

## BOARD OF DIRECTORS

The SCCA National Board of Directors met at the SCCA National Office on Saturday, December 13 and Sunday, December 14. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and newly elected directors, KJ Christopher and Lee Hill.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Robert Clarke, President of SCCA Pro Racing; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Chief Operations Officer; Colan Arnold, Vice President Member & Region Services; Mindi Pfannenstiel, Senior Director of Accounting; Reece White, Senior Manager of Marketing and Communications; John Bauer, Technical Manager, Club Racing, Chris Blum, Technical Assistant, Deanna Flanagan, Senior Manager of Club Racing and Aimee Thoennes, Executive Assistant. The following guest participated: Jim Wheeler, CRB Chairman. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Patullo.

### EXECUTIVE REPORT:

Noble presented the Executive Report with recognition that membership is up, staff is energized and motivated by recent restructuring and club growth programs. Initiatives are in place to support our Regions and current programs as well as the growth initiatives in place and planned for the future.. The Strategic Vision Distilled: Grow recognition of our brand and what it means, grow membership, provide greater value to membership and partners, grow participation in club events, expand the club's offerings to different levels of participation.

The developed Tactical Approach focuses on ways to build SCCA "stickiness" or affinity leading to higher membership retention via improved experience at events and better membership programs. Exploring expertise of our partners and members to create exciting events for new and existing members including youth oriented programs.

Wagner presented an overview of Track Night In America "TNIA" which taps into the motorsports enthusiast culture, getting people out on track in pace laps, instructor led sessions, or advanced lapping, and exposing them to the social elements of the Club but geared for short periods of time (evenings). We are targeting 15-20 tracks nationwide with 5-6 events each and 100 participants each. The Solo model will be used, ie work/run for events. Regions are encouraged to co-participate and National Staff is in communication with Regions with a home track that is being by showcasing their strengths as well as participating with the goal of activating new members into our existing programs and overall membership growth.. TNIA is specifically targeting a new market that hasn't been previously serviced by the club. It is not targeted at regular PDX track day participants, as they already know how to get on track. TNIA will have nationwide branding, partnership with sponsors (coupon discounts), membership discounts, and impact reporting for sponsors. BoD and Wagner discussed that the message (new market target) is getting lost on Regions with strong PDX programs and Directors will help with initial contacts and messaging.

Prill presented a new concept coined "TrackFest" to help build new membership and automotive experiences. Track Fest is SCCA marketed and operationally supported mix of events with elements such as TNIA, selected regional race groups, an enduro event and social elements over a 2 day weekend to give our members a single day opportunity to participate and to showcase who we are as a Club to the larger enthusiast market. This would include a Starting Line school for road racing for new participants, lapping for more advanced, and showcase selected regional race groups. Cars would be SCCA and SCCA non-theme, low dollar cars for enduro. Intended to be low pressure but fun way to get on track.

### FINANCE REPORT:

Pfannenstiel reported on financial results to date. We are +/- 2-4 percent on revenue and operating expenses compared to budget. Membership and sanction fees are up, sponsorship slightly below budgeted amount. Variances to budget are well understood and all excursions actively being addressed.

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Pfannenstiel submitted a proposal to have a simplified and more transparent approach to sanction fees, and make it such that it allowed small regions to grow, not overly penalize large regions, and not impact the way regions do business (event types vs sanctions). Sanction fees for Regional racing will be assessed based on a flat fee per licensed driver per weekend. Insurance will be the same manner. It is our intention to capture the dippers.

Lewis began the discussion for the proposed 2015 Budget. The previous year's budgets were aimed at investing in programs and growth across the club. The budget proposed for 2015 shows a moderate profit. Proposed increase in bundled Majors fee was discussed and a shift in allocation in the Majors entry fee and insurance. This ended up looking at the components in the Majors assessment to regions and the BoD decided that in the end Tow Fund would be eliminated which allows SCCA to reduce the Majors assessment fee to regions. BoD recognizes that there will be some disappointment in this decision but that in the interest of cost control and the fact that several thousand drivers pay into the Tow Fund and around 170 received payout in 2014, combined with the rotation of the Runoffs around the country, it was time to eliminate the Runoffs Tow Fund. Divisions and regions are reminded that they have the options to create their own tow fund for Runoffs bound participants if they wish.

**MOTION:** Eliminate the Tow Fund program paid to Runoffs drivers. Kephart/Helman. PASSED 9-4. Against- Lewis, Lindstrand, McCarthy, Pulliam.

**MOTION:** Approve 2015 budget as presented. Lewis/Kephart. PASSED 12-0-1. Abstain McCarthy

#### **CLUB RACING REPORT:**

Ozment presented a 2014 Runoffs Report and Recap. There were 517 total drivers, 191 (37%) first time Runoffs and 313 (61%) West Coast. 419 of the drivers came via the Majors program. 449 total workers over the 7 days. The Runoffs financial summary was presented. Some budget areas higher, some lower than expenses, but overall the event ended up in the black not counting staff resources allocated for Runoffs planning and execution. Lessons learned in first of annual event rotation: in spite of operational issues, it was a successful and safe event, worker numbers were about what was expected and needed, even local region expertise was surprised by some issues encountered. Having Chiefs familiar with Runoffs is more beneficial than having Chiefs familiar with the local region as Runoffs processes greatly differ from Region events.

2015 Runoffs Daytona progress update was presented.

**MOTION:** To approve the following recommended GCR Changes for BOD approval related to the 2015 US Majors Tour (with one item related to Runoffs eligibility for SRF3 - 3.7.3.A.1.b.3): Harris/Kephart. PASSED Unanimous

#### *3.1.1. U.S. Majors Tour Races*

##### *D. Organizing Personnel*

*1. Director/Head of Club Racing or their designate - oversees all aspects of the U.S. Majors Tour, including the appointment of personnel.*

*2. Series Chief Steward (moves to the Ops Manual)*

*a. ~~The Series Chief Stewards (SCS) are appointed by the Director of Club Racing with the advice of the Chairman of the Stewards Program and Area Director/s for that Conference. There is one SCS for each Conference.~~*

*b.a The Conference SCS works with each Executive Steward and host Region to appoint the balance of the Stewards for each U.S. Majors Tour event.*

*e.b The SCS works with the event Stewards to conduct the event.*

*d.c Only the SCS in agreement with the Region's representative may modify the Supplementary Regulations, as permitted in 5.12.2, after the Sanction has been issued; he may act on these matters without filing a Request for Action with the SOM.*

*e.d Administrative actions taken by the SCS (including modifying the Schedule of Events and race groupings), are non-protestable; actions/penalties imposed by the SCS for driving or compliance are protestable.*

*3. Series Administrator*

*a: ~~The Series Administrators (SA) are appointed by the Director of Club Racing. There is one SA for each Conference.~~*

*b.a. The SA oversees series organization and administration of the U.S. Majors Tour series events for his Conference.*

*4. Series Chief Technical Inspector (SCTI)*

*a. ~~The Series Chief Technical Inspectors (SCTI) are appointed by the Director of Club Racing with the advice of the SCS, and the Chairman of the Stewards program. There is one SCTI for each conference.~~*

*a. The SCTI works with the CCC and event technical staff to provide consistent compliance checking across all the events in his Conference.*

*F. Classes to be included in U.S. Majors Tour events:*

1. ~~Some non-Runoffs-eligible classes may be included in U.S. Majors Tour Championship events to encourage participation, but only if the number of entries for the same event in 2013 was less than 100 cars.~~
2. ~~For 2015 and beyond, no non-Runoffs-eligible classes will be included in U.S. Majors Tour Championship events.~~

### 3.1.2. Regional Races

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

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

A. Drives holding *SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses*, and those holding SCCA Novice Permits (AppC.2.7.F)

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

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

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

Please direct any questions about licenses to the Club Racing department in the National Office.

Section 9.1 identifies the classes of cars eligible to compete in *Regional* races.

## 3.7 CHAMPIONSHIPS

### 3.7.1. Division Championships

*Each Division will conduct an SCCA approved championship program for Runoffs invitations. The program must be submitted for approval by the Vice President of Club Racing to the Head of Club Racing or his designate by ~~July~~ October 1st each year. Division Championship rules will be posted on the SCCA website.*

### 3.7.3. SCCA Runoffs

A. Invitations to the SCCA Runoffs

#### 1. U.S. Majors Tour Championship Events

*A competitor must meet both participation and performance requirements.*

##### a. Participation Requirements

*Participate on track in a minimum of three separate U.S. Major Championship event weekends and have a minimum of three individual race finishes, all in the same class.*

##### b. Performance Requirements

*A competitor must meet one of the following:*

*1. Finish in the top 10 of a Conference's point standings in class.*

*2. Score points in the top 50% of Nationwide point standings (see c below) for entrants in his class.*

Example: If 100 drivers enter *U.S. Majors Tour* races in the current race season, the top 50, who score any points, will receive an invitation.

*3. Score enough class points in the current year Nationwide Points Standings to have placed in the top 50% in the previous year's National Points Standings for his class. This criteria does not apply to SRF3 participants since there was no 2014 participation.*

Example: If 100 drivers participate in a class in the previous race season, with the 50th place driver having scored 35 points, then any driver who scores 35 points or more in his class in the current race season will receive an invitation.

*4. For 2014 only, score enough points to meet BOD approved eligibility requirements for drivers in Conference of host venue.*

##### c. Nationwide Point Standings

Nationwide Point Standings will be compiled for *U.S. Majors Tour participants* in each *Runoffs-eligible class*. The Nationwide Point Standings assigns points on the same schedule as the *U.S. Majors Tour*. A driver's best seven points races in the same class count in the Nationwide Point Standings, regardless of the *Conference* in which the points were earned. The National Championship Runoffs will serve as the final tie breaker if needed. *3.7.2.A, 3.7.2.B and 3.7.2.C apply to the Nationwide Points Standings.*

[Secretary's Note: The language for 2 e. included here as a result of a motion recognized later in these minutes.]

#### 2. Division Championship Events

*e. In addition to Top 3 (Top 5 SRF/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% of their Divisional championships in the Divisions making up the Majors*

Conference hosting the Runoffs to be eligible for Runoffs invitations if space is available in their class.

#### **Class Compliance Chief:**

There was BoD discussion around GCR language to create a Class Compliance Chief position. Class Compliance Chief would in effect be a technical Czar for that class at that particular event. The original proposal to BoD was to create the position for use as needed and to make the decisions non-protestable. Some on BoD felt that the decisions should have right of appeal, thus the BoD voted on 2 motions, original non-protestable, and modified with right of appeal.

**MOTION:** To approve the following new GCR section to provide the Class Compliance Chief position (*initially for SM, but could be for SRF or any class in the future*): Patullo/Lindstrand. PASSED: 8-5. Against Harris, Langlotz, Zekert, Hanushek, McCarthy.

##### **5.11.4 Class Compliance Chief (CCC)**

*When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. Decisions made by the CCC regarding compliance are non-protestable.*

**MOTION:** To approve the following new GCR section to provide the Class Compliance Chief position (*initially for SM, but could be for SRF or any class in the future*): Hanushek/Harris. FAILED 6-7. FOR Hanushek, Harris, Langlotz, McCarthy, Zekert, Lindstrand.

##### **5.11.4 Class Compliance Chief (CCC)**

*When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. Decisions made by the CCC regarding compliance are non-protestable but may be appealed directly to the Court of Appeals.*

**MOTION:** To approve the following Operations Manual Changes for 2015 for Club Racing related to Majors and Compliance Chief positions: Lindstrand/Harris. PASSED Unanimous.

