

ROADRALLY BOARD

Sports Car Club of America RoadRally Board Minutes August 10, 2017

The RoadRally Board met via conference call on August 10, 2017; meeting called to order at 7:35 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Peter Schneider, secretary Jeanne English, Mike Thompson, NEC chairman, Jamie Mullin, National Office, and Earl Hurlbut, BOD liaison. Not present: Clyde Heckler.

1. Approval of July minutes. – stand as published
 2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a. July/August issue published yesterday. Another great diverse issue with articles from Jamie, Mike, Clyde and Cheryl; Rich’s wife enjoyed his picture
 3. Event Planning Calendar (Jeanne) – coming soon
 4. SCCA Staff Report (Jamie)
 - a. Heyward Wagner, USRRC Coverage – thank you, Heyward, for the additional coverage on the SCCA website
 - b. Road Rally Board Charter – Earl said the BOD wants to get more information on all specialties; the road rally information was sent to the RRB; Mike T and at least one other person sent versions to Earl; Earl wants more discussion on this
 - c. Sanction applications – Event Chairs should expect sanction/insurance documents within 7 days of submission for Regionals/Divisionals and should contact Deena Rowland and Jamie Mullin if these documents are not received within a week Jim suggested having Topeka send an email when a sanction is approved with the sanction number; and verify insurance certificates are sent.
 - d. SCCA Conference Calling system update – Mike Fitzgerald (IT) is not available for tonight’s call, so back to phone conference for tonight; we’ll try Skype next month
 - e. 2018 SCCA Convention Speakers – Jeff Luckritz contacted Rich for Convention speakers; Peter will do ‘Rally as a Social Activity’ as a replace to ‘Introduction to Rallying’ with was done previous years; Jeanne will do Road Rally Safety Steward Training, including the new test; there will be a Town Hall Meeting; there will also be a private RRB meeting, likely on Sunday as was done last year; Heyward asked for a three-sentence introduction for the Road Rally Chairman
 5. NEC Report – Mike T – NEC meeting postponed this month
 - a. Recent Nationals - Indy
 - b. Upcoming Nationals – Oktoberrally and Badger Trails prechecks are being
- done
6. Old Business
 - a. Veterans in Motorsports - Jim – has been unable to get further information

about this program, no response to his emails, he will continue trying

7. New Business

- a. Starter Kits - Clyde, unable to join this evening
- b. Standard Rally School (Peter) – nothing this month
- c. Roll out of Road Rally Safety Steward Process – Peter - see d and e
- d. Combined email list of Road Rally Safety Stewards, RRSS Instructors, and Divisional Road Rally Stewards – 490 names, Peter hopes to use this for roll-out of the revised RRSS program (only missing three email addresses).
- e. Communications Plan – part of d above
- f. 2018 Regional Development Funding proposal – Rich received a response from Howard Duncan that he was not necessarily opposed to it, but that he will need to get his ducks in a row for either asking the BOD for more funding or explaining why the annual budget at the end of 2017 looks to be in the hole by some amount; Peter suggested asking the Board of Directors directly.
- g. Other items of new business – the second Targa event is this weekend; Peter reported that there are 53 cars entered for the rally; Mark Johnson is doing the Safety Steward precheck; the rally is 1½ hours long, no dirt roads, the format is questions and Monte Carlo, as was done at the last one
- h. Rich did a Targa-similar event at Heartland Park recently
- i. 2018 Rule Change Proposals
Rich sent an email with proposed changes; Mike sent a list of the changes from the NEC; a discussion was held regarding the changes; Rich has made a combined list with the NEC changes; the list will be published with these minutes in Fastrack, for public comment. See 2018 RRR Proposed Changes below.

Motion to adjourn at 9:04 pm CDT

Next meeting via Skype (or conference call), September 14, 2017

Respectfully submitted,

Jeanne English, RRB Secretary

2018 SCCA Road Rally Rule Change Proposals

The attached list of proposals has been suggested by members of the road rally community as rule changes for SCCA Road Rallies for next year. The SCCA Road Rally Board (RRB) will vote on each one of these proposals later this year and would very much like to hear your opinion on each of them. If you would be willing to share your opinion on any or all of these proposals with us, please send an email to rb@scca.com and tell us what you think. Let us hear from you prior to September 30th. In sharing your opinion on a particular proposal, please refer to it by the number assigned in the list below. The RRB wants to hear the opinions of the rally community before making a decision whether to accept or reject each proposal.

Administrative proposals:

1. Remove the restriction that a region may have a maximum of 4 equivalents per series within a 7 day period. (Article 4.C). Rationale: Rulebook simplification. With expanded (Divisional) minimums for course length and number of controls there is no danger of the previously feared "10-rally weekend" occurring.

