

Board of Directors Meeting Minutes—25 January 2021

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, January 25, 2021 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 Jason Isley, KJ Christopher, Lyn Hodges Watts, and Jeff Zurschmeide.

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

- Call to Order – Vice Chairman, Strickland – 8:00PM CST
- Roll Call – Vice Chairman, Strickland
- Financial Update – Pfannenstiel
- Board Face to Face Meeting Schedule Discussion- Jankovskis; Arnie Coleman will update the director availability and send out to the group.
- Board Voting Policy and Procedures Discussion – Jankovskis discussed voting policies and procedures.
- Board Liaison Roles and Responsibilities – Strickland – the Board will bring back the Liaison Reports to add to the agenda.
- Board Effects Decision - Coleman
- MOTION to approve transition from Board Max board management software to Board Effects, made by Coleman, seconded by Dowie – PASSED

Motion to adjourn: PASSED

Respectfully submitted, Mary H. Hill

Board of Directors Meeting Minutes–22 February 2021

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, February 22, 2021 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, Jason Isley, KJ Christopher, Lyn Hodges Watts, and Jeff Zurschmeide.

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

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

- Roll Call – Vice Chairman, Strickland

- Financial Update – Dahnert provided a January 2021 financial report to the Board for SCCA, Inc. January results, we came out ahead of budget.

Christopher reported that changes in the closing 2020 insurance journal entries booked will have a non-cash impact on the 2021 operating budget previously approved, and that the budget will be updated to reflect those adjustments.

- Road Race Refund Policy Discussion – Jankovskis – The Board Executive committee discussed the matter, and the National Office will draft verbiage on the policy. Cobb has drafted some initial policy standards to put in place and will review with National staff and then to the full Board.

- Change to Road Racing Sanction Fees Discussion – Cobb – Tabled.

- Liaison Reports

CRB Recommended Rule Changes – Albin/Dowie/Frame –
Motion to accept the 2022 CRB Recommend Rule Changes Effective 1-1-2022, PASSED – JB/DF
ATTACHMENT “A”

- Support to Steward Community – Jankovskis – Dowie and Dobbs to go back to Exec Stewards for write up and will discuss at the next meeting.

- SCCA Rulebooks Spanish Language Editions Discussion – Watts – Tabled.

- 2021 Virtual Convention – Cobb/Robbins – The Virtual 2021 Convention wrapped up last Friday. There were 1135 Registered Attendees across the 4 weeks. The Solo Safety Steward session had the most views. There were 500 responses to Session Surveys, the average session score was 4.5.

- Determine Date for Board Face to Face Meeting - Jankovskis; Coleman will prepare another director availability matrix and send out to the group.

Motion to adjourn: PASSED – Respectfully submitted, Mary H. Hill

ATTACHMENT “A”

Recommended Items for 01/01/2022

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbssca.com> or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

March

STL

1. #30298 (Club Racing Board) Remove Honda B16A (JDM) from Table B

In STL Table B, remove the Honda B16A (JDM) spec line in its entirety.

BOARD OF DIRECTOR'S

Board of Directors Meeting Minutes—22 March 2021

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, March 22, 2021 at 8:00pm CST.

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

National Staff: Participating were Michael E. Cobb, President & CEO; Jeff Dahnert, Sr. Dir. Finance & Administration; Chris Robbins, Dir. Region Development; Eric Prill, VP Road Racing; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Mary Hill, Executive Assistant.

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

- Roll Call – Vice Chairman, Strickland

- Financial Update – Dahnert provided a February 2021 financial report to the Board for SCCA, Inc. February results, all revenue categories except Licenses came in ahead of budget.

- Enduro Next Steps Discussion – Prill reported progress in planning National Championship Enduro event.

- SEMA RPM Act Discussion – Prill/Cobb

- Pro Solo Event Discussion – Wagner reported staff is evaluating technical challenges with event operations.

- President's Update – Cobb presented a new format for the President's update which provides better continuity of information.

- Convention Follow Up Discussion – Robbins reported post event surveys have been sent out to the membership and are being evaluated. Indications are that Convention exceeded expectations.

- Learning Management System (LMS) Status Update – Robbins presented a demo of LMS content and process. A training committee will be formed for officials and stewards.

- Liaison Reports:

- Exec Stewards – Dobbs – Road Racing refund issue will be addressed by adding wording to the GCR and/or Region Supplemental Regulations to clarify the club's position.

- Hands-On Driving Academy (HODA) Discussion – Cobb/Coleman – The HODA was recognized as an element of an environment of Inclusion in SCCA programs. Staff is investigating to ensure inclusion of underserved members is proactively being pursued.
- Tom Sloe Discussion – Jankovskis
MOTION: to reinstate Tom Sloe's Competition License. Motion made by Helman; Seconded by Frame. FAILED.
- Board Self-Assessment Discussion – Helman will contact Quantum Governance to set up the Board Assessment.

Motion to Adjourn: PASSED – Respectfully submitted, Mary H. Hill

Motion to Approve CRB Race Memo 21-02. AC/BD – PASSED – Via BoardMax

RACING MEMO

ISSUED: April 06, 2021

NUMBER: RM 21-02

FROM: Board of Directors

TO: All Participants

SUBJECT: B-Spec Mazda2 Header Letter #29944

The CRB is rescinding letter #29944 due to logistical issues in meeting the production run on the newly designed header for the Mazda2. Mazda is suggesting a new date of June 01, 2021. The B-Spec committee will create a new letter with updated verbiage when a firm date is established.

In B-Spec Spec Line, Mazda2 (10-14), delete follows:

~~"Allow Mazda Header PN: 0000-06-2401. The existing PN: HB-EM-60-404-S-SS or HP-MZD001 is will not be allowed after 1/1/2023."~~

In B-Spec Spec Line, Mazda2 (10-14), change weight as follows:

~~"2330"~~**2380"**

Board of Directors Meeting Minutes–26 April 2021

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, April 26, 2021 at 8:05pm 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, Jason Isley, Lyn Hodges Watts, and Jeff Zurschmeide.

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

Additional Participant(s): KJ Christopher, Treasurer

Call to Order – Vice Chairman, Strickland – 8:05PM CST

Roll Call – Vice Chairman, Strickland

Financial Update – Dahnert provided a March 2021 financial report to the Board for SCCA, Inc. NOI for March was missed primarily due to Pro Solo refunds. We are still ahead of budget year to date.

Liaison Reports:

- Electric Vehicle Advisory Committee (EVAC) – Frame presented notes from the EVAC's initial meeting. EVAC members were identified. Several proposals were identified concerning Class Rules, Safety, and Program Oversight.
- Green and Black Lithium Battery Decal – Tabled.
- Proposed Convention Changes Discussion – Robbins presented options for the 2021 Convention, including 50% in person/50% online format. BoD will evaluate the options and approve a way ahead later.

Board Effect Transition Timeline Discussion – Coleman/Hill presented the Board Effect Transition Timeline to the BoD members for their consideration and scheduling of participation in transition milestones.

Rick Haynes Follow-up Discussion/Vote – Jankovskis lead the discussion regarding Mr. Haynes request to have his membership reinstated. The following motion will be posted in BoardMax:

MOTION: To approve reinstatement of Rick Haynes' Membership. Motion made by Jankovskis; Seconded by Frame. PASSED

Jamey Randall Follow-up/Discussion – Cobb reported that Jamey Randall had recently renewed his membership but had not paid fees owed for participation in the 2020 Runoffs. Mr. Randall will not be permitted to participate in SCCA road races until all Runoffs fees owed are paid.

Adjourned, 9:38pm CST

Respectfully submitted,

Mary H. Hill

Board of Directors Meeting Minutes – 24 May 2021

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, May 24, 2021 at 8:05pm 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, Jason Isley, Lyn Hodges Watts, and Jeff Zurschmeide.

National Staff: Participating were Michael E. Cobb, President & CEO; Jeff Dahnert, Sr. Dir. Finance and Administration; Chris Robbins, Director of Region Development; Kristen Poole, Director of Marketing and Communications; Mary Hill, Executive Assistant.

Additional Participant(s): KJ Christopher, Treasurer

Call to Order – Vice Chairman, Strickland – 8:02PM CST

Roll Call – Vice Chairman, Strickland

Financial Update – Dahnert provided an April 2021 financial report to the Board for SCCA, Inc. Revenues exceeded budget due to strong event entries in Road Racing and TNiA. Expenses were under budget due mostly to savings in Salaries, Travel, Pro Solo Event Operations and Marketing.

President's Update/ Convention 2022 Update – Chris Robbins presented staff's plan for a 100% virtual Convention in 2022.

The Solo Events Board update, presented by Davis, focused on the progress of the Junior Driver Program pilot program. Three regions so far, have been identified as candidates to participate in the program. Davis will provide pilot program details to BoD members.

Cobb advised the Board that the Annual audit is ready to be reviewed by Mize.

Poole presented the new BoD Election Communications plan. MOTION: To approve the plan as presented. Motion made by Jankovskis; Seconded by Strickland. **PASSED.**

Liaison Reports:

CRB

- CRB 2022 Recommended Rule Changes were presented by Keane for BoD approval. Changes were sent back to the CRB for clarification.
- BoD discussed communication and process flow for board/committee proposal approval.

- Proposed Lithium Battery Decal language was presented for approval. Item tabled until next meeting.
- Electric Vehicle Advisory Committee (EVAC) – Due to the universal application of EV safety concerns, the committee was elevated to a BoD committee. A committee charter will be presented for BoD approval at the next meeting.
- Frame presented notes from the EVAC's initial meeting. EVAC members were identified. Several proposals were identified concerning Class Rules, Safety, and Program Oversight.

2021 Championship Event Support – Hill will provide a spreadsheet to the BoD members to indicate their availability to support 2021 National Championship events.

Quantum Governance Assessment Discussion – The board reaffirmed their support for the assessment. Motion: To Approve funding for the assessment, up to \$38,000. MOTION: Strickland; SECOND: Coleman. **PASSED.**

Adjourned, 9:45pm CST

Respectfully submitted,

Mary H. Hill

Board of Directors Meeting Minutes
June 28, 2021

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, June 28, 2021, at 8:02pm CST.

