Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

SCCA
Sports Car Club of America

Board of Directors Meeting Minutes
30 January 2023

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, January 30, 2023, at 8:00pm CST.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Clay Turner, Area 8; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; and Jeff Zurschmeide, Area 13.

Directors not in attendance: Lyn Hodges Watts, Secretary, Area 3.

National Staff: Attending were Michael E. Cobb, President & CEO; Chris Robbins, Director, Region Development; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Rick Myers, Director Rally/Solo and Mary Hill, Executive Assistant.

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

Roll Call – Vice Chairman, Strickland

Rally Cross Update – Rick Myers and the BoD discussed next steps for the program. Four candidates have expressed interest in joining the RXB – Kathy Moody; Sanjay Singh; Jonathon Negal; and Stephen Hyatt.
There is an RXB meeting on February 7. Rick Myers is expected to review roles and responsibilities, onboarding, operations manual, SWOT Analysis, RXB budget proposal, and RXNC 2023. RXB new members and chairman to be approved by the Board of Directors once consensus is reached.

Convention – Business Update – Mike Cobb reported there was good participation at the Convention. Great conversations in Solo. 2024 Convention planning starting tomorrow. The December financials to be distributed shortly. Chris Robbins reported on Convention data.

SEB Update – Liaisons – Heyward Wagner – Rick Myers – The SEB held a meeting in Dallas for the future of Solo planning, Brian Connors led the meeting. Several items were discussed. Retention of new participants seen as pressure point. What does Solo look like in the future (class structure). SCCA Partner impact of future Solo Program. Solo currently a successful program – what is fundamental to the experience. Great meeting and will be one of many.

ERB Rule Set – Liaisons – reported that there wasn't much change to the document, more polished rules, reformatted – packaging for regions. Peter Schneider requested to see a redlined document. ERB full package below.

Motion to Accept the 2023 ERB Rule Set as presented. PASSED

Motion – Peter Jankovskis

Second – Peter Schneider

2023 TTB Members – Liaisons – proposal of the new slate below.

John Hunter, Justin Barbry, Clay Turner, Charlie Davis, Bob Tunnell, Gregg Ginsburg, Doug Wille, and Brian Kuehl.

Motion to Accept the 2023 TTB Members as presented. PASSED

Motion – KJ Christopher

Second – Peter Jankovskis

Potential proposal to add a non-Steward to the CoA– Peter Jankovskis led discussion of merits/drawbacks of adding a non-Steward. Seeking better coordination and opportunities between Stewards and the CRB. Should be someone with a strong working knowledge of the GCR. Need to develop formal criterion for this person. Would require change to Ops Manual. John LaRue and Ken Blackburn should discuss. Will likely invite both to a future BoD meeting.

SCCA Foundation Report – Request for Howard Duncan to be added to the Board. Two members have rolled off.

Motion to add Howard Duncan to the Foundation Board. PASSED

Motion – Peter Schneider

Second – Peter Jankovskis

Liaisons to assist in ensuring donations to / grants from Foundation are consistent with Foundations 501(c)3 status.

Adjourn Regular Meeting 8:49 PM CST

The Board went into Executive Session at 8:51PM CST

Respectfully submitted,

Mary H. Hill

Fastrack news
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January/February Motions - The below Motions were placed for vote by the SCCA Board of Directors – ALL MOTIONS PASSED.

Motion to approve the Race Memo for GT1-ST Porsche 992 as presented. Motion - Peter Jankovskis

Second - Dayle Frame

RACING MEMO

ISSUED: January 11, 2022 **NUMBER**: RM 23-02

FROM: Board of Directors

TO: All Participants

SUBJECT: Porsche 992 GT1 Classification

In GT1-ST, Classify the Porsche 992 GT3 Cup as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Porsche 992 GT3 Cup	*3997*	*2950*		*Car must be prepared in accordance with the appropriate model/year Porsche 992 factory service manual. Factory (OEM manufactured) Lexan front windows allowed as delivered. ABS permitted.*

Motion to approve the addition of one (1) member at large to the Time Trials Board.

Motion: Dayle Frame

Second: Peter Schneider

Motion to approve a change in the description of the composition of the Time Trials Board within the Operations

Manual as discussed below.

Motion - Peter Jankovskis

Second - Dayle Frame

The change is to the Time Trials Board and affects the make-up of the Board itself. The current language reads:

7.3 Time Trials Board (TTB)

Appointment: The BoD shall appoint annually a seven-member Time Trials Board (TTB) made up of two National Staff members, two BoD members and three members at large. TTB members shall nominate replacements of outgoing members. The two BoD members shall be voting members of the TTB and serve as Liaisons to the TTB from the BoD. One member shall be appointed as Chair by the BoD. Those selected shall be SCCA members and are subject to approval by the TTB and annual appointment by the BoD.

The requested change is to add one member at large, increasing the Board size to eight … two (2) National Staff members, two (2) BoD members and four (4) members at large. The new language, if approved; will read:

7.3 Time Trials Board (TTB)

Appointment: The BoD shall appoint annually an eight-member Time Trials Board (TTB) made up of two National Staff members, two BoD members and four members at large. TTB members shall nominate replacements of outgoing members. The two BoD members shall be voting members of the TTB and serve as Liaisons to the TTB from the BoD. One member shall be appointed as Chair by the BoD. Those selected shall be SCCA members and are subject to approval by the TTB and annual appointment by the BoD.

Motion to Support the staff recommendation for the 2023 RX program direction as presented in the 2023

RallyCross Program Recommendations document.

Motion - Peter Schneider

Second – Dale Shoemaker

2023 RallyCross Program Direction Recommendation

1. **RXB 2023 Focus:** Reset current Chair and re-balance mix of members (if needed) so as to have more individuals willing to work collaboratively going forward vs dwelling on past failures. This includes adding the Director of Rally/Solo to the RXB, but not as Chairman. Without this, the remaining opportunities will be a continuous struggle.
2. **RX 2023 Program Focus**:
    a. stabilize / the program at the RXB and Region level. Provide appropriate level of program and Region event promotion.
    b. Staff / RXB / Region RXNC – Staff/RXB determine location, work on model from there.
    c. Region/RXB led / Staff supported RX Challenge events (Similar to RoadRally National event format). Staff/RXB work collaboratively in ’23 to determine future look of midlevel events that match scope and size of program.
    d. RS3 discussion in collaboration with RXB/Regions driven by changes published by the BOD. Need member feedback for what other level of RX is needed. What is not needed is single Stage Rally masked as RS.
3. **RX 2023 Program Investment**: Based on the above program focus, we should re-group and summarize that which we have already allocated within the 2023 budget in support of RX and see what incremental dollars we may need to direct in support of the above plan.

4. **RX 2023 Partner Focus**: With the above in place, I believe we could go after a program / RXNC partner and provide more visibility / support for the program – even if it is primarily Regionally based.

Motion to Appoint Rick Myers as a member of the RXB.

Motion - Dale Shoemaker

Second - Chuck Dobbs

Motion to permanently revoke the Membership of John Frank (member # 126352) in the SCCA, Effective 01.31.2023.

Motion - Peter Jankovskis

Second - Bob Crawford

Motion to Approve the December 27, 2022, BoD meeting minutes as presented.
Motion - Steve Strickland

Second - Peter Jankovskis

Board of Directors Meeting Minutes
27 December 2022

Between its December 12 and December 27 meetings, the CRB submitted a Race Memo to the Board of Directors for consideration. Motion to approve Race Memo 22-08 correcting restrictor size for Porsche 991.2 GT3 Cup. Motion - Strickland; Second - Frame; PASSED.

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, December 27, 2022, at 8:00pm CT.

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; Peter Schneider, Area 1; Dayle Frame, Area 4; and Dale Shoemaker, Area 11.

2023 Incoming Directors attending: Bob Crawford, Area 2

National Staff: Attending were Michael E. Cobb, President & CEO; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Rick Myers, Director, Rally/Solo; and Chris Robbins, Director of Region Development.

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

Roll Call – Vice Chairman, Strickland

Steve Strickland began the meeting with a review of recent interactions with the RXB and the Rally Cross community. Steve indicated that Rick Myers planned to meet with Regional
Executives and Rally Cross leads from Regions with Rally Cross programs. The intent of the meeting would be to learn how Regions and their leaders viewed the Rally Cross program and gauge support for the RXB Chair's plans for the Rally Cross program.

The Directors then discussed potential reconstitution of the RXB. It was decided to gather additional information and meet again prior to the start of the National Convention.

Motion to Adjourn the Regular Session – Motion – Steve Strickland; Second – Peter Jankovskis

Regular Session Adjourned at 9:00pm CT

The Board of Directors reconvened in Executive Session at 9:01pm CT

Executive Session adjourned at 9:23pm CT

Respectfully submitted,

Peter Jankovskis

Motion to Approve the minutes of the January 17, 2023 BoD meeting as presented.

Motion - Steve Strickland

Second - Peter Jankovskis

Board of Directors Meeting Minutes
17 January 2023

Between its December 27 and January 17 meetings, the CRB submitted two Race Memos to the Board of Directors for consideration.

Motion to approve Race Memo 23-01 classifying the Hyundai Veloster in T3. Motion - Jankovskis; Second - Crawford; PASSED.

Motion to approve Race Memo 23-02 classifying the Porsche 992 GT3 Cup in GT1-ST. Motion - Jankovskis; Second - Frame; PASSED.

Between January 1 and January 17, the Governance Committee received a request from Heyward Wagner to change the description of the Time Trials Board in the Operations Manual. After reviewing the requested modification, the

Governance Committee recommended the Board of Directors approve the change. Motion to approve a change in the description of the Time Trials Board within the Operations Manual. Motion - Jankovskis; Second - Frame; PASSED.

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, January 17, 2023, at 8:00pm CT.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; Lyn Hodges Watts, Secretary, Area 3; Mark Weber, Area 6; Bob Crawford, Area 2; Clay Turner, Area 8; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Peter Schneider, Area 1; Dayle Frame, Area 4; and Dale Shoemaker, Area 11.

National Staff: Attending were Michael E. Cobb, President & CEO; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; and Rick Myers, Director, Rally/Solo.

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

Roll Call – Vice Chairman, Strickland

Rick Myers reviewed insights gained from discussions with Regional Executives and Rally Cross leads. He then presented staff recommendations for the 2023 Rally Cross direction. The Directors discussed the recommendations and the composition of the RXB. The consensus was that Josh Armantrout should be removed from the RXB.

Subsequent to the meeting, Peter Jankovskis phoned Josh Armantrout and requested his resignation. Armantrout provided his resignation via email.

Motion to support the staff recommendation for the 2023 RX program direction as presented in the 2023 RallyCross Program Recommendations document. Motion – Schneider; Second – Shoemaker; PASSED.

Motion to appoint Rick Myers as a member of the RXB. Motion – Shoemaker; Second – Dobbs; PASSED

Steve Strickland confirmed with Directors present that they had received a copy of the Board of Directors Roles & Responsibilities presentation he and Peter Jankovskis planned to present during the convention and that the Directors had no questions or comments.

Adjourned at 9:15pm CT

Respectfully submitted,

Peter Jankovskis

Motion to Accept Race Memo 23-03 as presented.

Motion - Peter Jankovskis

Second - Steve Strickland

RACING MEMO

ISSUED: February 3, 2022 **NUMBER**: RM 23-03

FROM: Board of Directors

TO: All Participants

SUBJECT: GTX Saleen S1 Cup Classification

In GTX-MISC, Classify the Saleen S1 Cup as follows:

GTX - MISC

Make	Model	Engine	Restrictor (mm)	Weight (lbs)	Notes
Saleen	*S1 Cup*		*N/A*	*2800*	*Must Conform to Saleen S1 cup rules other than tires meeting section 9.3.45 are unrestricted*

Motion to Accept the attached CRB Rule Changes to be effective March 1.

Motion - Peter Jankovskis

Second - Dayle Frame

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.crbscca.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.

JANUARY 2023 – Recommended Items for 03/01/2023

AS

1. #32260 (Tom Brown) Request to rewrite control arms

In AS, GCR Section 9.1.6.D.4.d., change as follows:

"7. Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arms *and upper arms is allowed. On rear leaf spring cars: eye mounting points may be relocated and traction bars allowed. (Effective 3/1/2023)* ~~on GM F-body cars and the upper arm on Ford Mustangs is allowed.~~ Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location."

Motion to Approve the Enduro Rules Package as presented.

Motion - Peter Jankovskis

Second - Peter Schneider

2023_Team_Enduro Rules_01.26.23 (1).pdf

Motion to Approve the January 30, 2023, BoD meeting minutes as presented. Motion - Peter Jankovskis

Second - Dale Shoemaker

Fastrack news
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Board of Directors Meeting Minutes
27 February 2023

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, February 27, 2023, at 8:00pm CST.

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

National Staff: Attending were Michael E. Cobb, President & CEO; Jeff Dahnert, Sr. Director Business Operations; Heyward Wagner, Sr. Director Rally/Solo & Experiential Programs; and Mary Hill, Executive Assistant.

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

Roll Call – Vice Chairman, Strickland

2022 Year End/December 2022 Month End Financials – Jeff Dahnert – provided a preliminary financial update for December 2022 and Year End. Profits exceed budget. The final statement will be completed after the audit. SCCA Audit to begin in April.

Division Meetings Update – Mike Cobb – Divisional meetings are going well. Great Lakes Division this weekend/Central Division in mid-March. National Staff has presence at all meetings.

General Update – Mike Cobb – attending the ACCUS meeting, MSHOF on March 7th and IMSA meeting with John Doonan. 2024 SCCA National Convention conversations will start in next couple of months, earlier than in years past. Plan presentation to BoD for review and conversation soon. The official EV (electric vehicle) sticker will be done this month.

Solo Classing – Heyward Wagner provided information on Ladies Classes and gender identification. A detailed discussion ensued.

Next Steps on Hill Climb – Heyward Wagner provided an overview of the recent review of Hill Climb Safety Rules, noting that Hill Climb does not have a Program Board, it falls under Time Trials. The Hill Climb Safety Rule updates were presented to the BoD for approval as stated below.

Motion to Accept the Hill Climb Safety Rule updates as presented. PASSED

Motion – Jeff Zurschmeide

Second – Chuck Dobbs

Governance Committee Update – Lyn Hodges Watts reported that the Ops Manual update has been completed and the announcement will be sent via Up to Speed, February 28th. Next up for the Committee will be a review of the Director's Handbook.

Liaison Update – Peter Schneider reported that the Foundation has come up with a budget for 2023, looking to pursue the normal structure.

The Rally Board asked for a way to document source information along the lines of a Drop Box or library.

RXB Liaison Update – Dale Shoemaker/Charlie Davis

Motion to Approve Sanjay Singh and Jonathon Nagel for addition to the RXB. PASSED

Motion – Dale Shoemaker

Second – Clay Turner

CoA Interim Staffing – Chuck Dobbs reported that CoA Chairman Jack Kish had resigned in the past 30 days. It is requested that Costa Dunias be approved to fill the Chairman role in the interim. Due to two current CoA members having worked as Stewards at the recent CotA and therefore not being eligible to hear cases from that event, the CoA requested the addition of interim members to hear two CotA cases: Rick Mitchell and Spencer Gorham. CoA reviewing list of candidates for possible fulltime replacement CoA members.

Motion to Approve Costa Dunias as the Chair of the Court of Appeals for the remainder of

2023. PASSED

Motion – Chuck Dobbs

Second – Bob Crawford

Motion to add Rick Mitchell and Spencer Gorham to the Court of Appeals as interim members until permanent members can be selected by the CoA and approved by the BoD. PASSED Motion – Chuck Dobbs

Second – Peter Jankovskis

CRB/Executive Steward GCR Issue – Steve Strickland discussed that heading into last year's Runoffs a couple of GCR changes were made that have proved controversial. The CRB and Steward's opinions thereof are clashing and was brought to the BoD for resolution. Steve has requested a formally written position papers from Ken Blackburn and John LaRue. Both papers will be provided to the entire BoD for review. Ken Blackburn and John LaRue will be part of the March Board meeting for discussion of the issues.

Motion to Adjourn at 9:40pm CST

Motion – Lyn Hodges Watts

Second – Peter Jankovskis

Respectfully submitted,

Mary H. Hill

Board of Directors Meeting Minutes
27 March 2023

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, March 27, 2023, at 8:00pm CST.

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; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Clay Turner, Area 8; Charlie Davis, Area 9; Chuck Dobbs, Area 10; and Dale Shoemaker, Area 11.

Not Present: Jeff Zurschmeide, Area 13.

National Staff attending: Michael E. Cobb, President & CEO; Eric Prill, Vice President, Road Racing; Deanna Flannagan, Director of Road Racing; and Mary Hill, Executive Assistant.

Guest(s): Ken Blackburn, Chairman, Stewards Program and John LaRue, Chairman, CRB

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

Roll Call – Vice Chairman, Strickland

Stewards/CRB GCR Discussion

- Stewards – Ken Blackburn
    - Presented the position of the Stewards Program on GCR Rule 1.2.3.d.1. Requests the repeal of the contested rule immediately.

    - Rules should be clear so Stewards across the country can easily determine the intent.
- CRB – John LaRue
    - Presented the position of the CRB on the GCR language that is in dispute.
    - In the Operations Manual if a rule is questioned then the CRB needs to clarify.

BoD/staff GCR Discussion

- Discussion amongst the Board.
- The motivation for adopting rule 1.2.3.d.1 pertained to Tech issues following the 2021 Runoffs races. Legality of an intake manifold was questioned and Steward ruled that the only way to determine compliance was to have the exact piece in a sealed box from the manufacturer for comparison.
- Next steps – keep the language the same for now and task the CRB with redrafting the language. Revised language to be posted in Fastrack for public comment. This should be accomplished quickly, will give a deadline of 90 days or less. Peter and Steve will contact John and Ken regarding this decision.

February Financials/Division Meeting Update/SCCA/IMSA Meeting Update – Mike Cobb

- On target for Net Operating Income.
- Had a call with Robey Clark to discuss the Enterprises financials; AP/AR are in good shape, working on annual audit prep.
- Successfully completed staff participation in all Division meetings.
- In the process of updating recommendations for Convention.
- Good meeting with John Doonan and others from IMSA.

CoA Discussion – Peter Jankovskis

- Need additional CoA members to replace recent departures. Also need to expand roster because CoA members must recuse themselves from appeals related to events where they work as stewards. Members added at the last BoD meeting to hear CotA appeals have agreed to serve as alternates for the remainder of the year.
- CoA and CRB chairs have requested that non-Stewards be permitted to serve as CoA members. CoA and BoD chairs request that CoA chair be tasked with submitting CoA candidates to the BoD for consideration. Adopting either request would require changes to the Ops Manual. Requested the Governance Committee review Section 5.5 of the Operations Manual and provide recommendations to the BoD.

Motion to Approve Laurie Sheppard as a fulltime Member and Secretary of the CoA.
Motion – Lyn Hodges Watts/ Second – Chuck Dobbs - PASSED

Motion to Appoint Richard Mitchell and Spencer Gorham as CoA alternates for the remainder of the year.
Motion – Chuck Dobbs/ Second – Dale Shoemaker - PASSED

ERB Rule Change – KJ Christopher
Motion to Accept the ERB Rule Rookie Light Change as submitted.
Motion – KJ Christopher/ Second – Steve Strickland – PASSED

Liaison Changes – Steve Strickland
Bob Crawford will move to the Board Executive Committee, replacing Dale Shoemaker. Dale will replace Bob as CoA liaison. Bob will also join the RXB liaison team.

Liaison Reports

Solo Events Board – KJ Christopher

- There will be policy changes to the Solo Rulebook, when completed KJ will present to BoD for review.
- Writers are requesting rule changes to address that Hoosier is no longer manufacturing the tire used by FF in Solo. Message will be sent to CMod addressing same to be sent via Solo Matters.

EVAC – Discussion of requesting public comment on the Supplemental Competition Rules for Electrified Vehicles (SCREV).

Motion to Adjourn at 9:50pm CST
Motion – Peter Jankovskis
Second – Lyn Hodges Watts

Meeting resumed in Executive Session.
Executive session adjourned at 10:20pm CST

Respectfully submitted,
Mary H. Hill

MOTIONS – The below Motions were voted on by the SCCA Board of Directors outside of the meeting – ALL MOTIONS HAVE **PASSED.**

Motion to Approve the March 27, 2023, Meeting Minutes as written.

Motion - Steve Strickland

Second - Dayle Frame

Board of Directors Meeting Minutes
24 April 2023

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, April 24, 2023, at 8:00pm CST.

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; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; and Jeff Zurschmeide, Area 13.

Not Present: Clay Turner, Area 8

National Staff attending: Michael E. Cobb, President & CEO; Chris Robbins, Director of Region Development; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Jeff Dahnert, Sr. Dir. Business Operations; Eric Prill, Vice President, Road Racing; and Mary Hill, Executive Assistant.

Guest(s):

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

Roll Call – Vice Chairman, Strickland

Q1 Financials – Jeff Dahnert – The financial statements went out along with the coversheet. Weather issues and cancelled events have directly impacted Sanctions. Road Racing and Solo have been affected. Experiential has done well; Track Night has kept their entry revenue strong. We should be able to get past this and make up some ground. YTD 1st Quarter we are behind Operating Income which is mostly timing of when it is budgeted and when it will actually come through. That line item should catch up as we go through the year. Revenue is up from last year, just not as much as the budget we put forth.

2022 Audit Update – Jeff Dahnert – The auditors were in the office last week Monday - Thursday. We were ahead of schedule by preparing them with a lot of the information they needed before they came to the office. There are approximately sixty spreadsheets of different analysis that we need to prepare for them. Everything seemed to go very well. They finished at the end of the day Thursday. There were a few email questions on Friday, but they are done at the office. They are still getting information from Enterprises, Inc. and Pro are completed. The lead of the audit, Christel, said that everything looked in order and did not see anything that jumped out at her as problematic. Jeff has a meeting on Wednesday with the audit team and will most likely get an update at that time.

Q1 Summary Recap, RX/ARA Update – Mike Cobb provided a summary report with PowerPoint showing a headcount of full-time members reaching close to 51,000. There was a review of National Dues, Participation Stats, and 2023 Daytona Classics. The Pine Mountain Hillclimb was a fantastic event and a lot of hard work.
Mike has been working with the American Rally Association – they focus on Stage Rally and Rally Sprint. They have agreed to provide a discount for 2023 events for anyone with a current SCCA membership.

