

PROGRAM BOARD

Board of Directors Meeting Minutes– 15 January 2020

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 South Point Hotel, Las Vegas NV, 15-17, January 2020.

Area Directors: Participating were Lee Hill, Chairman, Dan Helman, Vice-Chairman, Arnie Coleman, Secretary, Chris Albin, Jack Burrows, Charlie Davis, Chuck Dobbs, Bob Dowie, Jason Isley, Peter Jankovskis, Marcus Merideth, Steve Strickland and Jeff Zurschmeide.

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

Guest(s): Robey Clark, Peter Keene, Mike King, Jim Rogaski, Laurie Sheppard, Sydney Davis-Yagel and John Zuccarelli

- 2020 BOARD OF DIRECTORS MEETING CALL TO ORDER – Vice Chairman Helman – 8:00 AM PST

- AGENDA REVIEW – Vice Chairman, Helman

- COURT OF APPEALS UPDATE - Sheppard

- SCCA INC. UPDATE – Cobb

- SCCA FOUNDATION UPDATE – Zuccarelli

- TRAINING DEVELOPMENT DISCUSSION – All

* MOTION – Approve establishment of a Training Development Committee. MOTION: Coleman, SECOND: Dobbs. PASSED

- EXECUTIVE STEWARDS UPDATE – Rogaski

- COMPETITION REVIEW BOARD UPDATE – Keene

*MOTION – Approve proposed rule change package with the exception of B-Spec Item 1, which will be moved to “General Rules” para. 9.3.4.1. MOTION: Dowie, SECOND: Albin. PASSED

- VENTURES UPDATE – Jankovskis

- ENTERPRISES UPDATE – Clark

- SCCA PRO UPDATE – Yagel
 - SOLO EVENTS BOARD UPDATE – King
- ADJOURNED – 1:30 PM PST

Respectfully submitted,

Mary H. Hill



Recommended Rules Changes

Recommended Items

B-Spec

1. #27647 (James Rogerson) Request Passenger Seat replacement

In GCR, section 9.1.10.E., add the following:

"44. A passenger seat meeting all the specs of the driver's seat may be installed in the front passenger seat position. The seat may not be occupied during SCCA racing events."

2. #27686 (James Rogerson) Request for Automatic Transmission Inclusion

In GCR, section 9.1.10.E.9., make the following changes:

"Radio/stereo audio equipment and air conditioning refrigerant systems are the only options permitted and may be non-manufacturer, standard equipment. Two way radios may be used. Hand controls are allowed in those instances where the driver can demonstrate the physical need for them. *Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec meeting their spec line. Models with oem paddle shifters are acceptable.*"

3. #27687 (James Rogerson) Request to Add Transmission Coolers to Automatics

In GCR, section 9.1.10.E., add the following:

"43. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line."

GCR

1. #27753 (Richard Muise) Directive to Front Row Drivers Behind Pace Car

In GCR Section 6.5.2.B.1., make changes as follows:

"The front row drivers must be advised not to pass the pace car."

2. #27824 (SCCA Staff) GCR Event Credential Section 4.5.2 Change

In GCR, section 4.5.1., make changes as follows:

"Anyone participating in an event must sign the SCCA Release and Waiver of Liability Agreement (*unless an annual waiver is on file at SCCA National Office*) before an event credential (pass) will be issued."

In GCR, Section 4.5.2., change as follows:

"A. ~~An SCCA-issued photo ID~~ *One of the accepted forms of Photo ID* is required for any registered event participant who is an SCCA licensed member.

1. An SCCA-issued photo ID (hard card or electronic form) issued by the SCCA National Office, SCCA Pro Racing or an SCCA Region.

2. A Government issued photo ID (Driver's License, State Identification Card, U.S. Military ID, or Passport) with verification of current SCCA license and membership. The credential for the event must be clearly visible.

B. ~~The member's name, current photograph, SCCA membership number, and credential for the event must be clearly visible.~~ *Identification cards from any other organization will not be accepted.*

C. ~~Accepted photo IDs are those issued by the SCCA National Office, the Road Racing Department, the SCCA Pro Racing Department, or an SCCA Region. Any of these must be honored by any SCCA Region.~~ *A non-member or weekend member will be issued a paper pass or a wristband.*

D. ~~Identification cards from any other organization, including civil authorities, will not be accepted.~~

E. ~~A non-member or weekend member will be issued a paper pass or a wristband rather than a photo ID.~~"

GT General

1. #27323 (Todd Oppermann) Windshield Clips

In GCR section 9.1.2.F.6.c.1, add as follows:

Alternatively, the bottom may be captured in a channel.

"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)."

T2

1. #27582 (William Moore) Request for Two Piece Stop Tech Brake Rotors

In GCR, Section 9.1.9.2.D.6.a.6., add as follows:

"In T2 only- Ferrous metal 2-piece rotors allowed, must be within 5% of OE diameter."