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

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

Additional Participant(s): KJ Christopher, Treasurer

Call to Order – Vice Chairman, Strickland – 8:02PM CST

Roll Call – Vice Chairman, Strickland

Financial Update – Dahnert provided a May 2021 financial report to the Board for SCCA, Inc. May continued with positive financial results. May revenues exceeded budget on strong event entries in Solo II and TNiA which also drove strong sanction fee revenues and insurance recoveries. Expenses were under budget due mostly to savings in salaries, BoD expenses, Pro Solo Events and Operations and Marketing.

Personnel Update – Cobb provided an update on SCCA, Inc. staff.

Quantum Governance Assessment Discussion – Jankovskis reported that a contract has been signed with Quantum Governance to conduct a BoD Assessment. Survey will be in September and Results Retreat in January. The Board needs to communicate on available dates.

JDP Update Discussion – The Board discussed a JDP progress report provided by SEB Chairman, Bob Davis.

Electric Vehicle Advisory Committee (EVAC) Charter Discussion – Frame

MOTION: To Approve the EVAC Charter; Motion by Coleman, Second by Jankovskis. **PASSED**

SCCA Pro Update – Helman provided an update to the Board; they had a good weekend at Mid-Ohio though they had to cancel Friday's qualifying session because of weather. Meetings went well with the teams. F4 will be at COTA in October.

Members Behaving Badly Update – Robbins provided the draft process guidelines for adjudication in these cases. A draft will be finalized and voted on for inclusion in the Operations Manual.

Coleman and Strickland will prepare guidelines for complaint communication amongst staff and the Board. This also will be brought up with Quantum Governance for advisory.

Estabrook Suspension Notification Discussion – Motion to Accept the Committee's Recommendation to Revoke Mr. Estabrook's membership, and request that he remove all references to SCCA from his social media accounts. Motion – Peter Jankovskis, Second – Arnie Coleman. Motion – **PASSED**

July Face-to-Face Meeting Draft Agenda – Jankovskis proposed the agenda, Board members will submit any updates and/or suggestions to Strickland for consideration. Robey Clark will attend to provide an in-person update on Enterprises.

Adjourned, 8:50pm CST.

Respectfully submitted,

Mary H. Hill

Board of Directors Meeting Minutes—31 July 2021

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 Kansas City Airport Hilton Hotel, July 31, 2021, at 8:01am CST.

Area Directors Attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; Arnie Coleman, Secretary, Area 8; Chris Albin, Area 6; Jack Burrow, Area 2; Charlie Davis, Area 5; Dayle Frame, Area 4; Dan Helman, Area 7; Lyn Hodges Watts, Area 3 and Jeff Zurschmeide, Area 13. Area Directors participating via teleconference were Jason Isley, Area 11.

KJ Christopher, Treasurer, via teleconference.

National Staff: Michael E. Cobb, President & CEO; Jeff Dahnert, Sr. Dir. Finance and Administration; Chris Robbins, Director of Region Development; Eric Prill, Vice President, Road Racing; Deanna Flanagan, Director, Road Racing; Heyward Wagner, Sr. Dir. Rally/Solo and Experiential Programs; Kristen Poole, Director, Marketing and Communications; Mary Hill, Executive Assistant.

Guest(s): Bob Davis, Solo Events Board (SEB) Chairman; Peter Keane, Club Racing Board (CRB) Chairman; John LaRue, Member, Club Racing Board; Robey Clark, SCCA Enterprises. Sydney Davis-Yagel, Director, SCCA Pro Racing (via teleconference).

- Call to Order – Vice Chairman, Strickland – 8:02AM CST

- Roll Call – Vice Chairman, Strickland

SEB Update – Davis presented an update on the Junior Driver Program Pilot Program and SEB initiatives. Strickland announced this would be tabled for Executive Session.

Solo/Experiential Update – Wagner addressed Solo Department staffing developments and provided updates on Solo and Time Trials National Championship events and ProSolo program planning.

Electric Vehicle Advisory Committee (EVAC) Liaison Report – Frame reported on the status of EVAC Committee activities.

CRB Update – Keane and LaRue presented proposed rule changes for the BoD's consideration. There was a question whether the updates presented were the correct version. The proposed rules were sent back to the CRB, and the correct version will be resubmitted to the Board for consideration and approval.

SCCA Enterprises Update – Clark reported on the status of Enterprises, including staff changes and SRF3 and FE/FE2 program status.

SCCA Pro Racing – Davis-Yagel program report included staff process and partner updates.

President's Update – Cobb provided the 2nd Quarter 2021 Presidents Update, highlighting developments in People, Programs, Processes, Partners and Performance.

Financial Update – Dahnert provided a financial report for the month of June to the Board for SCCA, Inc. June continued with positive financial results. June revenues exceeded budget on Membership and Sponsorships. Expenses were under budget due mostly to savings in Travel and Club Racing and TNiA Event Operations.

Road Racing Update – Prill provided update on the Enduro program. Flanagan gave a progress report on Runoff's preparation.

2022 Convention/Hall of Fame – Robbins presented a proposal for the 2022 Convention/Hall of Fame Presentation, which will feature an enhanced virtual event with live streamed and recorded sessions. We will return to South Point Hotel & Casino in Las Vegas in 2023 with a full hybrid event (live and virtual/online).

Learning Management System (LMS) and Training Update – Robbins presented an update on the SCCA Training effort and the LMS, including the demonstration of a sample lesson. New courses are being developed for SCCA Specialty Licenses.

Liaison Committee Updates

- Court of Appeals – The current committee is made up of; Laurie Sheppard, Chairman; Costa Dunias, Secretary; James Foyle; Patrick McCammon; Thomas Campbell and John Kish.
- Executive Stewards – Ken Blackburn is a possible replacement for an outgoing member
- RallyCross – Dayle Frame requested to be relieved as a liaison, to concentrate on his liaison duties to the EVAC Committee.
- Time Trials – Jeff Zurschmeide provided an update to the Board

Foundation Mid-year Report – Coleman provided current status and future plans for the SCCA Foundation to date.

- The meeting was adjourned at 4:10pm.

Respectfully submitted,

Mary H. Hill

Board of Directors Meeting Minutes– 30 August 2021

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 30, 2021, at 8:00pm CST.

Area Directors Attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; Arnie Coleman, Secretary, Area 8; Chris Albin, Area 6; Jack Burrows, Area 2; Charlie Davis, Area 9; Dayle Frame, Area 4; Dan Helman, Area 7; Jason Isley, Area 11; and Lyn Hodges Watts, Area 3.

KJ Christopher, Treasurer.

National Staff: Michael E. Cobb, President & CEO; Jeff Dahnert, Sr. Dir. Finance and Administration; and Mary Hill, Executive Assistant.

Guest(s):

- Call to Order – Vice Chairman, Strickland – 8:01PM CST

- Roll Call – Vice Chairman, Strickland

SEB Update – Bob Davis presented an update on the Junior Driver Program Pilot Program and SEB initiatives. Steve Strickland announced this would be tabled for Executive Session.

Solo/Experiential Update – Heyward Wagner addressed Solo Department staffing developments and provided updates on Solo and Time Trials National Championship events and ProSolo program planning.

Electric Vehicle Advisory Committee (EVAC) Liaison Report – Dayle Frame reported on the status of EVAC Committee activities.

CRB Update – Peter Keane presented proposed rule changes for the BoD's consideration. There was a question whether the updates presented were the correct version. The proposed rules were sent back to the CRB, and the correct version will be resubmitted to the Board for consideration and approval.

SCCA Enterprises Update – Robey Clark reported on the status of Enterprises, including staff changes and SRF3 and FE/FE2 program status.

SCCA Pro Racing – Sydney Davis-Yagel provided a program report including staff process and partner updates.

President's Update – Mike Cobb provided the 2nd Quarter 2021 Presidents Update, highlighting developments in People, Programs, Processes, Partners and Performance.

Financial Update – Jeff Dahnert provided a financial report for the month of June to the Board for SCCA, Inc. June continued with positive financial results. June revenues exceeded budget on Membership and Sponsorships. Expenses were under budget due mostly to savings in Travel and Club Racing and TNIA Event Operations.

Road Racing Update – Eric Prill provided update on the Enduro program. Flanagan gave a progress report on Runoff's preparation.

2022 Convention/Hall of Fame – Chris Robbins presented a proposal for the 2022 Convention/Hall of Fame Presentation, which will feature an enhanced virtual event with live streamed and recorded sessions. We will return to South Point Hotel & Casino in Las Vegas in 2023 with a full hybrid event (live and virtual/online).

Learning Management System (LMS) and Training Update – Chris Robbins presented an update on the SCCA Training effort and the LMS, including the demonstration of a sample lesson. New courses are being developed for SCCA Specialty Licenses.

Liaison Committee Updates:

- Court of Appeals – Laurie Sheppard will be stepping aside as Chairwoman; she may remain on as Secretary; They will not know anything further until after the Runoffs
- Executive Stewards – Ken Blackburn will be replacing Jim Rogaski at the first of the year
- RallyCross – Dayle Frame requested to be relieved as a liaison, to concentrate on his liaison duties to the EVAC Committee. Dayle has agreed to serve through the remainder of the year
- Time Trials – Zurschmeide provided an update to the Board

Foundation Mid-year Report – Arnie Coleman provided current status and future plans for the SCCA Foundation to date.

- The meeting was adjourned at 4:10pm.

Respectfully submitted,

Mary H. Hill

Board of Directors Meeting Minutes
25 October 2021

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 meeting on 25 October, 2021 at 8:01am CST.

Area Directors attending: Peter Jankovskis, Area 5 Director and BoD Chairman; Steve Strickland, BoD Vice-Chairman and Area 12 Director; Arnie Coleman, Area 8 Director and BoD Secretary; Chris Albin, Area 6 Director; Charlie Davis, Area 5 Director; Dayle Frame, Area 4 Director; Lyn Hodges Watts, Area 3 Director and Jeff Zurschmeide, Area 13 Director. Area Directors participating via telecon were KJ Christopher and Jason Isley.

National Staff: Attending were Michael E. Cobb, President & CEO; Mary Hill, Executive Assistant

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

- Roll Call – Vice Chairman, Strickland

President's Update/Financials Overview – Provided by Cobb

Solo Program Update – Jankovskis presented an update to the Solo Program reorganization initiative.

BoD Travel Expenses Discussion – Board Members discussed updating/clarifying the travel policy for BoD members.

Runoffs Tech Discussion – Jankovskis/Dowie led discussion on Runoffs Tech processes and procedures improvements.