2024 Convention – Chris Robbins provided a synopsis of Conventions pre-Covid and postCovid with PowerPoint. Chris and Abby researched and did a great amount of due diligence regarding past costs, current costs, with considerable increase in net cost to the Club with each Convention. In addition, a member survey was sent regarding how they would prefer to attend the Convention, virtual, hybrid or in-person. While there was a slight majority preference for a combination hybrid/in-person event, the estimated costs under the best case scenario was a significant financial cost for the Club. Therefore, a recommendation was presented to retain the current format and continue support of Divisional meetings including involvement from SCCA staff.

Motion to accept Staff's recommendation regarding 2024 Convention, including funding for Divisional Conventions. PASSED
Motion – Peter Jankovskis
Second – Dayle Frame

Club Spec Intro – Heyward Wagner discussed an incident at Pine Mountain regarding the score board and generator that were stolen and the issues that arose from that. There was amazing support from the paddock. Through an amazing effort every driver was on the mountain and unofficial hand time run along with many other contributions. The SEB met back in January and had a positive and constructive conversation around the future of Solo. One of the things that came out of the conversation was a core belief that Spec classes could be particularly important to Solo moving forward. This is a way of having potential members come into SCCA and engaging new partners and could grow this aspect of the Club. The Board signaled interest in the proposal. Heyward will report back to the BoD with a formal outline and support request.

Liaison Reports –

- CRB - Dayle Frame reported that the CRB Recommended Rule changes were emailed to the liaisons.
  Motion that the BoD accept the attached 2023 Recommended Rule changes prepared by the CRB.
  PASSED Motion – Peter Jankovskis
  Second – Dayle Frame
- SEB – KJ reported that they received a letter that a member had a concern we were using leaded fuel. KJ will work with Dayle to address the situation. Need to know if we are making changes to our rule packages that SCREV will require.
- EVAC – Dayle Frame reported that Summit Point was going to stop have EV's coming to their events.
  EVAC cannot use the ISO graphic they wanted to use. Working on a new decal and will have an order soon.
- CoA – the Governance Committee (GC) continues work on a draft that would update the nominations process for the CoA. It would allow the CoA Chair to submit candidates and permit the addition of an experienced driver to staffing in addition to Stewards. Peter Schneider is assisting the GC Chair in developing the changes.
- SCCA Foundation – Peter Schneider – At the last meeting they adopted a new Conflict of Interest Policy. Peter will get approval to send on to the BoD.
- RRB – Peter Schneider reported they are working with Heyward Wagner to increase publicity associated with the United Road Rally Challenge.
- RXB – Dale Shoemaker reported that there was a discussion about hard tops. Started having convertibles with factory hard tops.

Meeting adjourned at 9:38pm CST

Respectfully submitted,
Mary H. Hill

Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Motions made outside of SCCA BoD meetings: All have PASSED.

Motion to accept the SCCA BoD meeting Minutes of 4-24-23 as written.

Motion - Peter Jankovskis

Second - Dayle Frame

Board of Directors Meeting Minutes
22 May 2023

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, May 22, 2023, at 8:03pm CST.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; Clay Turner, Area 8

Not Present: Lyn Hodges Watts, Secretary, Area 3; Jeff Zurschmeide, Area 13

National Staff attending: Michael E. Cobb, President & CEO; Heyward Wagner, Sr. Dir. Rally/Solo/Experiential Programs; Jeff Dahnert, Sr. Dir. Business Operations; Mary Hill, Executive Assistant

Guest(s):

Call to Order – Vice Chairman, Strickland – 8:03pm CST

Roll Call – Vice Chairman, Strickland

April Financials – Jeff Dahnert provided a review of the April financials; Financial statements and memo were sent out to the Board prior to the meeting for review. There was discussion of revenue and participation at the regional and national office levels. Membership revenues are up but are slightly behind budget. Inflation continues to have an impact everywhere.

Club Spec Update – Heyward Wagner provided additional motivation for the concept and proposed steps to gather feedback from stakeholders and a possible roadmap for launch. The Board was reminded that the data

received from the survey would inform a proposal to the SEB as part of the joint SEB/National Staff Solo review project.

Define Club Spec: Buy One Car – Do All Things. • Cars: Fun, Easy to Own, Easy to Buy

- Kits: Affordable, Attractive, Improve the Experience – further discussion of kits ensued
- Programs: Solo, Track, Time Trials, Road Rally, RallyCross (to start…)
- Why does it need to be Spec? Spec solves problems; Confidence in purchasing, etc.; Spec creates branding; It's not a Miata anymore, it's a "Spec Miata" etc.
- Timeline, short and long term were discussed.

Permission for the Rally/Solo/Experiential Team to announce intent for a Club Spec concept and learn about options and opportunities via a widely circulated survey. Motion – Clay Turner/Second – Charlie Davis: PASSED

GCR 1.2.3 Resolution – Chuck Dobbs/Dayle Frame – the revised language for section 1.2.3 of the GCR was reviewed and approved by the CRB and GCR committee. The CRB and the Exec Stewards are both in agreement with the language.
Motion to accept the CRB Rule Package effective June 1.
Motion – Clay Turner/Second – Dale Shoemaker: PASSED

Liaison Reports –

- EVAC – Discussion of SCREV (Supplemental Competition Rules for Electrified Vehicles). The SEB liaisons expressed reservations about SCREV/EVAC proposed changes in the reservation process for Solo events. Dayle Frame requested that all liaisons solicit comments on the SCREV from their program boards and provide those comments to the EVAC prior to July 31.
- SCCA Foundation – Raleigh Boreen has extended an invitation to all Directors to visit the SCCA display at the Speedway museum in Lincoln, NE during Solo Nats.

Motion to adjourn by Clay Turner; Seconded by Bob Crawford

Meeting adjourned at 9:43pm CST.

Respectfully submitted,
Mary H. Hill

Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ADDITIONAL VOTES HELD IN THE MONTH OF JUNE

Motion to accept the final auditor's report.
Motion – Charlie Davis/Second – Bob Crawford – PASSED

SCCA, INC-SCCA AU-C 265.pdf

SCCA, INC-SCCA AUDIT.pdf

SCCA, INC-SCCA AU-C 260.pdf

Motion to approve the May 22, 2013, Board meeting minutes as presented.
Motion – Peter Jankovskis/Second – KJ Christopher – PASSED

Board of Directors Meeting Minutes - 5

Motion to accept and approve the CRB Race Memo as written.
Motion – Bob Crawford/Second – Peter Jankovskis – PASSED

RM 23-08 FC Tire Marking Additions.p

SPECIAL BOARD MEETING
Board of Directors Meeting Minutes
1 May 2023

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, May 1, 2023, at 9:00pm ET.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11.

Not Present: Lyn Hodges Watts, Secretary, Area 3; Clay Turner, Area 8; Jeff Zurschmeide, Area 13

Call to Order – Vice Chairman, Strickland – 9:00pm ET.

Roll Call – Vice Chairman, Strickland

Discussion of the proposed changes to Section 5.5 of the SCCA Ops Manual. Final version submitted by Peter Schneider. The following motion was made and placed into Board Effect for vote.

Motion to approve the suggested changes to Section 5.5 of the Operations Manual as updated by the Governance Committee and reviewed at the May 1st meeting.

Motion made by Peter Schneider, second by Chuck Dobbs: PASSED

Discussion of the CoA's recommendation to add Lee Hill as a member. The following motion was made and placed into Board Effect for vote.

Motion to add Lee Hill to the CoA, pending completion of the vote on changes to Section 5.5. Motion made by

Chuck Dobbs, second by Mark Weber: PASSED

Meeting adjourned at 9:20 pm ET.

Respectfully submitted,
Mary H. Hill

Board of Directors Meeting Minutes
26 June 2023

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, June 26, 2023, at 8:00pm CST.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; Clay Turner, Area 8; Area 3; Jeff Zurschmeide, Area 13

Director(s) not present: Lyn Hodges Watts, Secretary, Area 3

National Staff attending: Michael E. Cobb, President & CEO; Jeff Dahnert, Sr. Dir. Business Operations; Mary Hill, Executive Assistant

Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Guest(s):

Call to Order – Vice Chairman, Strickland – 8:03pm CST

Roll Call – Vice Chairman, Strickland

May Financials – Jeff Dahnert provided an overview of the May financials; Financial statements and memo were sent out to the Board prior to the meeting for review. There has been an increase in the Operating Income. Weekend and Annual Memberships have picked up. There has been success in keeping expenses under control. Net income is a little ahead of the budget. Facing challenges with regional events and participation. June financials should be completed by July 15 and will turn around and do a re-forecast for the balance of the year and will be presented to the directors at the Board meeting in August.
Pro is running ahead of budget. Enterprises is doing well; AP and AR are good. Robey Clark will be attending the Board meeting in August to discuss in further detail.

Cyber Security Update – Bob Crawford stated there is an obligation of the Board and as stewards of the organization to make it a priority to look at how we are doing things to avoid potential problems, i.e., ransom ware; data exfiltration; and essentially losing the ability to conduct business. Bob will be going to Topeka prior to the Board meeting to discuss further with IT staff.

Preview of Upcoming F2F meeting - The Board Executive Team has provided some core topics to go by at the in-person Board of Directors meeting in Kansas City in August. Robey Clark with Enterprises and SCCA staff will be attending. Information needs to be provided to the Board for review prior to the meeting where possible. Staff will meet with the Board on Friday, August 4 and the Board will meet on Saturday, August 5. Quantum Governance will be added to the agenda.

By-Laws changes regarding Director terms – Peter Jankovskis discussed that in the wake of the Quantum report a sub-committee was formed to look at various options for changing the structure of director requirements in becoming a director, etc.
The topic will be added to the upcoming FTF meeting for further discussion.

Liaison Reports –

SCCA Foundation Committee Update – Peter Schneider

1) The Foundation is awaiting a template from the EVAC for Regions to utilize to submit Region Grants. Suggested supplies and costs/vendors, which is pending finalization of the SCREV.
2) The Foundation is putting together a series of articles about the Foundation and would like to know if there are any issues/topic that the BoD would like the Foundation to address.

Meeting adjourned at 8:47pm CST.

Respectfully submitted, Mary H. Hill

Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ADDITIONAL VOTES HELD IN THE MONTH OF JUNE – ALL HAVE PASSED

Motion to approve the June 26, 2023, BoD meeting minutes as presented.

Motion - Peter Schneider

Second - Jeff Zurschmeide

NO MEETING IN JULY

Board of Directors Meeting Minutes

4-5 August 2023

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 Marriott, August 4, 2023.

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; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; Clay Turner, Area 8; Jeff Zurschmeide, Area 13

National Staff attending: Michael E. Cobb, President & CEO; Jeff Dahnert, Sr. Dir. Business Operations; Eric Prill, Vice President, Road Racing; Deanna Flanagan, Dir. of Road Racing; Kristen Poole, Dir. of Marketing & Communications; Jon Krolewicz, Sr. Mgr. Regional Track Program Development; Rick Myers, Dir. of Rally/Solo; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Mary Hill, Executive Assistant

Guest(s): John LaRue, CRB Chairman; Robey Clark, SCCA Enterprises; Mark Scroggs, SEB Chairman; Karen Babb, SEB; Patrick McAndrew, Spencer Fane, LLP; Nathan Orr, Spencer Fane, LLP; John Beam, Willis Towers Watson

Call to Order/Roll Call - Vice Chairman, Strickland at 8:00am CST

Club Racing Update - Eric Prill, Deanna Flanagan, John LaRue, Jon Krolewicz

- Runoffs
  - 2023 is the 60th running of the Runoffs.
  - 2023 Runoffs - Entries at 413 today and 235 volunteers registered.
  - Most popular classes
  - SM, SRF3, FE2, T4, EP, FV, GTL, SMX, B Spec
  - Least popular classes

- FA, FC, GT1, GTL, GT3
- Expenses have been higher than expected.
- Golf cart expenses
- Track worker payroll.
- Cancelled Monday Welcome Party because of expense. Looking to create another type of social function.
- Parking is going well.
- 2024/2025 Runoffs will be at Road America.

o Flagtronics
- Delivers flag information electronically; an in-car unit, GPS and accelerometer, transmit signals back to race control, they can see how fast a car is going or not going. Flagtronics staff will be at the Runoffs to help set up and help with customer service.
- Voluntary at the 2023 Runoffs
- Approximately 30% have signed up.
- Data will not be used for penalties.
- Voluntary during Hoosier Super Tour 2024

o Rules and Classes - John LaRue, Robey Clark
- Updating rain light requirements for open wheel and sports racers to FIA-spec light.
- Mandatory for SRF in 2024.
- CRB reviewing and discussing class and event structure.
- Class changes will need support from the BoD.
- Peter Jankovskis discussed the need for the BoD to provide continuous institutional support of the effort. Ensure future Directors consider the overall Club.
- The CRB will have further information at the December BoD meeting.

o Enduro - Eric Prill provided an Enduro update.

o Worker/Volunteer Update
- LMS training went live in July.
- There have been 44 participants to date.
- Completion of LMS training is a requirement to receive a new F&C license.
- F1 requires a license to work their event. SCCA and USAC are the only entities in the US that license workers. SCCA is the only entity that has a training program.
- Shared with Divisional Administrators to push to regions.

Ventures Update - Robey Clark and Eric Prill

o SCCA Pro - Eric Prill
- Pro provided support to Formula E event in Portland.
- PMH release wording discussed.

o Enterprises Update - Robey Clark
- Financial Overview
- SADEV-SRF3 Gearboxes
- 2023 Participation numbers for both SRF/SRF3 and FE/FE2 are down over the same period in 2022.
- SRF3 is the second largest class, based on participation, behind SM. (609 vs. 679 through 07/21/2023).
- FE2 is highest participation of the winged formula cars in 2023 (40% of all winged formula car entries through 07/21/2023).

Rally/Solo/Experiential

- Staff Priorities and Projects - Rick Myers and Heyward Wagner
  - Club Spec
  - Site Acquisition
  - Club Spec Survey
- Club Spec - Heyward Wagner
  - Review of the Club Spec Survey
  - The initial round of communication, promotion and surveying has returned a meaningful amount of support for and interest in the Club Spec concept. Staff is asking for BoD approval to move forward with the next phase where we will attempt to narrow the field of "vehicles of interest" to a rank order list of concepts and a recommended number of concepts to launch for 2024.
  - The Board approved via voice vote the request to move forward with the next phase of Club Spec.
- Rally Cross Update - Rick Myers
  - RallyCross Nationals Update
  - RXB Status
  - RallyTrials Update
- Time Trials Update - Heyward Wagner
  - Time Trials Nationals
  - Time Trials National Tour
  - Regional Programs
- Track Events Update - Heyward Wagner
  - All is going well
- Road Rally Update - Heyward Wagner
  - RRB Chairmanship
    - Mike Bennet stepping away
    - Continued engagement from Jim Crittenden
  - 2023 USRRC Continued Planning
  - 2024 still in planning
- HillClimb Update - Heyward Wagner

The Board moved into Executive Session - 10:30am.

The Board resumed Regular Session - 11:30am

Solo Update - Heyward Wagner, Rick Myers, Mark Scroggs, Karen Babb

- Solo Nationals
  - Entry List Management
    - Capped event at 1300, now at 1311
    - Current wait list in excess of 100
  - 50th Running Celebrations
    - Introducing a Welcome Ceremony, acknowledging those who have run all Solo Nats
    - Celebrate HoF inductees

- This year acknowledges all inductees
- Future celebrations will acknowledge that year's inductees
- Site Relationship and Expectations
- Enhanced Celebration of Champions
  - Trophy winners have asked for a celebration with their peers. In 2023, Grid trophy celebrations will continue with the addition of a separate celebration for champions.

- SCREV/EVAC
  - Nick Dunlap, SEB had a meeting with the EVAC committee to review the SCREV and the Solo rules for the purpose of proper integration
  - Goal is to maintain a balance of access to the program and safety.
- Review the Position of Street Category
  - Many entrants at Solo Nats are in the Street Categories
  - Responding to the evolution of performance and cost in cars
  - Responding to the evolution of performance and cost in shocks
- Monitor the Gap Between Street and Street Touring
  - Perception is that costs have grown
  - There is a middle road…SSC
- Comprehensive Rules Rethink
- Comprehensive Rules Presentation Redesign
  - Modernization of Rules
  - Momentum Creation through "Quick Start" concept
    - NOW: Club Spec
  - Program Specifics
    - Club Spec is intended to be eligible for both Solo and Time Trials, one car can compete in both programs.
    - Unite like-minded people
- RallyCross
  - Nationals
    - Heartland Park should be good to go.
    - Key elements are in place.
    - Entry fee increased from $185 to $270.
    - Currently looking for 2024 site.
    - Expecting about 100 entrants.
  - RXB
    - Now at full Board (7 members)
    - May have opening in 2024.
    - Entire Board supports program and is enthusiastic, but difficult to find a leader.
  - Rally Trials (Rally Sprint name has been retired)
    - Not just a faster RallyCross
    - Vision is to provide longer, more flowing courses, with increased choices (drivers line, etc.).

Operations Update - Jeff Dahnert

- YTD Financials/BOY 2023 Forecast
  - Certain events and other related expenses are up YTD, we expect to be profitable or similar
  - PRO is doing well.

- F&C LMS training is up and running
  - Working on Stewards training
  - Looking to bring in partners, sponsors, etc., to fund additional training, that specifically impact them directly.

President's Update - Mike Cobb

- Immediate Club Priorities 2023/2024
  - Registration Functionality
  - Initiating SCCA.com pivot.
  - SportsCar
    - Current contract ends 12/31/23
    - Mike Cobb to present recommendations at next BoD meeting
- SCCA Demographic Survey – Kristen Poole
  - Key Points
    - Last one done in 2019; we conduct them every three years.
    - This year is annual member data, Age, Gender, Marital Status, Children in House, Employment, Social Media Usage, Income
    - Future purchasing behaviors in racing equipment.

Motion to adjourn at 4:10pm CST by Charlie Davis, Second - Dayle Frame

The Board of Directors met in Executive Session at the Kansas City Airport Marriott, August 5, 2023

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; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; Clay Turner, Area 8; Jeff Zurschmeide, Area 13

National Staff attending: Michael E. Cobb, President & CEO

Guest(s):

Call to Order/Roll Call – Vice Chairman, Strickland – 8:04am CDT

Adjourned at 3:34pm CDT

Motion - Peter Jankovskis

Second - Jeff Zurschmeide

Subsequent to the August 4-5 meetings, the Board of Directors voted electronically.

- Clay Turner moved to accept rules package as submitted by CRB. Peter Schneider second. The motion passed.
- Clay Turner moved to include Spec MX-5 (SMX) as a Runoffs eligible class effective 1/1/24. Bob Crawford second. The motion passed.

With regard to the SMX motion, the Board notes:

• Mazda has developed a Spec package for the 3rd generation of the MX5. A significant number of cars have been built, with more in process. This class, known as Spec MX-5 or SMX, is intended to supplement, not replace Spec Miata.

• SMX (Spec MX5) will have a race at the 2023 Runoffs, currently 20 cars entered.

• Mazda will develop the rules, which will then be passed to the CRB/SCCA BoD for approval.

• This will not change their current support for SCCA members who compete in a Mazda.

Respectfully submitted, Mary H. Hill

The following Motions were voted on in August, ALL Motions have PASSED.

Motion to include Spec MX-5 (SMX) as a Runoffs eligible Class effective 1/1/24. Class Rules and GCR language to be approved at a later date.

Motion - Clay Turner

Second - Bob Crawford

Motion to Approve the attached CRB Recommended Rule Changes as presented.

Motion - Clay Turner

Second – Peter Jankovskis

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.crbscca.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.

SEPTEMBER 2023

P1

1. #34680 (Club Racing Board) Prohibit artificial means of stalling engine during SIR test

In P1, GCR section 9.1.8.B.J, add a new section and renumber the following sections accordingly:

"*(Effective 9/1/2023) 4. The use of an ECU map, a computer program, or any other artificial means to stall an engine at any time during the SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is prohibited. The burden of proving that a car is in compliance with this rule is on the participant and/or entrant of the car.*"

Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

AUGUST 2023

GCR

1. #34289 (SCCA Staff) Section 9 C-Spec addition

In GCR, Table of Contents, rename 9.1.10 as follows:

"9.1.10 B-SPEC *and C-SPEC* CATEGORY CLASSES

B-Spec (B-Spec)

C-Spec (C-Spec) Regional Class

9.1.10 continues in the B-SPEC *and C-Spec* Category Rule"

In GCR, Section 9.3.8., change as follows:

"Battery location is unrestricted within the bodywork (except Spec Miata, Touring 2-4, B-Spec, *C-Spec*, and Improved"

In GCR, Section 9.3.10., change as follows:

"Shall be pedal-operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited. ABS or Anti-lock braking systems are not allowed except in Touring, B-Spec, *C-Spec,* GT1-ST"

In GCR, Section 9.3.26., change as follows:

"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, B-Spec, *C-Spec,* Spec Miata,"

In GCR, Section 9.3.34., change as follows:

"All cars, except Touring, ~~and~~ B-Spec~~,~~ *and C-Spec,* shall be equipped with a master switch"

In GCR, Section 9.3.34.D., change as follows:

"Cars using a lithium-ion battery must display the green and black Lithium Battery decal near the kill switch. Cars without a kill switch (Touring, ~~and~~ B-Spec~~,~~ *and C-Spec*)"

In GCR, Section 9.3.40., change as follows:

"The installation of scattershields or explosion-proof bell housings shall be required on all cars (except Spec Miata, Touring, B-Spec, *C-Spec,* and Improved Touring)"

In GCR, Section 9.3.45., change as follows:

"In the Improved Touring, Super Touring, American Sedan, Spec Miata, B-Spec, *C-Spec,* and Touring categories"

In GCR, Section 9.3.55., change as follows:

"Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, *C-Spec,* Spec Miata, T2, T3 and T4. Alternate windshields must be of 6mm minimum thickness."

"Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, B-Spec, *C-Spec,* Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional."