2. #27912 (RICHARD KULACH) Request for Alternative Brake Kit on Nissan 370Z

In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change Notes as follows:

"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 1000 lbs./in front and rear allowed. 54010- SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34. Zspeed and Z1 alternative clutch slave permitted. *The following STOPTECH parts are allowed with a 50 Lb. penalty: #83.488.6800.51 front, 83.657.0057.51 rear.*"

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:

"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:

"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. #27892 (John Heinricy) Request for Replacement Clutches

In GCR, Section 9.1.9.2.D.i.5., change as follows:

~~"T2-T3 only:~~ Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than 95% of the factory OEM clutch disc and pressure plate."

The SCCA Board of Directors met via teleconference every couple of weeks beginning in April due to the Covid-19 Pandemic.

Following are several Board Meeting Minutes and Program Rule Changes as a result of those meetings.

Thank you,

Mary Hill
Executive Assistant

Board of Directors Meeting Minutes– 20 April 2020

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 via Teleconference, April 20, 2020 at 8:00pm CST.

Area Directors: Participating were Lee Hill, Chairman, Dan Helman, Vice-Chairman, Arnie Coleman, Secretary, Chris Albin, Jack Burrows, Charlie Davis, Chuck Dobbs, Bob Dowie, Jason Isley, Peter Jankovskis, Marcus Merideth, Steve Strickland, and Jeff Zurschmeide.

National Staff Participating: Michael E. Cobb, President and CEO; Eric Prill, COO

- CALL TO ORDER – Vice Chairman Helman - 8:00PM CST

- ROLL CALL – Helman

- SCCA INC PRESIDENTS UPDATE – Cobb

- VENTURES CHAIRMAN'S UPDATE – Jankovskis

-MOTION – To Approve Ventures Signing Services and Licensing Agreement with Parella Motorsports

- Made By: Helman; Second by: Coleman - PASSED

Motion to adjourn: PASSED

Respectfully submitted,

Arnie Coleman

Board of Directors Meeting Minutes– 3 August 2020

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 via Zoom Conference, August 3, 2020 at 8:00pm CST.

Area Directors: Participating were Lee Hill, Chairman, Dan Helman, Vice-Chairman, Arnie Coleman, Secretary, Chris Albin, Jack Burrows, Charlie Davis, Chuck Dobbs, Bob Dowie, Jason Isley, Peter Jankovskis, Marcus Merideth, Steve Strickland, and Jeff Zurschmeide.

National Staff: Participating were Michael E. Cobb, President & CEO; Eric Prill, VP & COO; Chris Robbins, Director of Region Development; Heyward Wagner, Senior Director, Marketing & Experiential Programs and Mary Hill, Executive Assistant.

Guest(s): Bob Davis, Solo Events Board Chairman

- 2020 BOARD OF DIRECTORS MEETING CALL TO ORDER – Vice Chairman Helman – 8:00PM CST

- AGENDA REVIEW – Vice Chairman, Helman

- Solo National Recommendation – Motion to Accept the Solo Events Board and SCCA Staff recommendation to cancel the 2020 Solo National Championship and the 2020 Pro Solo Finale Events. JZ/CD – PASSED

- Annual Meeting/Convention Discussion – A discussion was held by the Board regarding the 2021 Annual Meeting and Convention.

- Rick Haynes Membership Suspension Decision – Motion: To Accept the Course of Action Recommended by the Haynes Membership Suspension Hearing Committee (**Attachment A**). JB/CD – PASSED

- Tom Sloe Membership Reinstatement Request Discussion – The Board members agreed that Mr. Sloe should submit a formal request for reinstatement to the Board of Directors for consideration.

Motion to adjourn: PASSED

Respectfully submitted,

Mary H. Hill

Attachment A

Report of the Hearing Committee – Rick Haynes Membership Suspension - 25 July 2020

In the Spring of 2020, the SCCA Board of Directors suspended the membership of Rick Haynes for violation of the terms of the Club's Membership Acknowledgement regarding conduct by members, and for violation of the Club's Social Media Policy. The Board's authority for the action to suspend Mr. Haynes' membership was granted in the Club's Bylaws – specifically Article II Section 4.d.

A member thus suspended then has the right to be heard by the Board, or a committee appointed by the Board. As Mr. Haynes requested a hearing, the Board appointed a committee to conduct the requested hearing. The committee members were Kathy Barnes, KJ Christopher, Dennis Dean, Dick Patullo and John Walsh – chairman. The committee was aided by SCCA staff member Chris Robbins.

The Hearing Committee met by phone, reviewed the charge to the committee and then arranged a phone hearing with Mr. Haynes.