Rallycross Nationals - RXB Liaison Frame reported on his trip to the RallyCross National Championships.

EVAC Liaison Report – Frame presented an update to the EVAC Committee progress

2022 BoD Appointments Discussion – Strickland – Any Director interested in a Board position please respond to Peter and Steve.

Upcoming BoD meeting schedule – Strickland – Discussion of Jason Isley replacement, Executive Team to perform interviews, then the Board will make the vote.

- The meeting was adjourned at 8:53pm CSTpm.

Respectfully submitted,

Mary H. Hill

Board of Directors Meeting Minutes 4 December 2021

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 Kansas City Airport Hilton Hotel, December 4, 2021, at 8:00am CST.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; Arnie Coleman, Secretary, Area 8; Chris Albin, Area 6; Jack Burrows, Area 2; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Bob Dowie, Area 1; Dayle Frame, Area 4; Dan Helman, Area 7; Jason Isley, Area 11; Lyn Hodges Watts, Area 3 and Jeff Zurschmeide, Area 13.

2022 Incoming Directors attending: KJ Christopher, Treasurer, Area 7; Peter Schneider, Area 1; Dale Shoemaker, Area 11; and Clay Turner, Area 8.

National Staff: Attending were Michael E. Cobb, President & CEO; Eric Prill, VP Road Racing; Chris Robbins, Director, Region Development; Jeff Dahnert, Sr. Director, Finance & Administration; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Mary Hill, Executive Assistant; (via telephone) Deanna Flanagan, Director, Road Racing.

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

Roll Call – Vice Chairman, Strickland

Introduction of 2022 Board Member Elects – Peter Schneider, Area 1; KJ Christopher, Area 7; Clay Turner, Area 8; Dale Shoemaker, Area 11.

Financial Update – Jeff Dahnert reported that the Runoffs went well and exceeded budget. Membership is strong and Entry Fees exceeded budget. The 2022 Budget is conservative, reflecting a desire to maintain the ability to react appropriately.

Motion to Approve 2022 Budget: Motion – KJ Christopher/Second – Peter Jankovskis – PASSED

2022 Key Initiative Summary:

- Eric Prill provided an Enduro update, they have finalized the draft of Technical and Safety regulations, which were posted on 10/29. Received over 100 emails, these have been reviewed and considered. We ask that the Board votes on Technical Ruleset to make these rules official.
Motion to Approve Enduro Ruleset: Motion – Jeff Zurschmeide/Second – Charlie Davis – PASSED
- Eric Prill and Deanna Flanagan provided a Road Racing update, Runoffs went well, 863 drivers, 380 workers; ratings – drivers 83% and workers 91% would recommend; Socials are back. Discussion of Test Days.

Motion to Approve Changes in 2022 Runoffs Qualification Criteria: Motion – Lyn Hodges Watts/Second – Chuck Dobbs – PASSED **“Attachment A”**

Motion to Remove Eligibility of SCCA Pro Racing licenses to Compete in SCCA Club Races: Motion – Dan Helman/Second – Chris Albin – PASSED **“Attachment B”**

- Chris Robbins provided a report on 2022 Convention, January 21, 2022, are the Hall of Fame and Member of Excellence Awards and the Annual meeting. The Convention will be one week in duration. Convention training to focus on Learning Management System (LMS). There will be three guest speakers, John Doonan (IMSA), McKeel Hagerty (Hagerty), and Randy Pobst.
- Heyward Wagner provided a Solo update, with a discussion of the SCCA License Plate programs. There was discussion of Hillclimb's and other events. There was discussion of RallyCross/RallySprint, no action items at this time.

Robey Clark provided an SCCA Enterprises update to the Board.

Sydney Davis Yagel provided a Pro Racing review to the Board. Sydney has taken a position with Parella Holdings.

CRB liaisons provided a report to the Board,

Motion to Approve the CRB Rule Changes as Presented: Motion – Charlie Davis/Second – Chris Albin – PASSED **“Attachment C”**

Motion that John LaRue be approved as CRB Chairman while Peter Keane continues as a Member: Motion – Bob Dowie/Second – Dayle Frame – PASSED

SEB liaisons provided a report to the Board,

Motion to Approve the SEB Rule Changes as Presented: Motion – Charlie Davis/Second – Lyn Hodges Watts – PASSED **“Attachment D”**

The Board agrees to choose a Chair from the current SEB. SEB to present to the Board their proposal on the processes of the SEB.

RXB liaisons provided a report to the Board, the liaisons are to return the RXB's proposed Ruleset changes to the RXB for further consideration and revision.

Executive Steward liaisons provided a report to the Board, proposed 2022 Board; Ken Blackburn, Chair, Kevin Coulter, Duane Harrington, Mike West, Dave Deborde, Gene Kern, Gloria Larson, Paul Gauzens, Barbara Knox, and James Rogerson.

Court of Appeals liaisons provided a report to the Board,

Motion to Approve the 2022 Court of Appeals Board as Presented: Motion – Jack Burrows/Second Peter Jankovskis – PASSED

2022 Court of Appeals Board: Jack Kish, Chair, James Foyle, Costa Dunias, Beverly Heilicher, and Jeffrey Niese.

RRB liaisons provided a report to the Board,

Motion to Approve the RRB Rule Changes as Presented: Motion – Jeff Zurschmeide/Second – Chris Albin – PASSED

Motion to Approve two new RRB Members – James Hayslip, Finger Lakes Region and Carl Staab, Steel Cities Region: Motion – Jeff Zurschmeide/Second – Chris Albin – PASSED

Dayle Frame provided an EVAC update to the Board, EVAC is currently working on four new rulesets, including three rulesets for Club Racing; investigating conversion of SRF to electronic while maintaining speed and handling potential; building an education program.

Member of Excellence,

Motion to Approve George W. Laws, Jr. as the 2021 Member of Excellence Award Recipient: Motion – Dan Helman/Second – Charlie Davis – PASSED

Recognition and Appreciation of Outgoing Members, Dan Helman, Arnie Coleman, Bob Dowie and Jason Isley. Thank you for your service.

Motion to Adjourn 2021 Board Meeting: Motion – Dan Helman/Second – Jason Isley - PASSED

“Attachment A”

2022 Runoffs Qualification Proposed GCR Changes

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 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 the previous Runoffs** ~~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 13, 2022** ~~September 14, 2021~~. SCCA will collect and distribute the fees to the SCCA Regions.

GT1- TA

GT2- TA2 or TA-SGT

T1 - TA-SGT or TA-GT

T2 - TA-GT

FA – FRA, Atlantic (FRP), FB (FRP)

FX – F4, USF2000 (FRP)

FC – F2000 (FRP)

FF – F1600 (FRP)

P2 – Radical Cup North

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

~~Canadian drivers unable to meet the participation criteria due to US/Canada border closures may request a waiver of up to two (2) Majors event weekends and one (1) Majors race finish for 2021. The substitute entry process will apply. Only Canadian residents that have previously participated at the SCCA Runoffs AND competed in a minimum of one (1) 2021 Majors event weekend and finished two (2) Majors races in the same class may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 14, 2021 and include: The class(es) you intend to race in at the 2021 Runoffs A scanned copy of your foreign passport page that includes your name and photo. Canadian drivers utilizing this qualification 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.~~

~~The Performance Requirements 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.}}

2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through *the* Division Championships *qualification path* (if available):

- a. Participation Requirement: A competitor must participate on track in a minimum of four of a single Division's event weekends ~~championship points weekends~~ in the same class. *All events occurring between the previous Runoffs and two (2) weeks to the start of the current Runoffs held in a single division count toward the participation requirement of four (4) regional event weekends regardless of whether they are a divisional championship points race.*
- b. Performance Requirement: *Each Division will determine the events that count as points races in their Divisional Championship point standings.* A competitor must finish in the top three positions in his class point standings, except SM and SRF3 where the top five will be invited. Drivers that have qualified through the Majors path or are the Defending National Champion in the class, ~~may be~~ *will not be* removed from the Division point standings. *Drivers qualifying outside of the Top 3 (or Top 5 for SM and SRF3) will not move up.*
- c. ~~If a Division event is not concluded at the time of the Runoffs, i~~ Invitations will be extended to competitors meeting the requirements at a period of time two weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.

d. In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in the **Northeast and Southeast Divisions** ~~Central~~

~~and Great Lakes Divisions~~ for 2022 to be eligible for Runoffs invitations on a space available basis.

3. Defending Runoffs Race Winner

In addition, a current defending Runoffs race winner, who has not met the Runoffs invitation requirements in 3.7.4.A.1 or 2, may be accepted as an entrant even if he did not meet the participation requirements of 3.7.4.A.1 or 2.

- a. The entry will not be included in the total count of Runoffs invitations.
- b. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es).
- c. He will not bump anyone from the field who was invited based on the qualifications in 3.7.4.A.1 or 2.
- d. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a Runoffs race winner.

4. Additional Requirements The driver must hold a current SCCA Full Competition License. ~~or SCCA Pro License.~~

3.1.2. Regional and Endurance Races

The requirements for Regional and Endurance races are given below and in the referenced appendices. Some Regional races may be designated as Division Championship **points** races.

“Attachment B”

November 29, 2021

RE: U.S. Majors Tour Events & SCCA Runoffs Eligible Competition Licenses

With the recent shift in Pro Racing series operations, we are requesting a GCR change to remove the references regarding accepting Pro licenses at Super Tour, Conference Majors and the Runoffs. Beginning in 2022, Full Competition licenses will be required to participate in these events. Pro Racing licenses issued by SCCA on behalf of Parella Motorsports Holdings and the series it manages will be accepted as equivalent licenses at regional and vintage events as stated in Appendix C 2.8.B. Though SCCA will be providing some administrative support by issuing licenses on behalf of the series, the entry and license fees go to the series, so there is no tie to SCCA Club Road Racing events. Drivers currently holding SCCA Pro licenses have been notified of this upcoming change via email in order to give them time to apply for a Full Competition license if they so choose.

3.1.1.B. Driver Eligibility

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

3.7.4.A.4 Additional Requirements

The driver must hold a current SCCA Full Competition License ~~or SCCA Pro License~~.