#### **5. Club Racing Administration**

*(New Sections- all current sections from 5.8 to end of Club Racing Section go up two digits)*

##### **5.8 U.S. Majors Tour Personnel**

###### **5.8.1 Series Chief Steward**

- The Series Chief Stewards (SCS) are appointed by the Head of Club Racing or their designate with the advice of the Chairman of the Stewards Program and Area Director/s representing Regions operating events in that Conference. There is one SCS for each Conference.*

###### **5.8.2 Series Administrator**

- The Series Administrators (SA) are appointed by the Head of Club Racing or their designate. There is one SA for each Conference..*

###### **5.8.3 Series Chief Tech Inspector**

- The Series Chief Technical Inspectors (SCTI) are appointed by the Head of Club Racing or their designate with the advice of the SCS, and the Chairman of the Stewards program. There is one SCTI for each conference.*

##### **5.9. National Office Appointees**

###### **5.9.1 Class Compliance Chief**

- The Class Compliance Chief is appointed by the Head of Club Racing or their designate.*

**MOTION:** To approve the following Time Trial Rules and Operations Manual Changes to reflect the change in TTAC structure, reporting and roles. McCarthy/Langlotz. PASSED Unanimous.

## **Operations Manual Changes**

#### **5.7 Time Trials Administrative Council (TTAC)**

Appointment: The ~~Board of Directors~~ **Director of Experiential Programs** shall appoint in December a Chairman and other members to the Time Trials Administrative Council, those selected shall be SCCA members in good standing. There shall be a representative from each division that has an active Time Trials program.

Duties: The Time Trial Administrative Council is responsible for establishing rules, specifications, and standards for scheduling, organization, conduct, and supervision of Time Trials Programs. The TTAC shall work in concert with the ~~Club Racing~~ **Experiential** Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants. ~~Refer to the outline of responsibilities in Appendix G. Time Trial Administrative Council~~

The Time Trials Administrative Council is authorized to:

- Clarify a rule – characterized as adding/subtracting/changing language to reinforce the

intent of the rule without changing the core definition.

- Make Specification changes – this includes weight and air/fuel Management
- Correct errors and omissions
- Implement rule changes for cases where parts are no longer available and such shortage would negatively affect the ability to compete
- Recommend rule changes and car reclassification to the Board of Directors for approval

#### 5.7.1 Divisional Program Manager – Time Trials Program

Appointment: Appointed annually by the Time Trial Administrative Council with input from the ~~Manager of Club Racing~~ **Director of Experiential Programs** and subject to the approval of the Board of Directors. See Time Trials Rule Book for information on selection criteria.

Duties: Manage the Time Trial events in their Division. Assist regions in obtaining appropriate event officials and circuit approvals.

### Time Trial Rule Changes: Time Trials Event Organizer Information

**SUPPLEMENTARY REGULATIONS:** The Supplementary Regulations establish the specific conditions for an event for competitors and officials. A SCCA Time Trial Divisional Program Manager and SCCA ~~Club Racing Manager~~ **Staff Designate** shall approve the Supplementary Regulations prior to a Sanction being issued. They shall contain the following information:

#### TIME TRIALS OFFICIALS' LICENSING SPECIALTIES and LICENSE LEVELS:

Time Trial Volunteer  
Time Trial Driving Instructor  
Time Trial Chief Steward  
Time Trial Safety Steward  
Time Trial Tech Inspector (Scrutineer)  
Time Trial Course Inspector

The following participation guidelines are recommended for license upgrades. Submit all upgrades on a Time Trial Official application. Information should include the date, location/event, sanction number, specialty worked and signature, membership number of the specialty Official.

- Apprentice to Official level upgrade for Safety Steward or Course Inspector.
- Completing an SCCA approved safety seminar.
- Successful completion of 4 Time Trial events in any combination.
- Highly recommended 3 of 4 events be Track Trials Level or higher.
- Apprentice to Official level upgrade requirements (except Safety Steward or Course Inspector).
- Successful completion of 3 Time Trial events in any combination.
- Highly recommended 2 of the 3 events be Club Trials (Level 2) or higher.
- Approval for Apprentice to Official upgrades are to be submitted to and approved by the TT Divisional Administrator or TTAC Representative. The application will be forward to Member Services for processing.

**TERMINOLOGY:** The following nomenclature, definitions, and abbreviations should be used in the TTR, all Supplemental Regulations and Entry Forms, and for general use.

- **TIME TRIALS ADMINISTRATIVE COUNCIL (TTAC)**  
The purpose of the Time Trials Administrative Council (TTAC) shall be to oversee the Time Trials Program within the ~~Club Racing~~ **Experiential** department of SCCA. This council shall be made up of representatives from each Division, appointed by the ~~SCCA Board of Directors~~ **Director of Experiential Programs**. The TTAC establishes rules and standards for the organization and conduct of SCCA sanctioned Time Trials events, and the licensing of drivers and officials.
- **TIME TRIALS ADMINISTRATIVE COUNCIL REPRESENTATIVE (S)**  
The individuals ~~selected by the Division and approved by the BOD~~ **designated by the Director of Experiential Programs** to represent the Division's interests on the Time Trial Administrative Council and who coordinates with the Time Trial Divisional Program Manager. The TT Divisional Program Manager may also be a TTAC Representative ~~if appointed to do so by the Division~~. If there are two Division TTAC Representatives, one shall be designated as the voting member. The TTAC Representative(s) will review supplementary regulations prior to approval by SCCA. The TTAC Representative(s) has authority to approve Time Trials Officials Licenses and upgrades for TT Driver Licenses. Term of office is three years.
- **TT DIVISIONAL PROGRAM MANAGER**  
The individual selected by the Division **and approved by the Director of Experiential Programs** to supervise and administer SCCA policies and standards for designated classes of events and to train SCCA Stewards within each Division and who coordinates with the TTAC Representative(s). The TT Divisional Program Manager has authority



- to approve Time Trials Officials Licenses and upgrades for TT Driver Licenses. Term of office is three years.
- **TIME TRIALS SAFETY COUNCILS**  
The purpose of the Time Trials Safety Council (TTSC) shall be to advise the Time Trials Administrative Council (TTAC) on matters of safety. This council shall be made up of representatives from Divisions which have active Time Trials programs by the TT Safety Steward of the Division.
- **TT SAFETY STEWARD OF THE DIVISION**  
The individual selected by the Division to supervise events to insure adherence to all SCCA safety rules and guidelines, to train SCCA TT Safety Stewards within each Division and coordinates with the TT Divisional Program Manager and TTAC Representative(s). Term of office is three years.

#### **Top 50% Divisional Qualifiers - Background and Rationale:**

For 2014 Runoffs at MRLS BoD signed off on the following Top 50% qualification path:

*In addition for 2014 only, the SCCA Board of Directors will allow drivers in the top 50% of their class in the Majors Western Conference (Northern Pacific and Southern Pacific) to be eligible for 2014 Runoffs invitations if space is available.*

Per VP Club Racing Terry Ozment there were 19 drivers that took advantage of the above 50% rule to attend the 2014 Runoffs at MRLS. No issues were created by this.

The proposed motion changes the one-time rule for 2014 into a general allowance going forward to future years (unless changed by specific future BoD action) to be more inclusive while still maintaining some standards of performance wrt Divisional qualification. It is specific to the Majors Conference (one or more Divisions) "hosting" the Runoffs, and not general nation-wide by design to encourage participation in the Regional (Divisional) events of the respective Divisions in the Majors Conference where the Runoffs are being held that year. Divisions in the Runoffs "hosting" Conference are encouraged to be inclusive and coordinate inter-Divisional championship plans.

**MOTION:** In addition to Top 3 (Top 5 SRF/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% of their Divisional championships in the Division hosting the Runoffs to be eligible for Runoffs invitations if space is available in their class. Langlotz/Butler. PASSED 7-6 Against Harris, Lewis, Lindstrand, Hanushek, McCarthy, Patullo.

#### **Divisional Path to Runoffs - Participation Requirements**

Rationale: This request will bring the 3 weekend participation requirement for Runoffs via the Divisional path in line with the 3 weekend participation required via the Majors path.

**MOTION:** Change GCR 3.7.3.A.2.a from "four" weekends to "three" weekends. The section would then read: "Participation Requirement: A competitor must participate on track in a minimum of three Division Championship points weekends." Zekert/Langlotz. FAILED. 3-10. FOR Harris, Langlotz, Zekert.

Chairman Walsh established a working group to study our current medical standards and review process with an expectation the group would report back with recommendations or guidance to the board of directors that would help in their mission to provide clarity to members. The new process allows for the elimination of SCCA review by allowing one's personal physician make the determination for fitness of medical qualification.

**MOTION:** To approve Operations Manual and GCR changes related to new Medical Process as presented. Patullo/Zekert. PASSED Unanimous.

#### **Operations Manual**

##### **5. Club Racing Administration**

##### **5.1 Basic Policies**

The SCCA has established rules for, and scheduled a program of, two types of road racing programs: Club Racing and Time Trials. These rules and regulations reflect the basic road racing policies of the Club, as adopted by the Board of Directors to satisfy the needs and pleasures of its members.

Club Racing events are speed events with wheel-to-wheel competition on a closed circuit. All SCCA Club Racing events are governed by the SCCA Club Racing General Competition Rules (GCR) and must be

sanctioned by the SCCA.

Time Trial events can be speed events such as hill climbs, club trials and track trials, or non-speed events such as performance driving. All SCCA Time Trial events are governed by the SCCA Time Trials Rules (TTR) and must be sanctioned by the SCCA.

Please refer to the current edition of the SCCA Club Racing General Competition Rules, Time Trials Rules, Insurance Handbook, and FasTrack for further details.

The Club Racing National Staff may appoint Specialty Advisors to assist in projects like (but not limited to) the creation of specialty training materials and training, assistance in determining and communicating information on technology upgrades and issues, specialty specific convention seminars, personnel recommendations, worker approval for international event participation and GCR changes. The term of these appointments will be specified and communicated to the membership.

~~A Medical Director will be appointed each year to facilitate medical fitness decisions with our Medical Review Board.~~

#### **5.4.5 Divisional Administrators**

Appointment: Selected annually by the Executive Steward in each Division, subject to the approval of the Area Director(s) within the Division. A Divisional Administrator shall be appointed for each of the specialties listed below:

Driver Licensing  
Chief Driving Instructor  
Emergency Services  
Flagging and Communications  
Grid and Pits  
Medical Administration  
Race Administration  
Registration

#### **5.5 Club Racing Medical Review Board**

~~Appointment: Selected annually by the Club Racing Medical Advisor subject to approval from the Board of Directors to normally serve for 1-3 years. It is recommended that the appointees be medical specialists and current or past drivers.~~

~~Duties: At the direction of the Club Racing Medical Advisor, to review driver and volunteer medical situations and render a decision on fitness to participate in SCCA Club Racing events.~~

## **2. Val D. Scroggie Memorial Award**

FIRST PRESENTED 1962-36- **2014**

NOMINATIONS: Submitted by SCCA members to the Divisional Medical Directors by November 1.  
**Submitted by Executive Stewards and Regional Executives**

APPROVED BY: The Medical Advisor by December 1. **Chairman of the Stewards**

PRESENTED TO: An SCCA race physician who has made the greatest contribution to the sport.

**Appendix B** (Organization Chart) – remove “Club Racing Medical Review Board Advisor” from chart

### **GCR Changes**

#### **2.3.1. Alcoholic Beverages, Narcotics, and Dangerous Drugs**

##### **2.3.2. Medical Fitness**

Each participant is encouraged to have someone at the track maintain his medical information in case it may be needed by a medical treatment team.

##### **A. Medical Fitness of a Driver**

###### **~~1. Reporting Responsibility of Driver~~**

~~The primary responsibility for reporting any circumstance, including medical conditions, that could affect fitness to compete lies with the driver.~~

###### **2. Medical Responsibility of Driver**

~~No driver shall compete in any event unless he has been examined by a physician within the period specified in AppC.2.1.A., and has been recommended by that physician to be approved~~

for a competition license. The SCCA Licensing Department approves competition licenses with the assistance of the Club Racing Medical Director and the Medical Review Board.

### 3. Medical Condition Affecting Fitness of Driver

Any known medical condition that could affect medical fitness to compete must be reported immediately to the SCCA Licensing Department for review by the Medical Review Board. Conditions which must be reported include any significant change in medical status involving pregnancy; cardiac or neurological problems, such as heart attack, heart surgery, strokes, or seizures; any major surgery; or diagnosis of cancer.