After Mr. Haynes was heard, the committee held two further phone calls to review the matter and decide on a recommendation to forward to the Board of Directors.

The committee was in agreement that Mr. Haynes' conduct – statements on social media about club members & leadership – was in violation of the Membership Acknowledgement and in violation of the Social Media Policy.

The committee recognizes the importance of the principles noted in the Membership Acknowledgement and supports the Code of Conduct. The committee considered the impact of Mr. Haynes' statements on the Club members to which they were directed. The committee also considered the impact of those statements in setting an environment in which Club and Club staff members would work and participate.

The committee recognizes the importance of the principles noted in the Membership Acknowledgement and supports the Code of Conduct. The committee considered the impact of Mr. Haynes' statements on the Club members to which they were directed. The committee also considered the impact of those statements in setting an environment in which Club and Club staff members would work and participate.

After careful consideration, the committee recommends that Mr. Haynes' membership suspension be continued for a period of a year from his initial suspension. Further, it recommends that as a condition for his membership to be reinstated after the suspension period has expired, Mr. Haynes delivers a written acknowledgement that the language and tone of his comments toward other Club members were in violation of the Membership Acknowledgement and Code of Conduct, and that he agrees to avoid such violations in the future. The Board should also make clear to Mr. Haynes that any further violations will result in a permanent loss of his Club membership.

Kathy Barnes; KJ Christopher; Dennis Dean; Dick Patullo; John Walsh - Chairman

Board of Directors Meeting Minutes– 17 August 2020

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 via Zoom Conference, August 17, 2020 at 8:00pm CST.

Area Directors: Participating were Lee Hill, Chairman, Dan Helman, Vice-Chairman, Arnie Coleman, Secretary, Chris Albin, Jack Burrows, Charlie Davis, Chuck Dobbs, Bob Dowie, Jason Isley, Peter Jankovskis, Marcus Merideth, Steve Strickland, and Jeff Zurschmeide.

National Staff: Participating were Michael E. Cobb, President & CEO; Mindi Pfannenstiel, Sr. Director of Finance & Administration; Chris Robbins, Director of Region Development and Mary Hill, Executive Assistant.

Guest(s):

- Call to Order – Vice Chairman, Helman – 8:00PM CST
- Agenda Review – Vice Chairman, Helman
- Financials – Mindi Pfannenstiel provided a Financial update to the Board.
- Ventures Chairman Update – Peter Jankovskis provided a Venture’s update to the Board.
- Convention/Annual Meeting 2021 – The Board of Director’s approved the SCCA staff plan for the 2021 Convention and Annual meeting.
 - Draft Bylaws Approval – A motion will be placed in BoardMax to approve the Draft Bylaws as written with recommended revisions. AC/PJ
- Chairman of the Stewards Program Succession Plan – The Board discussed the Chairman of the Stewards Program Succession Plan as recommended by Jim Rogaski – Chairman, Executive Stewards Program.

Motion to adjourn: PASSED

Respectfully submitted,

Mary H. Hill

PROGRAM BOARDS

Road Racing



RACING MEMO

ISSUED: April 30, 2020 **NUMBER:** RM 20-03
FROM: Board of Directors
TO: All Participants
SUBJECT: Annual Technical Inspection Expiration Extension

In anticipation of the large number of drivers who will need an Annual Technical Inspection when racing resumes and a likely reduction in volunteers, we are proposing the following temporary change to annual inspection expiration dates.

In GCR Section 5.9.2.A Annual Inspection, add verbiage as follows:

A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional, National or Senior license once a year (12 months). *For 2020 only, current annual technical inspections will be extended 3 months past their original expiration date (valid for a total of 15 months). All expiration extensions will end on 12/31/2020. For example, an original expiration date of June 15, 2020 will have an extended expiration of September 15, 2020. All inspections with an original expiration date between September – December 2020, will have an extended expiration date of 12/31/2020.* If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook and then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first race of each calendar year. An Annual Tech expiring on a race weekend is valid for the full weekend. (See 9.3. Driver's Safety Equipment)

Note: This extension does not extend the expiration dates for Safety Equipment (Seat belts, Fire systems, etc.).

