

## PROGRAM BOARD

### Board of Directors Meeting Minutes– 15 January 2020

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

The Board of Directors met at the South Point Hotel, Las Vegas NV, 15-17, January 2020.

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

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

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

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

- AGENDA REVIEW – Vice Chairman, Helman

- COURT OF APPEALS UPDATE - Sheppard

- SCCA INC. UPDATE – Cobb

- SCCA FOUNDATION UPDATE – Zuccarelli

- TRAINING DEVELOPMENT DISCUSSION – All

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

- EXECUTIVE STEWARDS UPDATE – Rogaski

- COMPETITION REVIEW BOARD UPDATE – Keene

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

- VENTURES UPDATE – Jankovskis

- ENTERPRISES UPDATE – Clark

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

Respectfully submitted,

Mary H. Hill



## Recommended Rules Changes

### Recommended Items

#### **B-Spec**

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

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

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

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

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

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

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

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

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

#### **GCR**

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

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

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

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

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

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

In GCR, Section 4.5.2., change as follows:

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

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

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

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

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

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

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

**GT General**

1. #27323 (Todd Oppermann) Windshield Clips

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

Alternatively, the bottom may be captured in a channel.

*"No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive)."*

**T2**

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

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

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

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

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

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

#### T4

1. #27329 (David Mead) Request to Allow Brake Upgrade On T4 Mustang

In T4, Ford Mustang V6 (05-10), add to notes as follows:

"An Aluminum driveshaft is allowed. Any LSD permitted. *Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes

In T4, Mazda3 (14-18), add to notes as follows:

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

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank

In T4, GCR section 9.1.9.2.D.3.a.2., add the following:

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

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir

In T4, Mazda MX-5 / Club Model (06-15) add to notes as follows:

"Allow Mazda header part number 0000-06-5407. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop and part #0000-07-5901-CC. *Aftermarket power steering reservoir is allowed.*"

5. #27892 (John Heinricy) Request for Replacement Clutches

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

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

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

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

Thank you,

Mary Hill  
Executive Assistant

## Board of Directors Meeting Minutes– 20 April 2020

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

The Board of Directors met via Teleconference, April 20, 2020 at 8:00pm CST.

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

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

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

- ROLL CALL – Helman

- SCCA INC PRESIDENTS UPDATE – Cobb

- VENTURES CHAIRMAN'S UPDATE – Jankovskis

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

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

Motion to adjourn: PASSED

Respectfully submitted,

Arnie Coleman

## Board of Directors Meeting Minutes– 3 August 2020

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

The Board of Directors met via Zoom Conference, August 3, 2020 at 8:00pm CST.

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

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

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

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

- AGENDA REVIEW – Vice Chairman, Helman

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

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

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

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

Motion to adjourn: PASSED

Respectfully submitted,

Mary H. Hill



**Attachment A**

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

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

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

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

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

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

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

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

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

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



## Board of Directors Meeting Minutes– 17 August 2020

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

The Board of Directors met via Zoom Conference, August 17, 2020 at 8:00pm CST.

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

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

Guest(s):

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

Motion to adjourn: PASSED

Respectfully submitted,

Mary H. Hill

PROGRAM BOARDS

Road Racing



RACING MEMO

ISSUED: April 30, 2020

NUMBER: RM 20-03

FROM: Board of Directors

TO: All Participants

SUBJECT: Annual Technical Inspection Expiration Extension

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

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

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

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

Reference Table for Expiring Annual Inspections:

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

Suggested guidelines for Regions:

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

Motion: Bob Dowie; Second: Chris Albin - PASSED

END

**RACING MEMO**

**ISSUED:** April 30, 2020

**NUMBER:** RM 20-04

**FROM:** Board of Directors

**TO:** All Participants

**SUBJECT:** Fire Systems

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

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

**A. On-Board Fire System Requirements**

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

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

The following information must be visible of the unit:

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

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

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

Cars shall meet the following:

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

Motion: Bob Dowie; Second: Chris Albin - PASSED

END

**ISSUED:** May 12, 2020

**NUMBER:** RM 20-05

**FROM:** Board of Directors

**RACING MEMO**

**TO:** All Participants

**SUBJECT:** Allow Novice Permits at Conference Majors Events

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

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

### **GCR Section 3.1.1.**

#### **B. Driver Eligibility**

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

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

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

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

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

Motion: Marcus Merideth; Second: Bob Dowie - PASSED

**SPORTS CAR CLUB OF  
AMERICA, INC**

6620 SE Dwight St.,  
Topeka, KS 66619 (800)  
770-2055 [www.scca.com](http://www.scca.com)

END



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

### 3.7.4. SCCA Runoffs

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

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

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

#### A. Invitations to the SCCA Runoffs

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

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

A competitor must meet participation requirements.

##### a. Participation Requirements

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

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

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

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

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

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

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

~~A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1st of that year and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.~~

~~Drivers in the following classes may replace participation in up to two (2) Majors weekends with SCCA Pro Racing weekends in the corresponding class. Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race finishes. Drivers must request this replacement through the Road Racing Department, and pay the entry fee to the Majors event(s) of their choice, to be collected and distributed by SCCA.~~

~~GT1-TA~~

~~GT2-TA2 or TA-SGT~~

~~T1-TA-SGT or TA-GT~~

~~T2-TA-GT~~

~~FA-F3, F4, Atlantic (FRP), FB (FRP)~~

~~FX-F4~~

~~FC-F2000 (FRP)~~

~~FF-F1600 (FRP)~~

~~P2-Radical Cup North America~~

~~This replaces participation but not the Majors finish or points requirements.~~

#### ~~b. Performance Requirements~~

~~A competitor must meet one of the following:~~

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

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

Motion: Jeff Zurschmeide; Second: Chris Albin – PASSED

END

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

### 3.7.4. SCCA Runoffs

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

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

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

#### A. Invitations to the SCCA Runoffs

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

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

A competitor must meet participation requirements.