“Attachment C”

Recommended Items for 01/01/2022

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbacca.com> or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

December

B-Spec

1. #31565 (Tony Roma) Wording Change on Tire Rule for 2022

In B-Spec, GCR 9.1.10.E.7. Tires, make changes as follows:

~~"a. Until 6-1-2021: tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the tire manufacturer's dealer network. The brand of tire and tire pressures are unrestricted. The Hankook 200/580R15 Z217 (rain) is also allowed.~~

~~b. After 6-1-2021 one of the allowed Hankook Tires must be used in complete sets. No mixing of wet and dry tires on the same car.~~

~~c. Hankook P205/50ZR15 Z214 C51 Compound or Hankook 200/580R15 Z217 (rain) is required for the following SCCA Majors, Super Tour and Runoffs.~~

~~d. Regional Racing can continue with any DOT race tire for wet or dry races through the 2021 season. The Hankook 200/580R15 Z217 (rain) is also allowed.~~

a. Tires shall be Hankook 205/50R15 C51 or Hankook 200/580R15 Z217. No mixing of wet and dry tires on the same car.

e b. When using the wet tire, all cars get a 0.2" lower ride height allowance due to smaller radius of the wet tire."

GCR

1. #31275 (Lans Stout) GCR 6.5.2.B.1 Regarding Start Procedure

In GCR, Section 6.5.2.B.1, delete the following:

~~"The front row drivers must not pass the pace car."~~

SM

1. #30785 (Marc Cefalo) Allow Slotting of Front Subframe for Ease of Engine Installation

In GCR, Section 9.1.7.3.t., change as follows:

"t. For purposes of making engine installation easier, it is permitted to create a vertical slot between the top 2 factory mounting holes on the driver's side of the subframe to match the existing slot on the passenger side. The subframe is comprised of a top and bottom layer of sheet metal. The only modifications permitted are to the top layer of sheet metal to match the bottom layer of sheet metal which is already slotted. The slot may only connect the two existing holes and shall not exceed the width (.43") or height of the existing OEM holes. No material may be added."

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

‡v. On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added."

T2-T4

1. #31561 (Touring Committee) Oil Pans Category Change T2-3-4

In GCR, Section 9.1.2.2.D.1.f., add the following:

"6. The oil pan and oil pickup may be baffled, modified, or replaced. Using safety wire or a similar method to secure the drain plug is allowed and encouraged."

2. #31562 (Touring Committee) Brake Vac Reservoir

In GCR, Section 9.1.9.2.D.6.a., add the following:

"8. Brake vacuum reservoirs sized 0.50 gallons or smaller are permitted. The port or fitting at the vacuum source may not be modified, enlarged or relocated. The vacuum reservoir and brake booster must be a closed system."

November

GCR

1. #29894 (PETER VILLAUME) Lithium Battery Usage Sticker

In GCR, Section 9.3.34.D., add the following:

"Effective 01/01/2022, Cars using a ~~L~~ithium-ion ~~B~~battery must display the green and black Lithium Battery decal near the kill switch. *Cars without a kill switch (Touring and B-Spec) using lithium-ion batteries must display the green and black decal on the top of the driver side door near the window opening. Small lithium-ion batteries that power auxiliary devices within the vehicle (radios, cameras, data acquisition, etc.) do not require the decal to be displayed on the vehicle.*"

General

1. #31431 (SCCA Staff) Allow Spec MX-5 Challenge Class at select Super Tour events

In GCR, Section 9.1.A, change as follows:

"U.S. Majors Tour Eligible classes are those listed below which are not designated "Regional *Class(es)*Only".

A Spec MX-5 Challenge Series Class (for the Mazda's Spec MX-5 v2 race car) may be added to select Super Tour events with the approval of the Head of Road Racing."

GT3

1. #31372 (Michael Heintzman) Request to clarify IRS contradiction

In GCR, Section 9.1.2.F.7.e.12, change as shown below:

"GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications, using the front engine/rear drive configuration, shall use a "closed tube" rear axle housing- *or may use independent rear suspension (IRS), by choice, at weight increase equal to 2.5% of the car's specified weight.*"

Approved Rule changes for 01/01/2022:

March

STL

1. #30298 (Club Racing Board) Remove Honda B16A (JDM) from Table B

In STL Table B, remove the Honda B16A (JDM) spec line in its entirety.

April

None

June

GCR

1. #30483 (SCCA Staff) Expand definition of Regional (sprint) and Endurance Races

In GCR Section 3.1.1., change as follows:

"U.S. Majors Tour races are high-profile *sprint races* events for drivers seeking an elevated level of competition."

In GCR Section 3.1.2., change as follows:

~~"All races, except U.S. Majors Tour events, are designated Regional races. The requirements for Regional~~ *and Endurance* ~~races are given below and in the referenced appendices. Some Regional races may be designated as Division Championship races.~~

~~Regional races are ordinarily open to the following competitors:~~

A. ~~Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (AppC.2.7.F)~~ ***Regional Race:** All sprint races (a competition that is limited to a single driver in a car), except U.S. Majors Tour events, are designated as Regional races.*

B. ~~Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.~~ ***Endurance Race:** A competition that allows multiple drivers in the same car, is meant to test the durability of equipment, endurance of participants, and will include a minimum of one mandatory pit stop.*

C. *Regional and Endurance races are ordinarily open to the following competitors:*

1. Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (AppC.2.7.F)

2. Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.

3. SCCA members holding competition licenses issued by SCCA-approved organizations. The event Supplemental Regulations must list the particular organizations and licenses not eligible for a specific race or else exclude the entire group of organizations and licenses by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in AppC.2.5. If a driver is currently listed on the SCCA Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.

The organizations whose licenses are currently approved by SCCA for competition in Regional events are listed in AppC.

Please direct any questions about licenses to the Road Racing department in the National Office. Section 9.1 identifies the classes of cars eligible to compete in Regional *and Endurance* races.

~~D. An endurance race is a single race that may allow multiple drivers in the same car."~~

In APPENDIX A., add as follows:

"24. Endurance Race – A competition that allows multiple drivers in the same car, is meant to test the durability of equipment, endurance of participants, and will include a minimum of one mandatory pit stop.

25. Sprint Race – A competition that is limited to a single driver in a car."

In APPENDIX B., Section 1.4.4, change as follows:

"Multiple Types of Events Competitions on a Single Weekend

It is not generally permitted for race groups from different types of events competitions on the same weekend to run simultaneously."

2. #30572 (Raymond Blethen) Aborted Start Procedures

In GCR Section 6.5.4.B. add the following:

"Drivers may safely pass under the Double Yellow Flags to return to their original grid position. However, cars late to grid or that dropped out of position during the pace lap must remain at the back of the pack."

3. #30608 (GCR Committee) SOM Powers

In GCR Section 5.12.1.A., add the following:

"10. May return a RFA to the Chief Steward/Race Director for further evaluation if, during their investigation, they uncover other information the Chief Steward/Race Director may not have been aware of when initially completing the RFA. The Chief Steward/Race Director may alter the returned RFA as they deem necessary and resubmit it to the SOM."

4. #30644 (SCCA Staff) Update Figure 2 Driver Patches to include approved logotypes

In GCR, Section 9. Figure 2, replace with the following:

**Figure 2
Official SCCA Logo**



White patch/black letters

**Item #3618
(4.5 x 1.75 Inches)**



Black patch/white letters

**Item #3619
(4.5 x 1.75 Inches)**



**Item #3632
(3.5 x 1.0 Inches)**

SCCA patches for purchase are only available in the monochrome versions shown above. Variations of the SCCA approved logotype may be used in accordance to the logotype graphic standards found at www.scca.com/pages/logotype.

5. #30703 (SCCA Staff) Add Canadian Qualification Path for 21 Runoffs Sec3.7.4.A.1.a

In GCR, Section 3.7.4.A.1.a, add the following:

"SCCA will collect and distribute the fees to the SCCA Regions.

Canadian drivers unable to meet the participation criteria due to US/Canada border closures may request a waiver of up to two (2) Majors event weekends and one (1) Majors race finish for 2021. The substitute entry process will apply. Only Canadian residents that have previously participated at the SCCA Runoffs AND competed in a minimum of one (1) 2021 Majors event weekend and finished two (2) Majors

races in the same class may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 14, 2021 and include:

- The class(es) you intend to race in at the 2021 Runoffs

- A scanned copy of your foreign passport page that includes your name and photo.

Canadian drivers utilizing this qualification 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."

T1

1. #29501 (Don Van Nortwick) Over Restrictions of Stock FP350S

In T1-LP Spec Lines, Ford Mustang FP350S (2017), change Notes as follows:

"Serial number 1-51 cars as delivered. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. 70mm flat plate restrictor. ~~Lexan/poly windshield allowed +25 lbs. No other modifications permitted.~~"

July

T1

1. #29970 (Hugh Stewart) Request BMW E46 M3 S54 engine stroker crank

In T1 Spec Lines, BMW E46, E46-M3, E36, E36-M3, Z3, change Min. Weight as follows:

"~~2600~~**2700**"

In T1 Spec Lines, BMW E46, E46-M3, E36, E36-M3, Z3, change Engine Notes as follows:

"The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at ~~2650~~**2750** lbs. *Lang Racing Development S54-95MM-Stroker-CRK is permitted at 2850 lbs.* The M5 5.0L V8 is permitted at 3500 lbs. 4.0L V8 permitted at 3200 lbs."

T2-T4

1. #29879 (Andrew Aquilante) Allow Radiator Ducting and Opening of Grills

In GCR, Section 9.1.9.2.D.8.a., add the following:

"8. Exclusively for engine radiator cooling purposes, it is permitted to remove the outermost non-metallic webbed false grill openings that are closed in mesh style factory grill openings. Maximum allowable increase in grill opening area is 16 square inches. The modified grill opening mesh shape and contour

must be retained as delivered from the manufacturer. This allowance does not permit modification to brake or intercooler grill openings. Note - It is the competitor's responsibility to be able to verify that 16 or fewer square inches have been removed."

August

GCR

1. #30804 (Gary D'Abate) Official Scales, 5.9.4

In GCR, Section 5.9.4.C.2., change as follows:

"Use at the track of calibration weights, totaling 100 pounds up to 250 pounds total as recommended by the scale manufacturer, or minimum 250 pounds total if no recommendation is provided by the scale manufacturer for individual ~~wheel~~-scales; minimum 750 pounds total for platform scales."