Reference Table for Expiring Annual Inspections:

Original Expiration	New Expiration
March 2020	June 2020
April 2020	July 2020
May 2020	August 2020
June 2020	September 2020
July 2020	October 2020
August 2020	November 2020
September 2020	December 2020
October 2020 (eligible for 2-month extension)	December 2020
November 2020 (eligible for 1-month extension)	December 2020
December 2020 (no extension)	December 2020

Suggested guidelines for Regions:

- Work with shops and regions to sponsor open house tech days
- Schedule additional time pre-event for annual inspections
- Depending on event tech staffing and demands, assign one or two tech inspectors to perform annual inspections only during the event weekend

Motion: Bob Dowie; Second: Chris Albin - PASSED

END

RACING MEMO

ISSUED: April 30, 2020 **NUMBER:** RM 20-04
FROM: Board of Directors
TO: All Participants
SUBJECT: Fire Systems

In GCR Section 9.3.22. FIRE SYSTEM, make changes as follows:

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

A. On-Board Fire System Requirements

It is recommended that all other cars ~~Cars registered after 1/1/09 shall comply with the following~~ *employ* onboard fire systems *that meet the following* requirements:

- Systems certified to SFI specification 17.1 or 17.2, or
- Those listed by the FIA on Technical List No. 16

The following information must be visible of the unit:

- Certification label
- Capacity
- Type of extinguishing agent
- Weight, or volume, of the extinguishing agent

The following is acceptable for cars registered before 1/1/09:

~~On-board fire systems shall use Halon 1301 or 1211, with a five-pound minimum capacity (by weight). Alternatively, on-board fire systems may use AFFF or equivalent surfactant foam material, 2.25-liter minimum capacity (by volume). All AFFF fire system bottles, except non-pressurized AFFF systems with CO₂ propellant, shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight." CO₂ cartridge propellant fire extinguishing systems are permitted provided that the seal of the manufacturer specified CO₂ cartridge is not punctured and the fire bottle is equal to the weight specified by the system manufacturer.~~

Cars shall meet the following:

1. The fire system cylinder shall be securely mounted in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)
2. Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.
3. All on-board fire systems shall be identified with a circle "E" decal.
 - a. In GT and Production cars, two circle "E" decals may be required—one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.
 - b. In Formula and Sports Racing cars, a circle "E" decal shall be located on the outside bodywork as near to the release location as possible.
4. There shall be a minimum of two nozzle locations—one in the driver's compartment and one in either the engine area or the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.
5. The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.
6. All fire systems shall be serviced according to manufacturer's specifications.

Motion: Bob Dowie; Second: Chris Albin - PASSED

END

ISSUED: May 12, 2020

NUMBER: RM 20-05

FROM: Board of Directors

RACING MEMO

TO: All Participants

SUBJECT: Allow Novice Permits at Conference Majors Events

The COVID-19 crisis caused race activities to be suspended for several months. In many cases, regions have had to cancel their only Regional race opportunity for Novice Permit holders this season. In other cases, Regions had to move a Conference Majors event (that requires a Full Competition License) to a Regional event weekend later in the season. In recognition of these diminished race opportunities, we propose, that for the 2020 season only, Regions may allow Novice Permit holders (who have completed their driver school requirement) to participate in a Conference Majors events in the same run groups as Full Competition license holders. This will be done at the Region's discretion and may choose to either accept Novice Permits or continue not accepting Novice Permits at these events.

All drivers that participate in a U.S. Majors Tour class that hold a SCCA Novice Permit, SCCA Full Competition or SCCA Pro Racing license will earn Majors points and participation.

GCR Section 3.1.1.

B. Driver Eligibility

Only drivers who hold an SCCA Full Competition License or an SCCA Pro License are eligible to enter.

For 2020 only, SCCA Regions may choose to accept SCCA Novice Permits at Conference Majors Events only (not allowed at Super Tour events). If accepted, regions must add the following language to their event supplemental regulations.

- **DRIVER ELIGIBILITY:** Each driver must be a current member of the SCCA and hold a current SCCA Full Competition license, full SCCA Pro Racing issued license, or a valid SCCA Novice Permit with school requirements completed,

to participate in this event. If you do not have the proper credentials it is your responsibility to contact the Registrar prior to the event.

- **NOVICE PERMIT MARKINGS:** *Novice Permit Holders must display, in a contrasting color, a minimum 5-inch tall "X", next to the car number on each side and on the rear of the car.*

Motion: Marcus Merideth; Second: Bob Dowie - PASSED

**SPORTS CAR CLUB OF
AMERICA, INC**

6620 SE Dwight St.,
Topeka, KS 66619 (800)
770-2055 www.scca.com

END

SCCA Board of Directors MOTION: Approve revised Runoffs Qualification path as proposed including GCR Changes captured in red italics (JZ/CA). PASSED 5/18/2020. Effective Immediately:

3.7.4. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. A competitor must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).

The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in invited Runoffs-eligible class based on the following minimum qualifications:

1. U.S. Majors Tour Super Tour and/or Conference Events

A competitor must meet participation requirements.

a. Participation Requirements

For 2020 only, due to COVID-19 event cancellations: Participate on track in a minimum of three (3) separate U.S. Majors Super Tour and/or Conference event weekends and have a minimum of one (1) individual race finish, all in the same class. Events may be a part of any Conference.