##### b. Participation Requirements

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

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

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

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

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

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

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

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

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

~~A driver may substitute two (2) Regional sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1st of that year and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.~~

~~Drivers in the following classes may replace participation in up to two (2) Majors weekends with SCCA Pro Racing weekends in the corresponding class. Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race finishes. Drivers must request this replacement through the Road Racing Department, and pay the entry fee to the Majors event(s) of their choice, to be collected and distributed by SCCA.~~

~~GT1-TA~~

~~GT2-TA2 or TA-SGT~~

~~T1-TA-SGT or TA-GT~~

~~T2-TA-GT~~

~~FA-F3, F4, Atlantic (FRP), FB (FRP)~~

~~FX-F4~~

~~FC-F2000 (FRP)~~

~~FF-F1600 (FRP)~~

~~P2-Radical Cup North America~~

~~This replaces participation but not the Majors finish or points requirements.~~

~~b. Performance Requirements~~

~~A competitor must meet one of the following:~~

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

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

Motion: Bob Dowie; Second: Chris Albin – PASSED

END

## SCCA RallyCross UTV Class Rule Proposal

Reviewed and Updated by RXB 4-7-2020

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### Updates to current rules to accommodate the new class:

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

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

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

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

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

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

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

### 3.3 VEHICLE CLASSIFICATION

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

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

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

#### Add new class:

#### 3.3.G. UTV Category

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

#### UTV Preparation Requirements:

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

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

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

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



5. Roof panels constructed of a rigid material are required. Polycarbonate roof panels must be a minimum of 6 mm in thickness. Roof panels must not be constructed from carbon fiber.
6. All occupants must wear full face helmets with face shields or goggles during competition.
7. Shoulder and lap belts are required and must be worn by all occupants during competition. Four-or more-point restraints are strongly recommended. All occupant restraint systems are subject to the installation and mounting requirements specified in 3.2 G.
8. If the vehicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows/window nets, all occupants must wear arm restraints during competition. Arm restraints must be worn and anchored according to their manufacturer's specifications.
9. Heavy items such as spare tires or cargo must be removed, even if securely bolted in place.
10. Minimum width is 64 inches measured from the outer edge of the wheels. Minimum wheelbase is 83 inches measured from the center of the wheels.
11. Maximum ground clearance measured at the base of the frame rails at both the front and rear of the vehicle is equal to one half of the diameter of the tires fitted to the vehicle. It is strongly recommended that the vehicle be lowered to the greatest extent possible.

UTV Preparation allowances:

12. All applicable Prepared category modifications are allowed, unless overridden by preparation requirements contained within this section.
13. Bumpers, nerf bars, and other accessory items, such as auxiliary lights, safety flag whips, mirrors, and camera mounts may be added, however, drilling of holes in the roll cage or frame members to attach accessories is prohibited. Spare tires and cargo must be removed.
14. A front windshield or wind deflector, side, and rear windows are allowed. If equipped with a windshield or wind deflector, it must be made of automotive safety glass, polycarbonate/Lexan, or metal rock screen and securely mounted to the vehicle. Polycarbonate windshields, wind deflectors, and windows must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach the windshield, wind deflector, or windows is prohibited.

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

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

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

Motion: Chuck Dobbs; Second: Steve Strickland – PASSED

END

## SCCA Women On Track

### Authority

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

### Mission

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

### Administration

#### 1. Executive Committee

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

## **2. Program Committee**

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

Motion: Arnie Coleman; Second: Jack Burrows – PASSED

**END**

## Director Access to CRB/SEB Letter System

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

**Motion: Lee Hill; Second: Arnie Coleman – PASSED**

**END**

## JDP REVIEW PROPOSAL - (Junior Driver Program)

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

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

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

Motion: Jack Burrows; Second: Charlie Davis – PASSED

**END**

## BOARD OF DIRECTORS

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

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

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

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

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

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

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



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

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

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

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

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

## Board of Directors Meeting Minutes–16 November 2020

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

The Board of Directors met via Zoom Conference, November 16, 2020 at 8:00pm CST.

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

National Staff: Participating were Michael E. Cobb, President & CEO; Mindi Pfannenstiel, Sr. Dir. Finance & Administration; Mary Hill, Executive Assistant

Guest(s): None

- Call to Order – Vice Chairman, Helman – 8:00PM CST
- Roll Call – Vice Chairman, Helman
- President's Update – Mike Cobb presented an update to the Board with the Director Election results.
- October Financials Report – Mindi Pfannenstiel provided an October Financials report to the Board.
- Court of Appeals Appointments for 2021 – Motion to accept Laurie Shepard's recommendation as submitted, Laurie Sheppard, Chair; James Foyle, Member and Costas Dunias, Secretary and Alternate Member; JB/JI – PASSED
- The Board will send a list of the proposed 2021 Executive Stewards for a vote in BoardMax.
- New Board Director Orientation; Arnie, Steve and Chris have been working on the orientation PowerPoint and will have a draft for review to the Board by the end of the week.

Motion to adjourn: PASSED

- The Board of Director's resumed in Executive Session.

Respectfully submitted, Mary H. Hill

## Board of Directors Meeting Minutes—30 November 2020

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

The Board of Directors met via Zoom Conference, November 30, 2020 at 8:00pm CST.

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

National Staff: Participating were Michael E. Cobb, President & CEO; Eric Prill, COO; Mindi Pfannenstiel, Sr. Dir. Finance & Administration; Heyward Wagner, Mary Hill, Executive Assistant

Guest(s): Bob Davis; Tim Bureski; Julian Garfield; Tom Harrington; Stephen Miller

- Call to Order – Vice Chairman, Helman – 8:00PM CST

- Roll Call – Vice Chairman, Helman

- Junior Development Program (JDP) Update – Bob Davis and Heyward Wagner presented the Executive Summary of the Solo Event's Board (SEB) JDP review.

- 2021 Budget Approval – Mindi Pfannenstiel previously provided the 2021 Plan and Budget Summary report to the Board for their review. MOTION to approve proposed budget was made by Jankovskis and seconded by Strickland: MOTION PASSED.

- SEB Rule Changes – Charlie Davis (SEB Board Liaison) presented SEB proposed rule changes to the Board for their review. Changes will be presented to the Board for approval at a subsequent meeting.

