Briggs & Stratton® check tool, are available through the SCCA® Solo® Department only.

III. Operating requirements: Same as 19.3.D.2.a.II

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 24 of 25

b. Briggs & Stratton® Animal® LO206®

I. Minimum weight: 250 lb.

II. Throttle restrictor: The required restrictor, Briggs & Stratton® #555734 ("Blue"), is available through Briggs & Stratton® retailers.

III. Required components: Same as 19.3.D.2.b.II

IV. Operation requirements: Same as 19.3.D.2.b.III

c. Briggs & Stratton® Raptor®

I. Minimum weight: 260 lb.

II. Operating requirements: Same as 19.3.D.2.c.II

d. Yamaha® KT-100®:

I. Minimum weight: 265 lb.

II. Allowed types: Same as 19.3.D.2.d.II

III. Required carburetor & exhaust:

- Walbro® WA55B® carburetor & manifold with RLV® SSX-V® or HPV1® exhaust, or*
- Walbro® WB3A® carburetor & 0.600" restrictor plate with RLV® YBX® exhaust.*

e. Rotax® Micro-Max®:

I. Minimum weight: 260 lb.

II. Operating requirements:

- Engine must be sealed with matching & current Rotax® Motor Identity Card (Passport®) present. Engine, clutch, Micro-Max® restricted intake & exhaust, and all related systems must be unmodified, as supplied from the manufacturer.*
- Required sprocket sizes: #219, 14T front & 73T rear*

f. Clone:

I. Minimum weight: 250 lb.

II. Required engine:

- Predator, Powerhorse, or similar inexpensive 6.5hp 4-stroke engine up to 212cc displacement.*

III. Permitted modifications:

- Engine must remain stock with the exceptions that the governor may be removed or defeated, and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, exhaust, carburetor, or intake are allowed.*

g. Comer® K-80®:

I. Minimum weight: 250 lb.

II. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

3. JC karts in JB: JC karts may compete in JB. The driver must meet JB age restrictions and the kart must be compliant with JC requirements.

Action Items for the 2020 Solo® Rules from the SEB to the BOD

Page 25 of 25

F. Junior Class C (JC): This is a Regional-only, restricted availability class; available by prior approval from the SCCA® National Office only.

1. Ages:

a. 5 years to 8 years

2. Chassis size: "Baby," "Kid" or "Cadet" racing-style chassis only. Maximum wheelbase = 950mm. Larger chassis are inappropriate for this class regardless of any modification.

3. Tires: Brand & compound are open. Maximum indicated dimensions for front: 4.60/10.0-5 . Maximum indicated dimensions for rear: 5.00/11.0-5.

4. Engine:

a. Honda® GXH50®:

I. Minimum weight: No restriction imposed at this time.

II. Operating requirements: Must comply with GXH50_Class_Rules.pdf (see SCCA® website or contact Solo® Department for details). The yellow oil alert wire must be disconnected or cut.

b. Comer® C50® & C51®:

I. Minimum weight: No restriction is imposed at this time.

II. Operating requirements: Carburetor, exhaust, and clutch as supplied with engine from manufacturer.

G. Additional classes: Regions may add Formula Junior classes which extend the maximum age range, but such classes may not allow additional modifications beyond those of JA / JB as documented herein.

H. Action or Protest: Any disciplinary action or protest needed to be taken against a Junior Driver and / or kart will be addressed to the parent / legal guardian listed on the Minor Waiver of that Junior Driver."

SCCA® Fastrack News® - Solo® Edition July 2019 Page 7

To: SCCA Board of Directors

From: Jim Crittenden - Chair, Road Rally Board

Date: November 15, 2019

The Road Rally Board requests your approval for this rule change to the 2020 SCCA RoadRally Rules:

What it currently says Our proposed change

Article 9.B Precedence of Special Rules Article 9.B Precedence of Special Rules

Should an event's special rules conflict with these Should an event's special rules conflict with these

RRR's, the event's rules shall normally take precedence, RRR's, the event's rules shall normally take precedence,

by virtue of their specialized nature, provided that such by virtue of their specialized nature, provided that such conflicting special rules have been outlined in the conflicting special rules have been approved and are sanction application, have been approved and are identified as exceptions in the Gis.

identified as exceptions in the Gis. Reasoning: This change corrects the RRRs to reflect current practice.

RX Rule Change:

3. Wheel bolts may be replaced with wheel studs and lug nuts in Prepared classes.

3.3.D.13. Wheels are unrestricted.

Wheel bolts may be replaced with wheel studs and lug nuts but the number of fasteners may not be changed.