A driver may substitute up to two of these required Majors weekends with:

- *Regional race weekends (separate from any qualifying Majors weekends) in the same class, or*
- *Substitute entries in the same class*
 - o *May be any US Majors Tour Conference or Hoosier Super Tour event held after March 16 that the driver did not participate in within the same class.*
 - o *Substitute event entries must be purchased by 9/21/20 and are non-refundable.*

Example: A driver is only able to participate in one Majors weekend in 2020 and finishes one race on that weekend. They will qualify for the Runoffs if they:

- *Participate in two additional Regional Weekends in the same class, or*
- *Participate in one additional Regional weekend in the same class and purchase one substitute event entry, or*
- *Purchase two substitute event entries.*

The following section is suspended until 1/1/21:

~~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 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 two (2) 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 finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race 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 finish or points requirements.~~

~~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.~~

~~Motion: Jeff Zurschmeide; Second: Chris Albin – PASSED~~

END

SCCA Board of Directors PROPOSED MOTION to approve immediately. New text is in *purple, bold italics*.

3.7.4. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. A competitor must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).

The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in invited Runoffs-eligible class based on the following minimum qualifications:

1. U.S. Majors Tour Super Tour and/or Conference Events

A competitor must meet participation requirements.

b. Participation Requirements

For 2020 only, due to COVID-19 event cancellations: Participate on track in a minimum of three (3) separate U.S. Majors Super Tour and/or Conference event weekends and have a minimum of one (1) individual race finish, all in the same class. Events may be a part of any Conference.

A driver may substitute up to two of these required Majors weekends with:

- *Regional race weekends (separate from any qualifying Majors weekends) in the same class, or*
- *Substitute entries in the same class*
 - o *May be any US Majors Tour Conference or Hoosier Super Tour event held after March 16 that the driver did not participate in within the same class.*
 - o *Substitute event entries must be purchased by 9/21/20 and are non-refundable.*

Example: A driver is only able to participate in one Majors weekend in 2020 and finishes one race on that weekend. They will qualify for the Runoffs if they:

- *Participate in two additional Regional Weekends in the same class, or*
- *Participate in one additional Regional weekend in the same class and purchase one substitute event entry, or*
- *Purchase two substitute event entries.*

International drivers unable to meet the participation criteria due to border closures may request a waiver of the Majors participation requirement for 2020. The substitute entry process still applies. Only drivers that participated in the 2019 U.S. Majors Tour and/or Runoffs may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 4, 2020 and include:

- *The class(es) you intend to race in at the 2020 Runoffs*
- *A scanned copy of your foreign passport page that includes your name and photo.*
- *Any motorsports events (SCCA or otherwise, in any country) that you have participated in during 2020.*

The following section is suspended until 1/1/21:

~~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 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 two (2) 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 finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race 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 finish or points requirements.

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.

Motion: Bob Dowie; Second: Chris Albin – PASSED

END

SCCA RallyCross UTV Class Rule Proposal

Reviewed and Updated by RXB 4-7-2020

Updates to current rules to accommodate the new class:

3.1 ELIGIBLE VEHICLES (Mandatory for all SCCA sanctioned RallyCross events. See Article 2 .1)

A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle that can pass safety inspection. This includes electric and hybrid vehicles, convertibles with an approved hardtop attached, targa types with factory panel in place, ~~and~~ t-tops with factory panels in place, **and properly equipped UTVs**. A vehicle that meets the definition above but was not originally sold in the United States (e.g. Canada, Japan/JDM or Europe-only vehicle) is eligible if it meets applicable safety and preparation allowance requirements. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded. The following types of vehicles are currently not eligible to compete in Stock, Prepared, Modified, ~~or UTV~~ categories: ATVs, ~~UTVs, side-by-sides~~, 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.

3.2 A. All loose items, inside and outside the ~~car~~ **vehicle** (including the trunk and storage areas), must be removed. Hand-held items, including cameras and cell phones, are considered loose items.

3.2 F. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed. **The load index/rating for non-automotive tires must meet or exceed the weight of the vehicle. Tires offered for only two, three or four wheeled motorbikes are not allowed. This includes motocross, dual sport and ATV tires that are not designed to withstand cornering side loads that can be generated by a n automobile vehicle of substantially higher curb weight.**

3.2 G. Seat lap belts are required in all ~~car's~~ **vehicles**. Installation of shoulder and lap belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight. Competitors are required to wear seat belts when driving in competition. Additional belts must be installed per the manufacturer's recommendations.

3.2 K. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks and shall be operational at all four wheels. The vehicle must have a working parking/emergency brake system **or a transmission lock, such as a Park mode.**

3.2 O. Roll cages are strongly recommended in all ~~car's~~ **automobiles**. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies. **Roll cages are required for UTVs.**

3.3 VEHICLE CLASSIFICATION

A. 1. All **vehicle Stock, Prepared, Modified, and Constructors** classifications as listed in Article 3 must be offered to entrants at all RallyCross events to allow scoring for National awards. Organizers of Regional or Divisional events may also offer and score local classes as they deem necessary to meet local demand. Event organizers acknowledge that a dual-scoring system must be used to score events both for local points and for divisional and national championships (when applicable). Local classes to be run must be listed on the sanction application. (Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1).