Medical Review Board approval is required before an individual with a known medical condition may compete.

#### A. Medical Fitness of Driver

##### 1. Responsibility of a Driver

The driver and the driver's physician are responsible for determining if the driver is medically fit for participation. The required medical examination form is a tool and guide for the physician in deciding an applicant's fitness to participate.

##### 2. Required Medical Examination

No driver shall participate in any event unless he has been examined by a physician within the period specified in App C.2.1.A., and has been approved by that physician for a competition license.

##### 3. Changes in Medical Condition

When a driver experiences a change in their medical condition that could affect their fitness to participate they must:

1. Notify the national office of the change in medical status.
1. Discontinue participation until examined and approved by their physician.
3. Submit a new completed and approved-for-competition medical form.

Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.

#### D. Loss of Consciousness

A participant who suffers loss of consciousness, defined as lack of response to others or amnesia for the incident, shall be medically evaluated before participating further in the current event or in future events, and must be cleared either by the attending physician

at the treating facility and the event Chief Medical Official, if there is one, or the Division Medical Advisor, or the Medical Advisory Board, depending on the outcome of the evaluation. The protocol for evaluation is available from the event Safety Steward and the National Office.

#### 8.4.2 Right to Appeal Medical Decisions

Any member in good standing may appeal a medical decision related to the assessment of their fitness to participate in SCCA events. A request to appeal a medical decision should be sent to SCCA Member Services for forwarding to the Medical Review Board for consideration. There is no fee for a Medical Appeal.

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#### Appendix C.

##### 2.1. Medical Requirements

A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form or a NASA approved medical form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 15-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 36 months before the Competition License or Permit application date. A new Form is not required for a 15 year-old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.



B. An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chairman by the Medical Advisory Board.

~~D. Many medical conditions affect a competitor's fitness. Certain conditions will be automatically reviewed by the Club Racing Medical Director and the Medical Review Board to determine whether a competitor should be issued a license. Specific medical conditions that preclude issuing a license are varied and change with improving medical treatments. The medical reasons for denying a license will be explained to the applicant. Actions of the Medical Review Board are final and are not subject to protest.~~

Staff presented a proposal to remove GCR Section 2.2 Coverage and Limits and 2.3 Increased Limits. The insurance program is not governed by the GCR and requirements related to coverage and limits are mandated by the policy. Policy information including limits is posted in the Participant Accident Coverage Summary and General Liability Coverage Summary for each calendar year.

**MOTION:** To approve removal of GCR section 2.2 Coverage and Limits and 2.3 Increased Limits for Licensed SCCA Members. Helman/Kephart. PASSED Unanimous.

## **2. INSURANCE COVERAGES AND LIMITS**

### **2.1. Insurance Requirements**

All SCCA sanctioned events must be insured for Event Liability and Participant Accident insurance coverage. General Liability and Participant Accident coverage must be provided by the SCCA Event Insurance Plan. The Series Chief Steward or Chief Steward must delay an event until he is satisfied that the required insurance is in place.

### **2.2 Coverage and Limits**

The minimum coverage and limits for competitive events are:

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#### **A. Event Liability Coverage**

Bodily Injury and Property Damage Liability; Contractual Liability (written and oral); Personal Injury/Advertising Liability; Host Liquor Liability; Participant Legal Liability (including participant to participant liability); Official Vehicle and Personal Property Damage; Pollution, Sudden and Accidental; Medical Malpractice liability.

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~~The policy shall designate as additional insureds, among others: The Sports Car Club of America, Inc., SCCA Pro Racing, Ltd., regions chartered by the Sports Car Club of America, Inc., and their respective officers, members, officials, car owners, drivers, pit crews, entrants, their successors and assigns, sponsors, advertisers, and land owners while involved in and acting in their capacity during the presentation or conduct of an event. Additional names may be required. An updated list will be available from the SCCA Risk Management Department.~~

-

Minimum Limits:

-

General Liability (including participant legal liability) ~~-\$5,000,000 per occurrence~~ CSL (general aggregate applies per event)

-

Directors, Officers, and Stewards Errors and Omissions Liability ~~-\$100,000~~

-

Medical Malpractice Liability (excess coverage) ~~-\$5,000,000~~

-

Official Vehicle and Personal Property Damage ~~-\$50,000, \$500 deductible~~

-

#### **B. Participant Accident Coverage—SCCA Event Insurance Plan is required:**

-

Accidental Death ~~-\$25,000~~

-

Blanket Medical Reimbursement ~~-\$50,000~~

-

~~Disability Income—\$100 per week for the first 104 weeks after a seven (7) day waiting period~~

-

~~Accidental Dismemberment—Up to \$10,000 according to schedule~~

-

~~All Participants are covered by Participant Accident Insurance.~~

-

### ~~2.3 Increased Limits For Licensed SCCA Members~~

-

~~\$1,000,000 medical expense reimbursement benefits are provided to SCCA members properly credentialed for an event.~~

## ROADRALLY RULES PACKAGE

The following is a summary of requested changes for RoadRally submitted to BoD for approval effective 1/1/15 unless otherwise specified.

**MOTION:** To approve RoadRally Rules as presented. Pulliam/Hanushek. PASSED Unanimous

### ARTICLE 1 OFFICIALS

#### C) Delegation of Powers

4) A **RoadRally** National Events Committee (NEC) may be appointed by the RRB for the purpose of coordinating and administering the SCCA **RoadRally** National program. Refer to [www.scca.com](http://www.scca.com) for current members of the National Events Committee (NEC).

5) The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required.

### ARTICLE 8 ANNUAL **RoadRally** CHAMPIONSHIP

#### B) National Champions

1) Championship points and awards shall be made to SCCA members competing in SCCA RoadRally Championship Tour, Course, and GTA events. The competition year begins on January 1st and ends on December 31<sup>st</sup>.

- 3) The SCCA shall recognize National **RoadRally** Champions as follows:

##### A. Course

- 1) Class E (Equipped)
- 2) Class L (Limited)
- 3) Class S (Stock)
- 4) Class SP\* (Sportsman)

##### B. Tour

- 1) Class E (Equipped)
- 2) Class L (Limited)
- 3) Class S (Stock)
- 4) Class SP\* (Sportsman)

##### C. GTA

- 1) Class EX (Experienced)
- 2) Class SP\* (Sportsman)

- \*Any contestant who has accrued 25 or more TSD lifetime points prior to the 1<sup>st</sup> event of the championship year is ineligible to compete in any TSD Sportsman class. Any contestant who has accrued 25 or more GTA lifetime points prior to the 1<sup>st</sup> event of the championship year is ineligible to compete in the GTA Sportsman class. Any contestant who has won two championships in the same Sportsman class (Course, Tour, or GTA) is ineligible to compete in that Sportsman class.

- 4) ~~Champions in each Class shall be determined by the accumulation of points earned in SCCA **RoadRally** championship events up to a maximum of 100 points. Regional rallies may account for a maximum of 70 of these points in each series with points assigned per Article 8.C) defined as one equivalent. National rallies shall count double the points assigned in Article 8.C) defined as two equivalents. Contestants may count the best 10 of the first 14 equivalents entered. At least 2 of those equivalents must be from one National rally~~

- 4) Champions in each Class shall be determined by the accumulation of points earned in SCCA **RoadRally** championship events. Points shall be assigned per Article 8.C), defined as one equivalent. Points earned on a National event shall be double the points assigned in Article 8.C), defined as two equivalents. Points earned on a USRRC event shall be triple the points assigned in Article 8.C), defined as three equivalents. Contestants may count the best 10 of the first 14 equivalents entered in each series, with at least 2 of those equivalents coming from a National

event. Contestants may accrue maximum of 100 points in each series..Regional events may account for a maximum of 70 of those points in each series, in addition to any worker's points earned.

- 5) If for any reason, an entrant does not wish to have points from an event count toward the Championship, they must notify the SCCA Rally/Solo Department and the Official Points Keeper by email no later than 48 hrs. prior to the opening of registration. Lacking such notification, entrants will be deemed competitors for points in any event started, in accordance with this Article. Notification may not be revoked. Conditional non- declarations are not allowed.

D) Championship Awards Championship Series awards shall be presented to the top 10% of those competing that year in each category. In the event of ties for the last award, the number of awards shall be increased to include those tied. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall not be vacated.

F) Points Records RoadRally National Championship points standings shall be administered and maintained by the Official Points Keeper. For a national event it shall be the duty of the chairman of the rally committee to send to the Rally Department and Official Points Keeper, via postal or e-mail, the final official results, the list of workers to receive worker points, and a complete entry list with addresses of participants, membership status, and make of vehicle. If these items are not sent within 15-days of the event (based upon the postmark or timestamp) the organizers are subject to a fine of \$50.00. For a regional event the organizers, their region, or any event competitor may report results to the Official Points Keeper. SCCA official result forms need not be used, but the results must clearly state the classes of competition, the full names and the SCCA membership status of all competitors, and the car manufacturer for each entry, as well as the list of workers to receive worker points. If event results are not received within 45 days of the event, or Dec. 31 (whichever occurs first) or the day before the USRRG (which ever occurs first); the event shall not count toward the SCCA RoadRally National Championship Series.

## ARTICLE 10 ENTRY REQUIREMENTS

### A) Entry Form

- 2) The following statement must appear on the entry form and be signed by the driver: "The entrant warrants that an auto insurance policy liability limits of not less than \$20,000/\$40,000/\$10,000 is in force for each vehicle entered" in conformity with Article 14. C,

## ARTICLE 11 CHAMPIONSHIP CLASSES

A) For the purpose of NTR and NCR competition, organizers shall provide for the classification of contestants into four classes, known as Class E (Equipped), Class L (Limited), Class S (Stock) and Class SP (Sportsman).

D) Class SP Distance measuring equipment is limited to stock odometer(s) in the stock location(s) and/or 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). No limit is placed on the equipment permissible for use

## ARTICLE 14 INSURANCE

C) Competitor Insurance Requirement Each owner/entrant must have a valid auto insurance policy covering the entered vehicle(s) with minimum liability limits of not less than \$20,000/\$40,000/\$10,000. In states where insurance cards are required, a valid card with acceptable limits must be provided at registration. In states where such cards are not required, the organizing committee may require policy declarations. In all cases, entrants must warrant that their coverage meets required limits, and that the policy is in force on the date of the event of the state in which the vehicle is registered, and that the policy is in force on the date(s) of the event.

## **RALLYCROSS RULES PACKAGE**

**MOTION:** To approve RallyCross rules as presented effective 1/1/15 unless otherwise specified. Pulliam/Lindstrand.  
PASSED Unanimous.

1. ***Allow tire pressure monitoring systems to be disabled in Stock classes.***

### **6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES**

19. Tire pressure monitoring systems (TPMS) may be disabled. Altering the signal to the TPMS is permitted.

2. **Allow the addition of a rear trailer hitch in Stock classes.**

## 6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

20. Vehicles may add one rear trailer hitch/receiver that may serve no other purpose. Factory tie downs and cosmetic pieces may be modified or removed only to the extent necessary 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.

3. ***Allow removal or modification of non-metallic fender well liners and underbody shields in Prepared classes.***

## 6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

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.

4. ***Allow replacement of airbag-equipped OEM steering wheels in Prepared classes.***

## 6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

23. For vehicles not originally equipped with steering wheel airbags, alternate steering wheels and their attachment mechanisms are allowed.

6. **Require functioning driver & passenger doors in Modified classes.**

## 6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

3.d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed, however, the driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality as to allow safe ingress/egress. Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.

7. **Prohibit removal of rear glass from convertible hardtops in Modified classes.**

## 6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

3.e. Side and rear windows may be removed or replaced with Lexan or equivalent, however, removal of the rear window from a convertible hardtop is prohibited. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.