SEPTEMBER

- GC1.** #30985 (Fred Brinkel) Change to GCR 5.12.3

In GCR, Section 5.12.3., change as follows: "The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any *of these powers and* duties to Assistant Chiefs."

OCTOBER

AS

1. #31193 (American Sedan Committee) clarification of fog light openings for brake ducts

In GCR, Section 9.1.6.D.7.c.2. add the following:

"Front parking/*fog* light assemblies may be removed for ducting of air."

General

1. #31115 (SCCA Staff) Sunset Spec MX-5 Class Regional only ruleset

In GCR section 9.1.11, remove Spec MX-5 Regional only rules from the GCR as follows:

Remove Spec MX-5 ruleset and place on SCCA website in technical forms and Downloads. Former SM5 cars are classified in T4 and STL.

In STL, Mazda MX-5 Cup, add link to the SM5 ruleset in the Notes as follows:

"SM5 rules can be found here - <https://www.scca.com/pages/technical-forms-and-downloads>."

STU

1. #31074 (John Weisberg) Water Cooling

In GCR, Section 901.4.H. change as follows:

"1. Water Cooling

Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, ~~but~~ Water radiator(s) must remain in the approximate OEM location *or removed*. The mounting angle may be changed."

"Attachment D"

General

ITEM 1) Protest Rules 8.3.4

8.3.4 Conduct of Inspection

The inspection and/or disassembly shall be conducted under the supervision of the PC. They shall determine which portions of the inspection and/or disassembly, if any, may be observed, and by whom. The owner or driver of a protested car, or his/her representative, will be allowed to observe the inspection and/or disassembly but shall not interfere in any way. The PC shall have authority to impose penalties upon finding any ~~additional illegal~~ *non-compliant* item(s), *including those not listed by the protestor during ~~an~~ the inspection and/or disassembly.*

(SCCA Fastrack News, Aug 2021, #25260)

Street Category

ITEM 2) Audi A3 2.0t Fwd reclass

Change Appendix A listings as follows:

D Street class (DS)

Audi

~~A3 (2.0T, all) (2015-20)~~

~~A3 quattro (3.2L V6, AWD) (2006-09)~~

~~A3 (AWD) (2006-20)~~

G Street class (GS)

Audi

~~A3 (1.8T, FWD) (2015-16)~~

~~A3 (FWD) (2015-20)~~

(SCCA Fastrack News, Sep 2020, #29055)

ITEM 3) Clarification on Vehicle classification

Change Appendix A listings as follows:

GS

Ford

~~Fusion (6 cyl)~~

HS

Ford

~~Fusion (2006-2012)~~

(SCCA Fastrack News, Sep 2020, Aug 2021, #29117)

ITEM 4) FS Changes

Change Appendix A listings as follows:

Move from BS to FS:

~~Chevrolet~~

~~Camaro SS 1LE (V8) (2017-2021)~~

~~Dodge~~

~~Challenger R/T Scat Pack Widebody (2019-21)~~

~~Ford~~

~~Mustang GT w/ Performance Package - Level 2 (2018-20)~~

~~Mustang Mach 1 (all) (2021)~~

~~Mustang Shelby GT350 (2015-20)~~

(SCCA Fastrack News, Jul 2021, #30740)

ITEM 5) AS to BS moves

Change Appendix A listings as follows:

Move from AS to BS:

~~Alfa Romeo~~

~~Giulia Quadrifoglio (2017-21)~~

Chevrolet

Corvette (C6 base and Z51) (2005-13)

Jaguar

F-Type (non-V8) (2014-21)

Mercedes-Benz

SLK55 AMG (2012-16)

Porsche

911 (996, non-turbo) (1999-2004)

(SCCA Fastrack News, Jul 2021, #30742)

ITEM 6) Passat vr6 wagon

Change Appendix A listings as follows:

HS

Volkswagen

~~Passat (all, excl. 2.0L turbo & 3.6L VR6)~~

~~Passat (W8)~~

Passat (all)

(SCCA Fastrack News, Dec 2021, #31141)

Super Street R

ITEM 7) Potential SSR additions

Change Appendix A listings as follows:

Add to class SSR:

BMW

M2 Competition (2019-21)

M3 CS & M4 CS (2018-20)

Chevrolet

Corvette Stingray (C8) (2020)

Ford

Mustang GT500 (2020+)

Porsche

Cayman & Boxster 718 GTS & GTS 4.0

Cayman GT4 (2020-2021)

911 GT3 (991 chassis)

Toyota

Supra 6cyl (2020-2021)

(SCCA Fastrack News, Jul 2021, #30743)

Street Touring Category

ITEM 8) Cosmetic rule inquiry

Modify 14.2.F as follows:

14.2.F. Addition *or substitution* of spoilers, splitters, rear wings, bumper covers, valances, side-skirts, and non-functional scoops/vents is allowed provided that either:

1. It is a standard or optional production part which could be ordered on the US model vehicle as part of the base package or part of a higher trim package. The trim package must be classed in any of the current Street Touring classes.

~~1. It is a production part which is standard or optional equipment of a US model of the vehicle. ("Model" is defined in Section 12.)~~

2. It is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. This does not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc).

(SCCA Fastrack News, Apr 2021, Sep 2021, #25039)

ITEM 9) Final Catalytic Converter allowance on Fed. vs. Cali. Cars

Modify 14.10.E as follows:

Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. The inlet(s) of the replacement converter(s) must be located between the cylinder head and a point 6" (152.4 mm) further along the exhaust flow path from the original exit of the final OE converter.

For vehicles that were delivered with multiple exhaust configurations (i.e. California vs 49-state legal cars) any of the OE exhaust configurations may be used for the purpose of determining the location of the aftermarket catalytic converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

(SCCA Fastrack News, Apr 2021, Sep 2021, #28150)

ITEM 10) Third Brake Light / Rear Wing Removal Rule in Street Touring

Modify Rule 14.2.C as follows:

Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains ~~a any federally-mandated~~ third brake light.

(SCCA Fastrack News, Apr 2021, Sep 2021, #28997)

ITEM 11) STU and STH Catch-All overlap

Change Appendix A listings as follows:

Street Touring Sport (STS)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ *less than* 3.1L (3100cc) normally-aspirated

Street Touring Hatchback (STH)

"Catch-All" Sedans & Coupes NOC (non-sports-car-based; 4-seat minimum; ~~up to~~ *less than* 2.5L
(2500cc) forced-induction)

(SCCA Fastrack News, Apr 2021, Sep 2021, #29712)

ITEM 12)

Change section 14.8 as follows:

14.8.B

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. ~~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 (e.g., 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 a 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.

14.8.D

Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

14.8.K

Subframe mount bushings may be replaced, but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed. ~~The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application.~~ Solid metal bushings are specifically prohibited.

(SCCA Fastrack News, Apr 2021, Jul 2021, #30319)

ITEM 13) Putting the Super in Street Touring

Add supplemental class SST in Appendix A as follows:

Super Street Touring

Alfa Romeo

4C (incl. Spider) (2015-20)

Giulia Quadrifoglio (2017-21)

Audi

TT RS (2012-13, 2018-2021)

RS 3 (2017-19)

RS 4 (2007-08)

RS 5 (2013-21)

RS 6 (C5 chassis) (2003-04)

RS7 (2014-2018)

S5 (2008-19)

S6 (2013-18)

S7 (2012-18)

TTS (2016-20)

BMW

M2 (except Performance Edition ZL9) (2016-19)
M2 Competition (2019-21)
M3 & M4 (F80/F82 chassis; non-CS) (2015-20)
Z4 M Coupe/Roadster (2006-2008)

Cadillac

ATS-V (2016-19)

Chevrolet

Camaro Z28 (2014-15)
Camaro ZL1 (non-1LE) (2012-15, 2017-20)
Camaro LS & LT (2.0L Turbo; including 1LE) (2016-21)
Corvette (C6, C6Z06 non-ZR1) (2005-13)
Corvette Z06 (C5) (2001-04)

Ford

Focus RS (2018)
Mustang Shelby GT350 (2015-18)
Mustang Shelby GT350 (incl. Handling Package) (2019-20)
Mustang Boss 302 (2012-13)

Honda

S2000

Lotus

Elise (non-SC) (2005-11)
Esprit Turbo (1996-2004)
Evora S (2011-14)
Evora GT (2020-21)
Exige (non-S) (2006)

Mercedes

C63 AMG (non-Black Series)(2008-2020)

Nissan

GT-R (excluding NISMO & Track Edition & GT-R50) (2009-21)

Porsche

718 Boxster (base & T) (2017-21)
718 Cayman (base & T) (2017-21)
Boxster GTS (981 chassis) (2015-16)
Boxster S (981 chassis) (2013-16)
Boxster S (987 chassis) (2009-12)
Cayman GTS (981 chassis) (2015-16)
Cayman S (981 chassis) (2013-16)
Cayman S (987 chassis) (2009-12)
911 (996, non-turbo) (1998-2005)

911 Carrera (incl. 4, S, 4S, GTS) (997 chassis)(2005-2012)

Toyota

Supra, 6cyl (2020-21)

Supra, 4cyl (2021)

Supra Turbo (1993½-98)

In conjunction with these new class listings, add the following addition to the Classes subsection of the Street Touring Category preamble in Section 14:

- *Super Street Touring (SST) – Highest performance sports cars and coupes.*
(SCCA Fastrack News, Jun 2021, Dec 2021, #30573)

Street Prepared Category

ITEM 14) Wastegate Modification

Change 15.10.C.4.b as follows:

b. No changes are allowed to wastegate(s)-~~size~~, number, or location. *Wastegate openings may be modified by removing material to increase flow through the wastegate. No material may be added and no other modifications to the wastegate are authorized. This does not allow removal of any material to increase airflow into, through or out of the turbocharger's turbine or compressor housings.* No changes are allowed to variable-geometry turbine (VGT) hardware.