In GCR, Section 9.4.C.1.c., change as follows:

"All open cars with a high front hoop and all closed cars except those competing in the T4, Improved Touring, Spec Miata, ~~and~~ B-Spec*, and C-Spec* classes must incorporate"

In GCR, Section 9.4.C.2., change as follows:

"One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Spec Miata, Touring~~, and~~ B-Spec *and C-Spec*."

In GCR, Section 9.4.C.3., change as follows:

"Cars competing in Improved Touring, Spec Miata, Touring~~, and~~ B-Spec *and C-Spec* may extend one"

In GCR, Section 9.4.D.1, change as follows:

"Improved Touring, Spec Miata, B-Spec, *C-Spec,* T2, T3 and T4 classes"

In GCR, Section 9.4.C.3., change as follows:

"Cars competing in Improved Touring, Spec Miata, Touring, ~~and~~ B-Spec *and C-Spec* may extend one tube"

In GCR, Section 9.4.D.4.a., change as follows:

"Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3). NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door. In Improved Touring, Spec Miata, Touring, ~~and~~ B-Spec~~,~~ *and C-Spec* the door window glass"

In GCR, Section 9.4.D.4.d., change as follows:

"Cars competing in Improved Touring, Spec Miata, T4, ~~and~~ B-Spec~~,~~ *and C-Spec* may extend one tube per side"

General

1. #34664 (SCCA Staff) Begin Implementation of Flagtronics Electronic Flagging System

"***9.3.30. – In-Car Flagging System***"

1. *All cars competing in the SCCA Runoffs (beginning in 2024) must have a functioning Flagtronics FT200 unit that provides visual notification of changing course conditions to the driver while on track at all times. Driver notification can be via the FT200 display or through the car's dash via FT200 CAN Bus connection. The unique ID number of the Flagtronics unit shall be provided to the SCCA during the event registration process or as defined by the event supplemental regulations.*
2. *Use of Flagtronics may be required at select U.S. Majors Tour events, or available as an option to participants, as per the event supplemental regulations.*
3. *SCCA may access any data recorded by the unit."*

Fastrack news
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JULY

SR General

1. #34334 (Club Racing Board) PE Category Rules

In Sports Racing Category, GCR section 9.1.8, add the following rule set for Prototype Electric (PE) as section 9.1.8.H:

See attached

JUNE

GCR

1. #34168 (Club Racing Board) GCR section 1.2.3.D

In Interpreting and Applying the GCR, GCR section 1.2.3, change as follows:

"D. *(Effective 06-01-2023)* The interpretation and application of the GCR by SCCA officials is final and binding. To promote the sport of automobile competition; to achieve prompt finality in competition results; and to recognize the numerous benefits to them, all members expressly agree that:

1. The *CRB determines the* intent of a ~~specific~~ rule**.** *The CRB's determination* ~~will~~ override*s* a ~~participant~~*member*'s interpretation of a rule. ~~The intent of a rule will be determined by the CRB. If any rule is unclear to the participant, the participant is advised to obtain written approval by submitting a compliance review request under GCR section 8.1.4 prior to making any modification.~~

2. If a member believes a rule is unclear, the member may seek clarification from the CRB before the start of an event through www.clubracingboard.com.

3. Determination of the intent of a rule during an event is limited to those situations in which either the SOM or the Court of Appeals concludes that a rule is unclear or ambiguous as written.

4. If a rule is unclear to SCCA staff or officials, they may seek clarification from the CRB at any time through www.clubracingboard.com or by other means.

a. The CRB will not unilaterally engage in an appeal, overturn an appeal, or override a steward's action during an event.

b. The Court of Appeals or stewards will use the CRB's clarifications in rendering decisions.

~~2.~~*5.* SCCA officials' determinations are nonlitigable~~;~~**.**

~~3.~~ *a.* ~~They~~*Members* will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to *enjoin,* reverse*,* or modify such determinations~~,~~ or seek to recover damages or other relief allegedly incurred or required as a result of such determination*s*~~; and~~**.**

~~4.~~ *b.* Any member who initiates or maintains litigation *in* ~~violating~~*violation of* this provision agrees to ~~reimburse~~ *indemnify and hold harmless* SCCA*, its employees, agents, and members* for all costs ~~of litigation~~, *losses, damages, injuries, judgments, awards*, ~~including~~ travel expenses*,* and attorneys' fees *incurred or sustained as a result thereof.*"

2. #34169 (Club Racing Board) GCR section 8.1.4

In Types of Judicial Actions, GCR section 8.1.4, change as follows:

"*(Effective 06-01-2023)* **8.1.4. Compliance Review*/Rule Clarifications***

~~A m~~*M*ember*s* may request a determination ~~on~~*of* the compliance of their vehicle or its components by submitting a Compliance Request Form to the Road Racing Department*,* at which time a letter will be entered into the CRB letter log system. ~~Formal rule clarifications may be submitted to the Club Racing Board at www.clubracingboard.com.~~

A. The ~~Staff~~*Road Racing Department* will review the request and must consult with the CRB and other appropriate experts *regarding the same*.

B. The Road Racing Department will schedule *an* in-person inspection of the vehicle or component*(*s*)* by a class expert. The expert will *then* submit a written opinion ~~back~~ to *the* Road Racing *Department* and the CRB.

C. The Road Racing Department and the CRB will review the expert's opinion. ~~If required, the CRB may initiate a clarification of the applicable rule(s). Road Racing will then submit a written ruling to the applicant.~~

D. If required, the CRB may clarify the applicable rule(s).

E. The Road Racing Department will then submit a written ruling to the requesting member.

~~D.~~*F.* A fee will be determined and paid in advance of the inspection. A portion of the fee may be refunded at the discretion of SCCA.

~~E.~~*G.* Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes monthly, and there is no guarantee of *future* compliance.

H. Requests for clarification of rules that do not relate to a specific vehicle or component shall be submitted to the CRB at www.clubracingboard.com."

3. #34354 (Jeff Shafer) SIR Testing

In P1, GCR section 9.1.8.B.J, add a new section and re-letter the following sections accordingly:

"*3. (Effective 06-01-2023) The SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is modified as follows: If the vehicle stalls within 3 seconds, the vehicle is deemed compliant with the stall test.*"

Prod General

1. #34010 (Production Committee) Remove 9.1.5.E.8.c

In Production, Section, 9.1.5.E.8.c. remove as follows:

"*(Effective 01-01-2024)* ~~Cars using 13" wheels may run 8 inch wide (max) wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 10 inch wide (max) wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, non-belted tire.~~"

T3

1. #33567 (Brian Leib) Audi S4 BoP Request

In T3 Spec Lines, Remove Audi S4 (10-11) and Audi S4 (12-14) in its entirety:

"*(Effective 1/1/2024)* ~~Audi S4 (10-11)~~

~~Notes- AWE part#2660-13010 permitted~~"

"*(Effective 1/1/2024)* ~~Audi S4 (12-14)~~

~~Notes- AWE part#2660-13010 permitted~~"

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

MAY

B-SPEC/C-SPEC

1. #34242 (Club Racing Board) BoP Adjustments

In B-SPEC Spec Lines, Honda Fit (09-14), add to Notes as follows:

"*(Effective date 1/1/24) Any Cold Air Intake Package allowed (any manufacturer) with a 25lb adder.*"

GENERAL

1. #34158 (SCCA Staff) Official Field Logo Placement Page in GCR

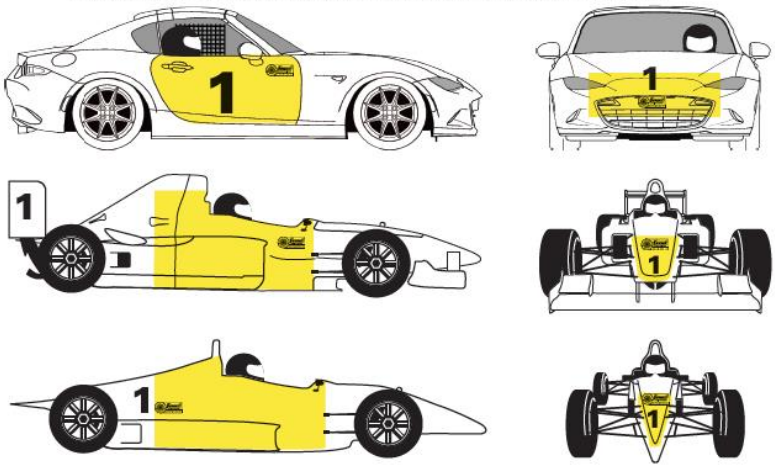
In GCR, Section 9.3.29.E.Figure 4, replace artwork as follows:

REQUIRED DECAL

Figure 4

Official SCCA Field Logo

Shaded Areas indicate preferred locations on the sides and front.



GCR

1. #33905 (Michael A Reupert) Request to mandate FIA 2019 rain lights

In Cars and Equipment, GCR section 9.3.32.B.2, change as follows:

"*(Effective 1/1/2024) A red taillight meeting FIA Standard 8874-2019, Technical List No. 76, is required on* ~~A~~*a*ll Formula (open wheel) and Sports Racing cars ~~shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb~~. This light shall be mounted *approximately* on the centerline of the car. Light assemblies ~~shall be~~*are* considered one light for the purposes of this rule, irrespective of the number of individual lights the assembly may contain. ~~FIA Technical List N 19 rain lights are recommended.~~"

HP

1. #33984 (Eric Vickerman) Prep L2 Rocker Ratios

In Production Category Specifications, GCR Section 9.1.5.E.2.f.1., change as follows:

"**Camshafts** are unrestricted. Any lifters~~, tappets/cam followers~~ of the same type and diameter as stock are permitted. The interchange of hydraulic and solid lifters is permitted. *(Effective 1/1/2024)*"

In Production Category Specifications, GCR Section 9.1.5.E.2.f.5., change as follows:

"Pushrods are unrestricted. Rocker shafts and/or shaft pedestals, when utilized in the stock *type* system, ~~can be replaced by alternate shafts and/or pedestals and~~ are unrestricted. Valve rocker arms and/or rocker type cam followers are unrestricted~~, but the rocker ratios and/or follower ratios must be stock~~. *(Effective 1/1/2024)*"

APRIL

GCR

1. #33447 (SCCA Staff) Test Day Corner Staffing Requirement

In Events, GCR section 3.1.5. SCCA Test Days, change as follows:

"F. Staffing and equipment meet the requirements of 5.4. and 5.5~~.~~*, with the following exception(s):*

1. In section 5.5.3.C., if necessary, stations may be staffed with a minimum of 1 person."

MARCH

None

FEBRUARY

1. #32981 (National Staff) Update Participant Licensing, Event Credentials & Entries Section

Effective 3/1/2023 In Participant Licenses, GCR section 4.3, change as follows:

"**4.3.4. ~~Processing a~~ Membership and License *Requirements***

A. A participant registered for an event must have his current membership and license in his possession. His license must be the proper level for the type of event and activity.

B. All entrants must be members of the SCCA and they are subject to all provisions of the GCR. (Refer to 7.2.~~I.~~)

C. *Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.*

4.3.5. Presenting a License

When requested, any official, driver, entrant (if Entrant Licenses are required), or crew must show his license to an official.

~~**4.3.6. Required Membership and License**~~

~~Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.~~

4.3.~~7~~*6*. Karting License

Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (i.e. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources."

In Event Credentials, GCR section 4.5, change as follows:

"**4.5.3. Hazardous Area*s* ~~Credentials~~**

A. *Hazardous Area Credentials –* SCCA members who are 18 and older may be issued credentials allowing them access to hazardous areas. SCCA members 14 years to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office may be issued credentials allowing them access to hazardous areas. Minor waiver will appear as a license on their membership/license card. (See AppC.1.4., AppC.2.5.) Otherwise, they may not enter any area where the hazards exceed those of the general public.
B. *Non-Hazardous Area Credentials – Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.*

~~**4.5.4. Non-Hazardous Area Credentials**~~

~~Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.~~"

APPROVED FOR 3/1/2023

JANUARY 2023 – Recommended Items for 03/01/2023

AS

1. #32260 (Tom Brown) Request to rewrite control arms

In AS, GCR Section 9.1.6.D.4.d., change as follows:

"7. Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arm*s and upper arms is allowed. On rear leaf spring cars: eye mounting points may be relocated and traction bars allowed. (Effective 3/1/2023)* ~~on GM F-body cars and the upper arm on Ford Mustangs is allowed.~~ Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location."

Motion to grant the Director of Road Racing authority to waive one Regional-sanctioned weekend participation requirement toward 2023 Runoffs qualification per GCR Sections 3.7.4.A.1.a and 3.7.4.A.2.a for any driver pre-registered for the July 1-2, 2023 SFR Regional event at Weathertech Raceway Laguna Seca, which was canceled by the track the morning of July 1.

Requests must be made in writing to runoffs@scca.com no later than September 1, 2023.

Motion - Peter Jankovskis

Second - Dayle Frame

Motion to Adopt the CRB Rules as written in the description.

Motion - Steve Strickland

Second - Dayle Frame

> "*(Effective 9/1/2023) 4. The use of an ECU map, a computer program, or any other artificial means to stall an engine at any time during the SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is prohibited.* ~~*The burden of proving that a car is in compliance with this rule is on the participant and/or entrant of the car.*~~
>
> *(Effective 9/1/2023)* In Appendix F. Technical Glossary, SIR testing procedure, add the following:

"The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR; *other procedures may be used to determine if an unauthorized means is being used to stall the vehicle or to allow air to bypass the SIR*."

Motion to Approve the attached CRB PEV Race Memo effective 10-1-23.

Motion - Peter Jankovskis

Second - Dayle Frame

SCCA PROTOTYPE ELECTRIC (PE) RULES

Prototype Electric (PE) is a sports racing class that will be inclusive of converted existing race cars and new purpose designed cars that have been built using Electric Vehicle power technology and fit within these rules. Homologation may be required. Refer to section

9.2.2. for details. Some technologies are prohibited due to cost, safety, availability, and complexity. As these prohibited technologies individual status changes, they may be approved to aid in keeping the class current and attractive.

All vehicles must meet the requirements of the Supplemental Common Rules for Electric Vehicles (SCREV) as well as the details listed in this section.

It is not the intent of these rules to freeze the class in time but rather to encourage orderly and progressive change to keep the class current.

A. DATA COLLECTION

All PE Sports Racing Cars must have the AIM part #X47KPF-SOLO2R0 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. In addition, the mount must not be on wings, and/or wing end plates and where possible should be in the cockpit. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the placement of data boxes on cars on pre-grid by SCCA assigned personnel and the collection of the box when the car exits the racetrack. Contact AIM and their distributors for direct purchase.

Data collection may be utilized to verify the Peak Power rating of the motor(s).

B. PE RULES RESTRICTIONS

The following technology/materials have been restricted due to the current economic viability, if these technologies should become mainstream and cost effective, then these rules should be updated to remove the restriction.

1. Alternate brake rotor materials (i.e., nonferrous).
2. Monoblock brake calipers.
3. Metal matrix calipers.
4. Carbon Fiber Springs.
5. Front and rear motors (AWD), or In-Wheel motors, with torque vectoring.

C. SAFETY EQUIPMENT

Shall comply with GCR Section in addition:

1. Exposed glass headlight lenses and bulbs on the front of the car are prohibited.
2. Brake lights are not required.

D. CHASSIS

Must meet all requirements of GCR section 9, Cars and Equipment, except as permitted in the P2 rules.

1. Allow for any form of chassis construction; tube frame and aluminum or steel monocoque chassis construction allowed, chassis fully composed of composite structural materials permitted.
2. Anti-intrusion panels allowed anywhere on the sides of the chassis. Materials and attachment are unrestricted.
3. Cars may be either single seat or two seat cars.

E. BODYWORK

Bodywork shall provide comfort and safety for a driver and passenger or for a driver only. All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements. It is the intent of these rules to control the use of “ground effects” to achieve aerodynamic downforce on the vehicle.

1. The bodywork as viewed from the front, sides and above shall cover all mechanical components tow hooks, jack points, radiators and mechanical components passing through ducts may be exposed. Wheels and tires may be exposed when viewed from the side. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one third (1/3) of tire circumference. Rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender.

    a. Ventilation slots, louvers or exit ducts for extraction of the air from the top of the fenders are allowed. The tires shall not be seen as viewed from above, except through ventilation slots, louvers or exit ducts provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above.
    b. All forward facing openings must be connected to duct(s) connected to heat exchangers or brake cooling ducts. All air entering a duct must pass through heat exchangers or be used to cool motors, batteries, brakes and must not be used to generate aerodynamic downforce or any other purpose.
    c. Ducts allowing air into the motor compartment are allowed, may be forward facing, and must not be used to generate aerodynamic downforce or any other purpose.

2. Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.25 in) above the ground with the car in normal racing trim, driver aboard. The motor cooling intake shall not provide an aerodynamic downforce. Fairing of the safety roll bar is permitted.

3. Width: The maximum width as viewed from above shall not exceed 200cm (78.74 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires. All cars shall be at least 63 inches wide measured between planes parallel to a line tangent to the outer most face of the front and rear wheels or tires whichever is greater, unless otherwise specified.

4. Length: The maximum overall length shall be 485.3 cm (191 inches).

5. Overhangs: Front plus rear overhangs including wings, wing mounts, wing end plates, and splitters (tow hooks and jack plates are excluded provided they serve no other purpose) must not exceed 80% of the wheelbase. The difference between the front and rear overhangs must not exceed 15% of the wheelbase.

6. The outermost surface of side pods between the front and rear wheel openings must have a minimum height equal to the height of front axle centerline.

7. Cockpit:

    a. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars which are specifically allowed by the SCCA).
    b. The cockpit opening shall comply with the following minimum dimensions for both single and two seat sports racers: Cockpit length: 60cm (23.662 inches) cockpit width 45cm (17.717 inches) maintained over 30cm (11.811 inches). The minimum rectangular opening may be measured anywhere forward of the main roll hoop. Forward-facing roll bar and roll cage bracing and padding, as well as lateral support and/or intrusion bars are not considered part of the dimensions above.
    c. Seats shall be firmly attached in the car but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car.

8. Visibility: Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide the driver with visibility to the rear of both sides of the car.
9. Windscreens are optional.

F. AERODYNAMICS:

It is the intent of these rules to minimize the use of “ground effects” to achieve aerodynamic downforce on the vehicle. For this purpose, the “Control Area” is defined as the lower surfaces of the body and chassis that are licked by the airstream. This “Control Area” is located within the plan view rectangular area defined by the rear edge of the front tires and the front edge of the rear tires and the entire width car’s lower surface facing the ground

The entrant shall designate a flat rectangular reference area with minimum dimensions of 30cm by 60 cm. This reference area is located on the underside of the car (the surface licked by the air stream) between the rear of the front tire and the front of the rear tire. The center of the reference area must be no more than 75mm from the longitudinal centerline of the vehicle. No point or surface on the "Control Area" (as defined above) shall be more than 25.4mm above or below the plane determined by the above defined reference area designated by the entrant and on a line perpendicular to that reference plane. The total distance between the lowest and the highest point on the defined underside of the car shall also not exceed a maximum of 12.7mm, except as specifically permitted herein. Compliance with these requirements shall be accomplished by placing a straight edge on the reference surface designated by the entrant and verifying that the requirements are met. A maximum of eight (8) rub blocks of maximum dimension 75mm width by 125mm length are allowed anywhere on the lower surface of the chassis and may extend below the reference plane. Fasteners such as bolt heads and rivets shall not be considered parts of the reference area or the "Control Area". Use of fasteners to circumvent this rule is not allowed. This rule is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.

1. A rear diffuser is permitted beginning behind the front edge of the rear tires. The diffuser may be divided internally into multiple sections. The width of the diffuser, as measured inside the diffuser sides, shall not exceed the width between the rear tires in any lateral section of the diffuser. Strakes within the diffuser are allowed.
2. A rear wing of any shape or chord length is permitted. As viewed from the side, the wing and all attached elements (Gurney flaps or any other aerodynamic attachments) must, along its full length and at any individual measurement point, be fully contained by a rectangle measuring 6 inches by 13 inches. This measurement is to be made approximately parallel to the centerline of the chassis; the measurement rectangle is not required to be parallel to the ground. Wing support posts that serve no other purpose shall be exempt from this measurement.

   Note: If a square or rectangular measurement fixture is used to determine compliance of wing or end plate size, the fixture must be flat, and the material thickness must not exceed 0.060 inches.

   The maximum width of a wing shall not be wider than the maximum width specified for the body in D.3 above. A wing may be positioned anywhere behind the main roll hoop. The wing and end plates are to be measured as raced. Wing end plates may not be attached to the bodywork. Anything attached to or through a wing end plate is considered part of the end plate and thus must meet applicable dimensions.

3. Wings may be end plate mounted or post mounted.
4. End plates size is unrestricted except that they must be flat with 25.4mm (1 inch)
5. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion.

G. WHEELS AND TIRES

Wheels shall have a minimum diameter of 10 inches. Left and right front tires will be the same size; left and right rear tires will be the same size.

H. BRAKES

1. Cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels.
2. Brake calipers may be ferrous or aluminum alloy. A maximum of 4 pistons per caliper. Brake rotors must be ferrous materials, no other materials allowed.
3. Anti-lock braking systems are prohibited.
4. Regenerative braking may be utilized.

I. SUSPENSION

All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, bell cranks, pivot blocks, and bushes. Front and rear hub carrier and chain carrier material shall be steel, or aluminum alloy or magnesium. Titanium is prohibited.

1. Shock component parts of aluminum are permitted.
2. Springs: Ferrous material only.
3. Steering unrestricted.
4. Anti-roll bar linkages unrestricted.

J. TRANSMISSIONS

1. Cars may use any manual, automatic or CVT gearbox up to 6 speeds. Direct drive of the wheels without an intervening gearbox is permitted.
2. Cars utilizing OEM drive units may separate the motor from the transmission. A separate transmission, or chain drive system with mechanical differential, may be used.
3. Internal gears in OEM drive units may be replaced with gears of a different ratio.
4. Cars must be able to be driven in reverse. Reverse may be accomplished through use of a reverse gear in the gearbox or through motor controller settings
5. Shift operation: all gear or motor controller changes must be initiated and completed by the driver
6. Differentials are permitted and are unrestricted with the following exceptions: Electronically adjustable differentials are not allowed, and manual adjustments are not allowed while the car is in motion
7. Utilizing computer control to activate individual brakes to provide a differential action, or torque vectoring, is prohibited
8. Power shall not be applied to more than 2 wheels.