8. **Update vehicle classification requirements for local classes.**

## 6.2 VEHICLE CLASSIFICATION

A. All vehicle classifications as listed in Article 6 must be offered to entrants at all RallyCross events to allow scoring for National awards. However, Organizers of Regional or Divisional events may also offer and score local add-on or combine classes as they deem necessary to meet local demand. Event organizers realize that a dual-scoring system must be used to score events both for local points and for Divisional and National championships (when applicable). Local classes to be run must be listed on the sanction application. (Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)

## ARTICLE 4 MANDATORY PROVISIONS (Mandatory for all SCCA sanctioned RallyCross events.)

4.1 Articles 1 (all), 2 (all), and 3 (all), 4 (all), 5 (all except 5.2.E) 6.1, 6.2A and B, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

9. **Add the requirement that Divisional Stewards must also be Safety Stewards.**

## 3.1 DIVISIONAL RALLYCROSS STEWARDS

One RallyCross Steward per Division is appointed by the RXB, subject to the approval of the BOD. The RallyCross Stewards are responsible to the RXB for developing, supervising, and administering a program of RallyCross events in their respective Divisions in accordance with the rules, standards, and procedures established for RallyCross programs. The Divisional RallyCross Steward must be a current SCCA member and must be a Safety Steward or complete the Safety Steward program within 90 days of appointment.

**10. Reduce the minimum age of passengers from 12 to 10 years old.**

**5.2 EVENT OPERATING RULES**

C. One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than ~~twelve (12)~~ **ten (10)** years of age and meet all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the DOT/Snell requirements for competition use as recognized by the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3.H.).

**11. Update and add course design specifications.**

**5.3 COURSE SAFETY AND LAYOUTS**

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other "markers." The base of each marker may be outlined **or marked with landscape flags** to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn. Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, hay bales or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn. Vehicles on the course simultaneously shall not run in close proximity to each other. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is **not** possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

**12. Further clarify the definition of eligible vehicles.**

**6.1 ELIGIBLE VEHICLES**

A RallyCross event is open to any fixed-roof, **four-wheeled, mass-produced** ~~production-based~~ **passenger** vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded. **The following types of vehicles are currently not eligible to compete: ATVs, UTVs, side-by-sides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars and tube-frame vehicles.**

**13. Clarify that alternate tires sizes are allowed in Stock classes.**

**6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES**

2. Tires must be DOT approved. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted at National events unless ice or snow is present; Regional and Divisional events may allow studded tires any time. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. **Alternate tire sizes are allowed but tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc). Inner tubes are considered an integral part of the tire.**

**MOTION:** Approve Item 5 Hybrid and Electric cars as presented. Pulliam/Lindstrand. PASSED 11-1-2. Against Zekert. Abstain Harris, Hanushek.

**5. Allow hybrid and electric vehicles in Modified classes.**

**6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES**

5. Any engine may be used but must be internal combustion. **Production-based hybrid vehicles (e.g. Toyota Prius) and production-based electric vehicles (e.g. Nissan Leaf) are allowed, but electric power plant components and wiring shall not be altered or modified.**

**MOTION:** Approve Chris Regan to the RallyCross Board. Pulliam/McCarthy. PASSED Unanimous.

**OPERATIONS MANUAL**

Discussion of Operations Manual items that needed to be updated.

**MOTION:** Revise **Part B Section 2.2.4 - Voting** - to read "Voting or balloting on any matter of SCCA policy may be conducted in person, by phone or by remote conference at regular or special meetings of the Board of Directors. When decisions by the Board are necessary between meetings, voting may be conducted by, telephone, remote conference or other means." Walsh/Langlotz. PASSED Unanimous

The official policy for Membership (Operations manual section 1.4) is to charge one year of dues for each year missed. For example if a member has a five year lapse of membership and wants to maintain their original member-since-date, the cost is five year of dues at the current price, or \$325 for an individual member.

While the current policy achieves the goal of encouraging members to renew each year, it is viewed as punitive and a source of dissatisfaction. With approval we propose to adopt a policy that encourages continuous membership and is fair to all. The change we are proposing is \$100 for two to five years of lapsed membership, and \$200 for more than five years of membership.

**MOTION:** Change Operations Manual, 1.4 from ~~"or by payment of one (1) year's current national dues for each full year of non-membership"~~ to "or by payment of one year's current national dues for one year lapse, \$100 for two to five years of non-membership, or \$200 for more than five years of non-membership." Helman/Zekert. PASSED Unanimous.

Ops Manual Request for change to SCCA Operations Manual

Section 6.3.1 no longer accurately reflects the current title and responsibility of a Division Solo Official as listed in the SCCA Operations Manual. The following "Motion" is designed to bring the Operations Manual into sync with the National Solo Rules and current practice.

**MOTION:** Change Section 6.3.1 as below in the SCCA Operations Manual Kephart/Lindstrand. PASSED unanimous.

6.3.1 Solo Development Coordinator

Appointment: Minimum of one per Division selected by the Solo Events Board, subject to approval of the Board of Directors.

Duties: Responsible to the Solo Events Board to serve as a resource to Regions within the Division to assist them with program challenges, including but not limited to growth/expansion, operational matters, site acquisition/maintenance, communications, promotion, and training/educational opportunities. Additional responsibilities are outlined in the current edition of the National Solo Rules.

**MOTION:** To bestow the title of SCCA Court of Appeals Emerita to Sue Roethel for service over the last decade to the Court of Appeals. Patullo/Kephart. PASSED Unanimous.

## **EXECUTIVE STEWARD APPOINTMENTS**

**MOTION:** Appoint Executive Steward slate as proposed. Lindstrand/Langlotz. PASSED Unanimous

Central – Kevin Coulter  
Great Lakes – Dan Hodge  
Midwest – Scott Bowman  
Northern Pacific – Ken Jones  
Northeast – Kathy Barnes  
Rocky Mountain – Phil Shuey  
Southeast – Paul Gauzens  
Southern Pacific – Barbara Knox  
Southwest – Tom Brown

The Board wishes to thank Gloria Dickerson Larson of Rocky Mountain Division and JoAnne Jensen of Central Division for their service as Executive Stewards.

2014 Board adjourned and the 2015 Board was called to order with KJ Christopher, Area 9 and Lee Hill, Area 3 participating.

### **2015 BoD Officers:**

John Walsh elected Chairman  
Dan Helman elected Vice Chairman  
Todd Butler elected Secretary  
Bill Kephart elected Treasurer  
Steve Harris 5th member of Executive Committee  
KJ Christopher appointed Assistant Treasurer



## 2015 PROGRAM BOARD APPOINTMENTS

The following appointments were made:

**CRB:** Jim Wheeler, Chairman, Chris Albin, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi and David Arken

**BOARD STATEMENT:** The Board extends its appreciation to Jim Drago for his service on the Club Racing Board.

**COURT OF APPEALS:** Mike West, Chairman, Spencer Gorham, Laurie Sheppard, Rick Mitchell, and John Nesbitt with Sue Roethel, Secretary.

**BOARD STATEMENT:** The Board extends its appreciation to Tom Hoffman, A.G. Robbins and Jeff Niess for their service to the Court of Appeals.

**SEB:** Brian Conners, Chairman, Steve Hudson, Mike Simanyi, Richard Holden, Dave Hardy, Mark Andy and Eric Hyman

**BOARD STATEMENT:** The Board extends its appreciation to Dave Feighner for his service on the Solo Events Board.

**Solo Development Coordinators:** Chris Robbins, SW; Scott Dobler, SE; Steve Garnjobst, CenDiv; Eric Clements, SoPac; Keith Brown, NorPac; OPEN, NE; Lindsay Wilson, Rocky Mountain; Al Hermans, MiDiv; Raymond Jason, Great Lakes.

**BOARD STATEMENT:** The Board extends its appreciation to Todd Farris and Tom Berry for their service as a Solo Development Coordinator.

**Solo Safety Committee:** John Lieberman, SW; Arouch Poonsapaya, CenDiv; Brian Robertson, SoPac; Kathy Barnes, NE; Cal Craner, Rocky Mountain; David Steger, SE & Chairman; Jan Rick, MiDiv.

**RRB:** Rich Bireta, Chairman; Jeanne English, John Emmons, Bruce Gezon, Clarence Westberg, Charles Hanson, Len Pincton

**BOARD STATEMENT:** The Board extends its appreciation to Sasha Lanz for his service on the Road Rally Board.

**RXB:** Chris Regan, Ron Foley, Brent Blakely, Karl Sealander, Keith Lightfoot, Stephen Hyatt, Chairman

**BOARD STATEMENT:** The Board extends its appreciation to Warren Elliott for his service to the RallyCross Board.

**Divisional RX Stewards:** Mike Jiang, SW; Z.B. Lorenc, Great Lakes; Dustin Nevonen, CenDiv; Jim Rowland, MiDiv; Paul Eklund, NorPac; Jon Olschewski, Rocky Mountain; Charles Wright, Southeast; Jayson Woodruff, SoPac

**BOARD STATEMENT:** The Board extends its appreciation to Aaron Miller for his service to the RallyCross program.

**BOARD STATEMENT:** The Board extends its appreciation to Dr. Jim Butler who served as the Club's Medical Advisor since 2005 and those who served on the Club Racing Medical Review Board.

The Board Meeting Schedule for 2015 is as follows:

- 1) Conf Call Tuesday, January 20 at 8 pm Central
- 2) Charlotte, NC Thursday, February 19 all day
- 3) Conf Call Tuesday, March 31 at 8 pm Central
- 4) Topeka, KS Friday/Saturday May 15-16
- 5) Conf Call Tuesday, July 14 at 8 pm Central
- 6) Topeka, KS Friday/Saturday October 9-10
- 7) Topeka, KS Friday/Saturday December 4-5

The 2015 Board adjourned and the 2014 BoD reconvened.

Lewis addressed the Capital Budget as presented is approved as part of the 2015 budget approval. Items discussed. BoD requesting report out at end of 2015 of capital spends proposed vs actuals at end of year.

### Planning Committee Report

Kephart reported five areas of review by the Planning Committee.

- **Sanction and Insurance:** Process simplification desired and Staff is in alignment with this goal.
- **Transparency and Communication:** Improve communications on issues and transparency on decision making.
- **Conflict of Interest:** General discussion that there is a conflict of interest in many cases between subject matter experts, BoD members, staff when making decisions. There is always some degree of conflict. Chairman Walsh was asked to put together a working group to look into aspects of how we can better manage this in the future.
- **Tiered Membership:** Interest in looking at tiered membership options, costs to map to opportunities.
- **Governance:** Exec Committee already exists in the bylaws and can be used in between formal BoD meetings. Also discussed is leveraging liaisons to a greater degree to bring things up to BoD. Planning committee directed to continue investigating.

**BOARD STATEMENT:** The BoD expresses their thanks to Robin Langlotz and Mike Lewis for their 6 years of service on the BoD.

## CLUB RACING RULES

**MOTION:** Approve CRB rules as presented in briefing book effective 1/1/2015. Butler/Harris. PASSED Unanimous.

These rule changes will become effective 1/1/2015, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

### American Sedan

1. #15260 – (December Fastrack – Chris Pedersen) Transmission

Change 9.1.6.D.3.a.1.a: a. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at an ~~80~~ 425 lb weight penalty. Any first gear ratio greater than 2.5 is permitted.

2. #15339 – (December Fastrack – American Sedan Committee) Change 9.1.6.B.: **B. INTENT**

Change 9.1.6.B.: **B. INTENT**

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed. Cars need not be eligible for state licensure or registration.