Operating rule proposals:

2. In the Article 13.C.2 list of recommended (but not required) rally equipment, remove the reference to night events. Rationale: Suggested equipment is also useful during day time events.
3. In Article 16 C, add the following language for clarification and safety: If a control immediately follows a traffic control device such as a traffic light, blinker, stop sign, or yield sign, the average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

Class definition proposals:

4. Change the descriptions of Classes L and S as shown below. The reasoning and intentions for these changes is:
 - a. Class S is for cars that calculate using the stock tenth reading odometer and for cars that are not calculating at all.
 - b. Calculating with apps that use GPS for mileage will be in Class L. These apps report mileage to a resolution of 0.01 or 0.001 mile and this gives them a distinct advantage over teams using the stock tenth reading odometer. Yet they are not competitive with the dedicated rally computers in Class E that measure distance by using pulses generated by movement of the car.
 - c. Cars using GPS solely as a map or as an odometer and not doing any calculating with that distance information may still run in Class S.

Proposed Class definitions:

Class S (Stock): Any distance information used for timing calculations must be visually acquired from the vehicle's stock, non-adjustable odometer in the stock location. Any calculating device may be used as long as the distance information from the vehicle's stock odometer is manually entered into the device. GPS odometers may be used in this Class only if their information is NOT used for any calculations.

Class L (Limited): If distance information is derived from either the car's electronic system, from the car's speedometer cable, or from pulses generated by the movement of the vehicle (for example, magnets mounted to the drivetrain), then calculating devices are limited to those that require manual entry of this distance information. Examples: Curta calculator, tables, laptop computer, programmable and non-programmable electronic calculators. If the distance information is derived solely from GPS signals, then any electronic app may be used. Examples: Richta apps, Michael Young apps.

Class E (Equipped): There are no restrictions on calculating equipment in this Class. Typical calculating devices in this Class include: Alfa, Chronar, Timewise, and Zeron rally computers.

5. Change the descriptions of Championship Classes to:

A) Class E: No limit is placed on the equipment permissible for use

B) Class L: Use of the following devices is prohibited: Alpha Elite, Chronar, Timewise 797A, Timewise 798A, Zeron 660, Zeron 770, Zeron 880, and any devices similar to those listed that have an external display capable of showing earliness/lateness. Other than prohibition of those devices listed, no further limit is placed on the equipment permissible for use.

C) Class S: Distance measuring equipment is limited to stock odometer(s) in the stock location(s) and/or a factory installed GPS device(s). Computation equipment must not receive a direct input from any distance measuring device. Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment (if any).

Comment: Proposal 5 is an alternative to Proposal 4.

6. Art 11.B - Remove restriction on direct input of GPS-derived mileage in timekeeping calculations in Limited class. Rationale: Allow for proliferation of new "tech" devices, which, because of limitations of GPS-based mileage estimates, are not currently competitive with dedicated rally computers in Equipped class. These devices should be competitive with skilled teams using wheel-sensor derived mileages and semi-automated hand calculations.

Comment: This change is included in Proposal 4. Proposal 4 also includes changes to the definition for Class S.

Championship Series proposals:

7. In 2017, Article 8D of the RRRs (Championship awards) was changed to say that in the event of a tie in the year end Championship standings, the next position would be vacated. It is proposed that this rule be changed back to the way it was prior to 2017, that is, in the event of a tie the next position would NOT be vacated.

8. The current rule is that at the end of the year people who are ineligible for a year end award

(are not an SCCA member, did not compete in a National rally) will be removed from the standings. It is proposed that everyone remain in the standings at year end regardless of whether they are eligible for a year end award.

9. Delete Article 8.F that states: "If event results are not received within 45 days of the event, or December 31 (whichever occurs first), the event shall not count toward the SCCA RoadRally National Championship Series."
10. Remove the requirement for a competitor to enter at least one National rally to be eligible for a year end award in a National Championship. Rationale: Elimination of unnecessary obstacle to participation in National Championship. Last year's elimination of the "70 Point" rule was a good start. Finish the job.

Proposals 11 through 13 are clarifications or changes that bring the RRR's into agreement with current policy and practice.

11. Update the aspect of Article 9.C that says General Instructions must be mailed via First Class mail to say that General Instructions are to be sent via email.
12. In Article 8.B, clarify that a person must compete in a National rally rather than just work a National rally in order to be eligible for a year-end award. This is not a change from the way it has been interpreted in the past; it is merely a clarification of current procedure.
13. Add the word 'ten' in Article 8 B 4 so that it reads: "contestant may count the best ten (10) of their first fourteen (14) equivalents entered in each series with at least two (2) of those ten equivalents coming from a National event. This is not a change from the way points have been calculated; it is merely a clarification of current procedure.