2. UTV classes as listed in Article 3.3.G. may be offered at all RallyCross events at the event organizer's discretion. All public event listings must specify whether UTV classes will be offered or not.

3.3.C.1. All **cars vehicles** must be equipped as from the manufacturer, with only factory installed and port-installed option packages. Options that were only part of a package must be present with the entire package. Complete option packages may be installed after purchase of the vehicle.

Add new class:

3.3.G. UTV Category

U: Mass-produced UTV including four-wheeled utility terrain vehicles, side-by-sides and recreational off-highway vehicles.

UTV Preparation Requirements:

1. All vehicles must utilize the stock chassis and maintain a stock appearance. The stock chassis (frame) is defined as the main lower rails running along the inner sides of the vehicle and the front and rear tubes that connect them. The chassis may be modified to improve durability and strength but must retain the stock width, length, and configuration.

2. The OEM upper tubular passenger compartment structure or roll cage shall be retained, or may be replaced with a roll cage designed specifically for racing. All replacement roll cages must be built to the specification of a stage rally, short course, or desert racing sanctioning body. In all cases, the top of the roll structure may not be below the top of the driver's helmet when in the normal driving position

3. No vehicle with structural damage to the roll cage or frame members is allowed to compete.

4. Hinged doors are required. Doors shall be constructed of a rigid material that extend up to the driver's chest line, commonly referred to as "half doors", at a minimum. Hinged full doors constructed of a rigid material are allowed. Polycarbonate door panels must be a minimum of 6 mm in thickness. Doors must not be constructed from carbon fiber.

5. Roof panels constructed of a rigid material are required. Polycarbonate roof panels must be a minimum of 6 mm in thickness. Roof panels must not be constructed from carbon fiber.

6. All occupants must wear full face helmets with face shields or goggles during competition.

7. Shoulder and lap belts are required and must be worn by all occupants during competition. Four-or more-point restraints are strongly recommended. All occupant restraint systems are subject to the installation and mounting requirements specified in 3.2 G.

8. If the vehicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows/window nets, all occupants must wear arm restraints during competition. Arm restraints must be worn and anchored according to their manufacturer's specifications.

9. Heavy items such as spare tires or cargo must be removed, even if securely bolted in place.

10. Minimum width is 64 inches measured from the outer edge of the wheels. Minimum wheelbase is 83 inches measured from the center of the wheels.

11. Maximum ground clearance measured at the base of the frame rails at both the front and rear of the vehicle is equal to one half of the diameter of the tires fitted to the vehicle. It is strongly recommended that the vehicle be lowered to the greatest extent possible.

UTV Preparation allowances:

12. All applicable Prepared category modifications are allowed, unless overridden by preparation requirements contained within this section.

13. Bumpers, nerf bars, and other accessory items, such as auxiliary lights, safety flag whips, mirrors, and camera mounts may be added, however, drilling of holes in the roll cage or frame members to attach accessories is prohibited. Spare tires and cargo must be removed.

14. A front windshield or wind deflector, side, and rear windows are allowed. If equipped with a windshield or wind deflector, it must be made of automotive safety glass, polycarbonate/Lexan, or metal rock screen and securely mounted to the vehicle. Polycarbonate windshields, wind deflectors, and windows must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach the windshield, wind deflector, or windows is prohibited.

15. Wheel spacers up to 2" in thickness, wheels with lower offsets, and commercially available wide-track suspension kits are allowed. It is recommended that the vehicle's track width be made as wide as possible. Stiffer than stock sway bars are recommended.

16. Any mass-produced tire marketed for UTV or automotive use is allowed unless restrictions are specified in supplemental regulations by the event organizers. Tires with diameters similar to those used in automobiles (26" or less) are recommended. If the Event Chairman determines at his discretion that a vehicle's tires are excessively detrimental to the course surface, the tires may be excluded. Bead lock wheels are recommended.

17. At the discretion of the event organizer, any eligible (per 3.1) log booked UTV vehicle currently legal for stage rally, short course, or desert competition in other sanctioning bodies may run in its appropriate UTV class regardless of whether it meets the UTV class rules.

Motion: Chuck Dobbs; Second: Steve Strickland – PASSED

END

SCCA Women On Track

Authority

Establishment of this committee is approved by the Board of Directors. Operational responsibility falls under the direction of the Program Directors of the various SCCA Programs that incorporate SCCA Women On Track (SCCA WOT) initiatives.