*1. The competitiveness of any car in American Sedan shall not be guaranteed.*

***Restricted Preparation Cars Only:** Restricted Preparation American Sedan automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide this information upon request from any SCCA official and to provide the electronic device capable of accessing the data for compliance verification. Failure to provide some form of the Factory Shop/Service Manual upon request is adequate for disqualification from any event. In addition, the competitor shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested. VTS are found at crbscca.com. Since every Restricted Preparation American Sedan car may not have a VTS on this website, the competitor may request from the Technical Department at SCCA, a waiver of the VTS requirement, should the SCCA confirm that none is available.*

3. #15341 – (December Fastrack – American Sedan Committee) Addition to Restricted Preparation Engine Repair Specifications

Change 9.1.6.D.1.k.2.e.:e. Engine repair procedures ~~may~~ *shall be* performed utilizing OEM procedure or Factory Service bulletins. *Where Factory Service Manual measurement specifications for engine components may conflict with assembled Factory Service Manual specifications for performance (such as, but not limited to, compression ratio), the performance specifications shall be the measurement used for compliance. The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a.*

4. #15368 – (December Fastrack – American Sedan Committee) OEM Parts

Add 9.1.6.C.6.: *6. All rules referencing OEM parts, unless specified in these rules, must be unmodified OEM*

*parts.*

5. #15369 – (December Fastrack – American Sedan Committee) Restricted Preparation 9.1.6.D.2.a. Update Change 9.1.6.D.2.a.: a. All *unmodified* OEM induction system components (*such as, but not limited to: air cleaner assembly (less filter element), all hoses connecting the air cleaner assembly to the throttle body, throttle body, and intake manifold*) must be maintained. All air entering the intake tract shall enter through the OEM throttle body.
6. #15410 – (December Fastrack – Jim Wheeler) Allow Brake Duct Fans  
Thank you for your request. Add 9.1.6.D.5.a.8: *8. Brake duct fans are permitted for cooling brakes. They shall perform no other function.*

## **B-Spec**

None.

## **Formula/Sports Racer**

### **ASR**

1. #14710 – (December Fastrack – Jim Clark) Request for Shelby Can-Am to Be Added to ASR in GCR  
Thank you for your letter. Change 9.1.8.D: D. SHELBY CAN-AM RACER CLASSED IN P1 *and ASR*

### **FC**

1. #15027 – (December Fastrack – Formula/Sports Racing Committee) Clarify the Zetec Header Rule  
In section 9.1.1.B.16.i, change the language as follows:  
The exhaust system manifold tubing OD must be 1.5 inches (*as measured 1 inch or more from the face of the head*) and the manifold tubes must be a minimum of 24 inches in length and must terminate into a single exhaust pipe through a 4 into 1 collector. The collector angles must be the standard 15 degree bend, (30 degree included angle) with an exit diameter of 2 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4 into 2 into 1 exhaust collectors or reduced diameter venturi sections are prohibited.

### **SRF3**

1. #15415 – (December Fastrack – Todd Butler) Add SRF3 to GCR as Runoffs Eligible Class for 2015

Add to:

#### **9.1.8 SPORTS RACING CATEGORY CLASSES**

A Sports Racing (ASR) Regional Class

Prototype 1 (P1)

Prototype 2 (P2)

Spec Racer Ford (SRF)

*Spec Racer Ford 3 (SRF3)*

Add the following to header and first paragraph of the SRF3 rules package section 9.1.8.C.2.A as follows:

#### **9.1.8.C.2.A SRF3 Definition**

It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) become part of SRF3 as one class.

*During the 2015-2017 transition the top Divisional finishers earning Runoffs invitations shall be as follows:*

- *Top 5 SRF/Top 3 SRF3 for 2015*
- *Top 5 SRF/Top 5 SRF3 for 2016*
- *Top 3 SRF/Top 5 SRF3 for 2017.*

*There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs*

### **GCR**

1. #14657 – (December Fastrack – Tom Lyttle) Revise Rules for Split Starts  
Thank you for your letter. Modifying this rule seeks to grant flexibility to stewards in determining which competition group will start a combined race.

Change 6.5.5 B.: B. The Series Chief Steward or Chief Steward *may* determine the class(es) in each segment.

2. #15439 – (December Fastrack – SCCA Staff) Change/Add Main Hoop Bracing Allowance

In section 9.4.5.C.1 change/add main hoop bracing allowance as follows:

Two (2) seat Sports Racing cars with full width main hoops of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness *or Chromoly 4130 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness.* Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter.

In section 9.4.5.C.2, add the language as follows:

"Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by .080" wall thickness *or Chromoly 4130 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness.* When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same."

**Grand Touring**

None.

**Improved Touring**

None.

**Production**

**EP**

1. #15190 – (December Fastrack – Larry Svaton) Alt. Transmission, Lotus/ Caterham 7 America and Caterham 7 280  
Thank you for your request. In the specification line for the EP Caterham Seven 280, change the weights to 1445, 1481\*, and 1517\*\*. Eliminate in the Notes: ~~Stock transmission with helical gears req'd. Gear ratios: 3.65, 1.97, 1.37, 1.00 and .82.~~

In the specification line for the EP Lotus/Caterham 7 America, change the weights for the Zetec: 1460, 1497\*, and 1533\*\*. Also for the Zetec SVT: 1560, 1599\*, and 1638\*\*. Eliminate in the Notes: ~~Stock transmission with helical gears req'd. Gear ratios: 3.65, 1.97, 1.37, 1.00 and .82.~~

**HP**

1. #14598 – (December Fastrack – Chip O'Toole) MK1 (85-89) MR2 to HP  
Thank you for your letter. Move the Toyota MR2 1.6 litre (85-89) currently classed in FP to HP. The only change to the specifications will be weight: *2300, 2358\* and 2415\*\*.*

**Spec Miata**

**SM**

1. #13377 – (December Fastrack – Ralph Provitz) Car Lifting Support  
Thank you for your request. Add section 9.1.7.C.3.p.: *p. To facilitate frequent lifting of the vehicle without causing damage, one piece of steel angle iron or square steel tubing may be added under the rocker panel inboard of the factory pinch weld flange on each side of the car. Angle iron and/or square steel tubing dimensions shall not exceed 12" x 1" x 1" x .125 thick. The added support shall be securely fastened to the car and serve no other purpose.*

**Super Touring**

**ST**

1. #15017 – (December Fastrack – Rich Walke) Wheel Fans in ST Classes  
Thank you for your request. Delete 9.1.4.N.6.: ~~6. Wheel fans are not permitted.~~

**STL**

1. #14853 – (December Fastrack – Sean Williams) Pontiac Solstice/Saturn Sky  
Change 9.1.4.2.B.:

**B. Engines**

1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars and engines as follows:

The following vehicles in their entirety are ineligible for STL:

Lotus Elise/Exige  
Lotus 2 eleven

The engines from the following cars are ineligible for STL:

(none at this time)

Forced induction is not permitted in STL. *Forced induction engines, 2.0 liters and under, may be approved to remove turbo/super chargers on a case by case basis. Engine must comply with all STL regulations.*

Change 9.1.4.2 Table A

Pontiac Solstice/Saturn Sky (2000) Notes: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank. *LNF Engine Permitted with turbocharger removed.*

2. #15016 – (December Fastrack – Rich Walke) Alternate Rotor Seals and Springs

Thank you for your request.

Change 9.1.4.A.: A. Super Touring Light (STL) is a small-bore “tuner” class for reciprocating piston engines of *with* displacements of 2.0 liters ~~and-or~~ *and rotary engines, 12A, 13B, and Renesis.* STL encompasses a lower level of allowed modifications compared to STU. As with STU, spec lines are not required for STL eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.

Add 9.1.4.2.B.8.: *8. Rotary engines: Alternate rotor seals and springs are permitted.*

## **Touring**

### **T2-T4**

1. #14680 – (December Fastrack – John Bauer) Allow Pedal Modifications for Safety/Comfort

Add 9.1.9.2.D.9.d.7: *7. Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver. Dead pedal/foot rest and heel stop may be added.*

### **T3**

1. #14371 – (December Fastrack – Touring Committee) BMW Rear Lower Control Arms

In T3, BMW M3 (01-06), add to the Notes:

*Alternate rear lower control arm part #TSU9940B77 allowed.*

In T3, BMW Z4 M Coupe (2007), add to the Notes:

*Alternate rear lower control arm part #TSU9940B77 allowed.*

2. #14616 – (December Fastrack – Nic Piekarski) Neon SRT4 Front Calipers

In T3, Dodge SRT-4 (03-05), add to Notes:

*328mm Max front rotor with 4 piston caliper allowed.*

Discussion over #15119 aftermarket rods for L2 Production and #15116 Spec Miata recommendations.

**MOTION:** Approve CRB rules as presented in BoD addendum with exception of 15116, and 15634 Spec Miata effective 1/1/2015. Butler/Harris. PASSED Unanimous.

## **American Sedan**

None.

### **B-Spec**

None.

### **Formula/Sports Racer**

None.

### **GCR**

None.

## **Grand Touring**

## GT2

### 1. #14335 – (January Fastrack – Scotty B White) Viper Throttle Body

In GT2/ST Dodge Viper, incl Comp. Coupe, ACR-ACR-X, change the spec lines as follows:

GT2/ST	M a x i m u m Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ ACR-X	8300	3300	(2) 50mm flat plates	<i>Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using (2) 50 mm flat plate restrictors.</i>
	8400	3400	(2) 50mm flat plates	<i>Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using (2) 45mm flat plate restrictors.</i>
	8400 <i>OEM</i>	3520		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

## Improved Touring

None.

## Production

### 1. #15119 – (January Fastrack – Ron Leiferman) Alternate Rods for All Level 2 Production Cars

Thank you for your request. Change 9.1.5.E.2.h.2.: 2. ~~Stock connecting rods are required, but can be lightened and balanced.~~ *Alternate ferrous connecting rods, of the same crank pin center to piston pin center dimension and crank pin and piston pin bore dimensions as stock, are permitted.*

After extended review and discussion, the CRB has determined that, based on a comparison of the current prices for race quality aftermarket connecting rods and the cost of preparing stock rods and periodically reconditioning them, this change will decrease the costs related to Production car racing. This is to the advantage of all competitors. Additionally, the added reliability of race quality aftermarket rods is a material advantage to Production car racers. The CRB understands that this change may allow some cars to be more competitive. It is not possible to judge this in advance and make adjustments now. The CRB is committed to monitoring of the results of competition to make appropriate adjustments to particular cars if needed in the future. The results of member input on this question (considering both the initial group of letters and letters received as a consequence of the request for member input, but without counting multiple letters from the same writer) are 67 letters. 50 in favor of aftermarket rods for all cars, 4 for aftermarket rods only for certain cars, and 13 opposing aftermarket rods. Thus the votes for aftermarket rod in all or some cases exceeded 80%.

## Super Touring

### STL

#### 1. #15206 – (January Fastrack – Club Racing Board) Rotor Size

Change 9.1.4.2.E.2.: 2. Rotors - Any 1- or 2-piece ferrous rotors that do not exceed ~~290mm~~ *300mm* in diameter and 28mm in thickness are permitted.

## Touring

### T1

#### 1. #13510 – (January Fastrack – Amir Haleem) Change Specification Line for Mazda RX7 20B

In T1, Mazda RX-7 20B, add the engine notes as follows: *20b peripheral port allowed at 2850. Turbo chargers are not allowed.*

#### 2. #14333 – (January Fastrack – Scotty B White) Viper Throttle Body

Thank you for your request. Modify the specification lines for the T1 Viper, as noted below.



T1	Min. Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Dodge Viper RT-10/ RT-10 ACR & GT-S/ GT-S ACR (96-02)	7990	3400	50mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
Dodge Viper SRT-10 Incl. Coupe (03-06)	8000	3500	46mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
Dodge Viper SRT-10 Incl. Coupe (08-10)	8300	3500	(2) 35 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2, 33 mm flat plate restrictors.
Comp Coupe					
Dodge Viper ACR (08-10)	8300 OEM	3550	(2) 45mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2, 40mm flat plate restrictors.
	8400	3650	(2) 33 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using 2 33mm flat plate restrictors.
	8400 OEM	3550	(2) 40mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using 2 40mm flat plate restrictors.
Dodge Viper ACR-X	8400 OEM	3700	(2) 60mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock ACRx 8.4 engine, engine controller; valve train, and intake system must meet ACRx stock shop manual specifications.