- Executive Steward Appointments Discussion – Lee Hill

- Member Reinstatement Discussion – Lee Hill

- 2021 Runoffs – Eric Prill presented proposed 2021 Runoffs qualification criteria. MOTION to approve 2021 Runoffs Qualification Recommendation was made by Jankovskis and seconded by Davis: MOTION PASSED. **Attachment "A"**

- BoardMax/BoardEffect Board Computer Program Discussion - All

Motion to adjourn: PASSED

Respectfully submitted, Mary H. Hill

**Attachment "A"**

November 30, 2020

*Proposed 2021 Runoffs Qualification Path*

In 2021, the Runoffs returns to Indianapolis Motor Speedway. While we anticipate having a full race season, the reality is that at this moment we do not know the affect that COVID-19 will have on our lives next year. Additionally, as we craft the Runoffs qualification criteria for 2021, we must consider that all our members were affected at varying levels in their personal and professional lives this year. One of the key purposes for the Runoffs is to serve as the gathering of the tribe for the SCCA and we certainly want that to be the case at Indianapolis Motor Speedway. We also want to encourage our members to race and support our SCCA regions putting on events. We considered re-presenting the qualification plan that was approved initially for 2020, which included both a participation and a performance element to the criteria, requiring a driver to finish in the top 10 (or top half if more than 20 participants) of their Conference or Super Tour point standings. Recognizing the known impact that 2020 had on our membership and the unknown future impact of the virus in 2021, we feel that it is prudent to suspend the point standings performance element of the original 2020 plan.

At this time, we do not feel that offering a substitute Majors entry option for the Majors Path is necessary, nor does it support the goal of encouraging racers to race. If we begin to see events canceled, we can revisit this option. Substitute entries will still be required for the Pro Path drivers, as was the case prior to the revised 2020 plan.

The Divisional Path will be available and remain unchanged.

**Recommended 2020 Runoffs Qualification Plan:**

**U.S. Majors Tour Path:** Drivers must participate in a minimum of three separate U.S. Majors Tour event weekends and finish a minimum of three individual Majors races in the same class.

**2+2 Majors Path:** Drivers may replace/substitute participation in 1 U.S. Majors Tour event weekend with participation in 2 Regional event weekends, but drivers must still finish a minimum of three individual Majors races in the same class.

**SCCA Pro Racing Path:** Drivers in specific classes, as defined in GCR 3.7.4.A.1.a, may replace/substitute participation in up to two (2) Majors event weekends with an SCCA Pro Racing weekend(s). Drivers who

substitute one (1) Majors weekend (2 Majors + 1 SCCA Pro) must have three (3) Majors/Super Tour race finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends (1 Majors + 2 SCCA Pro) must have two (2) Majors/Super Tour race finishes. Drivers choosing the SCCA Pro Racing Path must purchase substitute Majors entries for the number of substitute Majors event weekends (either 1 or 2) by September 14, 2021.

#### **PROPOSED 2021 GCR LANGUAGE**

##### **3.7.4. SCCA Runoffs**

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

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

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

##### **A. Invitations to the SCCA Runoffs**

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

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

A competitor must meet participation requirements.

##### **a. Participation Requirements**

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

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

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

Example: A driver is only able to participate in one Majors weekend in 2020 and finishes one race

on that weekend. They will qualify for the Runoffs if they:

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

International drivers unable to meet the participation criteria due to border closures may request a

waiver of the Majors participation requirement for 2020. The substitute entry process still applies.

Only drivers that participated in the 2019 U.S. Majors Tour and/or Runoffs may be granted a waiver. Requests must be made in writing to [runoffs@scca.com](mailto:runoffs@scca.com) by September 4, 2020 and include:

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

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

{{

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

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1st of that year and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

Drivers in the following classes may replace participation in up to two (2) Majors weekends with SCCA Pro Racing weekends in the corresponding class. Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race finishes. Eligible Pro weekends shall occur between January 1st of that year and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. *Drivers choosing the SCCA Pro Racing Path must purchase substitute Majors entries through the Member Account Portal of SCCA.com for the number of substitute Majors event weekends (either 1 or 2) by September 14, 2021. SCCA will collect and distribute the fees to the SCCA*



**Regions.** 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, **FRA**, Atlantic (FRP), FB (FRP)

FX – F4, **F2000 (FRP)**

FC – F2000 (FRP)

FF – F1600 (FRP)

P2 – Radical Cup North America

This replaces participation but not the Majors finish or points requirements.

*The following section is suspended until 1/1/2022.*

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.

## Board of Directors Meeting Minutes–14 December 2020

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

The Board of Directors met via Zoom Conference, December 14, 2020 at 8:00pm CST.

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

National Staff: Participating were Michael E. Cobb, President & CEO; Mindi Pfannenstiel, Sr. Dir. Finance & Administration; Eric Prill, COO; Deanna Flanagan, Director of Road Racing; Heyward Wagner, Sr. Dir. of Marketing & Experiential Programs; Mary Hill, Executive Assistant.

Guest(s): Lyn Hodges Watts, 2021 Board member elect; Dayle Frame, 2021 Board member elect; Peter Keane, CRB Chairman.

- Call to Order – Vice Chairman, Helman – 8:00PM CST

- Roll Call – Vice Chairman, Helman

- Introduction of 2021 Board Member Elects – Hill

- President's Update – Cobb

- November Financials – Pfannenstiel

CRB Rule Updates – Keane

– MOTION to approve the CRB SCCA Global Statement on Formula Car Classes made by Dowie and seconded by Albin – PASSED – **ATTACHMENT "A"**

- MOTION to add Tom Start to the CRB made by Dowie, seconded by Albin – PASSED.

- MOTION to approve CRB Formula Continental Spec tire as presented made by Dowie, seconded by Albin – PASSED – **ATTACHMENT "B"**

- RXB Rules Updates – Davis. Motion to approve the RXB Constructor Class rules rewrite made by Davis and seconded by Merideth – PASSED – **ATTACHMENT "C"**

Novice Drivers to Run in 2021 Runoffs Discussion – Prill/Flanagan. Tabled.

Junior Development Program (JDP) Report – Follow-up discussion - Davis. Tabled.

- Executive Steward Appointments. MOTION made by Burrows and seconded by Davis to approve the proposed slate of appointments – PASSED – **ATTACHMENT “D”**

Board Statement: The Board of Directors extend their appreciation to Jim Richardson and Cathy Barnard for their service to the Executive Steward Committee.

- Member of Excellence Selection Discussion.

- Adjourn Dec 2020 Meeting – Helman

- Call to Order 2021 Meeting

- 2021 Board Action Items

a. 2021 BoD Assignments

Motion: Approve Board Director Appointments – Peter Jankovskis, Chairman; Steve Strickland, Vice Chairman; KJ Christopher, Treasurer; Arnie Coleman, Secretary. JB/CD Passed.