Mission

The mission of the SCCA Women On Track Initiative is to expand involvement of women in all facets of SCCA programs through participation, volunteering and leadership.

Administration

1. Executive Committee

- a. The Executive Committee provides high level oversight of the SCCA Women on Track Initiative, expanding Women On Track ultimately to all areas of SCCA activities and insure a common approach and execution of “One Team, One Experience.”
- b. The Executive committee will develop a common approach and execution of the common goal of SCCA WOT in each facet of SCCA and encourage collaboration and sharing efforts, while recognizing unique elements of each area of SCCA.
- c. The Executive committee consists of the chairperson of each Program Committee, a Chairperson, Vice-Chairperson/secretary, an Administrator and a Liaison to the national office.
- d. The Directors of SCCA programs and activities incorporating SCCA WOT initiatives will appoint committee members.

2. Program Committee

- a. Committees will be formed for each program (Solo, Race, TNiA, etc) that chooses to have an SCCA WOT Initiative program.
- b. The purpose of the Program Committee is to encourage more women within their program to become involved in leadership, volunteering and participation in their respective program (Solo, Race, TNiA, etc.) that is reflective of the National SCCA Women on Track Initiative.
- c. The Program Committee will consist of 3-5 members. These members will choose their chairperson and Assistant Chair/secretary in the first year and then as the chairperson steps down the Assistant Chair/secretary will move into the Chairpersons role.
- d. The Chairperson will oversee the committee and participate monthly in Executive Committee conference calls.
- e. The Assistant Chairperson will keep minutes of the program meeting to be shared with the Executive Committee monthly by the Program Chairperson.
- f. Each Program Committee will include, to the best of their ability, a representative from the east, mid-west and west geographical areas of the United States and its territories. The more complex disciplines may require up to 5 members in a committee.

Motion: Arnie Coleman; Second: Jack Burrows – PASSED

END

Director Access to CRB/SEB Letter System

Access to the CRB/SEB Letter system will normally be limited to Board Liaisons assigned to that particular program board. Other directors may request access to the letter system(s) by notifying the Chairman, Vice Chairman, and President. Access to the system will not be unreasonably denied – however, Directors are cautioned that continued access to the letter system is contingent upon behavior. Any attempt by a director to influence the program board that is not done via the assigned Liaisons will be grounds for loss of access. When access is granted, the Liaisons to that program board will be notified so that the program board chair can be made aware of that access. Access will be granted for the current BoD year only and must be re-requested annually.

Motion: Lee Hill; Second: Arnie Coleman – PASSED

END

JDP REVIEW PROPOSAL - (Junior Driver Program)

WHAT? Based on the guidance and approval of the Solo Events Board, Solo Safety Committee, Solo National Staff and the SCCA Board of Directors, the Junior Driver Program (JDP) will be placed on hold effective June 1, 2020 until further notice for the purpose of doing a complete program evaluation. The program evaluation will cover all aspects of the current JDP effort including but not limited to course design, driver training / qualification, youth steward training, kart tech standards, etc., and will take place across the next 60 days.

WHO? This effort will be led by a team comprised of experienced Youth Stewards, Solo Safety Stewards, SEB members, BoD Solo liaisons, National Staff, JDP Parents and the team will be approved by the Board.

WHY? Consistent with the SCCA's Mission, this effort is being undertaken to ensure that the SCCA JDP provides a consistent, scalable, safe, and fun experience for all junior enthusiasts participating with the SCCA.

Motion: Jack Burrows; Second: Charlie Davis – PASSED

END

BOARD OF DIRECTORS

On October 23, 2020, the SCCA Board of Directors approved the following statement for publication:

The SCCA Board of Directors has reviewed the procedures and records related to the 2020 Runoffs and GTL Driver Peter Zekert. In its review, the Board found that the Race Directors, Stewards of the Meet, and staff all acted appropriately, within their purview, within the rules, and within the spirit of the sport. The Court of Appeals deliberated and ruled without influence from other Boards, Committees, or parties. Furthermore, claims that decisions have been altered from their original are baseless and have become unfair attacks on the officials involved.

It should be noted that the Race Director notified Mr. Zekert in an email exchange in mid-September that a waiver would not be considered unless he made a qualifying attempt. And finally, no waivers were granted to competitors that failed to attempt a qualifying session, and there were two other competitors unable to attempt qualifying sessions that were not allowed to race.

The Club has no interest in engaging in a social media debate on this matter, particularly with those citing incorrect or incomplete information. The Board reminds all members that while discussions of rules, rulings, or other issues affecting the club are welcomed, public attacks on other members are a violation of the Member Conduct Policy and will not be tolerated. Our Club relies on the efforts of our many volunteers, and personal attacks such as those on social media sites threaten to undermine our organization and its ability to offer the events that our members want and expect.

