

## **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 South Point Hotel in Las Vegas January 18 & 19, 2017.

Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; Arnie Coleman, Charlie Davis, Bob Dowie, Jack Burrows, Earl Hurlbut, Bruce Lindstrand, Marcus Merideth, Jim Weidenbaum and Chris Albin.

Area director KJ Christopher, Treasurer was unable to participate.

Guests in attendance: National Staff Aimee Thoennes, Eric Prill, Deanna Flanagan, Mindi Pfannenstiel. Robey Clark, President of SCCA Enterprises and his advisory board: Wade White, Tray Ayres, Jerry Wannarka, Gary Pitts. Dave Hardy, Mike Collins, President of SCCA Pro Racing, Jim Rogaski, Chairman of Stewards, John Zuccarelli, SCCA Foundation Board Chairman and Jeff Jacobs, Board member. Steve Hyatt, RallyCross Board Chairman, Club Racing Board Chairman, Jim Wheeler.

The meeting was called to order by Vice Chairman Helman.

Consent Agenda was reviewed including December 2016 minute approval, liaison, committee and staff reports.

MOTION: To approve consent agenda. Pulliam/Burrows. PASSED.

Jennie Boden and Michael Daigneault, Quantum Governance provided an overview of the governance assessment. Comparatively speaking, numbers were up which is atypical during a President/CEO transition. Elected boards have an obligation to responsibly and effectively influence the organization. In addition, there are three legal responsibilities of board members: duty of care, duty of loyalty and duty of obedience. Duty of care is reflected in the member's participation and engagement and obligation to act as a reasonable board member. Duty of loyalty is reflected in loyalty to the mission of the organization. Duty of obedience is to the internal and external laws pertinent to the organization.

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### **Solo Sanction and Insurance**

Dave Hardy presentation seeking assistance relative to insurance pricing and/or sanction pricing for Regional Solo events.

### **Member Appeal Las Vegas Region**

MOTION: To uphold the suspensions of the two members as set forth by Las Vegas Region. Merideth/Coleman. PASSED.

### **SCCA Enterprises**

Robey Clark, President of SCCA Enterprises met with the board and introduced the SCCA Enterprises Advisory board: Wade White, Tray Ayres, Jerry Wannarka and Gary Pitts. Recognizing the importance of the CSR's to the business, Clark is having monthly conference calls and developing plans for support and growth.

### **SCCA Pro Racing**

Mike Collins, President of SCCA Pro Racing met with the Board and reviewed some strategic opportunities for SCCA Pro Racing in 2017.

### **Executive Stewards**

Jim Rogaski, Chairman of the Executive Stewards met with the Board. Rogaski emphasized his desire to reinstitute jumbo region calls and led discussion over improved processes and opportunities as well as the need for ongoing education and a quarterly electronic newsletter.

### **SCCA Foundation**

John Zuccarelli and Jeff Jacobs of the SCCA Foundation Board discussed the fundraising raffle for 2016 and 2017. Efforts towards promoting the archives and continued fundraising efforts.

### **Finance Report**

Mindi Pfannenstiel presented preliminary Year End reporting for SCCA, Inc and its entities.

### **RX**

Steve Hyatt, Chairman of the RallyCross Board a request for funding to the Board for approval.

MOTION: To approve the RX Marketing proposal for 2017 budget addendum in the amount of \$26,500 per the proposal submitted by Hyatt. JB/CD. PASSED.

### **CRB**

The Board met with the full Club Racing Board and discussed recommended rule changes and the purpose of the Runoffs.

MOTION: To approve CRB Recommended Items as shown in Appendix A. Lindstrand/Coleman. PASSED.

MOTION: Approval of SCCA Pro classes for consideration Davis/Lindstrand. FAILED.

MOTION: Effective next Fastrack. To allow for a driver in the following classes to replace participation in one Majors weekend with an SCCA Pro Racing weekend in the corresponding class. Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a Majors event of their choice, to be collected and distributed by SCCA. This replaces participation but not the Majors starts requirement. PASSED 11-0. Christopher & Davis absent.

- GT1- TA
- GT2- TA2 or TA3
- T1 - TA3 or TA4
- T2 - TA4
- FA - F4

MOTION: To approve Item #20704 F500 as shown below. PASSED 11-0. Christopher and Davis absent.