Board Statement: The Board of Directors extend their appreciation to Lee Hill and Marcus Merideth for their service to the Board of Directors.

b. 2021 Program Board Assignments

Motion to adjourn: PASSED

Respectfully submitted, Mary H. Hill

## **ATTACHMENT "A"**

### **SCCA GLOBAL STATEMENT ON FORMULA CAR CLASSES**

The SCCA is recognized as one of the largest, if not the largest, motorsports racing organization in the world. With a membership of approximately 60,000, the organization finds itself as the steward of many things related to sports car and road racing. One of these "things" is the structure of open wheel road racing. Over the course of years, a core group of formula classes developed and thrived; participation in such classes however has decreased as other cars which were similar, but not built to the exacting set of existing formula car rules, have been offered up to the market. In light of the need to describe a future for SCCA and its stewardship of the formula and open wheel road racing classes, this Global Statement is presented.

### **WHAT IS FORMULA CAR RACING?**

The term "formula car" is often misused or misunderstood. Although used interchangeably with the terms "open-wheel" or "single-seaters", it is not synonymous. All formula cars are single-seaters and open wheel, but not all single-seaters or open-wheel cars are true formula cars. Formula Cars are built to a formula or set of rules. These rules will "generally" describe the dimensions, weight and other key criteria of the car. These rules may even specify certain key components such as a particular engine or tire, but they otherwise only set the "general" parameters for construction. The formula classes leave open a pathway for constant development and technological improvements. Cars which populate these classes, while being similar in appearance and construction, are truly unique. Even cars of the same manufacture may be modified or equipped with different components, each with the intent of building the "better mousetrap". Formula classes are not bothered with concern over balancing performance (BOP) thus the rule sets are generally very stable as compared with production, touring and GT classes which require constant attention.

Juxtaposed to the formula car concept is what may describe as "spec" racing. Spec racing can involve cars of any description; however the cars, and virtually all components, are tightly regulated.

Modification or improvement to the car and components is not permitted. SCCA features the open wheel, single seat Formula Enterprise 2, (FE2) class which occupies this category quite successfully.

SCCA has also recently introduced Formula X (FX) which is intended to provide a home for open wheel, single seat spec race cars which simply do not exist in sufficient numbers to warrant a national "Runoffs eligible" stand-alone class.<sup>1</sup>

### **WHAT HAS HAPPENED TO FORMULA CAR RACING?**

As noted above, over the years, a core set of formula car classes developed in a somewhat organic fashion. These classes represent cars with and without wings and aerodynamic devices and feature various levels of power and performance. These classes further run the economic continuum from budgets which would be considered entry level to significant. These classes currently include Formula Vee (FV), Formula 500/600 (F5), Formula F (FF), Formula Continental a/k/a F2000 (FC) and Formula

<sup>1</sup> FX may also serve as a class for formula cars that fit into the appropriate performance envelope and which no longer present themselves in sufficient numbers to justify a stand-alone Runoffs eligible class. In this regard the

class will be a hybrid. The rules permit BOP work, but it is not anticipated that relative performance of the various cars will be aggressively regulated. Rather, the BOP is seen as a method to maintain the top end of the performance envelope of the class.

Atlantic (FA). Historically, the rules in these classes have changed very little. When a change does occur

it seems to be seismic in amplitude and often times takes years to settle. These changes are generally implemented because a major component, such as an engine, has become difficult to source or outside

of the acceptable range of cost to run and maintain. In contrast to similar changes made in the spec classes, performance of the new and old is considered and efforts are made to avoid disenfranchising the existing equipment.

Over recent decades, as various pro and semi pro series have developed, the core group of formula classes was shunned in favor of proprietary spec cars. The apparent reasons for this would be 1) to control and level competition thus avoiding the possibility of one team or driver dominating due to superior engineering; and 2) to develop a revenue stream for the series from cars, parts and components.

While on its face this practice would seemingly be benign, it does effectively prohibit the cross-over of cars between the SCCA and such pro organizations which was common in prior years and can be cited as contributing to the grid health of all. It further dried up the market of good used formula cars that fit within the existing SCCA class structure and were readily consumed by SCCA participants.

This practice brought other pressures and problems to the SCCA. These cars, which may be similar in performance to those which can be found in the core group of formula classes as defined herein, simply do not conform to the existing formulas or rule sets found in the GCR. The owners of these cars, no longer having a ready market (class) in SCCA for their used equipment, now often lobby for inclusion of same in one of the existing SCCA formula classes. The requests for inclusion commonly cite that the cars represent good equipment which, if permitted, will help to increase participation. What is not cited is that these cars normally have been run in a very strict configuration to achieve the desired level of performance. They commonly have sealed engines, locked ECU's, spec suspension and other components that feature series holograms to guarantee compliance, along with series specific tires. If and when these cars are brought into SCCA for competition, all of these standards must be strictly defined in the GCR. Issues commonly arise with regards to determining the specifications for sealed engines and single source components. If and when those specifications are loosened the cars will most often break out of their previously described performance envelope.

Even if these strict technical standards could be managed, the inclusion of such cars immediately voids the founding tenet of SCCA's formula rules. The same would effectively transform a formula class into one in which the performance of the cars, relative to one another, is managed. Simply stated, with the diversity that exists among formula cars, performance balancing is not plausible.<sup>2</sup>

#### **FUTURE OF FORMULA CLASSES IN GENERAL**

Given the sheer number of existing cars that meet the rules as proscribed in the existing core "Runoffs eligible" formula classes, SCCA does not foresee and will not encourage any significant deviation from <sup>2</sup> While balance of performance (BOP) is common in the production, touring and GT classes it is not without the expenditure of significant time, effort and data. BOP in such classes is made easier due to commonality of platforms which are well defined. For example, all 2015 Ford Mustang GT's feature the same body; this cannot be said for every similar year and make formula car given that development is not constrained. Likewise,

development may continue in areas such as aero, suspension, dampers and brakes. As such areas are exploited on the true formula car, performance would be expected to improve relative to the spec car. It is reasonable to believe that competitors would regularly request the SCCA to address this performance creep; this is a task which the SCCA is simply not outfitted to undertake.

these rules or classes. SCCA will encourage class and rule stability and will encourage its members and other organizations to pay heed to these well-established formulas and rule sets. SCCA reminds its

members and competitors to be mindful of **rule 9.1.13A** which requires the CRB to annually review participation numbers for U.S. Majors and Runoffs classes and to either incorporate under-performing

classes into another class or relegate the class to “regional-only” status.<sup>3</sup>

SCCA will welcome the spec open wheel cars from other organizations and will attempt to class them based upon their relative performance and mass. These cars, assuming that they fall within the appropriate envelope of performance and mass, will be classed in FX or FA once their performance, specifications and rule sets are established.