### 3. #15383 – (January Fastrack – MARC Hoover) T1 MIATA SPEC LINE

In T1, Mazda MX-5 Miata MazdaSpeed, change the specification line and in T1, classify the Mazda MX-5 as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Mazda MX-5 Miata	2300	2400	<del>38</del> 37 mm TIR	Garrett GT3076 and GT2554 turbo allowed.	Carbon composite OEM style hardtop allowed.
MazdaSpeed	2000	2400	38 mm TIR		
	1800	2400	39 mm TIR		
Mazda MX-5 (06-13)	2300	2400	37 mm TIR	Garrett GT3076 and GT2554 turbo allowed.	RX8 Differential and Subframe assembly allowed. Carbon composite OEM style hardtop allowed.
	2000	2400	38 mm TIR		
	1800	2400	39 mm TIR		

### 4. #15819 – (January Fastrack – Denise Longwell) Additional Information Re: #15811

Thank you for your request. For the E46 M3 in T1, add the following to the notes: **Carbon roof allowed.**

## T1-LP

1. #15473 – (January Fastrack – David Stchur) GM Requests for T1, C7 Corvette

Thank you for your request. In the specification line for the Limited Preparation T1 C7 Corvette, make the following changes:

Brakes: *(F) 355 X 32 Vented Disc, (R) 340 X 26 Vented Disc or may use 2 piece steel rotors with aluminum hats up to 5% larger than the Z51 rotor.*

Tires: *345 max. (F&R). Rear tires may protrude up to 1.0".*

Add to the Notes: *May use any four piston brake caliper and brackets front and rear. GM Fan (Part #23231319) permitted. GM suspension kit, Part number TBD  
GM Transmission Cooler kit, Part # TBD.*

## T2

1. #15013 – (January Fastrack – Alan Leshner) Move 1998 to 2002 Camaro & Firebird to T3

Thank you for your request. In T2, Chevrolet Camaro SS (98-02), change the spec line as follows:

T2	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Camaro SS (98-02)	99.0 x 92.0 5666	2568	47 <del>18</del> x10 (F)  47 <del>18</del> x10 (R)	295	2.66 , 1.78, 1.30 , 1.00, 0.74 , 0.50	3.42	(F) 300 <del>355</del> Vented Disc  (R) 302 <del>340</del> Vented Disc	3250	Power steering cooler (option code V12) is permitted. Severn Canton Accusump part #CA24024 or CA24006, along with Electric solenoid W/ epc #CA24273, Accusump Check Valve #CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. Z28 can use original hood. <del>Strano Performance Camaro Track Package (Part #SP-141, Spring Set (550# Front/150#Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted. Springs up to 800#/in front and rear allowed. Cold air intake allowed. Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed. 4 Piston front and rear brake calipers allowed.</del>

## T2-T4

1. #15626 – (January Fastrack – Mike Ogren) Reduce Weight of 2003-2008 Mazda 6

Thank you for your request. Reduce the weight of T4 2003-2007 Mazda 6 by 100 lbs. Add to notes: *500lb max front spring rate, 800 lb max rear spring rate. Any non-adjustable shock allowed.*

2. #15683 – (January Fastrack – David Mead) Stiffer Front Springs for 99-04 Mustang GT/Bullitt

Thank you for your request. In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the notes as follows: ~~H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) allowed.~~ *Max spring rate of 900 lbs/in allowed front and rear.*

3. #15694 – (January Fastrack – David Mead) Steeda Front Sway Bar for 99-04 Mustang GT/Bullitt

Thank you for your request. In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), add the notes as follows: *Steeda front sway bar 555-1094 allowed.*

## T3

1. #14418 – (January Fastrack – Marc Feinstein) Allow Brembo Front Brake Upgrade

In T3, Audi S4 (12-14) and Audi S5 (13-14), add the notes as follows: *Brembo brake Kit PN: 3K2.8032A.*

2. #15164 – (January Fastrack – Kevin Fandozzi) Cobalt SS Intercooler

In T3, Chevrolet Cobalt SS (08-10), add the notes as follows: *Z2P intercooler #ZZ-LNFIC permitted.*

3. #15165 (Kevin Fandozzi) Allow Higher Capacity Clutch

In section 9.1.9.2.D.1.i., add new sections 5 and 6 as follows:

*5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel. Clutch disc/ pressure plate shall be within 5% of factory weight.*

*6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is within 5% of factory weight.*

4. #15784 – (January Fastrack – David Mead) 05-10 V8 Mustang Suspension

Add to notes for T3 Ford Mustang (05-10): *Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A-Front, M5560-A Rear), Strut Tower Brace #M- 20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit #M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.*

5. #15785 – (January Fastrack – David Mead) Alternate Bushings 99-2004 Mustang GT/Bullitt

Thank you for your request. Add to T3 99-2004 Mustang GT/Bullitt notes: *Energy suspension 4.3140G control arm bushings permitted.*

**T4**

1. #15234 – (January Fastrack – Jared Lendrum) Request to Improve T4 Cars

Thank you for your request. In T4, Scion FR-S (2013+) and Subaru BRZ (2013+), change the weight and add the notes as follows:

~~2995~~ *2900*

*Eibach 4.105882.880 allowed. Front strut tower brace allowed.*

2. #15325 – (January Fastrack – Robert Crawford) Allow Slotted Camber Plates in T4

Thank you for your request. In section 9.1.9.2.D.5.a.1, change the language as follows:

T2-~~T4~~, T3 only:

Remove section 9.1.9.2.D.5.a.2 as follows: ~~2- T4 only: A maximum of 2.5 degrees of negative camber is allowed on front and rear suspensions.~~

**MOTION:** Approve Letter 15116 clarifying GCR 9.1.7.C.1.f.3:3 Spec Miata GCR head preparation rule clarification. Effective 1/1/2015. Lindstrand/Harris. PASSED Unanimous.

**Spec Miata**

**SM**

1. #15116 – (January Fastrack – David Cox) SM Cylinder Head (Runoffs Protests)

The CRB wishes to thank the hundreds of SM drivers and owners who have commented on this difficult situation. The CRB has been working closely with the SM Group to identify all of the issues that came up as a result of the Runoffs compliance actions. The CRB has determined that the best course is to use the regular system to work through this problem.

The CRB instructed the SMAC to discuss the issues and prepare a recommendation for the CRB. In turn, the CRB is recommending (to the BoD) a slight change in the SM rules for 2015. The SM Group (including Mazda, SCCA and NASA) is currently contracting for dyno testing of various head configurations. When that testing is complete, and in conjunction with the SM Group, a letter will be submitted to the CRB system for consideration by the SMAC and the CRB. This may include changes in weights or restrictor plates, but it may also include a recommendation that no changes be made. No recommendations will be made to the BoD until the data is complete. The SM Group and the CRB are also monitoring the availability of cylinder heads and the effect that will have on possible future rule changes.

At this time we are also recommending, to the BoD, that the SM compliance fee, in a form to be determined, be reinstated and that the SM Group's request be implemented for a traveling Tech squad to be deployed during the 2015 season at SCCA and NASA events to be determined. This Tech squad should be totally SM savvy. We are reviewing a possible re-write of portions of the GCR that would give this Tech squad additional powers to levy penalties that are not currently allowed in the GCR.

**The CRB recommends clarifying the existing rules by adding further definition and measurable specifications for the plunge cut dimensions and orientation.**

The specific CRB recommendation to the BoD is as follows:

Change GCR 9.1.7.C.1.f.3: 3. The throat area of the port consists of the 90 degree angle at the very bottom of

the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. *The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375".* This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. ~~The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition.~~ *The Intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width.* The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.

**MOTION:** Approve add to #15634 – 9.1.7.C.3.p: *Inner bushing(s) on the front upper control arms may be replaced with offset bushings.* Hanushek/Butler. PASSED 11-2 Against Langlotz, Lindstrand.

2. #15634 – (January Fastrack – Michael Babcock) Camber for SM

Thank you for your request. Add 9.1.7.C.3.p: *p. Inner bushing(s) on the front lower control arms may be replaced with offset bushings.*

**Motion:** Adjourn meeting. Lewis/Langlotz. PASSED Unanimous.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | November 24, 2014

The Solo Events Board met by conference call November 24th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Todd Butler, and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Member Advisories**

#### **General**

##### Tire Rack Solo Nationals

Members who would like to be considered for the position of Course Designer for the Solo Nationals are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### **FJ**

##### #14698 Junior Kart Safety Clarification

Rule 2.2.O requires that no car be in motion under its own power when any FJ kart is moving under its own power. It is permissible for engines in cars to be running as long as the car is not in motion.

#### **Street**

##### SAC Vacancy

Members who are interested in serving on the SAC are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

##### #14972 Viper Clarification

Per the SAC, the SS Viper (NOC) listing in the SS class is meant to include the ACR versions.

##### #15329 Radiator Clarification

Non-OE radiator replacements are allowed if they meet the requirements of Section 13's normally expendable alternate components allowance.

#### **Street Modified**

##### SMAC

Members who are interested in serving on the SMAC are requested to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### **Prepared**

##### PAC

Members who are interested in serving on the PAC are requested to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com).

The SEB thanks Bill Cutrer for his service as a member of the PAC.

##### #14814 Frameless Construction Proposal

The PAC notes that per 17.8.B.5, the minimum track of any vehicle competing in Prepared is the OE track width (or 55" in XP). Please see also the related item under Tech Bulletins.

In response to expressed concerns about "frameless" cars, members are reminded that rules changes have been approved by the BOD for 2015 which read (in part, pertinent wording highlighted here for emphasis):

Section 12: Automotive definitions

Frame Rails – An integral part of the chassis; **frame rails are boxed, channeled, or tubular structural members of the car** which may provide attachment points for one or more of the following: subframe/cross member, body, suspension, and drivetrain of the vehicle. **Frame rails are present in Unibody, Tub-based, and Tube Frame Cars.**

#### Section 17: Prepared Category

17.1.B: ...Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule *which will invoke Section 17.11 weight adjustments (e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation).*

17.2.C: ...**Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed.** Replacement of inner fenders or wheel wells to enable wider wheels and tires are allowed.

#### #14876 Core Support Removal/Relocate Clarification

The PAC reminds competitors that Section 17 rules permit minor cutting, notching, or clearancing of components for allowed modifications. This does not permit the wholesale removal of unneeded chassis or unibody components.

The PAC thanks the member for the inquiry.

### Change Proposals

#### **General**

#### #15275 Fix catchall Appendix A wording

The following rule change proposal is provided here for member review and comment: Change the second paragraph under APPENDIX A – AUTOMOBILE CLASSES as follows:

“All unclassified cars will compete in *the highest class for their category* until *specifically* classified by the SEB, unless covered by a “catch-all (*i.e. non-make-specific*) listing/description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the highest class in the category* and work down the classes until a class is found. **Such unclassified cars will not be eligible for *National Solo® Events* or the *Solo® National Championships*. Members should look for a TechBulletin in an early current-year issue of the official SCCA® publication(Fastrack® News) at [www.scca.com](http://www.scca.com) for details or contact the National office.”**

#### #15360 Roll bar material specs

The following rule change proposal is submitted for member review and comment: In Appendix C, Section B.2, change the tubing size/car weight table as follows:

Under 1000 lbs: 1.000 x 0.060

1000-1500: 1.250 x 0.090, *1.375 x 0.080*

1501-2500: 1.500 x *0.095*, *1.625 x 0.080*

*2501+*: 1.500 x 0.120, 1.750 x 0.095, *2.000 x 0.080*

For purposes of comparison, the current roll bar tubing minimum requirements per car weight are as follows:

Under 1000 lbs: 1.000 x 0.060

1000 - 1500: 1.250 x 0.090

Over 1500: 1.500 x 0.120, 1.750 x 0.095

Note: This brings Solo roll bar material standards in line with GCR roll cage material standards without affecting previously compliant roll bars.