### **F500**

1. #20704 (January Fastrack - Jack Walbran) F500 Ad Hoc Committee Report: Survey and Recommendations

Thank you for your letter. The CRB recommends adding the following restrictions on noses in F5. The CRB recommends this rule be effective **3/1/17**.

Change 9.1.1.D.9.: 9. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. It is not permitted to duct any air through the downward facing surface of the nose of the car extending to the front axle or through the lower surface of the car between the front and rear axles. *Neither the lower surface of the nose of the car, as defined by and from the downward and rearward turn of the leading surface of the nose from the vertical plane, nor the lower surface of the car extending to the floor of the car at the front axles (as shown in the illustrative drawing) is permitted to turn upward after it reaches the plane of their lowest point.*

MOTION: To approve the language changes in RoadRally Rule Book Article 13C4 for 2017. Dowie/Hurlbut. PASSED 7-4. Absent: Lindstrand & Pulliam.

## **ARTICLE 13 VEHICLE INSPECTION**

### **C) Minimum Inspection Requirements**

42)The organizers shall **encourage** ~~insure~~ that an SCCA **RoadRally** sticker (available from the SCCA Merchandising Department) is affixed to both sides of each vehicle on National rallies, and that any commercial advertising is in good taste.

MOTION: To approve GCR Rule Change to read as follows: 9.1.8.A. Effective 1/1/2018 the SRF (1.9L) will become a regional only GCR class but may enter SCCA Majors and Runoffs races as a SRF3 in full compliance with the SRF (1.9L) rule set. Hill/Helman. PASSED 12-0.

MOTION: To adjourn. PASSED 12-0. Christopher absent.

## APPENDIX A: APPROVED CLUB RACING RECOMMENDED ITEMS

### FV

#### 1. #19972 (January Fastrack - Gary Kittell) Valve Seat Repair/Replacement

Thank you for your letter. With the help of the FV Ad Hoc, the CRB recommends allowing increased O.D. and depth of replacement valve seats to help extend the life of the VW heads. The CRB recommends this rule change to be effective **6/1/2017**.

In GCR section 9.1.1.C.5.D.10. make the following changes in the Seat Dimensions Table:

Intake Max O.D. (inches): ~~1.445~~ **1.495**

Intake Max Depth (inches): ~~0.375~~ **0.395**

Exhaust Max O.D. (inches): ~~1.315~~ **1.365**

Exhaust Max Depth (inches): ~~0.375~~ **0.395**

### GCR

#### 1. #20618 (January Fastrack - Jim Rogaski) Chief Steward Powers

The CRB recommends this rule be implemented **3/1/2017**.

The Executive Stewards would like to add the ability of probation to the penalty options available to the Chief Steward. This would bring the list of potential penalties in line with the powers of the Race Director at Majors events.

The Executives would like to restrict the length of probation a Chief Steward can assign to a maximum of 3 race weekends. Any longer probation period would be handled through the RFA process and would go to the SOMs for a decision.

Since the Chief Steward probation would be done with a CSA, it was agreed that no driver license points would be assessed. If it was felt that points should be assessed, then the RFA process should be used.

The reasoning is that at times it is necessary to get a driver's attention, but not have to put them through the full blown RFA process of interviews, witnesses, written statements, etc.

Add 5.12.3.C.11: ***11. Impose up to a three race weekend probation.***

### SM

#### 1. #19597 (January Fastrack - Spec Miata Committee) VIN Codes vs. Model Year

The CRB recommends this rule change be implemented **6/1/2017**.

#### Change 9.1.7A: A. PURPOSE AND INTENT

The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition. The rules are intentionally designed to be more open than the Showroom Stock class but more restricted than the Improved Touring class.

The ***original OEM*** vehicle identification number (VIN) ***stamped on the firewall*** shall correspond

with the model year automobile classified. VIN plates or stampings shall remain in place, *with the firewall VIN taking precedence.*

~~There must be at least one VIN plate or stamping on the dashboard or chassis that corresponds with the model year automobile classified.~~

## **T2**

1. #21108 (January Fastrack - Club Racing Board ) SMG Rules for 2017

The CRB recommends changes to SMG rules for 2017. The changes are listed in the February 2017 Master REC file. The CRB recommends this rule change become effective **3/1/17**.