(SCCA Fastrack News, Dec 2020, #26949)

ITEM 15) Shelby GT350R to ESP

Add to Appendix A as follows:

ESP

Ford

*Mustang Shelby GT350/GT350R (S550) (2015-2020) *Limited Prep**

(SCCA Fastrack News, Dec 2020, #29368)

ITEM 16) NC Miata SP Classing Change

Change Appendix A listings as follows:

CSP

Mazda

~~*MX-5 (2006-15)*~~

BSP

Mazda

MX-5 (2006-15)

DSP

Mazda

*MX-5 (2006-15) *Limited Prep**

(SCCA Fastrack News, Mar 2021, #29666)

Prepared Category

ITEM 17) Appendix C for Prepared Cars with no Windshields

Modify 17.12.A.1 as follows:

17.12 SAFETY

A. Roll Bars/Roll Cages (Aluminum is not an allowed material)

1. All open Prepared Category vehicles shall have at a minimum a roll bar complying with Appendix C. *Additionally, two (2) roll hoop braces meeting the minimum tubing size requirements of Appendix C.B.2 table shall be required.*

(SCCA Fastrack News, Oct 2020, Aug 2021, #28910)

ITEM 18) 91-94 Mercury Capri Non Turbo Classing Clarification and Proposal

Change Appendix A listings as follows:

In Class DP:

Ford & Mercury

Mustang & Capri (4-cyl non-turbo) (1979-~~93~~ 86)

In Class EP:

Ford & Mercury

Capri (FWD, 4-cyl non-turbo) (1991-94)

(SCCA Fastrack News, May 2021, Sep 2021, #30487)

Modified Category

ITEM 19) Proposal for changes to DM and EM

Change section 18 and Appendix A as shown below:

Section 18, 18.0, 18.1 changes:

18. MODIFIED CATEGORY

Category Objectives

- Provide a competitive outlet for the highest level of allowed modifications.
- Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

Category Values

- Maximum speed and handling for given car parameters.
- Rules stability to protect member investment and encourage commitment.
- Highest levels of drivetrain and suspension development (varies among the individual classes).
- Custom design and fabrication.
- Maximum tire adhesion with minimum constraint (varies among the individual classes).

Core Modifications

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

Classes

- A Modified (AM) – Least restricted class with significant aero allowances and unlimited drivetrain.
- B Modified (BM) – GCR-based formula cars and sports racers with a high power/weight and aero allowances.
- C Modified (CM) – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.
- D Modified (DM) – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.
- E Modified (EM) – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.
- F Modified (FM) – Small, very agile, GCR-based formula cars.

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars may compete in Modified Classes A through F (AM through FM).

Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, *DM, and EM*, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. *Additionally, in DM and EM, a Stock Tub car (18.1.C.1) may use any ABS, TCS, and/or SCS with no weight adjustment as long as it was a standard option on the car and the original unmodified control unit and programming are used.* Engine RPM limiting devices (rev limiters) and cooling fans are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable section(s).

Modified Category cars are divided into classes based on potential Solo® performance. They need not be licensed for or capable of street use. The Solo® Rules shall take preference over the Club Racing GCR concerning safety requirements for vehicles in this Category. Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be movable when the car is in motion. The use of any moving device (e.g. a fan, propeller, turbine) or hinged wing to create downforce is prohibited. Movable side skirts are not permitted except where noted herein or in Appendix A, Modified Category.

18.0.A. Sound Control Modifications

If a formula car or sports racer is restricted by a GCR-stated exhaust length or vehicle length and therefore prohibited from installing the necessary exhaust devices to quiet the car to meet local dB limits, the following shall apply:

The vehicle exhaust system length may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of (a) noise limiting device(s) and in so doing keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting device(s) shall serve no other purpose than that stated and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

18.0.B. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Rotary Engines (Wankel) – These units will be classified on the basis of a piston displacement equivalent to 1.6 times (1.6 x) the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.
3. Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times (1.4 x) the computed displacement.

18.0.C. Aerodynamics

The area of a wing shall be computed by multiplying the width and depth of the wing assembly (top view) without regard to the curvature and/ or inclination of the wing or number of elements. Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation. This specification supersedes Section 12, Wing Area Computation, for these classes.

18.0.D. Tires

Any tire (including recaps) meeting the applicable portions of Section 3.3 is allowed.

18.0.E. Safety Requirements

The following shall be required in all Modified Category vehicles:

1. Scattershields/Chain Guard: The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passengers. 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:

- ½ in. (0.125"; 3.18 mm) SAE 4130 alloy steel
 - ¼ in. (0.250"; 6.35 mm) mild steel plate
 - ¼ in. (0.250"; 6.35 mm) aluminum alloy
 - SFI or NHRA approved flexible shields
2. Master Switch: All cars shall be equipped with a master switch easily accessible from outside the car. Club Racing Spec Racer Ford vehicles shall be wired per RFSR11. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:
 - a. Formula and Sports Racing Cars: In proximity to the right-hand member of the roll bar but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded 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. Closed Sports Racing Cars, Production Cars, and GT Cars: 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. Alternatively, it may be mounted 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. (Drilling of holes in roll cage to attach the bracket is prohibited.)
 - c. Open Production and GT Cars: May exercise a choice among the above locations.
 3. Driveshaft Hoop: RWD DM and EM vehicles shall have a drive-shaft hoop capable of preventing the shaft from entering the driver's compartment or damaging any fluid or electrical lines in the

event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360° of enclosure, ¼ in. (0.250"; 6.35 mm) minimum thickness and 2.0 in. (50.8 mm) wide, or ⅞ in. (0.875") x 0.065" (22.23 mm x 1.65 mm) welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed "tunnel" or other such structure which the driveshaft passes through such as the vehicle's frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above.

Note: DM and EM vehicles are exempt from the scattershield, drive-shaft hoop, and Master Switch requirements if they are using DOT-approved tires.

4. The roll bar structure must meet the requirements of either Appendix C or the Club Racing GCR required by class rules. Roll cages are strongly recommended.

Specials are required to have the roll bar extend at least 2.0" (50.8 mm) above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.
5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.
7. FSAE cars using electronic throttle control must be able to demonstrate throttle closure to zero when power is cut via kill switch.
8. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.
9. Club Racing GCR specific items and/or equipment not required in Modified Category are as follows:
 - a. Fuel cells
 - b. Windscreens, side mirrors and tail/stop lights.
 - c. Headlight covers, lenses, and bulbs.
 - d. Log books.
 - e. Fire retardant driver's suits.
 - f. Homologation.
 - g. Fuel test ports.
 - h. Production-based dune buggies need not meet door requirements.
 - i. Running lights.
 - j. Deformable structures as defined by the GCR Formula Atlantic rules.
 - k. On-board fire systems.
 - l. Reverse gear in BM and FM vehicles.
 - m. A front impact attenuation device (GCR Section 9.4.5.G) is not required in Solo® Modified Category vehicles.
 - n. Driver restraint system aging requirements (GCR Section 9.3.19) do not apply.

The 180° vision rule is recommended.

Note: If any conflict exists between the Club Racing GCR and the Solo® Rules, the Solo® Rules shall take precedence.

See Sections 3.8 and 8.3.1 for documentation requirements.

Refer to Appendix A for additional class-specific vehicle preparation rules.

Refer to Appendix F for past clarifications of these rules.

The following types of cars are assigned to the Modified Category:

18.1 MODIFIED PRODUCTION-BASED CARS

A. Eligibility

Modified classes D (DM) and E (EM) contain production-based cars which are permitted additional modifications beyond those allowed in Prepared classes XP through FP. Models must meet the requirements of Section 13 (first paragraph), be specifically listed in Appendix A, meet the specifications below, or be otherwise recognized by the SEB.

1. Kit Cars

Kit cars, which were originally designed, constructed, and licensable for street use, may participate in DM and EM if they are approved by the SEB. Members desiring approval of a particular kit car should provide the SEB with detailed information regarding the kit model and contact info, if available, for the OE manufacturer. For obsolete kit cars, the member will be expected to provide construction specifications, dimensions, and photographs for the SEB to examine and keep on file. The SCCA® will evaluate each submitted kit model individually and the evaluation will ensure that the specific model:

- a. Follows current DM and EM allowances regarding minimum floor pan dimensions (see Section 18.1.C.1).
- b. Has no unusually advantageous aerodynamic features.
- c. Has no exceptionally low center of gravity.
- d. Has no exceptionally high strength-to-weight ratio.
- e. Has no other unique features that would upset the competitive balance in DM and EM.
- f. Has independently-verifiable evidence of at least 10 examples which meet the approved specification produced. Extremely limited production sports racer-type efforts are discouraged.

Constructed examples of approved kits are subject to the following:

~~g. They will automatically take the Modified Tub weight penalty (see Appendix A).~~

~~h. They will have the same weight displacement scales and weight bias penalties as production-based cars.~~

- i. They will be allowed all, but no more than, the modifications that production-based cars are permitted, with the exception that minimum width for all kit cars shall be no less than 65" (165.1 cm) as measured at the narrower end of the car at the tire outer sidewalls with a minimum 14 psi of tire pressure.
- j. They are subject to the same engine and transmission restrictions as production-based cars.
- k. They must meet the same safety requirements as production-based cars.
- l. They must compete with full standard bodywork and that body must remain recognizable as that of the approved make and model. For these purposes, the chassis of exoskeleton type cars is considered part of the bodywork.

~~m. Functional wings are not permitted even if they are part of the original kit manufacturer's specification and/or components. If present, they must meet section 18.1.F.6.~~

A newly-added model is not eligible for the current year's Solo® National Championships unless its listing was published no later than the July issue of the official SCCA® publication.

The list of currently approved models is as follows:

- Exomotive Exocet
- Factory Five Racing 818 (S & R)
- Sylvia Sports Cars J15

2. Clones

Clones/replicas of SCCA®-recognized production cars are permitted to compete in DM and EM provided they comply with the following requirements:

- a. They are substantially similar to and recognizable as the original manufactured vehicle on which they are based.
- b. Their specifications do not violate any rule stated herein.
- c. A clone shall not benefit from kit car manufacturer "running changes" unless those changes have also been submitted and approved.

3. Other Models

The Panoz Roadster and Porsche 550 Spyder are eligible for competition in DM and EM. ~~as a modified production-based car using the Modified Tub minimum weights.~~

4. Specifications

Weight and displacement specifications are as shown in Appendix A.