The Club has processes in place to provide official input and any member that has input about specific rules and procedures related to the Runoffs (or any other sanctioned SCCA activity), may submit letters to www.crbscca.com.

Supporting information, facts and timeline related to 2020 Runoffs Action #37 and subsequent appeal.

- Following the 2019 Runoffs, participant survey responses and direct outreach to race organizers requested greater enforcement of the 115% rule at the Runoffs. Specifically, there were concerns that drivers starting the race with a 115% waiver have previously adversely affected the race for others that had qualified to start the race per the regulations. The most notable example of this happened in 2019, when a car that had not turned a qualifying lap was responsible for an oil-down situation during the race.
- The driver referenced in this brief did not turn a qualifying lap in the 2019 event, but started the race at the back of the pack having received a waiver from the 2019 event Race Director (formerly called the “Chief Steward”).
- The supplemental regulations for the 2020 Runoffs, originally posted July 10, state the following:
5.11. Eligibility for a Race Start: Competitors must qualify within 115 percent of the fastest qualifying time in the competitor’s class in order to be eligible to start the race (“eligibility window”).

5.11.1. Competitors who qualify outside the eligibility window must have the Race Director's permission to start the race. The Race Director may waive this requirement in his sole discretion upon request. Requests for waiver must be submitted to the Race Director within 30 minutes of the posting of the race grid.

5.11.2. Competitors with a waiver shall start at the rear of the grid in order of their qualifying time.

5.11.3. Competitors with a waiver may be black-flagged if they fail to maintain a safe race pace or continue to lap outside of the eligibility window.

- On September 2, SCCA's Road Racing Director (staff position, not an event official) replied to an e-mail from the driver who noted that, due to COVID concerns, he might arrive late to the event and start at the back of his race (as he had in 2019). He asked if there were socially-distanced ways to obtain a hardship lap and request a start waiver from the event Race Director. The staff member replied to the driver as follows: *"We do not have a provision for online hardship lap requests, but am more than happy to figure something out. If you are uncomfortable meeting with the Race Director in a socially distanced manner, then I'm sure he would be happy to talk to you via phone. Additionally, if you need a hardship lap, we can arrange for either a notification to grid or drop off a card at your trailer to you. I will share your message with...the Race Director."* The driver did not respond further.
- On September 17, the driver e-mailed the Race Director (RD) about two topics, one of them indicating that he was considering not attending the event until after qualifying had concluded and starting from the back. He did not request a waiver in his e-mail.
- On September 18, the RD replied to the driver on both topics. Specific to not participating in qualifying at the event, he said: *"Good morning..., I'm pleased to see that you have entered this year's Runoffs. I also hope that you are staying healthy. Before I would consider providing you a waiver I would need to see an honest effort in qualifying session that shows the potential of a competitive lap time. While I know you have shown that ability in the past I am concerned about the now and without a qualifying time or an honest efforts to run a qualifying session I would have nothing to base my granting a wavier to you."*
- The driver went through registration on the morning of Friday, Oct. 9. He went to the RD's office, where he met with both the RD and the Assistant Race Director (ARD). The RD reiterated to the driver what he had shared in the e-mail, that he would not grant a waiver to start the event since the driver had not attempted to qualify.
- Following notification that the driver had not been granted a waiver, SCCA staff canceled his entry and refunded his entry fee.
- On Saturday, Oct. 10 at 7:39 am, the driver spoke via telephone with SCCA's Vice President and COO (staff position, not an event official). In this conversation, the driver stated that he did not protest the decision because he did not feel that he had that right. Following the call, the staff member confirmed with the RD and ARD that the decision was, in fact, protestable. Items that are not protestable are specifically noted as such in the Supplemental Regulations. The staff member shared this information with the driver via text message at 8:15 am. Upon hearing the driver's intent to protest, SCCA staff reinstated the driver's status as an event entrant.

- On Saturday, Oct. 10 at 10:45 am, the driver filed a protest against the RD, citing SCCA General Competition Rules sections 2.1.3 (fraudulent & prejudicial), 2.1.7 (unsportsmanlike manner) and the Runoffs event Supplemental Regulations COVID-19 guidelines. The Stewards of the Meet (SOM) disallowed the protest based on evidence presented through witness statements and review of the Runoffs Supplemental Regulations. Following this decision, the entry cancelation/refund was finalized.
- Following the SOM decision, the ARD (a named party in the protest) filed an appeal of the decision. In his appeal letter, the ARD stated: *"The protest was more specific to prejudice and sportsmanship, but we feel the Court needs to address the tangential reference and issue of his being disallowed an entry and start."* Following review of the evidence and testimony from the parties, the COA upheld the SOM ruling on 10/13. The final ruling was posted to Fastrack at scca.com on 10/21.