## **T2-T4**

1. #20863 (January Fastrack - Rob Hines) Please Allow Touring Cars to Bump Up to a Higher Class

The CRB recommends this rule change become effective **3/1/2017**.

Add to 9.1.9.2.:

### **9.1.9.2 TOURING (T2-T4) CATEGORY**

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 the following items. TIRE SIZES, RIM WIDTHS, SPRINGS, SWAY BAR(S), AND PERFORMANCE EQUIPMENT. In the case of the foregoing exceptions, the TCS will have priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.

These specifications reflect the best information available at the time of publication. Any error found in this edition will be updated when reliable specifications are available from the factory/factory distributor or other sources recognized by SCCA, Inc.

A model is defined as a unique car configuration which can be identified by means of decoding the Vehicle Identification Number. 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.

*Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified.*

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### **Recommended Items for 2018**

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 next meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbacca.com> or [www.clubracingboard.com](http://www.clubracingboard.com). If approved, these rule changes will

become effective 1/1/2018. The letter number, Fastrack month, author, and title precede each proposed rule.

## GCR

1. #20215 (January Fastrack - Todd Butler) Class Management Changes and 2.5 Rule Elimination

**This letter published in the December 2016 Fastrack Minutes has been revised below per the December 2016 Board of Directors Meeting.**

3.7.3:~~4~~.A Invitations to the SCCA Runoffs – Changes Effective ~~4/1/17~~ **1/1/18**

A. Invitations to the SCCA Runoffs

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

3.7.3:~~4~~.C Invited Runoffs Classes – Changes Effective ~~4/1/17~~ **1/1/18**

C. Invited Runoffs Classes

*Club Racing in consultation with Club Racing Board will determine the number of Runoffs-eligible classes invited to the Runoffs consistent with the event format and venue.*

~~All Runoffs-eligible classes are invited to the Runoffs.~~

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.

2. A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion.

3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

### 9.1.13 Runoffs-Eligible Class Participation Requirements (**changes effective 1/1/18**)

**Eliminate the existing GCR Sections 9.1.13 A. B. C. D. and Notes 1 and 2 that contain references to the 2.5 rule. Replace with:**

*A. Annually, the Club Racing Board shall review participation numbers for Majors and Runoffs classes. Classes that do not maintain sufficient participation numbers will have one year to improve their participation level. If the class does not improve, it will be either incorporated into an existing class or become a Regional only Class. All Runoffs-eligible classes participating*



*in Majors events will not automatically be invited to the Runoffs (See 3.7.4.C Invited Runoffs Classes)*

*B. A Regional Class (except Improved Touring) may be reviewed by the CRB to become a Runoffs-eligible Class able to participate in Majors.*

*C. The CRB may recommend creating Runoffs-eligible classes for BoD approval. Runoffs-eligible classes, created under this section, will have at least three years to achieve sufficient participation numbers in Runoffs-eligible races before being consolidated or redefined as a Regional Class.*

*D. The CRB may designate a Runoffs Demonstration Class that would be eligible for the current Runoffs, only.*

~~A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher per Runoffs-eligible race. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~B. Should that annual average number of entries fall below 2.5, the class will have one additional year to bring the participation level above the current requirement. Alternatively, it may be immediately consolidated into an existing class. If the class does not exceed the current average requirement during the grace year, it will either be consolidated into existing classes or become a Regional Class. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~C. Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph 9.1.13.A. for 1 year may be reviewed to become a Runoffs-eligible Class.~~

~~D. Based on member or manufacturer input, the CRB may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9.1.13.B.~~

~~Note 1: For the purposes of this section, the term “entries” is defined as drivers classified in the final official race results of Runoffs-eligible races as finishers, did-not-finish (DNF), did-not-start (DNS), or disqualified (DQ).~~

~~Note 2: Classes such as Improved Touring, Super Production, A Sports Racing, and Formula S (Regional and Optional Regional Classes) have been developed for competitors to race at a Regional level. These classes will not be eligible for National races since they were created with the express understanding that they remain Regional Classes only. There may be other classes added to this philosophy, as we identify classes for our members to race cars that do not fit within our Runoffs-eligible racing program.~~