

## 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](http://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)

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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)

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### 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)

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*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](http://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)

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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)

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### 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.

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#### 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.*



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*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](http://www.clubracingboard.com).

### AS

1. #26393 (Jim Wheeler) Request tubular rear control arms In GCR section 9.1.6.4.d.5, make changes as follows:

"Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position. *Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly.*"

### GCR

1. #26244 (David Gomberg) Proposed rule creates two definitions of Participant

In GCR APPENDIX A. 20.Participant, make changes as follows: Any person admitted to an event after having signed a SCCA authorized Release and Waiver of Liability Agreement. "*A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or*

*participate in any way at an SCCA sanctioned event AND/OR permitted to enter, for any purpose, any restricted area."*



## Recommended Rules Changes (May 2019)

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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

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*"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](http://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

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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 <b>that has neither a stop sign nor a yield sign at that intersection.</b>

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. <b>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.</b>

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 <b>a new committee</b> 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](http://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](http://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](http://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 Handbook](#) [SCCA.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 Handbook](#) [SCCA.com](#), and Fastrack.

### 7. RALLY EVENTS ADMINISTRATION

#### 7.4 Rally Safety and Insurance Requirements

Refer to appropriate current Rulebook, Rules for Organizers, [Insurance Handbook](#) [SCCA.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](http://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 1<sup>st</sup> 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. **DC.** 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)"

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### 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.**"

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### 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.

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### 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."***

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### 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**)

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### 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)

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**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)*

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**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)*

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**ITEM 8) Street Category – Recommended**

#25535 Cobalt 2.4L classing

In Appendix A:

Move from GS to HS

Chevrolet

Cobalt (non-turbo) (2006-09)

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**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.*

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**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"*

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**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:

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“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. “

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**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).”

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**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)**

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**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)

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**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*)

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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.



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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."*

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## 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

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changes resulting from the use of camber kits are permitted.”

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**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.”*

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**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.”

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**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.*”

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**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

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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 cm<sup>2</sup>) 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 cm<sup>2</sup>) 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."*

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### 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

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- Regardless of the weight formulas above, no car will be required to weigh more than 2900.”

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**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

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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.”*

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**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.”*

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**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.**”



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### 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)

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### 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** ( $1308\text{cc} \times 1.6 = 2093\text{cc}$ )
- **13B 2-rotor forced induction engines** ( $1308\text{cc} \times 1.6 \times 1.4 = 2930\text{cc}$ )
- **20B 3-rotor normally aspirated engines** ( $1962\text{cc} \times 1.6 = 3139\text{cc}$ )
- **20B 3-rotor forced induction engines** ( $1962\text{cc} \times 1.6 \times 1.4 = 4395\text{cc}$ )”

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”

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**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."

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**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

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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."

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### 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."

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### 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."*

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### 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."*

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### 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*

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*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

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- *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*



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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.

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*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.*

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*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*

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*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:*

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*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:*

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**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)*

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· *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*



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*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.*

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*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."*

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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.**