#### #15749 Floormats again

The following rule change proposal is submitted for member review and comment: Modify the current version of 3.3.3.B.2 as follows:

“Pedal operation must not be impeded. Driver’s side floor mat must be removed *unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working*



order.”

### **Street**

#### **#15002 Fiat 500 Abarth Move to HS Proposal**

Member input is requested regarding a proposal to move the Fiat 500 Abarth from GS to HS.

#### **#15307 E60 M5 Move to FS Proposal**

The SAC is requesting member feedback on moving the 2005-10 BMW M5 (E60 chassis) from BS to FS for 2016.

### **Street Touring**

#### **#14332 94-01 Acura Integra in STX Proposal**

The following classing change proposal is submitted for member review and comment: Change the Appendix A classification of the following *from STS to STX*:

‘94-’01 Acura Integra (non-Type R)

### **Other Items Reviewed**

### **Street**

#### **#15012, 15019, 15021, 15293, 15351 997 GT3 Classing Comments**

Thank you for your input on the 997 GT3.

#### **#15203 Civic Si Classing Clarification**

Per the SAC, the 2008 Mugen Civic Si is NOT moving to HS.

#### **#15248 997 GT3 Comments**

Thank you for your input on the 997 GT3. The only current proposal regarding the 997 is to exclude it from class SSR. There is no proposal to remove the 997 from SS.

#### **#15433 Toyo R1R Comments**

Thank you for your input on the 200 TW Toyo R1R.

#### **#15438 Corvette Classing Comments**

Thank your for your input.

### **Street Touring**

#### **#15020 STC with STS Comments**

Thank you for your comments.

### **Modified**

#### **#14649 CVT Allowance Proposal**

Thank you for your input. The MAC continues to evaluate member feedback on various aspects of the BM proposal, including the allowances for CVT's.

#### **#15073 BM Engine Allowance Proposal**

Thank you for your input. The MAC feels the current proposal is appropriate and accommodates vehicles which are currently legal for the class. The committee continues to evaluate feedback regarding the proposal.

### **Not Recommended**

### **General**

#### **#15713 Submitter's names published in Fastrack.**

Thank you for your input. The SEB does not publish member names in Fastrack for privacy reasons.

### **Street**

#### #15251 Miata Club Sport Move to AS Proposal

The SAC feels the Miata Club Sport is classed appropriately in BS.

#### #15508 Mini S Move to GS Proposal

The SAC feels the Mini S is classed appropriately.

### **Prepared**

#### #14958 The allowance of a L/P 1988-91 Honda1600cc Si

The PAC/SEB will continue to monitor the development of EP over the next few years to ensure parity.

### **Modified**

#### #14589 Solo Vee Allowance Proposal

Thank you for your input. The MAC does not recommend changes to Solo Vee rules at this time, due to a desire to have more time to observe the effects of moving the cars to CM.

### **Handled Elsewhere**

#### **Street**

##### #15228 Fiat 500 Abarth Move to HS Proposal

Please see item #15002 elsewhere in this Fastrack.

##### #15305 Fiat 500 Abarth Move to HS Proposal

Please see item #15002 elsewhere in this Fastrack.

#### **Street Touring**

##### #14364 14383 Integra Move to STX Proposal

Please see item #14332 elsewhere in this Fastrack.

##### #14929 Integra (Non-Type R) Move to STX

Please see item #14332 elsewhere in this Fastrack.

##### #14971, 15044 GSR Move to STX Comments

Please see item #14332 elsewhere in this Fastrack.

#### **Street Modified**

##### #14473 2 Seat FWD in SM Allowance Proposal

The rule change has been approved by BoD for 2015, see the December Fastrack.

### **Tech Bulletins**

#### **Street**

##### #14984 2015 Audi S3 Classing Proposal

Please refer to letter #15255 elsewhere in this Fastrack.

##### #15096 Audi TT Classing Comments

The DS listing Audi TT (2.0T, non-quattro/FWD) year range is corrected to “(2008-09)”.

##### #15097 Repair Method Comments

Add to Appendix F under Street Clarifications:

*“Replacement of the failure-prone intermediate shaft (IMS) bearing on Porsche Boxsters with a similar part which serves the same purpose is compliant with the new 13.1 allowance for common-sense repairs.”*

#15192 2015 Corvette Z06 Classing Proposal

Per the SAC, add a new listing to class the 2015 Corvette Z06 in SS.

Note: the OE tires are not compliant for National competition in the Street category.

#15197 Scion FRS Clarification

Change the BS "Scion FR-S RS" listing to:

Scion FR-S *Release Series 1.0*

#15255 Audi S3 Classing Proposal

The SAC has recommended the following new listing in class BS:

Audi

*S3*

In addition the committee recommends updating the model year ranges for the following BS cars:

Audi

RS 5 (2013-*15*)

S4 (2010-*15*)

S5 (2008-*15*)

TTS (2009-*15*)

#15349 VW GTI Clarification

Thank you for your input on VW GTI class listings. The following clarification of the applicable listing is effective 1/1/2015:

In HS, replace the following:

Golf, GTI & Jetta (16v)

with

Golf, GTI & Jetta (16v *non-turbo*)

#15707 Fiesta ST roll-over risk

The Ford Fiesta ST meets the Rollover Potential Guidelines in 3.1. The 2011+ non-ST Fiesta models do not meet the requirements and are to be removed from the HS listing.

**Prepared**

#14814 Frameless Construction Proposal

The following wording change is provided to clarify 17.8.B.5:

"5. The minimum track for all Prepared cars is the OE track dimension.

(Note: This minimum *also* applies to cars utilizing Section 17.11.A to compete in Prepared.)"

The PAC thanks the member for the inquiry.

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | December 2, 2014

The Club Racing Board met by teleconference on December 2, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

### **Member Advisory**

#### **GCR**

1. #14913 (Janet Farwell) Grid/Pit Specialty Manual Approval  
The CRB supports changes to this manual.

2. #14914 (Janet Farwell) Starter Specialty Manual Approval  
The CRB supports changes to this manual.

### **No Action Required**

#### **AS**

1. #15695 (JACK MARTIN) 15140 Brake fans  
Thank you for your support of brake duct fans for American Sedan.

2. #15718 (Scott Olsen) Brake Cooling Fans  
Thank you for your support of brake duct fans for American Sedan.

3. #15808 (Sean Williams) Factory Service Manual vs. Performance Specifications  
Thank you for your request for clarification of letter #15341.

Using compression ratio as an example, manufacturers may specify in the Factory Service Manual (FSM) a minimum service dimension for the cylinder head. Should, for instance, a blown head gasket require truing of that head, that process of cutting the cylinder head would change the compression ratio. Letter #15341 is intended to state that even though the FSM states that minimum thickness, the FSM specified compression ratio must be maintained in any build.

For Full Preparation (FP) AS cars, the maximum compression ratio is 10.3, so in this example, this rule does not apply to FP AS cars. Restricted Preparation (RP) AS cars have their compression ratio specified in their FSM, so for this example, the rule does apply to RP AS cars.

The rule does not apply to horsepower and torque, as AS rules allow for modifications for both FP and RP cars that will change horsepower and torque.

For any potential modification, the competitor is responsible for determining if this rule applies to their car and the potential modification.

The rule also states that "The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a". In the example of compression ratio, 9.1.6.D.1.k.2.a. allows for the use of aftermarket parts that would accomplish the adjustment to compliance.

#### **FA**

1. #15320 (Mark Davison) Brake Safety Issue  
Thank you for your letter. The rules are adequate as written.

#### **GT2**

1. #14640 (Mark Kibort) GT2 Eligibility for x-WCGT Porsche 928GTS STO/GT2-ST  
Thank you for your request. The CRB intends to process this clarification but the competitor must provide the specifications. Please submit another letter with the specifications, and the CRB will proceed.

#### **GTL**

1. #15056 (Peter Shadowen) GTL and GT3 Wheelbase Addition for CRZ  
Thank you for your request. This is allowed in the GTCS, 9.1.2.F.4.c.1.

#### **STU**

1. #15716 (Eric Heinrich) Correction to TIR/Weight Chart  
Thank you for your suggestion. The rules are adequate as written. Appendix G, 2.6. indicates the listed requirements are

absolute maximum.

#### **T2-T4**

1. #12797 (CJ Moses) T2 Class Parity - Evo IX/X Adjustment or Re-classification to T3

Thank you for your request. Changes are being made to improve class parity. Please bring the cars out to race, in order to determine if the changes have established parity.

2. #15435 (David Mead) What Are the Aerodynamic Parts Allowed 2011+ Camaro?

Thank you for your letter. The allowances are as listed on the specification line.

3. #15719 (Philip Royle) Help the SSC Cars in T4

Thank you for your letter. The CRB has no plans to put former SSC cars into B-spec.

#### **T4**

1. #15790 (David Mead) Foolish to Add Restrictor to T4 at This Time

Thank you for your suggestion.

2. #15791 (David Mead) Waste of Time for T4 Mustang to Remove Catalytic Converters

Thank you for your feedback. The CRB does not see a need for a change at this time and will continue to monitor performance throughout 2015.

#### **Not Recommended**

##### **F5**

1. #14697 (Bill Butterworth) Request for clarification of GCR 9.1.1.15

Thank you for your letter. This issue has been discussed in the past and been determined to be a performance advantage.

##### **P2**

1. #15134 (David Arken) P2 Aerodynamics Control Area

Thank you for your letter. The CRB does not recommend this change and believes the rules are adequate as written.

##### **GT2**

1. #14750 (Richard Gray) August Recommendations on SIR Weights, and Mazda GT2 20b Rules

Thank you for your request. Please compete with this car and then request performance adjustments. The CRB makes adjustments based, in part, on track performance. This configuration has not been seen on track yet.

2. #15150 (Tim Myers) Allow GT3 Cup Grand Am Spec in GT2 under Porsche Spec Line

Thank you for your request. This car exceeds current GT2 class performance.

3. #15152 (Jackson Stewart) Request for GT2 Classification

Thank you for your request. Turbochargers are not classified in GT, with the only exception being former STO cars now classified in GT2.

##### **GT3**

1. #15298 (Wolfgang Maike) Competition Adjustment for Toyota GT3 Engines

Thank you for your request. The engine is correct as classified. The CRB will continue to monitor the small bore GT3 cars throughout the 2015 season.

2. #15486 (Michael Cyphert) Request for Rule Changes to Enhance Participation in GT3

Thank you for your request. Although the CRB recognizes the intent of your request, the CRB does not recommend your request(s) as written. Please see letters #15766 and #15767, Technical Bulletin.

##### **EP**

1. #15869 (Club Racing Board) Not Recommended Portion of Letter #15815

Thank you for your letter. The request for change in fender shape is contrary to class philosophy. The requested intake change is not recommended. This car was recently allowed to use transmissions with ratios other than stock. The CRB believes any further revisions to the specifications of this car should wait until the impact of that change is determined.

##### **HP**

1. #15782 (Johannes Krauss) HP VW Scirocco

Thank you for your request. An alternate engine is not consistent with class philosophy. The CRB will consider adjustment to the performance potential of the car with the listed engine.

##### **ST**

1. #15425 (Rich Walke) Rear Wing Mounts

Thank you for your letter. The rules are adequate as written. The CRB has no plans to change the rules at this time.

2. #15452 (Eric Heinrich) ST Category - Engine Swap Limitation

Thank you for your letter. Competitors have already built cars with these engine swaps.

**STL**

1. #15468 (Buzz Marcus) Weight Reduction

Thank you for your request. The CRB has not determined a need for the Miata weight to change at this time. The CRB will continue to monitor performance in the class.

2. #15721 (Philip Royle) Re-evaluate the 13B

Thank you for your request. The CRB has not determined a weight adjustment is needed for the 13B at this time. The CRB will continue to monitor performance in the class.

3. #15748 (Brad McCall) Reference Letter #14879

Thank you for your letter. STL has a limit on camshaft lift of .425". This limits airflow, and thus the potential performance of all engines in the class.