K. BATTERIES

1. As specified in the SCREV, the RESS/Battery Pack(s) must reside within the vehicle roll structure. The vehicle side pod area may be utilized for battery pack mounting if a protective tube structure attached to the main chassis is added. The structure must protect the battery packs against damage caused by side impact and vehicle roll-over. The structure should be braced/triangulated to the main chassis. NASCAR style side impact bars, or one bar intersecting another to form an X is permitted. Tubing diameter is as required in the primary roll structure according to the vehicle weight.
2. RESS/Battery Pack mounting and cover requirements are as outlined in section 4 of the SCREV.
3. Battery construction details, Battery Management System, and Isolation Monitoring requirements are as outlined in Section 4 of the SCREV.
4. Maximum battery pack voltage is 420V. Maximum pack voltage is defined as the number of cells/modules in series x Manufacturer's maximum cell voltage.
5. Vehicles must utilize the same battery pack for Qualifying and Race. It is prohibited to swap battery packs with different capacities/weights during a race weekend.
6. Battery capacity is free.

L. MOTORS

1. Motors/Inverters may be utilized from:

    a. Production based Electric Motorcycles
    b. Production based Electric Vehicles
    c. Aftermarket sources provided they are commercially available, and specifications and retail pricing are available online.

2. Motors and inverters must not be modified in any way except as noted below.

    a. Production based inverter controller firmware may be updated/backdated with any OEM offering as long as it is not modified. CAN based supervisory controllers are permitted but shall not alter the torque/power curve.
    b. Production based motors must utilize the stock inverter.
    c. Internal dimensions and materials of the motors shall be stock.
    d. Bolt-on covers and mounts external to the motors may be modified or replaced. Mounting for a support bearing and drive flanges may be added if separating an OEM motor from its transmission.

e. Cooling systems are free.
f. Internal motor machining of any kind is not allowed, i.e., machining of the armatures and other internal components is not allowed.
g. Motors rebuilds such as new bearing or other internal component must meet specifications in the factory service manual; no geometry changes are permitted
h. A maximum of two motors may be utilized. Motors may be mechanically stacked together as long as the total peak power does not exceed the allowable power specified in the PE Motor/Vehicle Weight table.
i. Dual motors independently driving two wheels is not permitted.
j. Traction control is not allowed.
k. Motors may drive either the front or rear wheels, but not both.
l. Hybrid operation is not permitted. No combustion motors may be utilized for any purpose.

m. Peak power ratings for OEM Production motors will come from manufacturer's published data. Peak power ratings for aftermarket motors will come from Manufacturer's published data sheets, or the Manufacturer's published torque/power curves for the given Battery Pack voltage.

3. TECHNICAL DOCUMENTATION

The competitor must have available for inspection a complete documentation package that has as a minimum the following:

a. Motor peak power documentation
b. Motor data sheets (if aftermarket)
c. Complete vehicle wiring diagram (high and low voltage)
d. Battery cell/module data sheets (if non-OEM Battery Pack)
e. Photographs of RESS/Battery Pack with all covers off showing construction details (if non-OEM Battery Pack).
f. Battery Management System manual and data sheet
g. Isolation Monitoring System (if different that Battery Management System) manual and data sheet
h. Main contactor data sheet
i. Main fuse data sheet
j. HV cabling data sheet
k. Onboard, or offboard, charger documentation (if AC charger is used).
l. Emergency Services Guide that shows as a minimum: The location of all HV components and wiring, Service Disconnects, Tractive System kill switches, Any "no-cut", "no-jack" zones for the vehicle.

M. PE MOTOR/WEIGHT TABLE

Spec Line	Motor Series	Total Power (kW)	Minimum Vehicle Weight (lbs.)	Notes
A.1	Production Motorcycle Motors	165	1300	Dual Zero Motorcycle Cypher III Motors mechanically coupled together or similar
A.2	Production EV Drive Unit	220	1500	2017 – Present Tesla Model 3 drive unit rated at 208kW or similar
A.3	Aftermarket, Commercially available	220	1600	Cascadia Motion iM-225 (HVH250 with CM200DX Inverter) or similar
A.4				

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Board of Directors Meeting Minutes
28 AUGUST 2023

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, August 28, 2023, at 9:03pm EDT.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; Jeff Zurschmeide, Area 13

Not Present: Lyn Hodges Watts, Secretary, Area 3; Clay Turner, Area 8

National Staff attending: Michael E. Cobb, President & CEO; Eric Prill, VP Road Racing; Mary Hill, Executive Assistant

Guest(s):

Roll Call /Call to Order – Vice Chairman, Strickland – 9:03pm EDT

General Update/July Financials – Mike Cobb

- The month of July was on target. Continue to be down YTD on the revenue side. The focus is on expenses. Net Income is favorable YTD.

Runoffs – Eric Prill

- Entries are now within about 10 or 15 cars of their adjusted forecast for the Runoffs. Eric feels like they will hit the 500 number.

Flagtronics – Eric Prill •
Update on pricing.

Medicals – Mike Cobb

- Continue to work with Risk Management
- There is an ask of a check box statement to be included in basic waiver language, so the language is covered on waiver and at registration.
- Hope to have a short executive summary back to the Exec Team this week before heading to the Solo Nationals.
- Club Spec – communication from Heyward Wagner; next steps, pushed survey date to the Program Boards to ask them to voice any concerns to their liaisons; ask of the Board to approve the announcement of a Club Spec Classing going forward of selected vehicles. Once Heyward has heard from the Program Boards the BoD will put forth a motion approving the potential classes.

SRF Rain Light – Peter Jankovskis

- The revised Rain Light Rule for SRF is out for comment.

Voting Calendar Timetable – Peter Jankovskis/Steve Strickland

- Review of proposed calendar for member votes.

Adjourn and resume in Executive Session – 9:40pm Motion – Jeff Zurschmeide; Second – KJ Christopher

Adjourn Executive Session 10:03pm

Respectfully submitted,
Mary H. Hill

The following Motions were voted on in August, ALL Motions have PASSED.

Motion to add James Veatch to the RXB.

Motion - Steve Strickland

Second - Clay Turner

Motion that the Board of Directors directs the CRB to strike the words "through 12/31/2024" from the proposed modifications for GCR section 9.1.8.D.1.W.l to be published in the October

Fastracks. The Board of Directors recognizes that this modifies the text proposed in letter #34706 which appeared in the September Fastracks, published August 20, 2023.

Motion - Peter Jankovskis

Second - Steve Strickland

Motion to Approve the August 28, 2023, SCCA BoD Meeting Minutes as presented.

Motion - Bob Crawford

Second - Peter Jankovskis

Board of Directors Meeting Minutes

23 October 2023

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.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Clay Turner, Area 8; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; Jeff Zurschmeide, Area 13

Absent: Lyn Hodges Watts, Secretary, Area 3

National Staff attending: Michael E. Cobb, President & CEO; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Eric Prill, Vice President, Road Racing; Deanna Flanagan, Director of Road Racing; Mary Hill, Executive Assistant

Call to Order/Roll Call – Vice Chairman, Strickland – 8:02pm CDT

Mike Cobb

- Review of September financials, good results
- A draft 2024 budget will be sent to the Budget and Finance Committee on November 10th.

Heyward Wagner

- Review of Proposed Hill Climb Board (HCB) Charter with the Board
- Requested that Charter be approved ASAP and pledged to work toward having a list of proposed HCB members to be presented for approval at December BoD meeting.

- Motion to Accept the proposal for a distinct Hill Climb Board with attached proposed Hill Climb Board Charter - PASSED
  Motion – Clay Turner / Second – Dale Shoemaker
  Below "A"

Director Schneider requested that the HCB consider creating a Safety Steward Program for Hill Climb

Review of Club Spec

- Heyward's working notes were presented to the Board to provide a preview of what the final rule set would contain. Rule set likely to be sent to BoD for a vote next week.

Eric Prill

- The Operations Manual allows Regions to host events where SCCA and non-SCCA cars share a venue on the same weekend in the Road Racing Program. Two different types are Co-operative and Co-Scheduled Events. In Co-operative events SCCA cars and non-SCCA cars may share the track simultaneously. In Co-scheduled events the SCCA and non-SCCA cars have distinct on-track sessions.
- As currently written, the Ops Manual and GCR could allow cars that have not been inspected
  by SCCA to be on track simultaneously with SCCA-inspected cars in a Co-operative event.
- The request is to eliminate the possibility of cars that have not been inspected by SCCA being on track with SCCA inspected cars.
- This would require an Operations Manual change and a GCR change
- Bob Crawford will work with Lyn and the Governance Committee on the Operations Manual changes.
- Motion to move forward with the proposal to eliminate the possibility of cars that have not been inspected by SCCA being on track with SCCA inspected cars and direct the

liaisons to take the requested GCR change to the CRB
Motion – Chuck Dobbs / Second – Dale Shoemaker

Bob Crawford

- Committee Staffing and Operations Manual Update
- Bob reviewed Governance Committee discussions of the proposed changes to the Operations Manual regarding committee staffing
- It was agreed that descriptions of committees where staff members are being added should specify exactly one staff member will be added rather than "at least" one.
- Bob will meet with Lyn to go over the proposed Operations Manual changes and come back to the Board with a recommendation of whether or not to accept them.

Peter Schneider

- Review of RRB/Trek Rule Changes that are effective January 1
    - Motion to approve as written the RRB/Trek Rule Changes as proposed to the BoD - PASSED
      Motion – Jeff Zurschmeide / Second – Clay Turner
      Below "B"

Steve Strickland

- Update on member email regarding leaded fuel
- Peter Jankovskis has drafted a response that the Board agrees with and he will send.

Adjourned at 9:22pm

Resumed in Executive Session

Executive Session Adjourned at 9:43pm

Respectfully submitted,

Mary H. Hill

The following Motion were voted on in October and November, ALL Motions PASSED

"A"

Proposed HillClimb Program Board Charter

To become language for Operations Manual

Submitted to Board of Directors – October 23, 2023

HillClimb Board (HCB)

Appointment: The BoD shall appoint annually a five-member Time HillClimb Board (HCB) made up of one National Staff member, and four members at large. HCB members and the BoD shall nominate replacements of outgoing members. One member shall be appointed as Chair by the BoD. Those selected shall be SCCA members and are subject to approval ~~by the HCB~~ and annual appointment by the BoD.

Duties: The HCB is responsible for establishing rules, standards, and specifications for the HillClimb program. The HCB shall work with the Experiential department to ensure such rules and procedures work to the benefit of the program, participants, and potential members.

The HCB is Authorized to:

- Create, change and maintain rules in regards to categories, classes, Safety Levels and formats of HillClimb competition, with recommendations provided to and final approval received from the BoD.

- Clarify a rule – characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition.

- Correct errors and omissions in approved Rulesets.

- Recommend classification of cars for HillClimb competition.

- Implement rule changes when situations outside the control of the SCCA would negatively affect the ability to compete.

Rules Changes

- Can sometimes affect an entire class, category or the program in its entirety.

- Should have member input when not exclusively limited to safety standards.

- Are traditionally presented for BoD approval or before its October meeting, to take effect January 1st of the following year.

- Safety-related standards may be adjusted at any time.

Advisory committees

The HBC may appoint Specialty Advisors to assist in projects.

HillClimb Appeals

SCCA's judicial system follows the well-established civil principle that a party to a First Court decision may request a second, higher court to review the decision. The HCB fulfills that role.

The HCB shall provide proper notices to all parties to the appeal and publish its decisions in their entirety, in FasTrack or the appropriate HillClimb program web page. The report of the proceedings shall identify the parties involved in the original action and the members of the Court that adjudicated the appeal.

A party to a First Court decision on matters of conduct or behavior may appeal actions based on any of the following grounds:

- Evidence not reviewed by the First Court
- Procedural errors by the First Court
- Inequitable or unfair application of the Rules or event Supplements Regulations

Motion to approve CRB Race Memo 23-11.

Motion - Peter Jankovskis

Second - Dayle Frame

RACING MEMO

ISSUED: October 13, 2023 **NUMBER**: RM 23-11

FROM: Board of Directors

TO: All Participants

SUBJECT: B-Spec Tire Allowance Remove Pro Path from

B-Spec Tire Allowance,

For the remainder of 2023, B-Spec entrants will be allowed to compete on both Hankook and Goodyear Tires.

1. #35034 (Club Racing Board) B-Spec Tire

In GCR Section 9.1.10.7., change as follows:

"For B-Spec Tires shall be Hankook 205/50R15 C51, Hankook 200/580R15 Z217, *P205/50ZR15 Goodyear Eagle RS (Dry tire) Catalog #D4850 or P205/50ZR15 Goodyear Eagle RS-R (Wet tire) Catalog #D4851*

Effective 1-1-2024 Hankook Tires will be allowed at regional events only, through 6-30-2024.

"B"

Motion to approve as written the RRB/Trek Rule changes as proposed to the BoD.

Motion - Jeff Zurschmeide

Second - Clay Turner

To: SCCA Board of Directors

From: Mike Bennett – Chair, RoadRally Board

Date: September 26, 2023

The RoadRally Board requests your approval for these three changes to the 2024 SCCA RoadRally Rules. Recommended changes are shown in **bold red font**.

What it currently says	Our proposed change
Article 1.C.4 Delegation of Powers A RoadRally Regional Development Committee (RDC) shall be appointed by the RRB for the purpose of coordinating and administering the promotion and expansion of the SCCA RoadRally Regional program. The RDC is a sub-committee of the RRB and reports to the RRB.	Article 1.C.4 Delegation of Powers A RoadRally Regional Development Committee (R**R**DC) shall be appointed by the RRB for the purpose of coordinating and administering the promotion and expansion of the SCCA RoadRally Regional program. The R**R**DC is a sub-committee of the RRB and reports to the RRB.

Reasoning: This is not a Regional Development Committee (RDC), it is the RoadRally Regional Development Committee, and that is how it is addressed by SCCA and the RRB. The change brings this section in line with the way business is being done.

What it currently says	Our proposed change
Article 9.E Content of GIs	Article 9.E Content of GIs Add **9.E.6** stating: **The SCREV (Supplemental Common Rules for Electrified Vehicles) is not applicable unless stated in the event's General Instructions.**

Reasoning: SCCA request for all Programs to incorporate applicable sections of SCREV into their Rules.

What it currently says	Our proposed change
Article 19.C.1.a Disqualification 1) If a contestant is judged by the rally committee to be guilty, or cited or given written warning by a law enforcement agency, of any of the following	Article 19.C.1.a Disqualification 1) If a contestant is judged by the rally committee to be guilty, or cited or given written warning by a law enforcement agency, of any of the following

offenses, that crew shall automatically be disqualified: a) Driving while intoxicated b) Consuming alcoholic beverages while participating c) Exceeding the legal speed limit d) Dangerous or reckless driving e) Violation of the class limitations specified in Article 11	offenses, that crew shall automatically be disqualified: a) Driving while **under the influence (DUI)** b) Consuming alcoholic beverages while participating c) Exceeding the legal speed limit d) Dangerous or reckless driving e) Violation of the class limitations specified in Article 11

Reasoning: Prohibit the consumption of drugs, in addition to alcohol, while participating in an event.

To: SCCA Board of Directors

From: Mike Bennett – Chair, RoadRally Board

Date: September 26, 2023

The RoadRally Board requests your approval for a complete rewrite of the 2024 SCCA Trek Rules (see following pages). The changes are so numerous that we consider it impossible to show individual changes in the usual format. The most substantive changes or additions to the Rules are highlighted in yellow. Additional edits were made to update information or for clarity.

Reasoning: A review of the current Trek Rules, and comments received from several rallyists, revealed potential inconsistencies as well as points or terms that could benefit from additional clarification. A key issue not fully addressed in the current Rules is explicit guidance and implications related to how to conduct a Trek – either in a "convoy style" or by relying on "route following information". In the rewritten document, we include several modifications to the Rules to resolve these matters as well as miscellaneous edits for added consistency and clarity. In addition, recent evidence has surfaced of Treks being organized by Regions in ways that depart from the originally intended purpose of this style of rally. While constructive in their objectives, often geared to exposing entrants to concepts used in competitive rallies, the events as modified may introduce possible safety concerns. To address these concerns while recognizing the potential value of such enhancements to Treks, we added Section (6.) to the Rules to cover what we are calling "Optional Educational Opportunities".

SCCA Trek Rules [with proposed changes and additions]

1. Overview

SCCA Treks are non-competitive driving events intended to foster social interaction among the participants. As such, there may not be any system for scoring, nor may there be any awards based on performance. They provide a path to new memberships and increase public awareness of SCCA.

The Trek route includes one or more stops for sightseeing, meals/refreshments, and bathroom breaks/facilities. Events can range in duration from a few hours to several days.

Treks follow a predetermined route. There are two ways to conduct a Trek:

· Use a "convoy-style – follow the car ahead of you" format. The lead car in the convoy is driven by a person who knows the pre-determined route.

· Use route following information with two or more people in the vehicle.

2. Sanctioning and Insurance

Like all SCCA events, SCCA Treks must submit a sanction request and obtain an insurance certificate. Trek sanction requests will use the RoadRally online sanction request procedure. Participants must sign the appropriate SCCA waiver(s) (adult and minor) before the start of the Trek. Weekend and Trial Membership data and the SCCA audit form must be submitted after the event.

3. Co-hosted Events

SCCA Treks may be co-hosted with other non-SCCA clubs. Co-hosted events must use the SCCA waiver forms and obtain an SCCA insurance certificate. Co-hosted events must be conducted in accordance with all SCCA rules and regulations pertaining to Treks.

4. Operating Rules

A. All SCCA Treks will have an Event Chairperson responsible for planning, coordinating, advertising, and operating the event. The Chairperson must be a current Annual or Lifetime SCCA member.
B. Treks will be conducted in either convoy-style or rely on route following information. In the first case, a lead vehicle (often the Event Chairperson or Rallymaster/Organizer) and one or more sweep vehicles will be designated to ensure participants are not separated from the group. Large groups may be split up into smaller groups. In the second case, when route following information is used (e.g., via a map, typed route instructions, or a GPS-based route), rallyists can navigate the course independently of other rally vehicles.
C. Participants must operate their vehicles in a safe and prudent manner. Participants should never exceed the speed limit or violate any traffic laws.
D. Participants are encouraged, though not required, to have at least two people in each vehicle for convoy-style; two or more in a vehicle is mandatory if relying on route following information (with the Navigator of sufficient age to convey this information to the Driver).
E. Participating vehicles must be street legal and have current state registration. Motorcycles are not permitted on Treks.
F. Each driver is responsible for ensuring their vehicle is safe and roadworthy and meets all legal driving requirements, including insurance.
G. Drivers must have a valid driver's license and meet their state's insurance requirements.
H. Treks are non-competitive events. There will be no scoring and no awards based on performance. Participation mementos, such as dash plaques, are permitted.
I. Cell phone numbers for the Trek leader and the sweep car(s) should be provided to participants.
J. A safety briefing for all participants should be provided before the start of the event. This briefing will emphasize the need to obey all traffic laws and to drive in a safe and prudent manner.

K. Event-related material will not be allowed on the windshield or window glass which may obscure visibility. Event material is allowed on glass surfaces behind the B pillar if it does not obstruct the driver's vision. It is not necessary for participants to remove SCCA decals previously applied to small rear or side windows or to their windshields.
L. The following activities are prohibited: Driving under the influence (DUI). Consuming alcoholic beverages while participating in the event. Dangerous or reckless driving. Exceeding the legal speed limit.
5. The Route
A. The Trek route will be laid out in advance of the event using good quality, paved roads wherever possible. If the route includes unpaved or unimproved roads, this fact must be included in all event announcements and advertising. Care should be taken when designing the Trek route, as some participants will be very sensitive to potential damage to their car from potholes, gravel, and road debris.
B. The Trek route should be chosen to maximize the driving experience. To that end, route design should emphasize scenery, interesting roads, and the avoidance of traffic, retracing the routes through congested/residential areas and avoiding areas where children may play on or near the road when the Trek will pass. While these conditions cannot be avoided, they should be considered when determining the route.
C. Route following information, such as a map and/or written directions, will be provided to all participants. If the Trek is conducted in convoy-style, the route following information is intended to be used only if the participant loses sight of the vehicle ahead. It is not intended as the primary means of following the Trek route.
D. Route stops will be planned and should provide sufficient parking for all Trek participants. The location of all planned route stops, including the ending location, should be provided to participants. GPS coordinates of planned route stops, in addition to street addresses, may be helpful.
E. The Trek should end where participants can gather and socialize. Availability of food and beverage is highly recommended. Choosing a desirable ending location should be a focal point of the event planning.

F. Route Pre-checks: a Pre-check by an individual other than the Rallymaster/Organizer (who mapped out the course) is strongly suggested. Items that should be reviewed include but are not limited to suitability of the roads selected, adequate number of stops based on the length of the route, sufficient parking is available, as well as restrooms and other facilities, such as food and drink, as appropriate. The Pre-check should review potential separation situations of traffic lights/congested areas and discuss possible pull-off points/regrouping areas as necessary. If written/map instructions are used, they should be checked for accuracy.

6. Optional Educational Opportunities

A. A Trek can provide an opportunity to introduce basic concepts of road rallies to newcomers to the sport or a particular rally style (GTA/TSD). This could include acquainting participants with simple route instruction concepts, basic precision driving (using a GPS timing app), or examples of puzzles or questions used in GTA rallies. At the end of the Trek, the introduced concepts can be reinforced in a brief rally school at the endpoint location. If such educational elements are incorporated into an event, they must comply with the following sections B through E.

B. In keeping with the non-competitive nature of Treks, the educational elements shall not be scored or serve as the basis for competition or awards.

C. This educational activity shall not constitute the primary purpose or theme of a Trek, nor extend over the duration and length of the event. Entrants may choose not to take part in the educational activity and doing so should not impede them from successfully completing the Trek.