#### **STATUS OF CURRENT CORE FORMULA CLASSES**

##### **Formula V (FV)**

FV has recently been afforded a spec tire and disc brakes. The CRB does not foresee any significant changes to the rules.

##### **Formula 500/600 (F5)**

F5 has recently seen a reduction in the restrictor for the motorcycle powered cars. The introduction of the motorcycle engine saw a marked reduction in participation by the two cycle powered cars. Efforts have been on-going to marshal the performance of the motorcycle powered cars. This class is suffering in participation and all competitors are urged to support this class at Majors and Super Tour events.

##### **Formula F (FF)**

FF has successfully integrated the Honda Fit engine into its formula after a number of years. Fit engines have proven to be reliable and economical. The Kent engine has enjoyed resurgence with critical new parts and blocks. The class has further adopted a spec tire and approved use of a sequential gear box with additional weight. An issue has arisen with respect to the supply of bespoke engine components from HPD; SCCA is acquiring the rights to this intellectual property and will work to insure an on-going supply of such parts into the future. The CRB does not foresee any significant changes to the rules.

##### **Formula Continental/Formula 2000 (FC)**

FC has recently afforded the original Pinto engine several upgrades for purposes of enhancing longevity and performance. Engine builder Quicksilver reports that the Pinto now slightly surpasses the Zetec in power. Replacement parts for the Zetec have been permitted as OE parts become scarce. Like FF, a sequential gear box has been approved for use with additional weight and a spec tire is being considered for 2021 which is forecasted to bring all competitors, in both pro and SCCA competition, together. Participation nationwide for FC is good, but scattered across various SCCA sanctioned pro, Majors, Super Tour and regional series. Competitors are encouraged to support this class at Majors and Super Tour events.

<sup>3</sup> 9.1.13. RUNOFFS-ELIGIBLE CLASS PARTICIPATION REQUIREMENTS A. Annually, the Club Racing Board shall review participation numbers for Majors and Runoffs classes. Classes that do not maintain sufficient participation numbers will have one year to improve their participation level. If the class does not improve, it will be either incorporated into an existing class or become a Regional only Class. All Runoffs-eligible classes participating in

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

#### **STATUS OF HYBRID CLASSES**

##### **Formula Atlantic (FA)**

FA has varied from the pure formula concept with the addition of cars on spec lines. Due, however, to the superior performance of the FA car, these “spec line cars” (*excepting the Swift 016*) have not had a significant impact on the upper envelope of performance of the class. Being mindful of the diminished grids, and knowledgeable of the superior and dominating performance of the 016 relative to that of the

Swift 014 and other traditional FA cars, the CRB, upon data gathered in 2019 implemented a new SIR for 2020. It was the intention of the CRB to set the upper level of performance in this class at that of the top performing 014’s so as to encourage return of similar cars to the grid. The effort proved quite

successful with a nice range of different cars winning events throughout the 2020 season. Further testament to the success of this change was a much more tightly packed grid at Runoffs and a close contest between the 014 and 016 at the front of the pack. No further adjustments are anticipated to the 014 or 016 at this time.

FA has further recently permitted the SCCA Pro F3 car. While this car has proven to be considerably faster in a straight line, its performance elsewhere is lacking and to date it has not disrupted the class. Performance of the F3 will be continually monitored.

Already being home to various spec line cars, FA will continue to serve as a class (*similar to FX*) in which other spec open wheel cars, which fall within the appropriate performance and mass envelope, will be classed.

Participation in FA is poor at all levels and competitors are encouraged to support this class at Majors and Super Tour events.

#### FORMULA X (FX)

FX was introduced to provide a class for those proprietary spec open wheel cars (*ex-pro*) which do not exist in sufficient numbers to populate their own nationwide “Runoffs eligible” class. It can also serve as a place for non-spec formula classes which are unable to maintain their entries at an acceptable level. A provision is made in the rule set to adjust performance through weights and plates, but this is not viewed as a tool which will be used with any regularity to balance the respective cars, but rather to maintain a ceiling of performance within the class. It was the intention of the CRB to set the upper level of performance at that of the tube frame MZR powered USF2000 car so as to maintain a reasonable performance gap with FA. Cars which break out of this performance window are subject to weight and plate adjustments, expulsion from the class and/or transition into FA. There have been a number of cars seeking classification into FX in the recent months, some of which will push the performance window. The performance of those cars will be monitored and, if necessary, steps will be taken to insure the performance of this class does not creep out of its intended range.

#### SUB CHAMPIONSHIPS

Participants in FX and FA are encouraged to organize intra-class championships wherein cars which fall within the same subcategory can participate for recognition. It is understood that F4 will be recognizing its own Champion within FX at the 2021 IMS Runoffs; FM is expected to do the same. SCCA Staff can be contacted directly to discuss such opportunities.



## **ATTACHMENT "B"**

1. #29899 (Formula/Sports Racing Committee) Spec Tire Implementation  
In GCR, section 9.1.1.B.10. add as follows:  
Effective 5-1-2021

***"g. FC shall be limited to the following tires (tires must be used in their designated position - front/rear - on the car):***

***Dry:***

***Front – Hoosier 20.5 x 7.0 – 13 R60A compound - Part Number TBD***

***Rear – Hoosier 22.0 x 8.0 – 13 R60A compound – Part Number TBD***

***Wet:***

***Front – Hoosier 21.0 x 6.5– 13 W3 - Part Number TBD***

***Rear – Hoosier 22.0 x 8.0 – 13 W3 – Part Number TBD***

***h. FC shall be permitted a maximum of four (4) dry tires and four (4) wet tires for all Regional, Major and Super Tour events; eight (8) dry tires and eight (8) wet tires for Runoffs. This rule shall be effective beginning with the first (1<sup>st</sup>) qualifying session of the event. It is the responsibility of the competitor to ensure that their tires are declared, marked and logged by Tech in advance of their use in on-track session(s).***

***1. Use of an undeclared tire shall automatically result in all times being disallowed in that session or loss of finishing position in that race.***

***2. If a tire is damaged during a qualifying session or a race the competitor may replace the damaged tire with a used tire upon approval by the Chief Steward without loss of time or finishing position. Second or subsequent damaged tires may similarly be replaced upon approval by the Chief Steward, however such shall result in the loss of grid position in the***

***subsequent race or session; the competitor shall start at the back of the grid. "***

## **ATTACHMENT "C"**

Constructor Class Rules Rewrite, Draft 1.3 01 DEC 2020

### **3.3.F. Constructors Category**

Constructors Two Wheel Drive (C2)

Constructors Four Wheel Drive (C4)

Preparation **allowances** **requirements**:

1. The Constructors Category is intended for four-wheeled vehicles **altered in excess of the Modified Category allowances**, such as dune buggies, sand rails, tube frame/chassis vehicles, kit cars and similar types of custom-built vehicles.