B. Bodywork

1. Respecting Section 18.1.F: Aerodynamic Aids, bodywork may be modified beyond the allowances of Section 17.2; however, the shape of the body must remain recognizable as that of the approved make and model. The body must be made of a fire resistant material. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights, glass, and trim may be removed. Side mirrors and tail/stop lights are not required.
2. Firewalls and floors shall prevent the passage of flame and debris to the driver compartment. For cars having fluid lines in a non-standard routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
3. The driver must be provided with clear and unobstructed access to the driver's compartment.
4. Interiors may be gutted. The driver's seat must be securely mounted. Steering and driver seating must be completely to the left or right of the vehicle longitudinal centerline. The seat must be mounted such that no part of the driver's body below the waist may cross the longitudinal centerline of the car.
5. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. If the radiator encroaches into the driver compartment, it must be separated from the driver by a metal bulkhead or enclosing container.
6. Hoods may be altered to allow for induction system changes without restriction. Such alterations shall serve no other purpose.
- ~~7. Standard bumpers may be retained, removed, or replaced with alternate materials. The bumper, if retained, will contribute its contour to the top-view outline of the car for measurement purposes. Bumpers made of alternate materials shall retain the shape and size of the original.~~
- ~~8. Doors may be replaced with ones of alternate materials. No other part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with light or material.~~

C. Body and Frame

~~1. Stock Tub~~

- ~~a. No part of the original outside bodywork between the original passenger compartment fore and aft bulkheads, such as rocker panels, floor pan, or frame, shall have reduced thickness or be replaced with lighter material.~~
- ~~b. A bulkhead is defined as a transverse panel that is a separator or step between the driver's compartment and the engine or main luggage area.~~
- ~~c. In cars where a rear luggage compartment is not totally closed off from the passenger compartment, the base of the floor pan step or base of a part height panel that would limit rearward travel of the rearmost of seat bottoms is the rear bulkhead point. If there are built-in seat track catches or stops, they are assumed disabled for this definition of travel.~~
- ~~d. Heavier gauge material repairs or heavier replacement sections are all allowed as long as they closely resemble the original.~~
- ~~e. No removal of the interior sides of the pillars or tub to leave just an outer shell.~~
- ~~f. Interior storage compartment doors, luggage/trunk compartment panels, parcel shelves may be modified or removed.~~
- ~~g. Wheel wells and bulkheads are open to modification as long as the driver is protected from fire and debris.~~
- ~~h. Floor pan width must match or exceed that between the insides of the original rockers. Length must be matched between the original passenger compartment bulkhead locations. Floor pan is defined in Section 12, Floor Pan. Longitudinal structure such as rockers may not cover or overlap the floor pan width. The full standard floor pan width or greater must be visible when viewed from directly above for at least the length of the door openings. The floor pan may only be cut for drivetrain / exhaust / tire / suspension clearance.~~
- ~~i. Tunnels and other vertical floor pan features, as defined in Section 12, Floor Pan, are included as part of the floor pan of a Stock Tub and shall be at least the original size. They can be longer, wider, and taller.~~
- ~~j. No car of any sort with a floor pan less than 37" (94.0 cm) wide for front engine cars or less than 42" (106.7 cm) wide for mid and rear engine cars shall be allowed in DM or EM.~~
- ~~k. A Stock Tub car over 93" (236.2 cm) in wheelbase may change its wheelbase and remain a Stock Tub car if the stock rear bulkhead location and floor pan length are retained.~~

~~No weight adjustment.~~

2. Modified Tub

- ~~a. All attributes of a Stock Tub must be maintained in this category except as explicitly allowed below. There is a weight adjustment associated with a modified tub.~~
- ~~b. A modified tub is one that mainly achieves a lower CG and improved strength to weight ratio.~~
- ~~c. Lightweight replacement body panels, a thinned-down standard fiberglass body, or a lift-off lightweight shell attached to the main body structure are examples of a modified tub when done in the bulkhead-to-bulkhead region.~~
- ~~d. Vertical features above the bottom floor pan plane do not have to satisfy original minimum size or shape. Note that the original width and length of the floor pan still have to meet the original dimensions. Drivetrain tunnels and seat mounting platforms may be made smaller than standard with a Modified Tub weight adjustment. A flat floor pan is legal.~~
- ~~e. Floor pan material, thickness, and method of attachment are open under Modified Tub allowances.~~
- ~~f. Rear passenger doors, if present, may be replaced with non-functional panels. Front and rear doors and door openings may be altered to accommodate compliant wheelbase changes.~~

g. All other cars, ~~Stock or Modified Tub~~, whose factory wheelbase are less than 93" (236.2 cm) may still change their wheelbase, but it must be done without violating the floor pan length as determined by both front and rear factory bulkhead locations.

~~h. All series of Lotus 7, 7A, Super 7 and their clone or kit forms (such as Birkin, Westfield, Locost) are automatically classified as Modified Tubs. This also applies to the Shelby Cobra and its clones.~~

~~i. Tube frame cars are included in this modified tub category.~~

3. Materials ~~(all tubs)~~

a. Except as specifically authorized, ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension. No aluminum cages or roll bars are allowed. Any ferrous or aluminum alloy is permitted for suspension arms, location links, and uprights/spindles. Beryllium and beryllium alloys are not allowed anywhere on the car.

b. The exceptions to the above are parts of the donor production cars that were originally non-metal. In all cases, replacement of these parts or addition of more load bearing structure must be by metal. ~~Lighter replacement sections may not be used between bulkheads in a Stock Tub without it becoming a Modified Tub.~~

c. Except as specifically authorized, lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

~~d. Cars that have been approved for DM and EM as clones do not have the freedom to use better strength per weight structural materials than those originally used in the corresponding places in the originals. The only exception is the use of high carbon or chromoly steel in place of mild steel.~~

D. Drivetrain

1. Engines must be derived from production automobiles available in the US or elsewhere. Complete race engines derived from production automobile block designs such as the Pontiac® Super Duty 4 and the Cosworth® 16-valve series are allowed. Motorcycle, *UTV, ATV, side-by-side*, snowmobile, marine, or any other initially non-automobile design is not allowed even if it was also made available in an automobile. Non-automobile engines are prohibited. 4-stroke automobile motors shall not be converted to 2-stroke.

2. Engine and/or drivetrain changes are permitted within the following limitations:

a. Original front-engine design must remain a front-engine design (i.e., no part of the engine block or cylinder head may extend rear-ward of the midpoint of the wheelbase).

b. Original rear- or mid-engine designs may be interchanged with each other, but no part of the engine block or cylinder head may extend forward of the midpoint of the wheelbase.

3. Non-automobile CVTs are prohibited. Automobile-based CVTs are only allowed with their matching factory engine.

4. Internal and external components of the engine, transmission, and rear differential are unrestricted. Any shifting mechanism or pattern is permitted. Driveshafts may be made of any material deemed safe. Supercharging and turbocharging are permitted without restriction but shall require the displacement specifics of Section 18.0.B.3.

~~5. For weight designations in EM, Mazda rotary engines are compared to the piston engines listed (i.e., 3.2L OHV vs. 4.5L OHV) calculations as follows:~~

~~▲ 13B 2-rotor normally aspirated engine (1308 cc × 1.6 = 2093 cc)~~

~~▲ 13B 2-rotor forced induction engine (1308 cc × 1.6 × 1.4 = 2930 cc)~~

~~▲ 20B 3-rotor normally aspirated engine (1962 cc × 1.6 = 3139 cc)~~

~~20B 3-rotor forced induction engine (1962 cc × 1.6 × 1.4 = 4395 cc)~~

5. Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3"). The restrictor pas-sage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts.

E. Minimum Weights

Minimum weights for cars in DM and EM and all adjustments to these weights are shown in Appendix A.

F. Aerodynamic Aids

1. These classes are restricted downforce classes. No aerodynamic tunnels, wings, or sealing skirts may be added. No bargeboards, ramps, vanes, ~~wickerbills~~, or other aerodynamic devices are allowed except as specified herein or as part of an SCCA®-approved GT-1 bodywork package for the specific make and model.
2. The hood, tub, roof, rear fenders, and rear deck are not permitted to be reshaped to achieve downforce. The front of the car may be reshaped to accommodate the construction of spoilers, air dams, and splitters, and may be widened to rear body width as specified in Section 18.1.E.3.c below. Ramps joining the front fender flares to the splitter/spoiler/airdam assembly which are included as part of a SCCA®-approved GT-1 front bodywork package are allowed.
3. Front Aero
 - a. The standard OE or a non-standard front spoiler or air dam may be used. A non-standard front spoiler is not permitted to protrude forward beyond the overall outline of the car as viewed from above or aft of the forward most part of the front fender opening and shall not be mounted more than 4.0" (101.6 mm) above the horizontal centerline of the front wheel hubs.
 - b. The spoiler may cover the normal grille opening at the front of the car. Cooling duct openings are permitted. If the front radiator is removed or relocated, no aerodynamic use of the unobstructed front radiator pathway may be made. The front spoiler may be attached to the original bodywork or it may replace the bodywork it would otherwise cover.
 - c. The front spoiler may not be wider than either the front or rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (254.0 mm) as viewed from above. The front spoiler must be connected to bodywork above the spoiler across its full width. New bodywork may be added to close the gaps between the fenders, nose, and spoiler/splitter/airdam assembly on cars with open or irregular front bodywork such as the Ford® Model T, MG® TD, Morgan®, and Lotus® 7. When these or similar vehicles use a full-width front spoiler, the car's spoiler/airdam is required to be vertical (between 80-100°) for the lower 8.0" (20.3 cm) of its ex-tent. The change in top view outline caused by these bodywork changes is allowed.
 - d. Front splitters are allowed but must be installed parallel to the ground within ±1.0" (±25.4 mm) fore to aft. The splitter trailing edge must be fully sealed to the front bodywork/fender flair/ spoiler and the splitter may not get wider as it extends forward. From each point on its trailing edge the splitter can extend no more than 8.0" (15.2 cm) directly forward of the top-view outline of the car. The splitter must be a single plane with the top and bot-tom surfaces parallel, with an overall height of 1.0" (24.5 mm) or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.

Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.

- e. A front splitter and its associated features shall not function as a diffuser.
- f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.

g. Canards are allowed and may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/ fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12, Definitions. Canard area may not exceed 1.2 sq. ft. (1114.8 cm²). The canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side.