D. Should a more comprehensive road rally learning experience be contemplated, the event should be organized and sanctioned as a Social or Regional rally (whether scored or not) to ensure compliance with more rigorous rules applicable to this level of participant involvement and demands in the vehicle.

E. Educational activity shall be restricted to entrants with two or more people (with the Navigator of sufficient age to read the route instructions) in a car, as the passenger(s) will have the primary responsibility for handling any instructional tasks and related materials.

Motion to approve the 10-23-23 SCCA Board meeting minutes as presented.

Motion - Jeff Zurschmeide

Second - Peter Jankovskis

Motion to approve CRB Race Memo 23-13 Runoffs Pro Path.

Motion - Peter Jankovskis

Second - Charlie Davis

ISSUED: November 2, 2023 **NUMBER**: RM 23-13

FROM: Board of Directors

TO: All Participants

SUBJECT: GCR 3.7.4. Remove Pro Path from 2024 Runoffs Qualification Criteria

During the CRB call on October 9, 2023, SCCA Staff presented information to the CRB concerning the Pro Path for Runoffs. It was noted that very few participants had taken advantage of the program since its inception and that an inordinate amount of time was required from staff to gather and correlate participation/finishing information and administer the program.

(In 2023 only 7 drivers participated.)

It was decided that for 2024 the program would be discontinued, however the matter could be revisited in the future if warranted.

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 conclusion of the previous Runoffs 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.

This replaces Majors event participation but not the Majors finish

or points requirements.

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 12, 2023. 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), F1000 (FRP)~~

~~FC – F2000 (FRP)~~

~~FF – F1600 (FRP)~~

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

Motion to suspend the SCCA membership of Kelly Rowe member #679207 pending the results of his court case.

Motion - Peter Jankovskis

Second - Charlie Davis

Motion to approve the attached Club Spec MX5 rule set and provide staff permission to correct any errors or omissions.

Motion - Peter Jankovskis

Second - Peter Schneider

2024 MX-5 (CSX) Rules

Objective

Provide an affordable multipurpose package that combines a street-ready, autocross capable and track appropriate performance in a single car using specified parts.

Eligible Vehicles

2006-2015 Mazda MX-5 (NC Chassis)

Vehicle Requirements

6-Speed Manual Transmission or Automatic Transmission

Required Performance Kit

A. Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed per manufacturer instructions. Original equipment (OE) or equivalent components are not allowed.
B. Tires: Falken Azenis RT660, size: 225/45R17
C. Wheels
    a. Diameter and width (in.): 17x8
    b. Offset, including wheel spacer (mm): +45 (45ET or ET45) or greater
    c. Weight, without spacer if used, minimum (lbs.): 15, including:
        i. Wheel weights
        ii. TPMS sensor if installed
        iii. Tire valve stem (type unrestricted)

   d. Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.

D. Suspension
   a. Penske Front Shock (2), Part# 0000-04-5291-SA
   b. Mazda Motorsport Front Mount Kit, Part# 0000-04-5359
   c. Mazda Motorsport Front Offset Bushing Kit, Part# 0000-04-5407-NC
   d. Eibach Front Spring (2), Part# 0000-04-9700-08
   e. Penske Rear Shock (2), Part# 0000-04-5292-SA
   f. Mazda Motorsport Rear Mount Kit, 0000-04-5358
   g. Mazda Motorsport Rear Shock Alignment Spacer, Part# 0000-04-5294
   h. Eibach Rear Spring (2), Part# 0000-04-9400-07
   i. Eibach Helper Springs (4), Part# 0000-04-9926
   j. Eibach Front and Rear Sway Bar Kit, Part# 0000-04-5306-EB
   k. Mazda Motorsport Sway Bar End Links (4), Part# 0000-04-5597-KT
   l. Penske Adjustment Knob (Recommended), Part# 0000-04-5293

Authorized Changes/Modifications

A. If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.
B. Wheel lug studs (e.g., length) and lug nuts may be changed.
C. Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit. Examples are:
   a. Clutch and related components (excluding flywheel).
   b. Hardware (nuts, bolts, clips, etc.).
D. Parts superseded by Mazda® may be used.
E. These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a “higher performance” alternative.

F. It is not permitted to use non-compliant parts even if they have been set to the manufacturer's specifications.

Bodywork/Interior

A. Front bumpers, rear bumpers, body trim pieces, and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.

B. Accessories, gauges, indicators, lights, and other appearance, comfort-and-convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops." Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Alternate shift knobs are allowed.

D. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo® Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.

E. Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

F. Tow bar brackets may be installed and may serve no other purpose.

G. Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).

Safety

A. Provided the vehicle fully meets SCCA Safety Level 2 as defined in the Time Trials Rules, the following may be added, replaced, or modified within the guidelines stated in Safety Level 2:
    a. Compliant Rollbar (Required for Safety Level 2)
    b. Fixed back racing seats for driver and passenger side
    c. Racing harness(es)
    d. Replacement of steering wheel and/or removal of steering wheel airbag

B. Vehicles that do not meet SCCA Level 2 Safety may not substitute or modify seats or steering wheel, however a lap belt, as outlined in Solo® Rules section 3.3.1, Driver Restraints, is allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses.

C. Level 2 Fire Suppression is not required for Solo Events

Brakes

A. The make and material of brake linings (pads) may be changed.
B. Goodridge G-Stop Brake Line Kit is allowed, Part# 0000-03-5212
C. Mazda Motorsports 2.5" Brake Duct Kit is allowed, Part# 0000-03-5301-NC

Suspension

A. Alignment: Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.
B. Bushings
    a. Suspension bushings as supplied in the kits are mandatory.
    b. Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.
C. The Mazda Motorsports Competition Rear Hub, Part# 0000-04-5530, and Rear Hub Bearing, Part# 0000-04-5531 may be utilized.
D. Mazda RX-8 Front Hub may be utilized, Part# F189-33-04X

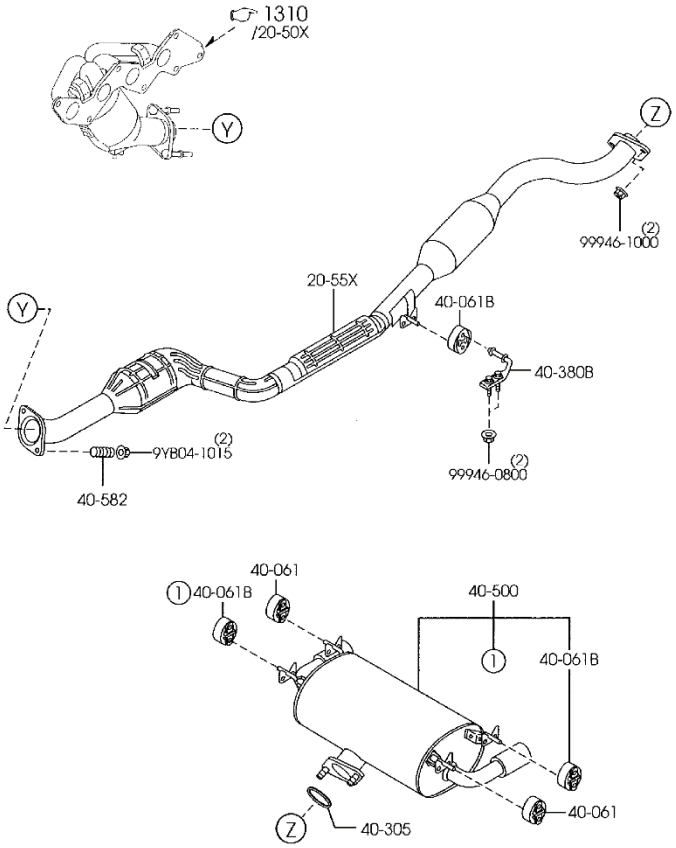
Electrical System

A. The make of spark plugs is unrestricted.
B. Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.

Engine and Drivetrain

A. The air intake system, upstream of the throttle body, may be replaced with the Mazda Motorsport Intake System, Part# 0000-06-5150-KT
B. The engine management system parameters may be modified only via the methods listed below.
    a. OE ECU software may be reprogrammed, but no changes to the factory ECU hardware are permitted.
    b. Any OE OBD2 or newer communications port functionality must remain.
C. Oil filters are unrestricted.
D. Lubricants and fluids are unrestricted.
E. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
F. An oil cooler is allowed provided no unauthorized modifications are made to perform the installation, Mazda Motorsports Oil Cooler Adaptor with Lines Part# 0000-01-5511-KT is recommended.

G. Alternate exhaust and muffler may be utilized provided it mounts to the manifold flange labeled “Z” below, the muffler is in the stock location and is at least 6 inches in diameter or 4x6 inches if oval.



H. Fuel must be Federally approved for use on public highways and widely distributed and typically sold in filling stations, commonly called “pump fuel” with typical octane ratings or AKI (Anti-Knock Index) (R+M/2) displayed on the pump between 87 and 93. The maximum octane rating allowed is what is typically delivered from a pump marked 93 octane*. Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer (e.g., in the owner’s manual for flex-fuel vehicles).

*Octane verification: Octane levels will vary from the number listed on the pump. Octane testing has a “margin of error” and different testing procedures will produce similar but different results. For the purposes of testing gasoline, a result that exceeds 95.9 octane is not allowed and will result in a disqualification with no exceptions (hard limit). This limit gives competitors a 99.99+% confidence level that fuel purchased from a pump marked 93 octane is compliant. Warning: Competitors attempting to approach the 95.9 octane limit through mixing or by any other means may inadvertently create fuel that appears compliant but may test above the 95.9 hard limit.

Motion to approve the attached Club Spec Mustang rule set.

Motion - Peter Jankovskis

Second - Steve Strickland

2025 Mustang (CSM) Rules

Objective

Provide an affordable multipurpose package that combines a street-ready, autocross capable and track appropriate performance in a single car using specified parts.

Eligible Vehicles

2005-2009 Ford Mustang GT Coupe (S197 Chassis)
Including California Special, Shelby GT*, and Bullitt* models

*Must use engine and rear gear ratio listed below and *either* complete OE suspension *or* Performance Kit suspension

Vehicle Requirements

Engine: 4.6L, 3 Valve V8

Rear Axle Assembly Gear Ratio: 3.55:1

Required Performance Kit

A. Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed per manufacturer instructions. Original equipment (OE) or equivalent components are not allowed.
B. Anti-roll (sway) bar end links may be substituted but may serve no other purpose.
C. Tires: TBA
D. Wheels
    a. Diameter and width (in.): 18x9.5
    b. Offset, including wheel spacer (mm): +35 (35ET or ET35) or greater
    c. Weight, without spacer if used, minimum (lbs.): 17, including:
        i. Wheel weights
        ii. TPMS sensor if installed
        iii. Tire valve stem (type unrestricted)
    d. Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.

E. Suspension
    a. Sealed KONI Sport Strut, Front, Part# TBA
    b. Sealed KONI Sport Strut, Rear, Part# TBA
    c. Eibach Pro-Kit Lowering Springs- Part# 35101.140
    d. Choice of:
        i. Strano Performance Parts kit Part# SpecS197-1. Includes bars, bushings, collar locks, Billet aluminum rear mounts
        ii. Strano Performance Parts kit Part# SpecS197-2. Same as above, adding front sway bar mount reinforcements + Billet Front sway bar brackets
        iii. Eibach Mustang Anti-Roll Bar Kit- Part# 35101.320
    e. Maximum Motorsports Caster Camber Plates- Part# MM5CC-1

Authorized Changes/Modifications

A. If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.
B. Wheel lug studs (e.g., length) and lug nuts may be changed.
C. Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit. Examples are:
    a. Clutch and related components (excluding flywheel).
    b. Hardware (nuts, bolts, clips, etc.).
D. Parts superseded by Ford® may be used.
E. These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a “higher performance” alternative.
F. It is not permitted to use non-compliant parts even if they have been set to the manufacturer’s specifications.

Bodywork/Interior

A. Front bumpers, rear bumpers, body trim pieces, and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.
B. Accessories, gauges, indicators, lights, and other appearance, comfort-and-convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops." Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.
C. Alternate shift knobs are allowed.
D. A commonly available short throw shifter may be utilized, examples include:
    a. Hurst Competition Plus Short Throw Shifter, Part# TR-3650
    b. STEEDA Ford Mustang Tri-Ax Shifter, Part# 555-7305
E. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo® Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.
F. Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.
G. Tow bar brackets may be installed and may serve no other purpose.
H. Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).

Safety

A. Provided the vehicle fully meets SCCA Safety Level 2 as defined in the Time Trials Rules, the following may be added, replaced, or modified within the guidelines stated in Safety Level 2:
    a. Compliant Rollbar (Required for Safety Level 2)
    b. Fixed back racing seats for driver and passenger side
    c. Racing harness(es)
    d. Replacement of steering wheel and/or removal of steering wheel airbag
B. Vehicles that do not meet SCCA Level 2 Safety may not substitute or modify seats or steering wheel, however driver restraints as outlined in Solo® Rules section 3.3.1, Driver Restraints, are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two (2) attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used; it may have four (4) bolted attachment

points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.

Brakes

A. Ford Racing 2005-2014 Mustang GT 14-inch SVT Brake Upgrade Kit, Part# M-2300-S, or any Ford OEM kit utilizing 14" rotors and Brembo 4 piston calipers may be utilized.
B. No Rear brake caliper relocation kits are allowed.
C. Goodridge G-Stop Brake Line Kit is allowed, Part#12364 (these lines are included in the Ford Racing SVT Kit listed above)
D. The make and material of brake linings (pads) may be changed.

Suspension

A. Alignment: Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.
B. Bushings
    a. Suspension bushings as supplied in the kits are mandatory.
    b. Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.
C. A commonly available aftermarket Panhard Bar, that mounts in the OEM/Stock body and axle locations may be utilized, including those adjustable for length. This does not allow for Panhard Bar relocation, adjustable height Panhard Bars, or replacement of the Panhard Bar Brace. Any bushing, rod-end, spherical bearing may be used. Examples include:
    a. UMI Performance On-Car Single Adjustable Panhard Bar, Part# UPI-1044-B
    b. STEEDA Autosports Street Panhard Bar Kit 05-14 Mustang, Part# 555-2551-A
    c. Eibach Pro-Alignment Performance Kit Panhard Bar Part# 5.72045K
D. The UMI Ford Mustang GT Adjustable Front Strut Tower Brace may be utilized, Part# UMI-1005-B
E. The STEEDA Mustang Upper Third Link Spherical Differential Bearing may be utilized, Part# 555-4104

Electrical System

C. The make of spark plugs is unrestricted.
D. Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.

Engine and Drivetrain

A. The air intake system, upstream of the throttle body, may be replaced with a CARB approved, commonly available aftermarket unit that utilizes a cone filter and divider wall. Examples include:
    a. K&N Part# 57-2565

   b. Airaid Part# 450-172
   c. aFe Power Part# 51-10293
   d. aFe Power Part# 54-10293

B. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below.
   a. OE ECU software may be reprogramed, but no changes to the factory ECU hardware are permitted.
   b. Any OE OBD2 or newer communications port functionality must remain.
C. Oil filters are unrestricted.
D. Ford Performance Traction-Lok Rebuild Kit with Carbon Fiber Clutch Pack may be utilized, Ford Performance Part# M-4700-C.
E. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
F. An oil cooler is allowed provided no unauthorized modifications are made to perform the installation.
G. Mufflers may be substituted, provided there are two, one in each stock location no smaller than 6 inches in diameter or 4x6 inches height and width if oval.
H. Silicone replacement hoses are allowed as alternate components provided they meet the requirements of Solo® Rules section 13, Street Category, with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.
I. Lubricants and fluids are unrestricted.
J. Fuel must be Federally approved for use on public highways and widely distributed and typically sold in filling stations, commonly called “pump fuel” with typical octane ratings or AKI (Anti-Knock Index) (R+M/2) displayed on the pump between 87 and 93. The maximum octane rating allowed is what is typically delivered from a pump marked 93 octane*. Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer (e.g., in the owner’s manual for flex-fuel vehicles).

   *Octane verification: Octane levels will vary from the number listed on the pump. Octane testing has a “margin of error” and different testing procedures will produce similar but different results. For the purposes of testing gasoline, a result that exceeds 95.9 octane is not allowed and will result in a disqualification with no exceptions (hard limit). This limit gives competitors a 99.99+% confidence level that fuel purchased from a pump marked 93 octane is compliant. Warning: Competitors attempting to approach the 95.9 octane limit through mixing or by any other means may inadvertently create fuel that appears compliant but may test above the 95.9 hard limit.

Motion to appoint Arnie Coleman as SCCA Board of Directors Secretary for 2024.

Motion - Chuck Dobbs

Second - Peter Schneider

Motion to accept the Ops Manual changes specified in the attached documents as recommended by Governance Committee members. The Ops Manual is being revised to ensure that a National Staff member is included as a member of each program board, standardize the appointment and approval of program board members, add a list of authorized activities for the ERB, add a reference to the Directors Handbook in Section 2.2.1, eliminate Cooperative events, and bring the criteria for calling a special meeting of the Board of Directors is in alignment with the Bylaws.

Motion - Peter Jankovskis

Second - Steve Strickland

NO NOVEMBER MEETING

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Board of Directors Meeting Minutes
2 December 2023

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 Marriott, December 2, 2023

Area Directors attending: Peter Jankovskis, Chairman, Area 5; KJ Christopher, Treasurer, Area 7; Peter Schneider, Area 1; Bob Crawford, Area 2; Dayle Frame, Area 4; Mark Weber, Area 6; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Dale Shoemaker, Area 11; Clay Turner, Area 8

Directors attending remotely: Steve Strickland, Vice Chairman, Area 12; Jeff Zurschmeide, Area 13

Director(s) not attending: Lyn Hodges Watts, Area 3

2024 Incoming Directors attending: Peter Bollenbecker, Area 11; David Vodden, Area 9

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

Guest(s): Robey Clark, SCCA Enterprises: Arnie Coleman, incoming Secretary

Call to Order/Roll Call Chairman, Peter Jankovskis at 7:45am Central Time

President Cobb presented his Strategic Focus to attendees. Topics covered included:

- Membership Statistics
- Program Experience Ratings
- Club Financial Performance
- Staff Changes
- Implementation of Higher Logic Marketing Tool
- Launch of "Club Spec"

- SCCA Academy Development
- SCCA.com pivot

Eric Prill presented a Road Racing Program update to the Board with PowerPoint.

- A look back at 2023 Hoosier Super Tour (HST) Events ○ Driver's Eye coverage
  - 300% increase in viewers
  - 263k views
  - 65k hours watched (more than Runoffs)
- Review of "Likely to Recommend" scores for HST events
- 2023 Runoffs attendance statistics
- Pro Path to Runoffs suspended for 2024
- Reviewed Runoffs classes on probation (failed to achieve 4.0)
- Discussion of Runoffs format going forward – topic to be added to July/August BoD strategy meeting agenda
- Flagtronics MOU - received verbal approval from BoD
- Discussion of endurance program and efforts to create easy access road racing events

Transition ERB (Endurance Racing Board) to emphasis on easy access road racing -Motion to approve made by Jankovskis; seconded by Crawford. PASSED.

Amend the GCR to require all cars competing in the 2024 Runoffs have a functioning Flagtronics FT200 unit – Motion made by Crawford; seconded by Weber. PASSED.

Chris Robbins reported on Region Development Activities. Topics covered included:

- National/Divisional Convention support plans
- Status of SCCA Academy activities
- Quarterly Region leader Zoom meetings
- Region Charter renewal
- Member Conduct report
- Ops Manual approved for publication

Heyward Wagner presented a report on Rally/Solo/Experiential program status with PowerPoint to the Board. Topics covered included:

- Program reviews
- New staff assignments

- Department priorities
- Solo site acquisition
- Rescinding request for HillClimb Board.
- Club Spec survey data indicates that membership is more focused on fun than competition

Approve Revised Club Spec Rule Set including minimum weight for Miatas– Motion to approve made by Turner; seconded by Christopher. PASSED.

Kristen Poole presented a Marketing Department update. Topics covered included:

- Overarching Goals
- Marketing Overview
- Staffing Overview – adding two full-time positions.
- SCCA.COM reboot is top priority for 2024 - will integrate with SportsCar pivot
- "Higher Logic" marketing tool roll-out

Jeff Dahnert presented October Financials & 2024 Budget.

- Still working to confirm insurance numbers for 2024 Budget (estimated increase included)
- KJ Christopher indicated Budget & Finance Committee recommends approval of Budget

Approval of preliminary 2024 Budget as recommended by Budget & Finance Committee – Motion made by Turner; seconded by Weber. PASSED.

Cobb provided an update on Medical/Legal.

- Continue to evaluate possible changes to medical review forms/requirements
- Update on status of ongoing legal matters

Robey Clark presented a report on the status of SCCA Enterprises (via ZOOM).

- Review of financials through October
- Letter of Credit at 325k (425k max)
- 457 drivers raced in 2023
- 412 SADEV transmissions delivered
- 650 SRF3 conversions complete
- Update FE with new ECU and (optional) paddle shift
- Update SRF3 with new ECU and throttle body

Frame presented a report on the status of the Supplemental Common Rules for Electrified Vehicles (SCREV).

MOTION TO APPROVE THE DRAFT SCREV RULESET Motion made by Jankovskis; seconded by Dobbs. PASSED. **"A" Below**

MOTION TO APPROVE THE REVISED EVAC Charter. Motion made by Schneider; seconded by Davis. PASSED. **"B" Below**

Solo Events Board recommended rule changes were addressed.

MOTION TO APPROVE RECOMMENDED SOLO RULE CHANGES 4.9 and 1.5.1 AS PRESENTED. Motion made by Davis; seconded by Turner. PASSED. **"C" Below**
Rallycross recommended rule changes were addressed.

MOTION TO APPROVE RECOMMENDED RALLYCROSS RULE CHANGES. Motion made by Shoemaker, seconded by Davis. PASSED. **"D" Below**

Club Racing Board (CRB) proposed rule changes were reviewed.

MOTION TO APPROVE CRB RECOMMENDED CHANGES AS PRESENTED (with the exception of rule 9.1.3.C.9.D, which will be returned to the CRB for clarification) Motion made by Jankovskis; seconded by Frame. PASSED. **"E" Below**

2023 Member Awards were approved:
- Woolf Barnato Award - Paul Pfanner Recipient
- Member of Excellence – Earl Hurlbut Recipient

Board Statement: The Board of Directors extend their appreciation to Charlie Davis and Dale Shoemaker for their service to the Board of Directors.