2. Any design/applications outside of the rule set will require approval from the RXB.
3. The drivetrain must use an internal combustion engine; electric and hybrid powerplants are prohibited.
4. Exhaust must exit outside the body work, not interfere with or impair the driver during vehicle operation and vehicle egress, and comply with local noise ordinances.
5. Any fuel system may be used provided gasoline, ethanol or diesel fuel is used. Any fuel cell, filter or pump located in the passenger compartment must be shielded by a metal bulkhead. Any fuel lines running through the passenger compartment must be of metal or metal braided construction.
6. Minimum track is 100% of the height of the vehicle as measured from the highest point of the roll cage. Minimum wheelbase is 72 inches measured from the center of the wheels. Track width is measured between the center of the front or rear tires. The track width will be the minimum of the two.
7. The bottom of the vehicle frame/monocoque must be below the centerline of the wheels.
8. Brakes must operate upon all wheels/tires.
9. Tow attachment points shall be clearly identified at both the front and rear of the vehicle.
10. Vehicle must be equipped with a minimum of 4 tires/wheels.
11. All roll cage openings of the occupant compartment except ingress/egress openings and driver visibility openings must be covered by body panels. Drilling of holes in the roll cage to attach any panel is prohibited.
  - a) Roof to be made of mild steel (minimum thickness 18 gauge) or aluminum (minimum thickness: 0.065").
  - b) Floor to be made of mild steel (minimum thickness 16 gauge) or aluminum (minimum thickness: 0.095") and must be able to demonstrate that it supports the weight of the driver.
  - c) Metal firewalls and floor panels/belly pans between the engine and drivetrain components are required to prevent the passage of flame and debris into the driver's compartment.
  - d) If a windshield is installed it must either be automotive laminated safety glass or be a minimum of 3/16" thick polycarbonate. If the vehicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows/window nets, all occupants must wear full face helmets with face shields (or goggles), gloves, and arm restraints during competition. Arm restraints must be worn and anchored according to their manufacturer's specifications.
  - e) If side windows are installed, they must be made of automotive safety glass or minimum 3/16" thickness polycarbonate. If side windows are not installed, then window nets or arm restraints for the driver and passenger (if present) are required and must be securely mounted.

Constructor Class Rules Rewrite, Draft 1.3 01 DEC 2020

*f) All other panels are to be plastic, metal, or composite materials.*

*12. Mudflaps are recommended.*

*13. A roll cage meeting or exceeding the current SCCA Road Racing General Competition Rules or the current requirements of another sanctioning body approved by the SCCA RXB is required.*

*a) Roll cage design must allow the occupants to egress the vehicle out of the sides.*

*b) The only hole(s) permitted are inspection hole(s).*

*c) Drilling of holes in the roll cage to attach side windows, window nets, rear windows, or any other item is prohibited.*

*d) All portions of the roll cage subject to contact by the driver must be padded with a minimum 1/2 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.*

14. All cars shall be equipped with a master switch. The master switch shall be installed directly on the positive battery cable and shall cut all electrical circuits when turned to the "OFF" position. All terminals of the master switch shall be insulated to prevent shorting out. The switch shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a position accessible to the driver and course worker. "OFF" position shall be

clearly indicated at the master switch location. The master switch shall be securely fastened to the vehicle, however, drilling of holes in the roll cage to attach the mounting bracket is prohibited. The mounting location shall be one of the following:

a) In proximity to the right-hand side member of the roll bar in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded, clamped or bolted to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.

b) In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned.

c) Below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window.

15. Installation of a scattershield, chain guard or explosion-proof bell housing is required on any vehicle where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passenger. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure. The following material requirements apply to scattershields/explosion-proof bell housings:

a) 1/8 inch (0.125"; 3.18mm) SAE 4130 alloy steel.

b) 1/4 inch (0.250"; 6.35mm) mild steel plate.

c) 1/4 inch (0.250"; 6.35mm) aluminum alloy.

d) SFI or NHRA approved flexible shields.

16. The driver's seat shall be securely mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. A passenger seat is not required but must also be securely mounted if installed. Seats must be intended by their manufacturer for competition use.

17. A **four (4)** *five (5)*-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs *and shall be securely attached to the frame or roll cage of the vehicle in accordance with the restraint manufacture's recommendations.*

*18. Structure and safety items shall have a minimum of grade 5 / 8.8 fasteners.*

**ATTACHMENT "D"**



	<b>2021 Executive Stewards</b>
<b>Chair</b>	<b>Jim Rogaski</b>
Central	Kevin Coulter
Great Lakes	Duane Harrington
Midwest	Mike West
NorPac	Dave Deborde
Northeast	Fred Brinkel
Rocky Mountain	Gloria Larson
Southeast	Ken Blackburn
SoPac	Barb Knox
Southwest	James Rogerson

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

The Board of Directors met via Zoom Conference, December 21, 2020 at 8:00pm CST.

Area Directors: Participating were Peter Jankovskis, Chairman, Steve Strickland, Vice-Chairman, Arnie Coleman, Secretary, Chris Albin, Jack Burrows, Charlie Davis, Chuck Dobbs, Bob Dowie, Dayle Frame, Dan Helman, Jason Isley, Lyn Hodges Watts and Jeff Zurschmeide.

National Staff: Participating were Michael E. Cobb, President & CEO; Eric Prill, COO; Heyward Wagner, Sr. Dir. Of Marketing & Experiential Programs; Mary Hill, Executive Assistant

Guest(s): Bob Davis, SEB Chairman

- Call to Order – Vice Chairman, Strickland – 8:00PM CST

- Roll Call – Vice Chairman, Strickland

- SEB Rule Changes – Bob Davis (SEB Chairman) presented SEB proposed rule changes, Items 11, 20 and 21 to the Board for their review. MOTION to approve made by Davis and seconded by Hill – PASSED. Member Marcus Merideth requested a Roll Call vote on Item 11, specified below. **ATTACHMENT “A”**

Lee Hill, Nay; Dan Helman, Nay; Arnie Coleman, Yay; Bob Dowie, Yay; Charlie Davis, Yay; Chris Albin, Yay; Jack Burrows, Yay; Marcus Merideth, Abstain; Jason Isley, Nay; Peter Jankovskis, Nay; Jeff Zurschmeide, Yay; Chuck Dobbs, Yay; Steve Strickland, Yay.