4. Rear spoilers

- a. If a rear spoiler is used, it shall be mounted to the rear hatch, deck, or trunk lid, and mount no further forward than the base of the rear window. The spoiler extension for the entire spoiler is set by one measurement at the lateral midpoint of the car. At that point, the spoiler may not extend more than 10.0" (25.4 cm) from the attachment point out to the outer or free edge. This sets the maximum height above ground at all other locations on the spoiler. The result may be a flat topped rather than contoured spoiler. Alternatively, the spoiler may be mounted at the rear of the roof, or to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5" (19.1 cm) from the original bodywork, measured as described above. The spoiler angle of attack is free. The rear spoiler is measured from leading, attached edge to trailing or outermost, free edge. Its measurement is independent of its angle of attack.
- b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10.0" (25.4 cm) as viewed from above.
- c. Aerodynamic aids permitted in Section 18.1.F shall not function as wings. Therefore, the spoiler may not overhang the bodywork such that air passes both over and underneath it. If the rear spoiler overhangs the side of the car, the lower edge of the spoiler shall be supported by bodywork that will prevent air from passing underneath the spoiler. This may be accomplished by extending the spoiler to join the bodywork or wheel opening/fender flare beneath the overhang.

- 5. Diffusers are allowed at the rear of the car only; no part of the rear diffuser shall cross the wheelbase centerline into the front half of the vehicle. The diffuser may protrude rearward beyond the top view outline of the car. The diffuser shall have no more than 25.0" (63.5 cm) front to back of expanding chamber; this 25.0" expansion chamber length is inclusive of all parts/components/body forward and rearward of the diffuser. A diffuser is defined as an expanding chamber between the vehicle and the ground for the purpose of accelerating air ahead of it to develop low pressure. Vanes or strakes are allowed inside the diffuser; sideplates and strakes may extend below the diffuser surface as long they do not attain a definite seal with the ground on level ground. Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall be flat within 1.0" (25.4 mm) total deviation. No tunnels or other underbody aerodynamic features are permitted. Chassis rake is free. Additionally, no side skirt or body side, etc., may extend more than 1.0 cm (0.394") below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules.
- 6. If a factory production car or kit car was supplied with tunnels ~~or wings~~, they may remain but they must be blocked in a safe manner to prevent them from functioning to provide downforce. For example, foam or sheet metal may be firmly attached in tunnels ~~or on wings~~ to ruin their shape or to stop airflow.
- 7. Vanes, strakes, and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6.0" (152.4 mm) must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:
 - 56 sq. in. (362.9 cm²) for a roof spoiler;

- 100 sq. in. (645.16 cm²) for a trunk spoiler;
- 100 sq. in. (645.16 cm²) for a front splitter.

8. Wings may be added, removed, or modified. Non-OE wings may only be attached to the chassis or body behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12, Definitions. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other, but not both. Wing endplate surface area is limited to 200 sq. in. (1290.3 cm²) each and the number of endplates is limited to a maximum of 2. No part of the wing may extend past the widest part of the car.

G. Brakes

The use of any type brakes, pads, and components are permitted (disc or drum). The location of brake components (inboard vs. outboard) may be changed from original. The original "emergency" or hand brake may be removed.

H. Tolerances

A tolerance of $\pm\frac{1}{2}$ " (± 12.7 mm) shall be used when measuring floor pan dimensions from the car's original specifications.

I. Other

1. At least $\frac{1}{2}$ the width of each tire must be covered by the fenders when viewed from the top of the fender perpendicular to the ground. No sharp edges are permitted.
2. Suspension systems and wheels are free.
3. The use of a windscreen is not required.
4. Roll bar requirements for cars competing in DM and EM are as specified in Section 3.3.2.

Appendix A changes:

MODIFIED CLASS D (DM)

Modified Production and GT cars with internal combustion engine displacement 2000 cc and under as follows:

A. The Mazda 12A and 13B Rotary engines are permitted in DM with the following restrictions:

1. No replacement of cast iron engine case segments with aluminum.
2. On the 12A engine, only side and rotor housings from 1974-86 engines shall be used.
3. No replacement of 12A or 13B sections, such as side plates, with those from other series engines (i.e., Renesis-type parts).
4. On 12A engines: no peripheral-porting or J-porting is allowed. Bridge-porting that does not cut into the water O-ring is permitted. On 13B engines, 4- and 6-port: Maximum porting permitted is street-porting. No bridge-porting, J-Porting, or peripheral-porting.

B. Weight with driver ~~vs. computed displacement~~ (lbs.): 1400

Piston engines, normally aspirated up to & including 1800 cc	1280
12A rotary engines, normally aspirated w/ porting restriction	1280
Piston engines, normally aspirated 1801-2000 cc	1380
13B rotary engines, normally aspirated w/ porting restriction	1380
Forced induction w/ displacements per 18.0.B, up to 2000 cc w/ inlet restrictor	1380

C. Performance Adjustments (lbs.):

- AWD Add 200
- ~~Modified Tub~~ Add 40
- TCS/ABS/SCS Add ~~200~~ 100
- Wings Add 200
- ~~ABS and/or SCS (no additional weight adjustment)~~ Add 250
- D. Weight Bias Adjustment with driver sitting in the driver's seat (lbs.):
- ~~RWD with less than 51% weight on drive wheels~~ Deduct 35
- ~~FWD~~ Deduct 35
- ~~AWD~~ Not affected

MODIFIED CLASS E (EM)

Modified Production and GT cars as follows:

- A. Weight with driver ~~vs. Displacement~~ (lbs.): 1700
 - ~~Piston engine up to & including 3200 cc OHC~~ 1700
 - ~~Piston engine up to & including 4500 cc pushrod/OHV~~ 1700
 - ~~2-rotor rotary engine all configurations~~ 1700
 - ~~3-rotor rotary engine, normally aspirated~~ 1700
 - ~~Piston engine, unlimited displacement~~ 1800
 - ~~3-rotor rotary engine, forced induction~~ 1800
- B. Performance Adjustments (lb.):
 - AWD Add 300
 - ~~Modified Tub~~ Add 50
 - TCS/ABS/SCS Add ~~300~~ 100
 - Wings Add 200
 - ~~ABS and/or SCS (no additional weight adjustment)~~ Add 375
- C. Weight Bias Adjustment with driver sitting in the driver's seat (lbs.):
 - ~~RWD with less than 51% weight on drive wheels~~ Deduct 50
 - ~~FWD~~ Deduct 50

(SCCA Fastrack News Dec 2020, May 2021, #28954)

Kart Category

ITEM 20) Non-license / Permit 15year old driver in KM

Per SEB recommendation and BOD approval, the JDP program has been discontinued; in conjunction, the following portions of section 4.1.A and 19.2.A are recommended to be removed from the Solo Rules as shown.

4.1.A:

4.1 DRIVER CREDENTIALS

A. Drivers must be SCCA® members. (A Weekend Membership meets this requirement.)

Drivers in all categories ~~except Kart~~ must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either the driver's parent/legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian witnessed by an adult SCCA® member or notarized (Sections 1.3.2 and 4.13) to ride as a passenger and the restrictions imposed by the underage driver's state of residence must allow the instructor to ride as a passenger.

~~Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:~~

~~1. Minimum age is 15 years old.~~

~~2. Drivers must have approval of the event Chairman and the event Solo® Safety Steward.~~

~~3. Drivers must have participated in at least four (4) National Solo® Events in Formula Junior class A (JA). Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per Section 19.2.~~

The provisions of Section 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.

19.2.A:

19.2 KART MODIFIED (KM)

A. Minimum Age and Weights:

~~1. Minimum driver age: 15 years~~

(SCCA Fastrack News, Dec 2021, #31509)

Board of Directors Meeting Minutes 4 December 2021

The Board of Directors resumed on December 4, 2021, for 2022 business.

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 Kansas City Airport Hilton Hotel, December 4, 2021.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Lyn Hodges Watts, Secretary, Area 3; Chris Albin, Area 6; Jack Burrows, Area 2; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dayle Frame, Area 4; Peter Schneider, Area 1; Dale Shoemaker, Area 11; Clay Turner, Area 8 and Jeff Zurschmeide, Area 13.

Call to Order – Vice Chairman, Strickland

Roll Call – Vice Chairman, Strickland

2022 Board Meeting Schedule:

- Zoom meetings will be held the 4th Monday of every month
- Two face to face meetings; July and December, also Convention if in person
- Proposal of July 30 – 31 and December 2 – 3 for face-to-face meetings.

2022 Board Officers:

Peter Jankovskis, Chair – Motion – Jack Burrows/Second – Charlie Davis
Steve Strickland, Vice Chair – Motion – Jack Burrows/Second – Peter Schneider
Lyn Hodges Watts, Secretary – Motion – Charlie Davis/Second – Jeff Zurschmeide
KJ Christopher, Treasurer – Motion – Charlie Davis/Second – Chuck Dobbs
Chuck Dobbs, Executive Committee Alternate (appointed by Chair)

2022 Board Appointments:

SEB – Charlie Davis, KJ Christopher Liaisons
CRB – Dayle Frame, Chris Albin, Clay Turner Liaisons
TTB – Charlie Davis, Clay Turner, Liaisons
Executive Stewards – Chuck Dobbs, Dale Shoemaker Liaisons
Court of Appeals – Jack Burrows, Chuck Dobbs Liaisons
Jumbo Regions – Jack Burrows, Peter Schneider, Chuck Dobbs Liaisons
RRB – Jeff Zurschmeide, Chris Albin Liaisons
ERB – KJ Christopher, Steve Strickland Liaisons
RXB – Dale Shoemaker, Chuck Dobbs Liaisons

EVAC – Dayle Frame, Chair

Governance – Lyn Hodges Watts, Chair; Jack Burrows; Jeff Zurschmeide; Dale Shoemaker; Peter Schneider; Arnie Coleman (non-voting)

Budget/Finance/Risk Management – KJ Christopher, Chair; Jeff Zurschmeide, Co-chair; Chris Albin; Dayle Frame; Steve Strickland; Clay Turner– meets later in the year

Compensation/Audit/Investment – Steve Strickland, Chair; Peter Schneider; KJ Christopher; Lyn Hodges

Watts; Chris Albin; Clay Turner

Training – Lyn Hodges Watts, Chair; Dale Shoemaker; Peter Schneider; Arnie Coleman (non-voting)

SCCA Foundation – Jeff Zurschmeide; Lyn Hodges Watts

Mike Cobb Compensation – Steve Strickland will send the information to the Board. This process will happen around March. The Compensation Committee will evaluate and make recommendations to the Board. 2021 outgoing Directors should be included in the discussions.

Motion to Adjourn 2022 Board Meeting: Motion – Clay Turner/Second – Dale Shoemaker - PASSED

Respectfully submitted,

Mary H. Hill