2023 BoD met in Executive session, commencing at 1:50pm CST and concluding at 2:05pm CST.

Motion to appoint Kevin Coulter Chair of the Executive Stewards. Motion – Dobbs with second by Weber. PASSED.

Motion to adjourn the 2023 BoD meeting at 2:05pm CST; Motion – Turner, Seconded - Strickland

The 2024 BoD meeting was called to order at 2:30pmCST.
Members present included the 12 2024 BoD Directors, two outgoing 2023 BoD Directors, Mike Cobb and Chris Robbins.

The Board appointed the following officers for 2024:

- Chairman - Peter Jankovskis
- Vice Chairman – Steve Strickland
- Treasurer – KJ Christopher
- Asst Treasurer – Peter Bollenbecker
- 1st Alternate (member at large) Bob Crawford
- Secretary - Arnie Coleman

Motion to appoint Arnie Coleman as SCCA Board of Directors Secretary for 2024.
Dobbs/Schneider (PASSED)
Motion to approve the 2024 members and Chair of the Executive Stewards as presented. Jankovskis/Strickland (PASSED)
Kevin Coulter, Chair
Mike Smith
Lauri Burkons
Bill Johnson Jr.
Jim Rogaski
Matias Bonnier
Kathleen Bradley
Brad Davis
Barbara Knox
Bob Neff

Motion to approve the 2024 members and Chair of the Court of Appeals as presented. Jankovskis/Strickland (PASSED)
Costa Dunias, Chair
James Foyle
Lee Hill

Beverly Heilicher
Rick Mitchell, Alternate
Spencer Gorham, Alternate
Laurie Sheppard, Secretary

Motion to approve the 2024 members and Chair of the CRB as presented Jankovskis/Strickland (PASSED)
John LaRue, Chair
David Locke
Sam Henry
Tony Ave
Peter Keane
David Arken
Jim Goughary
Tom Start
Scott Schmidt
Shelley Pritchett, Secretary

Motion to approve the 2024 members and Chair of the SEB as presented. Jankovskis/Strickland (PASSED)
Nick Dunlap, Chair
Mark Labbancz
Keith Brown
Laurie McCelvey
Rick Myers
Mark Scroggs
John Vitamvas

Motion to approve the 2024 members and Chair of the RRB as presented.
Jankovskis/Strickland (PASSED)
Jessica Toney, Chair
Larry Scholnick
Bob Sonntag
James Hayslip
Carl Staab
Chris Robbins
Jeanne English, Secretary

Motion to approve the 2024 members of the RXB as presented. Jankovskis/Strickland (PASSED)
Rick Myers
Gonzalo San Miguel
Christian Retterer
Sanjay Singh
Jonathon Nagel
James Veatch
Steve Parsons

Motion to approve the 2024 members and Chair of the ERB as presented. Jankovskis/Strickland (PASSED)
Jon Krolewicz, Chair
Sam Fouse
Lee Hill
Dave Lancaster
Steve Strickland
Tom Suddard
Eric Prill
KJ Christopher

Motion to approve the 2024 members of the TTB as presented. Jankovskis/Strickland (PASSED)
John Hunter
Justin Barbry
David Vodden
Clay Turner
Bob Tunnell
Doug Wille
Gregg Ginsburg
Brian Kuehl

Chris Robbins led a Meyers Briggs exercise with the Board Directors.

The meeting schedule for 2024 in-person meetings was agreed upon:

- 25 July – CRB Face-to-Face
- 26-27 July – BoD Face-to Face
- 6 Dec (new Board Director Orientation)
- 7 Dec – BoD Face-to-Face

The meeting was adjourned at 5:48 Central Time.

The following Motions were voted on by the Board of Directors
ALL Motions have PASSED

Motion to approve CRB Race Memo 23-11.

Motion - Peter Jankovskis

Second - Dayle Frame

RACING MEMO

ISSUED: October 13, 2023 **NUMBER**: RM 23-11

FROM: Board of Directors
TO: All Participants

SUBJECT: B-Spec Tire Allowance Remove Pro Path from

B-Spec Tire Allowance,
For the remainder of 2023, B-Spec entrants will be allowed to compete on both Hankook and Goodyear Tires.

1. #35034 (Club Racing Board) B-Spec Tire In
GCR Section 9.1.10.7., change as follows:
"For B-Spec Tires shall be Hankook 205/50R15 C51, Hankook 200/580R15 Z217*, P205/50ZR15 Goodyear Eagle RS (Dry tire) Catalog #D4850 or P205/50ZR15 Goodyear Eagle RS-R (Wet tire) Catalog #D4851*

Effective 1-1-2024 Hankook Tires will be allowed at regional events only, through 6-30-2024.

Motion to approve CRB Race Memo RM 24-01 SRF Rain Light one-month extension.
Motion - Peter Jankovskis
Second - Dayle Frame

RACING MEMO

ISSUED: January 5, 2024 **NUMBER**: RM 24-01

FROM: Board of Directors

TO: All Participants

SUBJECT: SRF3 Rain Light One Month Extension

Due to supply issues, the effective date for the SRF rain / brake light required by GCR section 9.1.8.D.1.W.l. is extended from 1/1/2024 to 2/1/2024.

Motion to Approve the December 2, 2023, BoD meeting minutes as written.

Motion – Bob Crawford

Second – Peter Jankovskis

- **"A"**

Motion to Approve the SCREV document as provided with the meeting materials.

Motion - Peter Jankovskis

Second - Chuck Dobbs

SUPPLEMENTAL COMMON RULES FOR ELECTRIFIED VEHICLES (SCREV)

https://sportscarclubofamerica-my.sharepoint.com/:b:/g/personal/mhill_scca_com/EerJJT72tl5Li4izNQ6ODABEoWk4Q6dX8VGKDP67vTFwA?e=tDDgk7

- **"B"**

Motion to approve the revised EVAC charter provided with meeting materials.

Motion - Peter Schneider

Second – Charlie Davis

Sec ELECTRIFIED VEHICLE ADVISORY COMMITTEE CHARTER

Originating Statement – To further the SCCA mission to fuel a safe, fun, and exciting motorsports experience for auto enthusiasts, an Electrified Vehicle Advisory Committee (EVAC) shall be appointed by the Board of Directors/National Office. The EVAC will develop and maintain EV safety guidelines for all SCCA programs as well as support and further SCCA's general knowledge base related to Electric Vehicles (EVs) and their unique requirements and capabilities, and provide insights related to the rapidly developing battery technology, and to address safety concerns expressed by competition venues.

Objectives

- Generate EV safety guidelines for SCCA program that encompass workers, drivers, vehicles, and facilities. Utilize standards already promulgated by other organizations to ensure our guidelines are accurate, effective, and up to date.
- Share accumulated knowledge with each SCCA Program and National Staff, allowing each discipline/group to utilize the aspects relevant to their discipline.
- Facilitate and support the use of EVs in each SCCA Program.
- Partner with Program Boards and National Staff to educate principals so that they may address concerns regarding EVs expressed by competitors, event staff, and competition venues as appropriate for each Program discipline.
- Provide feedback to BoD and National Staff with data technology usage, best practices for safety, etc.
- Support the SCCA Mission and Vision at the Program level by promoting EVs as a component of safe, fun and exciting motorsports experience for automotive enthusiasts in each SCCA program.
- It is expected that the EVAC will transform into an Advisory Committee at the appropriate time.

Scope – The 13 SCCA Divisions and 114 SCCA Regions

Work Products/Deliverables

- Formal EV safety guidelines tailored to the needs of each SCCA program.
- Formal and informal advice and guidance for Program Boards, National Staff, Stewards, Competitors and competition venues.
- Communication and advocacy channel between Program Boards and SCCA leadership regarding EVs.

"C"

Motion to approve changes to sections 4.9 & 1.5.1 of the Solo rule set as presented.

Motion - Charlie Davis

Second - Clay Turner

Event Operations

#33601 Adjust National Tour Event Entry

Amend 4.2.B as follows:

"National Solo® Events – Drivers in National Solo® events must be individual, ~~spouse~~, family, or First Gear SCCA® members. ~~Except for the Solo® National Championships, a Weekend Membership meets these requirements.~~"

Comment: In 2023 membership requirements for ProSolo events have been adjusted and you must be a full member to compete. Beginning in 2024 the intent is to bring National Tour events in alignment with program goals and you must be a full member to compete. Staff has recommended this change after observing the use of weekend memberships at 2023 events. Additionally, SCCA also no longer offers a spouse membership.

(SCCA Fastrack News, Dec 2023, #33601)

#34041 Rules Clarification on Passengers

The SEB is recommending the following change to the passenger rules to reflect current SCCA policies. Amend 1.3.2.A as follows:

"All persons in an event car must have an SCCA membership, either full, ~~or~~ weekend, *or trial*.

Trial memberships are the current mechanism to allow non-competitors to satisfy 1.3.2.A and therefore ride as passengers in vehicles assuming they meet the additional requirements laid out in Section 1.3.2.D."

(SCCA Fastrack News, May 2023, #34041)

#34661 Remove duplicated language in Section 6.5

Remove duplicated language across two sections of the rulebook. Specifically, the language in 6.5 is duplicated from 2.2.J which is referenced in 6.5. See changes below.

"6.5 TIMING POINTS

A. A car will commence its run at least 15 feet before the point at which timing begins.

B. Time at the end of the run will be taken in a manner which complies with Section 2.2.J.

~~It is recommended that an official be assigned to control the finish area. A complete stop is not required at~~ ~~the finish if sufficient area is available to safely halt any competing car without locking brakes or wild~~ ~~maneuvering (from the highest possible speed attainable at the finish). Particular care must be exercised~~ ~~in the finish area to keep it free from hazard to participants and non-participants.~~ "

(SCCA Fastrack News, Sep 2023, #34661)

Street Category

#32774 Genesis G70 2.0T vs. 3.3T Classification

Change Appendix A listings in classes F Street, and G Street as follows:

Remove:

F Street

Hyundai

~~Genesis G70 (2018-22)~~ Add:

F Street

Hyundai

Genesis G70 (V6 Turbo) (2019-22)

G Street

Hyundai

Genesis G70 (4-cyl Turbo) (2019-22)

(SCCA Fastrack News, Sep 2022, Oct 2023, #32774)

#33162 Any wheel diameter

Change Section 13.4.B. as follows:

"B. Wheel (rim) diameter may be increased or decreased 1" from the standard part. This change may be applied to the front, rear, or both axles. *Cars equipped with 21-inch wheels or larger may decrease to 19inch wheels.* "

(SCCA Fastrack News, Dec 2022, #33162)

#33210 Please move the Cadillac Camaro SS (ATS-V) to F-Street.

Change Appendix A listings in class B Street and F Street as follows:

Remove:

B Street

Cadillac

~~ATS-V (2016-19)~~ Add:

F Street

Cadillac

ATS-V (2016-19)

228i Gran Coupe (FWD) (2020-23)

(SCCA Fastrack News, Dec 2022, Oct 2023, #33210)

#33372 4.0L 718 Porsche Emission Control Devices

Change 13.10.C as follows:

"Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, *particulate filters* or any other ~~pollution~~ *emissions* control devices *prior to the muffler* ~~in the exhaust system~~ are not allowed and the system must be operable. "

(SCCA Fastrack News, Apr 2023, Jul 2023, #33372)

#33487 Super, A, B and C Street Class Change

Change listings in Appendix A as follows.

Super Street class (SS)

Alfa Romeo

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

Audi

~~TT RS (2012-13, 2018-20)~~

Chevrolet

~~Corvette Grand Sport (2017-19)~~

Dodge

~~Viper (2013-17)~~

Ford

~~Mustang GT500 (excluding GT500KR) (2020-22)~~

~~Mustang Mach-E (2021-22)~~

Jaguar

~~F-Type R & SVR (2018-22)~~

Nissan

~~Nissan GT-R (excluding NISMO & Track Edition, Special Edition & GTR50) (2009-22)~~

Polestar

~~Polestar 2 (2021-22)~~

Porsche

718 Boxster ~~S, GTS &~~ GTS 4.0 & Spyder (2017-22)

718 Cayman ~~S, GTS &~~ GTS 4.0 (2017-22)

911 (~~991 chassis, incl.~~ GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2012-19)

911 (991.2 chassis, incl. GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2017-19)

~~911 Turbo & 911 Turbo S (996 chassis) (2001-05)~~

Boxster Spyder (~~2011-13,~~ 2016)

~~Cayman R (2012)~~

Tesla

~~Model 3 (all) (2018-21)~~

~~Model Y (all) (2020-22)~~

A Street class (AS)

Alfa Romeo

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

Audi

TT RS (2012-13, 2018-20)

BMW

~~Z4 6 cyl (2020-22)~~

Chevrolet

Camaro ZL1 (non-1LE) (~~2012-15,~~ 2017-20)

~~Corvette Stingray (C7) (2014-19)~~

Corvette Grand Sport (2017-19)

Dodge

Viper (2013-17)

Ford

~~Mustang Shelby GT500 (2007-15)~~

Mustang GT500 (excluding GT500KR) (2020-22)

Jaguar

F-Type R & SVR (2018-22)

Nissan

Nissan GT-R (excluding NISMO & Track Edition, Special Edition & GTR50) (2009-22) Pontiac

~~Solstice GXP (Turbo) (2007-09)~~

Porsche

718 Boxster S & GTS (2017-22)

718 Cayman S & GTS (2017-22)

911 Carrera (incl. 4, S, 4S, GTS) *(997 chassis) (2005-12)*

911 Carrera, Carrera S, and GTS (991.1 chassis, excl. GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2012-2016)

911 Turbo & 911 Turbo S (996 chassis) (2001-05)

Boxster Spyder (2011-13)

Cayman R (2012)

Saturn

~~*Sky Redline (Turbo) (2007-10)*~~

Tesla

Model 3 (all) (2018-23)

Model Y (all) (2020-23)

B Street class (BS)

BMW

~~M Coupe & Roadster (2001-02)~~

~~Z4 35i &35is (2009-16)~~

~~Z4 M Coupe/Roadster (2006-08)~~

Z4 6 cyl (2020-22)

Chevrolet

Camaro ZL1 (non-1LE) (2012-15)

Corvette Stingray (C7) (2014-19)

~~Corvette (C4, all) (1984-96)~~

Ford

Mustang Shelby GT500 (2007-15)

Mustang Mach-E (2021-22)

Mercedes Benz

~~SLK32 AMG (2002-04)~~

~~SLK350 (2005-16)~~

~~SLK55 AMG (2012-16)~~

~~SLK55 AMG (2005-10)~~

Nissan

~~350Z NISMO (2004-2008)~~

~~370Z NISMO (2009-20)~~

Polestar

Polestar 2 (2021-22)

Pontiac

Solstice GXP (Turbo) (2007-09)

Porsche

~~Boxster (987, non-S) (2005-08)~~

~~Cayman (non-S) (2005-08)~~

Toyota

Supra *(6 cyl)* (2020-23)

Saturn

Sky Redline (Turbo) (2007-10)

C Street class (CS)

BMW

M Coupe & Roadster (2001-02)

Z4 35i &35is (2009-16)

Z4 M Coupe/Roadster (2006-08)

Chevrolet

Corvette (C4, all) (1984-96)

Mercedes Benz

SLK32 AMG (2002-04)

SLK350 (2005-16)

SLK55 AMG (2012-16)

SLK55 AMG (2005-10)

Nissan

350Z NISMO (2004-2008)

370Z NISMO (2009-20)

Porsche

Boxster (987.1 chassis, non-S) (2005-08)

Cayman (987.1 chassis, non-S) (2007-08)

Toyota

Supra (4 cyl) (2020-22)

(SCCA Fastrack News, Mar 2023, May 2023, Jul 2023, #33487)

#33821 Move 1999-2000 ZX2 S/R to HS

Make the following changes to Appendix A:

G Street

Ford

~~ZX2 S/R (1999-2003)~~

H Street

Ford

Escort (*incl.* ~~non~~ ZX2 S/R)

~~ZX2 (non S/R)~~

(SCCA Fastrack News, Apr 2023, Oct 2023, #33821)

#34004 Forte GT and Hyundai Elantra N Line to HS.

Change listings in Appendix A, classes G Street and H Street, as follows:

G Street

Hyundai

~~Elantra N Line (2021-23)~~

KIA

~~Forte GT (2020-23)~~

H Street

Hyundai

Elantra (incl. GT Turbo, *incl.* N-Line) (1990-23)

KIA

Forte GT (2020-23)

(SCCA Fastrack News, May 2023, Oct 2023, #34004)

#34019 Remove Language that suggests cars need to be >1000 to be classed

Change Section 13.O, second paragraph after the preamble, as follows:

"A member may request classing for any car models not specifically listed in Street Category. ~~provided that vehicle was produced in quantities of at least 1,000 in that model year.~~ *Any requests for models produced in low quantities (considered 1,000 or less in a model year) will be closely scrutinized by the SEB and may not result in a Street category classification for eligibility at National Solo events.* "

(SCCA Fastrack News, May 2023, #34019)

#34056 Front Wheel Drive BMW 228i Gran Coupe to GS

Make the following changes to Appendix A.

D Street

BMW

2 series Gran Coupe (228i *AWD* and M235i) (2020-*23*)

G Street

BMW

228i Gran Coupe (FWD) (2020-23)

(SCCA Fastrack News, May 2023, Oct 2023, #34056)

#34361 It's time to pull the plug on SSR

Change Section 13 and Appendix A to remove class SSR as shown:

Section 13:

~~**13. STREET CATEGORY**~~

~~*Classes Sports cars and other high-performance vehicles classed by performance potential.*~~

~~• *Super Street R-tire (SSR)*~~ *Appendix A:*

~~**Super Street R class (SSR)**~~

~~*This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:*~~

~~*Tires*~~

~~*Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.)*~~

~~*Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership:*~~

~~• *Kumho Ecsta W710*~~

~~*Alfa Romeo*~~

~~- 4C (2015-19)~~

~~Audi~~

~~- TT RS (2012-13)~~

~~BMW~~

~~- M2 Competition (2019-22)~~

~~- M3 CS & M4 CS (2018-20)~~

~~- M3 & M4 (F80/F82 chassis) (2015-20)~~

~~Cadillac~~

~~- XLR~~

~~Chevrolet~~

~~- Camaro SS 1LE (V8) (2017-23)~~

~~- Camaro Z28 (2014-15)~~

~~- Camaro ZL1 (2012-15, 2017-23)~~

~~- Camaro ZL1 1LE (2018-23)~~

~~- Corvette (C6, non-ZR1) (2005-13)~~

~~- Corvette Grand Sport (C7) (2017-19)~~

~~- Corvette Stingray (C8)(2020-23)~~

~~- Corvette Stingray (C7) (2014-19)~~

~~- Corvette Z06 (C5) (2001-04)~~

~~Dodge & SRT~~

~~- Viper & Viper GTS (non-ACR, non-TA) (2013-17)~~

~~- Viper (non-ACR) (2008-10)~~ ~~- Viper SRT-10 (2003-07)~~

~~- Viper GTS (1996-2005)~~

~~- Viper R/T (1992-2003)~~

~~Ford~~

~~- Mustang Boss 302 Laguna Seca (2012-13)~~

~~- Mustang Shelby GT350 & GT350R (2015-20)~~

~~- Mustang Shelby GT500(2020-23)~~

~~- Mustang Shelby GT500 (2007-15)~~

~~Jaguar~~

~~- F-Type (non-Project 7) (2014-23)~~

~~Lotus~~

~~- Elise (non-SC) (2005-11) (see Appendix F)~~

~~- Evora S (2011-14)~~

~~- Exige (non-S) (2006)~~

~~Mercedes-Benz~~

~~- AMG (NOC)~~

~~Porsche~~

~~- 718 (all) (2017-19)~~

~~- 718 Spyder (2020-2023)~~

~~- 911 (991 chassis; non-R, nonTurbo, non-Turbo S, non-GT2, non-GT3) (2012-19)~~

~~- 911 (997 chassis)~~

~~- 911 GT3 (997 chassis, non-RS)~~

~~- 911 GT3 (996 chassis)~~

~~- 911 Turbo (930 chassis) (1974-89)~~

~~- Boxster (all, incl. Spyder) (1998-2016)~~

~~- Cayman & Boxster 718 GTS &~~

~~- GTS 4.0 (2020-23)~~

~~- Cayman GT4 (non-RS)(2020-23)~~

~~- Cayman (all, incl. R; excl. Clubsport) (2006-16)~~

~~Tesla Motors~~

~~- Roadster (all) (2008-13)~~

~~Toyota~~

~~- Supra 6cyl (2020-23)~~

(SCCA Fastrack News, Jul 2023, Oct 2023, #34361)

Street Touring Category

#33201 Request to re-class 2018 Ford Focus to STU

In Appendix A, remove from class SST and add to class STU as follows:

SST:

Ford

~~- Focus RS (2018)~~ STU:

FORD

Focus RS (2016-*18* ~~17~~)

(SCCA Fastrack News, Feb 2023, Nov 2023, #33201)

#33461 S2000 to STR

In Appendix A, remove from class SST and add to class STR as follows:

SST

~~- HONDA~~

~~S2000~~

STR

HONDA

S2000

(SCCA Fastrack News, Mar 2023, #33461)

#34014 Engine Build Rules for ST

Add new subsection 14.10.R as follows:

"*14.10.R. Engines may be re-bored up to a maximum overbore of 0.020" (0.508 mm). Sleeving is allowed to repair to the standard bore. Only OE-type pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed. Employing standard overbore increments is highly recommended within the limit of the overbore limit above, consistent with the availability of OE-type parts.* "

Comment: Per the STAC, this change is intended to permit slightly greater latitude in engine building parameters for Street Touring cars, especially those who do not enjoy adequate manufacturer support for replacement parts consistent with the requirements of the factory service manual. It is not intended to allow so much available overbore as to make that a mandatory modification for a competitive build.