American Sedan – Dowie; PASSED – BD/MM – **ATTACHMENT “B”**

- RXB Rule Change - Motion for the SCCA, Inc. Board to Delete Rule 7.2.F from the RallyX Rules and Relabel Subsequent Sections Accordingly. CD/MM – Reasoning: Included in the list of duties for the Divisional Stewards, rule 7.2.F says " Review and issue final approval for Issuance of the SCCA Sanction when standards have been appropriately met for event regulations." Beginning January 1, the Rallycross program will transition to the online sanctioning system that other programs have already been using, and this system does not have a mechanism for Divisional Steward approval on sanction applications like the old paper system did.

- Junior Development Program (JDP) Update – Further discussion of the SEB’s JDP review led by Bob Davis and Heyward Wagner. Move that the Board of Directors approve the proposal brought forth on January 8th, 2010 to launch a Pilot Program for limited re-introduction of the Junior Driver Program in Solo.

Oversight for the Pilot will be provided by the SEB in close collaboration with National Office staff. A full report on the Pilot will be provided to the BOD before program launch. CD/LW – PASSED

- Board Meeting Cycle for 2021 Discussion - All. Board agreed to a monthly meeting schedule but switch to 2 hours and the 4<sup>th</sup> Monday of the month.

Motion to adjourn: PASSED

Respectfully submitted, Mary H. Hill

#### **ATTACHMENT "A"**

Both SEB liaison's to the Street Advisory Committee agree with the Committee's proposal. Here are comments from Mark Scroggs, a current SEB member who was the Street Advisory Chair before joining the SEB: *I don't think either the base or the PP BRZ is or will be the car to have in DS unless the course is very transitional...and even then I'm not sure you will top a well driven CTR. The additional wheel width is offset by the heavier brakes, and they would still likely use the same 225 tire size so technically not a huge advantage.*

*Yes, it will likely make it the BRZ or "Twin" to have in DS, however nobody with a Twin runs DS...there was exactly ONE in DS at Nationals in 2019. And now that SSC has a better tire, I see literally nobody setting up a Twin for DS...it would be slower AND way outgunned.*

*Putting the PP BRZ in DS gives that chassis a chance in a Street class, and since the PP isn't allowed in SSC and was actually a car you could buy from the dealership (unlike the TRD stuff for the FR-S), I feel moving it to DS is absolutely the right move.*

**ITEM 11)** In Appendix A, Automobile Classes, Street Category, revise the following listings:

In Class CS:

~~Subaru~~

~~BRZ (with Performance Package) (2017-19)~~

In Class DS:

Subaru

Subaru BRZ ~~(non-Performance Package) (2013-2016, 2017-19)~~

*(SCCA Fastrack News Mar 2020 #27888, Dec 2020 #27888)*

**ITEM 20)** In Street Touring Category, Sections 14.3 and 14.10, revise the following:

#### **Wheel and Tire Size Changes**

Revise 14.3:

"Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

Tires shall have a section width up to and including the following (mm):

STR (AWD), STS .....	225
STX (AWD), STH (AWD).....	245
STR (2WD).....	255
<del>STU (AWD &amp; 2WD mid- or rear engine),</del> STX (2WD), STH (2WD).....	265

STU (AWD, RWD mid-engine, & RWD forced induction).....295

STU (RWD N/A & FWD).....~~285~~ 315 “

#### Intercooler and Charge Pipe Allowance Expansion

Revise 14.10.C and add subsection numbers:

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

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

**3. STU and STH only:** *Charge pipes may be modified or replaced. Replacement charge pipes may delete or block off factory pipes designed to enhance intake sounds (“noisemakers”). Modification or deletion of vehicle components (e.g. plastic shrouds, wheel well liners) to permit routing of alternate charge pipes is not allowed.*“

#### Boost Controls Allowance

Add to 14.10.C following the above:

**“4.** *Compressor Bypass Valves (CBVs), blow-off valves, and pop-off valves may be replaced or modified.*

**5.** *Boost regulation systems, either electronic or mechanical, and electronic fuel cuts referencing boost pressure may be modified, replaced, or removed. This does not allow for changes to the turbocharger or wastegate (including wastegate spring).*“

#### Clutch Allowance

Add new 14.10.O:

**“O.** *The clutch disk and pressure plate may be modified or replaced.*“

#### Transmission Tuning

Add new 14.10.P:

**“P.** *The Transmission Control Unit (TCU) may be re-programmed. This allowance only applies to modification of transmission behaviors and does not extend to re-programming any other components.*“

#### Electronic Differential Tuning

Add new 14.10.Q:



*"Q. Except for AWD cars in STH, electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components."*

#### Replacement of Differential in AWD vehicles

Revise 14.10.K.2:

~~"2. STU, STR, and STX, and STH classes: Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical~~

~~LSD may be added.~~ 2WD vehicles may use any mechanical LSD unit. AWD vehicles may substitute one differential (front, rear, or center) with an aftermarket mechanical LSD.

*STH: 2WD vehicles may use any mechanical LSD unit."*

Background: The intent is that these changes will serve to modernize the Street Touring ruleset while still providing a competitive place for as many of the existing cars as possible.

*(SCCA Fastrack News Apr 2020 #28321, Jul 2020 #28321, Dec 2020 #28321)*

SEB comments: The tire size change proposed for STU is part of a comprehensive overhaul of STU and includes a series of change proposed in this section. These changes are designed to attract a greater variety of cars and balance performance across those cars. Pulling out the tire recommendations will actually upset the balance intended by the proposed changes rather than help with balance. Revitalization of STU was a major initiative of the Street Touring Advisory Committee (STAC) during 2020, including a membership Townhall that attracted over 120 members.

Here are comments from the current Chair of the STAC, Nick Dunlap, on the topic: *The one thing that the tire size change does that may not be immediately obvious is an attempt to handicap the boosted cars (using a smaller tire) to offset the allowances they get with charge pipes and intercoolers. In the past there was no tire size difference between turbo and N/A RWD cars. To be 100% fair that tire size split was looking primarily at the M2 and other turbo cars that were being considered for Appendix A changes. Since we didn't move the Appendix A changes forward the tire size changes may be less of a big deal with the current cars that are in STU. However, there is a contingent of people who feel the N/A RWD cars are currently handicapped since the A052 only comes in a 265 or a 295 effectively putting the RWD cars on the same tire as the AWD cars. Also, if we wanted to introduce new turbo cars into STU after the speed of the "revised" class is known it's now not just a change to Appendix A but also a change to the tire rules as many of the new turbo cars would be too fast on 315s. Keeping the current 265/285 tire size limitations I believe would decrease participation of the M3s/vettes/350z/370z as they feel disadvantaged due to the current sizes of what is the "hot" tire in ST\*. Those cars are a sizable part of the current STU participation.*

*Also for reference below is the paragraph and stated "goals" of the very first proposal that were published in the April Fastrack for the STU changes.*

*The STAC is seeking member feedback on changes to increase participation in STU. While the focus is on STU, there are changes that would affect STH as well. These changes encompass both additional allowances and new vehicle classifications. The changes below are provided in outline form, and specific rule wording will be presented in future FasTracks pending member feedback on the overall concept. Various letters and slowly declining participation in STU has resulted in the STAC re-evaluating the Street Touring ruleset to ensure it is meeting the desires of the membership. The STAC is concerned that the Street Touring rules have not kept up with "common enthusiast modifications" and as such is seeking member feedback on the following additional car classifications and rule changes. The cars listed under Proposed would be added to Appendix A when the rule changes go into effect. The cars listed under Potential would be evaluated for inclusion in future years.*

#### *Goals of this Proposal*

- 1. Increase Participation in STU*
- 2. Modernize the Street Touring ruleset for turbo cars*
- 3. Preserve competitiveness of current STU cars*
- 4. Decrease average age of competitive STU cars*

#### **ITEM 21)** In Street Prepared Category, Section 15.8 Suspension, revise 15.8.C:

"C. Suspension bushings may be replaced with bushings of any materials ~~(except metal)~~ as long as they fit in the original location. Offset bushings may be used. *Bushing type may be changed to alternate types (e.g. spherical bearing).* ~~In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via change in bushing type, for example to a spherical bearing or similar component involving internal moving parts.~~ Pins or keys 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. Differential mount bushings are not considered to be suspension bushings and are not covered by this allowance."

*(SCCA Fastrack News Jul 2020 #28695, Dec 2020 #28695)*

I (Bob) have served as a SEB liaison to the Street Prepared Advisory Committee (SPAC), so I can comment on this proposal: The SPAC has received proposals for years to add spherical bearings to suspension allowances. Over the past few years member support has been growing for this move, and it has finally reached the point where support is overwhelming. The current wording dates back at least 20 years, and allows for the use of Delrin bushings, most of which need to be custom fabricated. Members have been making the point that sphericals are available "off the shelf" for less cost than custom fabricated Delrin.. The other main point is that this rule was written before multi-link suspensions, and that Delrin simply doesn't work in the newer suspension. The SPAC noted that there was more response to this letter than most



SP topics. There were 13 positive letters and one negative. Examples, including the one negative are included below. As you can see from the letters, most of the membership who

responded believe that this change will actually make SP more accessible to the general membership than the current outdated rule.

Quotes from 5 positive and the one negative response:

*"Spherical metal bushings would be a definite plus to prevent the binding that can occur in modern multi-link suspensions with multi-axis rotations if rubber bushings are replaced with nylon/or delrin, which in my opinion function fine in single axis applications."*

*"Many platforms have either spherical conversion kits or bolt-on control arms with sphericals available, while simultaneously not having Delrin bushing kits available (I'll ignore polyurethane because it's a terrible choice for suspension bushings). Further, it supports the Category Preamble by providing "suspension updates" and "more extensive modifications" relative to ST though "a greater range of bolt-on alternatives".*

*"I believe the new allowance could make building SP cars using aftermarket part a lot easier. Custom Delrin bushings and trick bronze/steel poly sleeves are neat but not in the benefit SP class growth. SP should be about maximizing grip by using nice suspension components. Why go through all the trouble of fitting nice, wide Hoosiers on the car with suspension movement that is compromised by inferior joint design."*

*"I currently compete in BSP and would like this allowance as it would give me the option to run simple, off-the-shelf options for a few key bushing locations on my car. I know some other vehicles end up with the need for custom solutions and the inability to use readily available aftermarket parts due to the current rule."*

*"Just wanted to say that sphericals in SP is a great idea for helping to bring Street Prepared back to life. There are so many aftermarket solutions nowadays that cut out having to fabricate your own custom delrin offset bushing that it seems like a no brainer for a class that essentially requires your car to be trailered to events."*

*"I am writing in against proposal 28695*

*Allowing spherical bearings in SP raises the cost of entry to an already tough class to get into. The majority of cars have spherical bearings, raising the cost significantly in order to be competitive."*

**ATTACHMENT "B"**

#29826 (American Sedan Committee) Introduction of restrictor plate for Full Preparation engines

In AS, GCR Section 9.1.6.D.1.c.1.c., add the following:

"Effective April 1, 2021, all cars shall fit a 1/8 inch flat plate, sharp edge orifice, 4 hole restrictor between the Carburetor and insulator, All air entering the intake must pass through the restrictor plate. The center of the holes of the restrictor plate must be aligned within 3.0mm of the centers of the carburetor throttle plate holes. The max diameter of the holes is 39.0 mm. unless specified in the individual car's specification line. An additional base gasket, as described in section 9.1.6.D.1.c.1.a may be used."

In AS, GCR Section 9.1.6.D.1.f.1.e., add the following:

"Engine RPM limiters must be installed on all vehicles. Maximum engine RPM is 7600. Individual vehicle/engine limits may be adjusted and would be specified on vehicle specification lines. RPM limits must be demonstrated by the competitor upon request of SCCA official."

In AS, GCR Section 9.1.6.D.1.f.2.e., add the following:

"Engine RPM limiters must be installed on all vehicles. Vehicles equipped with Engine Management controllers, ECU, may utilize the internal ECU RPM limiter. Maximum engine RPM is 7600. Individual vehicle/engine limits may be adjusted and would be specified on vehicle specification lines. RPM limits must be demonstrated by the competitor upon request of SCCA official."