(SCCA Fastrack News, May 2023, Nov 2023, #34014)

Street Prepared Category

#33904 Update Lotus Elise/Exige listings

Update the Lotus classing in SSP:

	SSP
Lotus	
~~Elise, Exige, & Exige S (2005-11)~~	
Elise & Exige All (2005-2011)	

Note: the purpose of this change is to ensure that the listing covers all applicable Elise and Exige variants for the indicated model years.

(SCCA Fastrack News, Jul 2023, Nov 2023, #33904)

Prepared Category

#34249 Brake rotors

Change 17.6.B as follows:

"17.6.B Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited~~.~~*, unless the entire brake system, excluding pads or shoes, is original equipment to the vehicle.* "

Comment: This proposal would allow many newer cars that have factory carbon components to use the factory parts and have a place in the Prepared category. The PAC still recognizes that carbon brakes are cost prohibitive.

(SCCA Fastrack News, Jun 2023, Dec 2023, #34249)

#34253 Coolant rule simplification

In 17.10.O remove subsection 5 as follows:

"~~5. The direction of water flow through the engine shall not be changed from that which was original for the engine unless authorized in Appendix A.~~

~~6.~~ *5.* Electrically driven water pumps are allowed. Alternate mechanical water pumps are not required to be of the same configuration as the original. Electric water pumps may be relocated."

Comment: The PAC believes coolant flow direction provides negligible performance benefit in a well designed cooling system.

(SCCA Fastrack News, Jun 2023, Dec 2023, #34253)

#34254 Line Item the Porsche 911, Boxster, and Cayman

In Appendix A, clarify and add listings as follows:

FP:

Porsche:

911 (~~3.6L & under,~~ non-turbo)Alternate cylinder heads: twin spark plug (*1964-1989*)

964 (non-turbo) (1989-1994)

993 (non-turbo, non GT variants)(1995-1998)

996 (non-turbo, non GT variants)(1999-2004)

997 (non-turbo, non GT variants)(2005-2012)

991.1 (base, and S models only)(2012-2015)

914-6 (2.0L)

924 Turbo 924S (1986-88) & 944 (non-turbo, all) (1982-91) Alt. cyl. head (2.5L only): #933.104.302.50 w/36 mm ex. valves 944 Turbo (1985-91)

968 (1992-95)

Boxster ~~& Cayman~~ (986 ~~& 987~~) (1996 ~~2012~~ *2004*)

Boxster & Cayman (987) (2005-2012)

Boxster & Cayman (981) (2013-2016)

718 Boxster & Cayman (982) (base and S models only) (2017-2023)

Comment: this adds several Porsche models on a line item basis to F Prepared, and clarifies the current 911 designations.

(SCCA Fastrack News, Jul 2023, Dec 2023, #34254)

Kart Category

#32778 Kart Tire Access

Change 19.2.B.2 as shown: "19.2 KART

MODIFIED (KM) B. WHEELS AND

TIRES:

1. Wheels: Maximum diameter: 6.0" (as indicated on tire).
2. Tires:

a. Dimensions (as indicated on tire): • Diameter, minimum: .....9.0"

- Diameter, maximum: .....12.5"
- Width, front maximum:..... 5.5"
- Width, rear maximum: .....7.1"

b. Brand and compound: Tire brand and compound are open.

c. *Tires must be generally available through a US reseller in the year which they compete. Rain/wet tires are exempt.*

EXCEPTION: The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:

• No tire models are currently listed“

(SCCA Fastrack News, Apr 2023, Dec 2023, #32778)

#33441 ROK shifter additional technical regulations

Change 19.2.D.4 as follows:

“19.2.D.4

a. Vortex ROK Shifter engine package only. Must meet all specifications of the most current Shifter ROK Identification Sheet document, as provided by Vortex. All engine parts and accessories must be as originally supplied by Vortex and must not be modified.

• Weight adjustment: .....+5 lbs.

b. Shift mechanism:

1. Gearbox must be entirely manually operated.
2. Ignition interrupt systems are not allowed.

c. Clutch: Must be cable actuated with manual operation.

d. Cooling: An electric water pump may be added.

e. *Ignition:*

1. Base Timing: (1.5mm BTDC) +/-1 mm.

2. Spark Plug:

a. Must be NGK B/BR EG, heat range is unrestricted.

b. Changing of the plug gap is the only allowed modification.

c. Spark plug washer or head temperature gauge sender must be used.

d. Spark Plug Cap must be unmodified. “

(SCCA Fastrack News, Apr 2023, Dec 2023, #33441)

#34210 ROK optional air filters

Change the ROK air filter allowance by adding the following subsection to 19.2.D.4:

“*e. Inlet Silencer: Addition of a filter is allowed so long as the inlet silencer housing remains as specified in the ROK identification sheet.* “

Comment: This would allow greater reliability in autocross events, which typically have significantly more gravel and small rocks vs a kart track.

(SCCA Fastrack News, Jun 2023, Oct 2023, #34210)

Modified Category

#32934 P2 GCR reference

In Appendix A, Modified class B (BM), update the E.2 aero weight adjustment:

E.2: "Cars with underbody features built in excess of *current GCR* P2 *category* aerodynamic allowances ~~(2015 GCR Section 9.1.8.D and 9.1.8.E)~~ must meet a weight penalty of 50 lbs. and must be constructed within the following limitations:"

(SCCA Fastrack News, Jan 2023, Jun 2023, #32934)

#33120 Legend and Dwarf minimum weight

Reduce the minimum weight for Legend and Dwarf vehicles in class F Modified via the following change:

In Appendix A: Modified class F (FM), subsection B. Dwarf Cars®, 600 Racing Inc Legends Cars®, and Baby Grand Cars®, after "1. Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:" change the listed weight as follows:

"j. Minimum weight with driver (lbs.): .....~~1250~~ *1150*"

(SCCA Fastrack News, Nov 2022, Mar 2023, #33120)

#33122 F-500 changes

Decrease the minimum weight for motorcycle powered FMod vehicles via the following change:

In Appendix A: Modified class F (FM), after "A. Club Racing GCR-compliant Formula 500 (F5) with the following exceptions (listed weights are with driver)" change the listed weight in subsection 4 as follows:

4. Minimum weights with driver (lbs.):

"• 600 cc motorcycle engine .....~~875~~ *850*"

(SCCA Fastrack News, Nov 2022, Mar 2023, #33122)

#33569 Rotary engine porting restrictions

Change engine preparation restrictions for the 13B rotary engine as follows:

Remove 3rd and 4th sentences of Appendix A, Modified Class D, subsection A.4, and add new wording as follows:

"4. On 12A *and 13B 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 streetporting. No bridge-porting, J-Porting, or peripheral-porting.~~"

Comment: This proposed rule change will extend the allowance for bridge-porting which is currently legal for 12A engines to 13B engines.

(SCCA Fastrack News, Jun 2023, Dec 2023, #33569)

Event Operations

#35146 Update section 4.9 of the rules

Change the Conflict of Interest wording as follows:

"4.9 CONFLICT OF INTEREST No person may compete who has pre-run through ~~all or any part of~~ the course, *as set for the event*, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid traveling at normal walking speed to accomplish the requirements of Section 6.3. All event officials, whether competing in the event or not, must use caution to avoid individual conflict of interest situations during the event."

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(SCCA Fastrack News, Dec 2023, #35146)

#35246 Update Solo Safety Committee Parameters

Change the first sentence of section I.5.1 as follows:

"I.5.1 Membership

The Solo Safety Committee (SSC) will consist of *no less than* six SCCA members plus a Chair, appointed annually by the Solo Events Board (SEB), subject to the approval of the SCCA Board of Directors."

(SCCA Fastrack News, Dec 2023, #35246)

"D"

Motion to approve rule changes recommended by the RXB as presented.

Motion - Dale Shoemaker

Second - Charlie Davis

RXB Recommendations for changes to the 2024 SCCA Rallycross Rules

3.3.C.4.d Driver restraints and roll bar or cage may be added. Modification of interior components to the minimum extent necessary for the proper installation of driver restraints is permitted. *In addition:*
1. If a roll bar meeting SCCA Time Trial Safety Level 2 Standards is installed, carpet and trim from behind the driver, convertible soft tops, and rear seats may be removed.
2. If a roll cage meeting SCCA Time Trial Safety Level 3 Standards is installed, a five (5)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs. The harness(es) shall be securely attached to the frame or roll cage of the vehicle in accordance with the restraint manufacturer's recommendations. In addition, all carpet and trim, convertible soft tops, and rear seats may be removed. The dash must remain in place.

- *3.3.C.12*

Any wheel may be replaced with unmodified OEM or unmodified mass production aftermarket replacement unit provided it complies with the following:
~~a. Wheel diameter may be increased or decreased one inch (1") from the OEM wheel;~~
a. *OEM wheels of diameter greater than 16" may be replaced with wheels of diameter at least 16";*

b. *OEM wheel diameters of 16" or less may be replaced with wheels of diameter of +1"/1" of the OEM wheel diameter;*

~~b.~~ *c.* Wheel width may be increased or decreased ~~one-half inch (0.5")~~ one inch (1") from the OEM wheel;

~~c.~~ *d.* Wheel offset (backspace) must be within 0.394" (10mm) of the OEM wheel offset. Wheel spacers are considered part of the wheel;

~~d.~~ *e.* Extended length wheel studs/bolts are allowed. Wheel bolts may be replaced with wheel studs and lug nuts.

3.3.C.4.a "Examples of non-allowed modifications that provide a performance advantage include ~~larger radiators to reduce engine temperatures~~,..."

3.3.C.4.f Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

1. *Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.*
2. *Radiator must mount to OE radiator mounts.*
3. *Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage). In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.*

3.3.C.4.g Half shafts, axles, and drive shafts may be replaced with an aftermarket component that has mass greater than OE equipment.

3.3.C.4.h Non-metallic fender/wheel well liners may be modified or removed. Ground--facing non-metallic shields beneath the engine compartment may be modified or removed, provided they are forward of the passenger compartment and not integrally molded to the front bumper or valance.

3.3.C.4.i Any front lip, splitter, pop-out bumper insert/panel or rear spoiler, wing, diffuser, may be removed or replaced by a unit that is of a similar material and design as elements offered by the OEM for the same generation of the chassis.

3.3.C.22 A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used if the vehicle is equipped with a roll bar built to current SCCA Time Trials Level 2 or 3, or a roll cage built to current SCCA Improved Touring specifications or better.

~~3.3.D.21 Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:~~

~~a. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.~~

~~b. Radiator must mount to OE radiator mounts.~~

~~c. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage). In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.~~

~~3.3.D.24 Non-metallic fender/wheel well liners may be modified or removed. Ground--facing non-metallic shields beneath the engine compartment may be modified or removed, provided they are forward of the passenger compartment and not integrally molded to the front bumper or valance.~~

3.3.D.25 - Vehicle roof must be present and retain OEM strength.

a. Sunroofs may be deleted from vehicles with metal roof structures. The resulting open area must be covered with sheet metal of the same material as the rest of the roof. (i.e. steel with steel, Al with Al)

b. Replacement roof skin must be made of mild steel with minimum thickness
18 gauge or aluminum with minimum thickness: 0.063".

c. Roof vent kit(s) may be installed.

d. Interior headliners may be removed.

"E"

Motion to approve the attached GCR changes as presented with the exception of the proposed change to section 9.1.3.C.9.d permitting Lexan windshields in ITA which has been returned to the CRB for clarification.

Motion - Peter Jankovskis

Second - Dayle Frame

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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.crbscca.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 2023

B-Spec

1. #34852 (Luke Russell) Shift Knobs - Aftermarket

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

"*49. Aftermarket shift knobs are allowed and shift levers mat be bent or extended, however the shift linkage must remain stock and may not be modified in any way.*"

C-Spec

1. #34910 (James Rogerson) #34460, Is this a rule for BSpec or CSpec?

In GCR, Section 9.1.10.E.36, change as follows:

"Suspension: ~~B-Spec competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. C-Spec competitors may use the OEM Suspension, the specific suspension kit approved on the spec line or TBD.~~ Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. ~~Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. For B-Spec the maximum spring rate is 500# front and rear, for C-Spec the maximum spring rate is 600 pounds front and 800 pounds rear.~~ Helper springs made of thin flat wire that are designed to take up the gap between the main spring and shock/strut at full travel are allowed. Tender springs are not allowed. Springs are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Sway bars may be disconnected and removed.

B-Spec competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. For B-Spec the maximum spring rate is 500# front and rear.

C-Spec competitors may use the OEM Suspension, or the specific suspension kit approved on the spec line. For C-Spec the maximum spring rate is 600 pounds front and 800 pounds rear."

NOVEMBER 2023

FF

1. #34595 (Formula/Sports Racing Committee) Cockpit Safety Barrier Request

In Roll Cages for Formula Cars and Sports Racing Cars, GCR section 9.4.5, add a new section as follows:

"*H. Cockpit Safety Barriers (CSBs) Any cage or device shaped as a wishbone or otherwise that is affixed to the Main Hoop and a low Front Hoop must comply with FIA Standard 8869-2018 (Technical List n62) and must be affixed only to chassis/tubs that have been certified by the FIA for installation of such devices. CSBs that are not FIA-approved may be considered by SCCA's Technical Department on a case-by-case basis following development and adoption of crashworthiness standards.*"

ITA

1. #33039 (Nicholas Boyeas) Request for Lexan Windows

In GCR, Section 9.1.3.C.9.d., add the following:

"*Lexan front windshield permitted with 20# weight adder. Lexan rear window permitted with 20# weight adder. Lexan side window permitted with 5# weight adder.* Windshield clips and rear window straps per the GCR Section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended."

SMX

1. #35107 (Club Racing Board) Ruleset for GCR In GCR, create ruleset for SMX: ***To

be released as Race Memo***

OCTOBER 2023 – NONE

SEPTEMBER 2023 – APPROVED

B-Spec

1. #34325 (Kevin Stuckey) Consideration of Allowing Alternative Batteries

In B-Spec and C-Spec Categories, GCR section 9.1.10.E.16, change as follows:

"Batteries may be replaced with those of alternate manufacture provided they are of ~~similar amp hour (Ah) capacity and weight~~*lead acid chemistry, weigh at least 6 lbs., and are sized to be able to start the car.* Battery must remain in stock location. Additional hold-down brackets are allowed."

C-Spec

1. #34460 (Kent Carter) Suspension Proposal

In GCR, Section 9.1.10.36. add for the following:

"Suspension: B-Spec competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. C-Spec competitors may use the OEM Suspension, the specific suspension kit approved on the spec line ~~or TBD~~, *or the Red Shift BC Competition Coilover Kit for that make and model. These kits are single adjustable, track-valved, and will be serialized, sealed and tamper proofed.* Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line."

GCR

1. #34839 (Club Racing Board) Appendix F. Technical Glossary, SIR testing procedure In Appendix F. Technical Glossary, SIR testing procedure, add the following:

"*(Effective 9/1/2023)* The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR*; other procedures may be used to determine if an unauthorized means is being used to stall the vehicle or to allow air to bypass the SIR*."

P1

1. #34680 (Club Racing Board) Prohibit artificial means of stalling engine during SIR test

In P1, GCR section 9.1.8.B.J, add a new section and renumber the following sections accordingly:
"*(Effective 9/1/2023) 4. The use of an ECU map, a computer program, or any other artificial means to*

stall an engine at any time during the SIR testing procedure in Appendix F. Technical Glossary (Restrictor, Intake) is prohibited."

STU

1. #34734 (Super Touring Committee) H Pattern Dog Box Clarification

In GCR, Section 9.1.4.1.C.2., add the following:

"*(Effective 1/1/2024) Cars equipped with Alternate H-Pattern Transmission w/non-stock type syncros (dog-ring) will increase the required minimum weight by 1.25%.*"

AUGUST 2023 – APPROVED

GCR

1. #34289 (SCCA Staff) Section 9 C-Spec addition

In GCR, Table of Contents, rename 9.1.10 as follows:

"9.1.10 B-SPEC *and C-SPEC* CATEGORY CLASSES

B-Spec (B-Spec)

C-Spec (C-Spec) Regional Class

9.1.10 continues in the B-SPEC *and C-Spec* Category Rule"

In GCR, Section 9.3.8., change as follows:

"Battery location is unrestricted within the bodywork (except Spec Miata, Touring 2-4, B-Spec, *C-Spec*, and Improved"

In GCR, Section 9.3.10., change as follows:

"Shall be pedal-operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited. ABS or Anti-lock braking systems are not allowed except in Touring, B-Spec, *C-Spec,* GT1ST"

In GCR, Section 9.3.26., change as follows:

"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, B-Spec, *C-Spec,* Spec Miata,"

In GCR, Section 9.3.34., change as follows:

"All cars, except Touring, ~~and~~ B-Spec, *and C-Spec,* shall be equipped with a master switch"

In GCR, Section 9.3.34.D., change as follows:

"Cars using a lithium-ion battery must display the green and black Lithium Battery decal near the kill switch. Cars without a kill switch (Touring, ~~and~~ B-Spec, *and C-Spec*)"

In GCR, Section 9.3.40., change as follows:

"The installation of scatter shields or explosion-proof bell housings shall be required on all cars (except Spec Miata, Touring, BSpec, *C-Spec,* and Improved Touring)"

In GCR, Section 9.3.45., change as follows:

"In the Improved Touring, Super Touring, American Sedan, Spec Miata, B-Spec, *C-Spec,* and Touring categories"

In GCR, Section 9.3.55., change as follows:

"Polycarbonate windshields such as Lexan are allowed except in Improved Touring, American Sedan, B-Spec, *C-Spec,* Spec Miata, T2, T3 and T4. Alternate windshields must be of 6mm minimum thickness."

"Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, B-Spec, *C-Spec,* Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional."

In GCR, Section 9.4.C.1.c., change as follows:

"All open cars with a high front hoop and all closed cars except those competing in the T4, Improved Touring, Spec Miata, ~~and~~ BSpec, *and C-Spec* classes must incorporate"

In GCR, Section 9.4.C.2., change as follows:

"One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Spec Miata, Touring, ~~and~~ B-Spec *and C-Spec.*"

In GCR, Section 9.4.C.3., change as follows:

"Cars competing in Improved Touring, Spec Miata, Touring, ~~and~~ B-Spec *and C-Spec* may extend one"

In GCR, Section 9.4.D.1, change as follows:

"Improved Touring, Spec Miata, B-Spec, *C-Spec,* T2, T3 and T4 classes"

In GCR, Section 9.4.C.3., change as follows:

"Cars competing in Improved Touring, Spec Miata, Touring, ~~and~~ B-Spec *and C-Spec* may extend one tube"

In GCR, Section 9.4.D.4.a., change as follows:

"Two side tubes connecting the front and main hoops across both door openings are mandatory. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another (see 9.4.E.3). NASCAR-style side protection or one bar bisecting another to form an “X” is permitted. Door side tubes may extend into the front door. In Improved Touring, Spec Miata, Touring, ~~and~~ B-Spec, *and C-Spec* the door window glass"

In GCR, Section 9.4.D.4.d., change as follows: "Cars competing in Improved Touring, Spec Miata, T4, ~~and~~ B-Spec, *and C-Spec* may extend one tube per side"

General

1. #34664 (SCCA Staff) Begin Implementation of Flagtronics Electronic Flagging System

"*9.3.30. – In-Car Flagging System"*

1. All cars competing in the SCCA Runoffs (beginning in 2024) must have a functioning Flagtronics FT200 unit that provides visual notification of changing course conditions to the driver while on track at all times. Driver notification can be via the FT200 display or through the car's dash via FT200 CAN Bus connection. The unique ID number of the Flagtronics unit shall be provided to the SCCA during the event registration process or as defined by the event supplemental regulations.

2. Use of Flagtronics may be required at select U.S. Majors Tour events, or available as an option to participants, as per the event supplemental regulations.

3. SCCA may access any data recorded by the unit."

JULY 2023 – APPROVED

SR General

1. #34334 (Club Racing Board) PE Category Rules

In Sports Racing Category, GCR section 9.1.8, add the following rule set for Prototype Electric (PE) as section 9.1.8.H:

Prototype Electric (PE) is a sports racing class that will be inclusive of converted existing race cars and new purpose designed cars that have been built using Electric Vehicle power technology and fit within these rules. Homologation may be required. Refer to section 9.2.2. for details. Some technologies are prohibited due to cost, safety, availability, and complexity. As these prohibited technologies individual status changes, they may be approved to aid in keeping the class current and attractive.

All vehicles must meet the requirements of the Supplemental Common Rules for Electric Vehicles (SCREV) as well as the details listed in this section.

It is not the intent of these rules to freeze the class in time but rather to encourage orderly and progressive change to keep the class current.

A. DATA COLLECTION

All PE Sports Racing Cars must have the AIM part #X47KPF-SOLO2R0 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board - it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. In addition, the mount must not be on wings, and/or wing end plates and where possible should be in the cockpit. Sufficient space should be left between the mounting plate and the surface to which it is attached to

permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the placement of data boxes on cars on pre-grid by SCCA assigned personnel and the collection of the box when the car exits the racetrack. Contact AIM and their distributors for direct purchase.

Data collection may be utilized to verify the Peak Power rating of the motor(s).

B. PE RULES RESTRICTIONS

The following technology/materials have been restricted due to the current economic viability, if these technologies should become mainstream and cost effective, then these rules should be updated to remove the restriction.

1. Alternate brake rotor materials(i.e., nonferrous).
2. Monoblock brake calipers.
3. Metal matrix calipers.
4. Carbon Fiber Springs.
5. Front and rear motors (AWD), or In-Wheel motors, with torque vectoring.

C. SAFETY EQUIPMENT Shall comply with GCR Section in addition:

1. Exposed glass headlight lenses and bulbs on the front of the car are prohibited.
2. Brake lights are not required.

D. CHASSIS

Must meet all requirements of GCR section 9, Cars and Equipment, except as permitted in the P2 rules.

1. Allow for any form of chassis construction; tube frame and aluminum or steel monocoque chassis construction allowed, chassis fully composed of composite structural materials permitted.
2. Anti-intrusion panels allowed anywhere on the sides of the chassis. Materials and attachment are unrestricted.
3. Cars may be either single seat or two seat cars.

E. BODYWORK

Bodywork shall provide comfort and safety for a driver and passenger or for a driver only. All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements. It is the intent of these rules to control the use of “ground effects” to achieve aerodynamic downforce on the vehicle.

1. The bodywork as viewed from the front, sides and above shall cover all mechanical components tow hooks, jack points, radiators and mechanical components passing through ducts may be exposed. Wheels and tires may be exposed when viewed from the side. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one third (1/3) of tire circumference. Rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender.

a. Ventilation slots, louvers or exit ducts for extraction of the air from the top of the fenders are allowed. The tires shall not be seen as viewed from above, except through ventilation slots, louvers or exit ducts provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above.

b. All forward facing openings must be connected to duct(s) connected to heat exchangers or brake cooling ducts. All air entering a duct must pass through heat exchangers or be used to cool motors, batteries, brakes and must not be used to generate aerodynamic downforce or any other purpose.

c. Ducts allowing air into the motor compartment are allowed, may be forward facing, and must not be used to generate aerodynamic downforce or any other purpose.

2. Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.25 in) above the ground with the car in normal racing trim, driver aboard. The motor cooling intake shall not provide an aerodynamic downforce. Fairing of the safety roll bar is permitted.

3. Width: The maximum width as viewed from above shall not exceed 200cm (78.74 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires. All cars shall be at least 63 inches wide measured between planes parallel to a line tangent to the outer most face of the front and rear wheels or tires whichever is greater, unless otherwise specified.

4. Length: The maximum overall length shall be 485.3 cm (191 inches).

5. Overhangs: Front plus rear overhangs including wings, wing mounts, wing end plates, and splitters (tow hooks and jack plates are excluded provided they serve no other purpose) must not exceed 80% of the wheelbase. The difference between the front and rear overhangs must not exceed 15% of the wheelbase.

6. The outermostsurface ofside pods between the front and rear wheel openings must have a minimum height equal to the height of front axle centerline.

7. Cockpit:

a. The driver'sseatshall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars which are specifically allowed by the SCCA).

b. The cockpit opening shall comply with the following minimum dimensions for both single and two seat sports racers: Cockpit length: 60cm (23.662 inches) cockpit width 45cm (17.717 inches) maintained over 30cm (11.811 inches). The minimum rectangular opening may be measured anywhere forward of the main roll hoop. Forward-facing roll bar and roll cage bracing and padding, as well as lateral support and/or intrusion bars are not considered part of the dimensions above.

c. Seats shall be firmly attached in the car but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car.

8. Visibility: Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide the driver with visibility to the rear of both sides of the car.

9. Windscreens are optional.

F. AERODYNAMICS:

It is the intent of these rules to minimize the use of “ground effects” to achieve aerodynamic downforce on the vehicle. For this purpose, the “Control Area” is defined as the lower surfaces of the body and chassis that are licked by the airstream. This “Control Area” is located within the plan view rectangular area defined by the rear edge of the front tires and the front edge of the rear tires and the entire width car’s lower surface facing the ground.

The entrant shall designate a flat rectangular reference area with minimum dimensions of 30cm by 60 cm. This reference area is located on the underside of the car (the surface licked by the air stream) between the rear of the front tire and the front of the rear tire. The center of the reference area must be no more than 75mm from the longitudinal centerline of the vehicle. No point or surface on the “Control Area” (as defined above) shall be more than 25.4mm above or below the plane determined by the above defined reference area designated by the entrant and on a line perpendicular to that reference plane. The total distance between the lowest and the highest point on the defined underside of the car shall also not exceed a maximum of 12.7mm, except as specifically permitted herein. Compliance with these requirements shall be accomplished by placing a straight edge on the reference surface designated by the entrant and verifying that the requirements are met. A maximum of eight (8) rub blocks of maximum dimension 75mm width by 125mm length are allowed anywhere on the lower surface of the chassis and may extend below the reference plane. Fasteners such as bolt heads and rivets shall not be considered parts of the reference area or the “Control Area”. Use of fasteners to circumvent this rule is not allowed. This rule is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.

1. A rear diffuser is permitted beginning behind the front edge of the rear tires. The diffuser may be divided internally into multiple sections. The width of the diffuser, as measured inside the diffuser sides, shall not exceed the width between the rear tires in any lateral section of the diffuser. Strakes within the diffuser are allowed.

2. A rear wing of any shape or chord length is permitted. As viewed from the side, the wing and all attached elements (Gurney flaps or any other aerodynamic attachments) must, along its full length and at any individual measurement point, be fully contained by a rectangle measuring 6 inches by 13 inches. This measurement is to be made approximately parallel to the centerline of the chassis; the measurement rectangle is not required to be parallel to the ground. Wing support posts that serve no other purpose shall be exempt from this measurement.

Note: If a square or rectangular measurement fixture is used to determine compliance of wing or end plate size, the fixture must be flat, and the material thickness must not exceed 0.060 inches.

The maximum width of a wing shall not be wider than the maximum width specified for the body in D.3 above. A wing may be positioned anywhere behind the main roll hoop. The wing and end plates are to be measured as raced. Wing end plates may not be attached to the bodywork. Anything attached to or through a wing end plate is considered part of the end plate and thus must meet applicable dimensions.

3. Wings may be end plate mounted or post mounted.

4. End plates size is unrestricted except that they must be flat with 25.4mm (1 inch)

5. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion.

G. WHEELS AND TIRES Wheels shall have a minimum diameter of 10 inches. Left and right front tires will be the same size; left and right rear tires will be the same size.

H. BRAKES

1. Cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels.

2. Brake calipers may be ferrous or aluminum alloy. A maximum of 4 pistons per caliper. Brake rotors must be ferrous materials, no other materials allowed.

3. Anti-lock braking systems are prohibited.

4. Regenerative braking may be utilized.

I. SUSPENSION All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, bell cranks, pivot blocks, and bushes. Front and rear hub carrier and chain carrier material shall be steel, or aluminum alloy or magnesium. Titanium is prohibited.

1. Shock component parts of aluminum are permitted.

2. Springs: Ferrous material only.

3. Steering unrestricted.

4. Anti-roll bar linkages unrestricted.

J. TRANSMISSIONS

1. Cars may use any manual, automatic or CVT gearbox up to 6 speeds. Direct drive of the wheels without an intervening gearbox is permitted.

2. Cars utilizing OEM drive units may separate the motor from the transmission. A separate transmission, or chain drive system with mechanical differential, may be used.

3. Internal gears in OEM drive units may be replaced with gears of a different ratio.

4. Cars must be able to be driven in reverse. Reverse may be accomplished through use of a reverse gear in the gearbox or through motor controller settings

5. Shift operation: all gear or motor controller changes must be initiated and completed by the driver

6. Differentials are permitted and are unrestricted with the following exceptions: Electronically adjustable differentials are not allowed, and manual adjustments are not allowed while the car is in motion

7. Utilizing computer control to activate individual brakes to provide a differential action, or torque vectoring, is prohibited

8. Power shall not be applied to more than 2 wheels.

K. BATTERIES

1. As specified in the SCREV, the RESS/Battery Pack(s) must reside within the vehicle roll structure. The vehicle side pod area may be utilized for battery pack mounting if a protective tube structure attached to the main chassis is added. The structure must protect the battery packs against damage caused by side impact and vehicle roll-over. The structure should be braced/triangulated to the main chassis. NASCAR style side impact bars, or one bar intersecting another to form an X is permitted. Tubing diameter is as required in the primary roll structure according to the vehicle weight.

2. RESS/Battery Pack mounting and cover requirements are as outlined in section 4 of the SCREV.

3. Battery construction details, Battery Management System, and Isolation Monitoring requirements are as outlined in Section 4 of the SCREV.

4. Maximum battery pack voltage is 420V. Maximum pack voltage is defined as the number of cells/modules in series x Manufacturer’s maximum cell voltage.

5. Vehicles must utilize the same battery pack for Qualifying and Race. It is prohibited to swap battery packs with different capacities/weights during a race weekend.

6. Battery capacity is free.

L. MOTORS

1. Motors/Inverters may be utilized from:

a. Production based Electric Motorcycles

b. Production based Electric Vehicles

c. Aftermarket sources provided they are commercially available, and specifications and retail pricing are available online.

2. Motors and inverters must not be modified in any way except as noted below.

a. Production based inverter controller firmware may be updated/backdated with any OEM offering as long as it is not modified. CAN based supervisory controllers are permitted but shall not alter the torque/power curve.

b. Production based motors must utilize the stock inverter.

c. Internal dimensions and materials of the motors shall be stock.

d. Bolt-on covers and mounts external to the motors may be modified or replaced. Mounting for a support bearing and drive flanges may be added if separating an OEM motor from its transmission. e. Cooling systems are free.

f. Internal motor machining of any kind is not allowed, i.e., machining of the armatures and other internal components is not allowed.

g. Motors rebuilds such as new bearing or other internal component must meet specifications in the factory service manual; no geometry changes are permitted

h. A maximum of two motors may be utilized. Motors may be mechanically stacked together as long as the total peak power does not exceed the allowable power specified in the PE Motor/Vehicle Weight table.

i. Dual motors independently driving two wheels is not permitted.

j. Traction control is not allowed.

k. Motors may drive either the front or rear wheels, but not both.

l. Hybrid operation is not permitted. No combustion motors may be utilized for any purpose.

m. Peak power ratings for OEM Production motors will come from manufacturer's published data. Peak power ratings for aftermarket motors will come from Manufacturer's published data sheets, or the Manufacturer's published torque/power curves for the given Battery Pack voltage.

3. TECHNICAL DOCUMENTATION

The competitor must have available for inspection a complete documentation package that has as a minimum the following:

a. Motor peak power documentation

b. Motor data sheets (if aftermarket)

c. Complete vehicle wiring diagram (high and low voltage)

d. Battery cell/module data sheets (if non-OEM Battery Pack)

e. Photographs of RESS/Battery Pack with all covers off showing construction details(if non-OEM Battery Pack).

f. Battery Management System manual and data sheet

g. Isolation Monitoring System (if different that Battery Management System) manual and data sheet h. Main contactor data sheet

i. Main fuse data sheet

j. HV cabling data sheet

k. Onboard, or offboard, charger documentation (if AC charger is used).

l. Emergency Services Guide that shows as a minimum: The location of all HV components and wiring, Service Disconnects, Tractive System kill switches, Any "no-cut", "no-jack" zones for the vehicle.

M. PE MOTOR/WEIGHT TABLE

Spec Line	Motor Series	Total Power (kW)	Minimum Vehicle Weight (lbs.)	Notes
A.1	Production Motorcycle Motors	165	1300	Dual Zero Motorcycle Cypher III Motors mechanically coupled together or similar

A.2	Production EV Drive Unit	220	1500	2017 – Present Tesla Model 3 drive unit rated at 208kW or similar
A.3	Aftermarket, Commercially available	220	1600	Cascadia Motion iM-225 (HVH250 with CM200DX Inverter) or similar

June 2023 – APPROVED

1. #34168 (Club Racing Board) GCR section 1.2.3.D In Interpreting and Applying the GCR, GCR section 1.2.3, change as follows:

"D. *(Effective 06-01-2023)* The interpretation and application of the GCR by SCCA officials is final and binding. To promote the sport of automobile competition; to achieve prompt finality in competition results; and to recognize the numerous benefits to them, all members expressly agree that:

1. The *CRB determines the* intent of a ~~specific~~ rule. *The CRB's determination* ~~will~~ override*s* a ~~participant~~*member's* interpretation of a rule. ~~The intent of a rule will be determined by the CRB. If any rule is unclear to the participant, the participant is advised to obtain written approval by submitting a compliance review request under GCR section 8.1.4 prior to making any modification.~~

2. *If a member believes a rule is unclear, the member may seek clarification from the CRB before the start of an event through www.clubracingboard.com.*

3. Determination of the intent of a rule during an event is limited to those situations in which either the SOM or the Court of Appeals concludes that a rule is unclear or ambiguous as written.

4. *If a rule is unclear to SCCA staff or officials, they may seek clarification from the CRB at any time through www.clubracingboard.com or by other means.*

   a. The CRB will not unilaterally engage in an appeal, overturn an appeal, or override a steward's action during an event.

   b. The Court of Appeals or stewards will use the CRB's clarifications in rendering decisions.

2.*5.* SCCA officials' determinations are non-litigable;*.*

~~3.~~*a.* ~~They~~*Members* will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to *enjoin,* reverse, or modify such determinations, or seek to recover damages or other relief allegedly incurred or required as a result of such determination*s*~~; and~~*.*

~~4.~~*b.* Any member who initiates or maintains litigation *in* ~~violating~~*violation* of this provision agrees to ~~reimburse~~ *indemnify and hold harmless* SCCA*, its employees, agents, and members* for all costs ~~of litigation~~*, losses, damages, injuries, judgments, awards,* including travel expenses*,* and attorneys' fees *incurred or sustained as a result thereof.*"

2. #34169 (Club Racing Board) GCR section 8.1.4

In Types of Judicial Actions, GCR section 8.1.4, change as follows:

"*(Effective 06-01-2023)* 8.1.4. Compliance Review*/Rule Clarifications*

~~A m~~*M*ember*s* may request a determination ~~on~~*of* the compliance of their vehicle or its components by submitting a Compliance Request Form to the Road Racing Department*,* at which time a letter will be entered into the CRB letter log system. ~~Formal rule clarifications may be submitted to the Club Racing Board at www.clubracingboard.com.~~ A. The ~~Staff~~*Road Racing Department* will review the request and must consult with the CRB and other appropriate experts *regarding the same*.

B. The Road Racing Department will schedule *an* in-person inspection of the vehicle or component*(*s) by a class expert. The expert will *then* submit a written opinion ~~back~~ to the Road Racing *Department* and the CRB.

C. The Road Racing Department and the CRB will review the expert's opinion. ~~If required, the CRB may initiate a clarification of the applicable rule(s). Road Racing will then submit a written ruling to the applicant.~~

D. *If required, the CRB may clarify the applicable rule(s).*

E. *The Road Racing Department will then submit a written ruling to the requesting member.*

~~D~~*.F.* A fee will be determined and paid in advance of the inspection. A portion of the fee may be refunded at the discretion of SCCA.

~~E.~~ *G.* Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes monthly, and there is no guarantee of *future* compliance.

H. Requests for clarification of rules that do not relate to a specific vehicle or component shall be submitted to the CRB at www.clubracingboard.com."

Prod General

1. #34010 (Production Committee) Remove 9.1.5.E.8.c

In Production, Section, 9.1.5.E.8.c. remove as follows:

"*(Effective 01-01-2024)* ~~Cars using 13" wheels may run 8 inch wide (max) wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 10 inch wide (max) wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, nonbelted tire.~~"

T3 1. #33567 (Brian Leib) Audi S4 BoP Request

In T3 Spec Lines, Remove Audi S4 (10-11) and Audi S4 (12-14) in its entirety: "(*Effective 1/1/2024)* ~~Audi S4 (10-11) Notes- AWE part#2660-13010 permitted~~"

"*(Effective 1/1/2024)* ~~Audi S4 (12-14) Notes- AWE part#2660-13010 permitted~~"

May 2023 – APPROVED

GENERAL

1. #34158 (SCCA Staff) Official Field Logo Placement Page in GCR

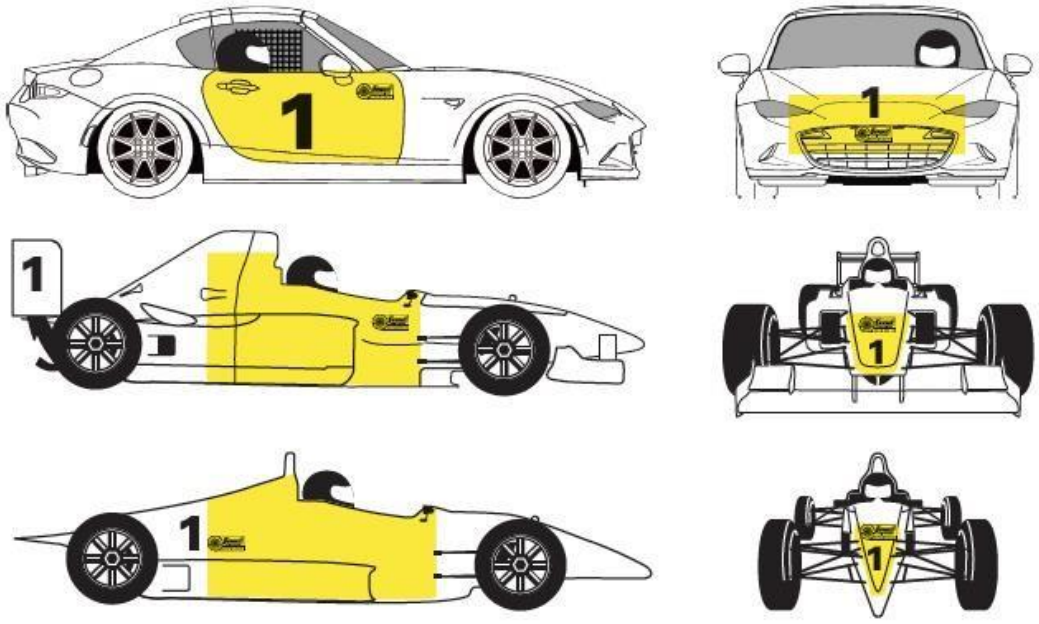
In GCR, Section 9.3.29.E.Figure 4, replace artwork as follows:

REQUIRED DECAL

Figure 4

Official SCCA Field Logo

Shaded Areas indicate preferred locations on the sides and front.



April 2023 –APPROVED

GCR

1. #33447 (SCCA Staff) Test Day Corner Staffing Requirement

In Events, GCR section 3.1.5. SCCA Test Days, change as follows:
"F. Staffing and equipment meet the requirements of 5.4. and 5.5~~.~~ *, with the following exception(s):*
1. In section 5.5.3.C., if necessary, stations may be staffed with a minimum of 1 person. (Effective 5/1/2023"

B-SPEC/C-SPEC

1. #34242 (Club Racing Board) BoP Adjustments
In B-SPEC Spec Lines, Honda Fit (09-14), add to Notes as follows:
"*(Effective date 1/1/24) Any Cold Air Intake Package allowed (any manufacturer) with a 25lb adder.*"

GCR

1. #33905 (Michael A Reupert) Request to mandate FIA 2019 rain lights In
Cars and Equipment, GCR section 9.3.32.B.2, change as follows:

"*(Effective 1/1/2024) A red taillight meeting FIA Standard 8874-2019, Technical List No. 76, is required on* ~~A~~*a*ll Formula (open wheel) and Sports Racing cars ~~shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb~~. This light shall be mounted *approximately* on the centerline of the car. Light assemblies ~~shall be~~*are* considered one light for the purposes of this rule, irrespective of the number of individual lights the assembly may contain. ~~FIA Technical List N 19 rain lights are recommended.~~"

HP

1. #33984 (Eric Vickerman) Prep L2 Rocker Ratios
In Production Category Specifications, GCR Section 9.1.5.E.2.f.1., change as follows:
"**Camshafts** are unrestricted. Any lifters~~, tappets/cam followers~~ of the same type and diameter as stock are permitted. The interchange of hydraulic and solid lifters is permitted. *(Effective 1/1/2024)*"

In Production Category Specifications, GCR Section 9.1.5.E.2.f.5., change as follows: "Pushrods are unrestricted. Rocker shafts and/or shaft pedestals, when utilized in the stock *type* system, ~~can be replaced by alternate shafts and/or pedestals and~~ are unrestricted. Valve rocker arms and/or rocker type cam followers are unrestricted~~, but the rocker ratios and/or follower ratios must be stock~~.
(Effective 1/1/2024)"

MARCH 2023 – NONE

FEBRUARY 2023 – APPROVED

AS

1. #32260 (Tom Brown) Request to rewrite control arms

In AS, GCR Section 9.1.6.D.4.d., change as follows:

"7. Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arm*s and upper arms is allowed. On rear leaf spring cars: eye mounting points may be relocated and traction bars allowed. (Effective 3/1/2023)* ~~on GM F-body cars and the upper arm on Ford Mustangs is allowed.~~ Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location."

GCR

1. #32981 (National Staff) Update Participant Licensing, Event Credentials & Entries Section Effective 3/1/2023 In Participant Licenses, GCR section 4.3, change as follows:

"**4.3.4. ~~Processing a~~ Membership and License *Requirements***

A. A participant registered for an event must have his current membership and license in his possession. His license must be the proper level for the type of event and activity.

B. All entrants must be members of the SCCA and they are subject to all provisions of the GCR. (Refer to 7.2.~~I.~~)

C. Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.

4.3.5. Presenting a License

When requested, any official, driver, entrant (if Entrant Licenses are required), or crew must show his license to an official.

~~**4.3.6. Required Membership and License**~~

~~Only licensed members may be in hazardous areas. Non-members may only be where the hazards do not exceed those to the general public. The exception is that employees of services hired by the organizer or the track who enter restricted areas to fulfill their job responsibilities (such as ambulance, wrecker, and fire crews) are not required, but are recommended, to be SCCA members. For the purpose of determining a hazardous area, the definition "outside the protection of a positive barrier" is used.~~

4.3.~~7~~*6*. Karting License

Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (i.e. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources."

In Event Credentials, GCR section 4.5, change as follows:
"**4.5.3. Hazardous Area*s* ~~Credentials~~**

A. Hazardous Area Credentials – SCCA members who are 18 and older may be issued credentials allowing them access to hazardous areas. SCCA members 14 years to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office may be issued credentials allowing them access to hazardous areas. Minor waiver will appear as a license on their membership/license card. (See AppC.1.4., AppC.2.5.) Otherwise, they may not enter any area where the hazards exceed those of the general public.

B. Non-Hazardous Area Credentials – Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.

~~**4.5.4. Non-Hazardous Area Credentials**~~

~~Non-member participants may be issued credentials which do not allow them access to hazardous areas. Guests of the organizer or spectators may be issued credentials or tickets which do not allow them access to hazardous areas.~~"

9.2.1 VEHICLE LOGBOOKS
Each car shall have a complete and up-to-date logbook.
A. The standard SCCA Vehicle Logbook will be used by all competitors at all SCCA competitions, ~~unless excepted in the Supplemental Regulations for an event shared with another sanctioning organization,~~ or as specified in 9.2.1.D.
All unissued Vehicle Logbooks must remain in the possession and control of a Divisional or National Technical Inspector.

End