The CRB understands your concerns about having to "de-cam" your stock Toyota engine to meet this regulation and understands how this will require financial investment. However, note there are several other engines in the class that have to de-cam, the Honda K20Z3 ('07-'10 Civic Si) and the Honda B15C5 (Acura Type R) are two examples.

Also note it was because of the class cam limit that the CRB allowed your Toyota 2ZZ engine to run a compression ratio of 11.5:1, a 1/2-point higher than the class limit, since the CRB recognizes that airflow limits maximum horsepower.

If the camshaft lift changes in the future, the CRB can address the Toyota 2ZZ engine.

4. #15776 (Adam Jabaay) Alternate Factory Style Spoilers

The CRB has no plans to change the wing rules at this time. If you have something specific in mind, please submit a more detailed request.

5. #15821 (Bobby Beyer) Please Allow Alternate Intake Manifold for B-spec Cars

Thank you for your request. This change is against class philosophy.

**T1**

1. #15187 (David Mead) Remove Allowance for WC Spec Bodies on T1 Corvette

Thank you for your request. The CRB has no plans to make changes at this time, as there are too many cars built to consider retracting these rules.

**T2-T4**

1. #15100 (Bobby Beyer) Please Move 99-04 Mustang GT to T4

Thank you for your letter. Changes have been made to increase the potential for this car.

2. #15682 (David Mead) Delrin Front Control Arm Bushings 2011+ Mustang V6

Thank you for your letter. The CRB does not recommend Delrin bushings for T3 at this time.

3. #15696 (David Mead) CAI for 99-2004 Mustang GT/Bullitt

Thank you for your letter. The CRB does not recommend this change at this time.

**T3**

1. #14417 (Marc Feinstein) Change Maximum Spring Rate on Audi S4/S5

Thank you for your request. Changes have been made to improve parity. Additional changes are not recommended at this time.

2. #15353 (Scotty B White) Create T3 Parity

Thank you for your letter. It was very insightful. There have been changes made to the class to improve parity. The CRB will continue to monitor performance and make changes if necessary.

3. #15796 (Chad Gilsinger) Reduce Weight and Remove Restrictor on Acura TL SH-AWD

Thank you for your request. The CRB has made changes to improve class parity and does not see a need for this change at this time. The CRB will continue to monitor performance for the class in 2015.



#### T4

1. #14982 (Tim Wise) Allow Pro MX-5 Cup Car Reliability Components and Modifications

Thank you for your request. The CRB does not recommend these changes at this time. With the combination of the specification lines, the later transmission would be allowed to be "upgraded".

2. #14983 (Tim Wise) Allow Spec MX-5 Header in T4

Thank you for your request. The CRB does not recommend headers for this car. Alternatively, catalytic converter removal is allowed for T4 cars in 2015.

#### **Recommended Items for 2015**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

#### GT2

1. #14335 (Scotty B White) Viper Throttle Body

In GT2/ST Dodge Viper, incl Comp. Coupe, ACR-ACR-X, change the spec lines as follows:

GT2/ST	M a x i m u m Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ ACR-X	8300	3300	(2) 50mm flat plates	<i>Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using (2) 50 mm flat plate restrictors.</i>
	8400	3400	(2) 50mm flat plates	<i>Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using (2) 45mm flat plate restrictors.</i>
	8400 <i>OEM</i>	3520		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

#### Prd

1. #15119 (Ron Leiferman) Alternate Rods for All Level 2 Production Cars

Thank you for your request. Change 9.1.5.E.2.h.2.: 2. ~~Stock connecting rods are required, but can be lightened and balanced.~~  
*Alternate ferrous connecting rods, of the same crank pin center to piston pin center dimension and crank pin and piston pin bore dimensions as stock, are permitted.*

After extended review and discussion, the CRB has determined that, based on a comparison of the current prices for race quality aftermarket connecting rods and the cost of preparing stock rods and periodically reconditioning them, this change will decrease the costs related to Production car racing. This is to the advantage of all competitors. Additionally, the added reliability of race quality aftermarket rods is a material advantage to Production car racers. The CRB understands that this change may allow some cars to be more competitive. It is not possible to judge this in advance and make adjustments now. The CRB is committed to monitoring of the results of competition to make appropriate adjustments to particular cars if needed in the future. The results of member input on this question (considering both the initial group of letters and letters received as a consequence of the request for member input, but without counting multiple letters from the same writer) are 67 letters. 50 in favor of aftermarket rods for all cars, 4 for aftermarket rods only for certain cars, and 13 opposing aftermarket rods. Thus the votes for aftermarket rod in all or some cases exceeded 80%.

#### SM

1. #15116 (David Cox) SM Cylinder Head (Runoffs Protests)

The CRB wishes to thank the hundreds of SM drivers and owners who have commented on this difficult situation. The CRB has been working closely with the SM Group to identify all of the issues that came up as a result of the Runoffs compliance actions. The CRB has determined that the best course is to use the regular system to work through this problem.

The CRB instructed the SMAC to discuss the issues and prepare a recommendation for the CRB. In turn, the CRB is recommending (to the BoD) a slight change in the SM rules for 2015. The SM Group (including Mazda, SCCA and NASA) is currently contracting for dyno testing of various head configurations. When that testing is complete, and in conjunction with the SM Group, a letter will be submitted to the CRB system for consideration by the SMAC and the CRB. This may include changes in weights or restrictor plates, but it may also include a recommendation that no changes be made. No recommendations will be

made to the BoD until the data is complete. The SM Group and the CRB are also monitoring the availability of cylinder heads and the effect that will have on possible future rule changes.

At this time we are also recommending, to the BoD, that the SM compliance fee, in a form to be determined, be reinstated and that the SM Group's request be implemented for a traveling Tech squad to be deployed during the 2015 season at SCCA and NASA events to be determined. This Tech squad should be totally SM savvy. We are reviewing a possible re-write of portions of the GCR that would give this Tech squad additional powers to levy penalties that are not currently allowed in the GCR.

**The CRB recommends clarifying the existing rules by adding further definition and measurable specifications for the plunge cut dimensions and orientation.**

The specific CRB recommendation to the BoD is as follows:

Change GCR 9.1.7.C.1.f.3: 3. The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. *The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375".* This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. ~~The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition.~~ *The Intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width.* The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.

2. #15634 (Michael Babcock) Camber for SM

Thank you for your request. Add 9.1.7.C.3.p: *p. Inner bushing(s) on the front upper control arms may be replaced with offset bushings.*

## STL

1. #15206 (Club Racing Board) Rotor Size

Change 9.1.4.2.E.2.: 2. Rotors - Any 1- or 2-piece ferrous rotors that do not exceed ~~290mm~~ *300mm* in diameter and 28mm in thickness are permitted.

## T1

1. #13510 (Amir Haleem) Change Specification Line for Mazda RX7 20B

In T1, Mazda RX-7 20B, add the engine notes as follows: *20b peripheral port allowed at 2850. Turbo chargers are not allowed.*

2. #14333 (Scotty B White) Viper Throttle Body

Thank you for your request. Replace the specification lines for the T1 Viper, as noted below.

T1	Min. Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Dodge Viper RT-10/ RT-10 ACR & GT-S / GT-S ACR (96-02)	7990	3400	50mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
Dodge Viper SRT-10 Incl. Coupe (03-06)	8000	3500	46mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.
Dodge Viper SRT-10 Incl. Coupe (08-10)	8300	3500	(2) 35 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2.33 mm flat plate restrictors.
Comp Coupe	8300	3500	(2) 35 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2.40mm flat plate restrictors.
Dodge Viper ACR (08-10)	8300 OEM	3550	(2) 45mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Hybrid update including Mopar Performance Part # P5156137 and 8.4L mechanical throttle body allowed using 2.40mm flat plate restrictors.
	8400	3650	(2) 33 mm flat plate		OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using 2 33mm flat plate restrictors.
	8400 OEM	3550	(2) 40mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specifications. Intake and Throttle Body from Mopar Performance Part # P5156137 allowed using 2 40mm flat plate restrictors.
Dodge Viper ACR-X	8400 OEM	3700	(2) 60mm flat plate	OEM valve lift and compression. Cylinder heads must be as delivered from factory.	OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock ACRx 8.4 engine, engine controller; valve train, and intake system must meet ACRx stock shop manual specifications.

### 3. #15383 (MARC Hoover) T1 MIATA SPEC LINE

In T1, Mazda MX-5 Miata MazdaSpeed, change the specification line and in T1, classify the Mazda MX-5 as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Mazda MX-5 Miata MazdaSpeed	2300	2400	38 37 mm TIR	G a r r e t t GT3076 and GT2554 turbo allowed.	Carbon composite OEM style hardtop allowed.
	2000	2400	38 mm TIR		
	1800	2400	39 mm TIR		
Mazda MX-5 (06-13)	2300	2400	37 mm TIR	G a r r e t t GT3076 and GT2554 turbo allowed.	RX8 Differential and Subframe assembly allowed. Carbon composite OEM style hardtop allowed.
	2000	2400	38 mm TIR		
	1800	2400	39 mm TIR		

### 4. #15819 (Denise Longwell) Additional Information Re: #15811

Thank you for your request. For the E46 M3 in T1, add the following to the notes: *Carbon roof allowed.*

#### T1-LP

#### 1. #15473 (David Stchur) GM Requests for T1, C7 Corvette

Thank you for your request. In the specification line for the Limited Preparation T1 C7 Corvette, make the following changes:

Brakes: (F) 355 X 32 Vented Disc, (R) 340 X 26 Vented Disc or may use 2 piece steel rotors with aluminum hats up to 5% larger than the Z51 rotor.

Tires: 345 max. (F&R). Rear tires may protrude up to 1.0".

Add to the Notes: May use any four piston brake caliper and brackets front and rear. GM Fan (Part #23231319) permitted. GM transmission cooler (part #TBD) and GM suspension ki (part #TBD) permitted.

**T2**

1. #15013 (Alan Leshner) Move 1998 to 2002 Camaro & Firebird to T3

Thank you for your request. In T2, Chevrolet Camaro SS (98-02), change the spec line as follows:

T2	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Camaro SS (98-02)	99.0 x 92.0 5666	2568	<del>17</del> 18x10 (F)  17 18x10 (R)	295	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F) 300  355 Vented Disc  (R) 302  340 Vented Disc	3250	Power steering cooler (option code V12) is permitted. Severn Canton Accusump part #CA24024 or CA24006, along with Electric solenoid W/ epc #CA24273, Accusump Check Valve #CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. Z28 can use original hood. <del>Strano-</del> Performance Camaro Track Package (Part #SP-141, Spring Set (550# Front/150#Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted. Springs up to 800#/in front and rear allowed. Cold air intake allowed. Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed.  4 Piston front and rear brake calipers allowed.

**T2-T4**

1. #15626 (Mike Ogren) Reduce Weight of 2003-2008 Mazda 6

Thank you for your request. Reduce the weight of T4 2003-2007 Mazda 6 by 100 lbs. Add to notes: 500lb max front spring rate, 800 lb max rear spring rate. Any non-adjustable shock allowed.

2. #15683 (David Mead) Stiffer Front Springs for 99-04 Mustang GT/Bullitt

Thank you for your request. In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the notes as follows: ~~H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) allowed.~~ H&R Race Springs Max spring rate of 900 lbs/in allowed front and rear.

3. #15694 (David Mead) Steeda Front Sway Bar for 99-04 Mustang GT/Bullitt

Thank you for your request. In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), add the notes as follows: Steeda front sway bar 555-1094 allowed.

### T3

1. #14418 (Marc Feinstein) Allow Brembo Front Brake Upgrade

In T3, Audi S4 (12-14) and Audi S5 (13-14), add the notes as follows: *Brembo brake Kit PN: 3K2.8032A.*

2. #15164 (Kevin Fandozzi) Cobalt SS Intercooler

In T3, Chevrolet Cobalt SS (08-10), add the notes as follows: *ZZP intercooler #ZZ-LNFIC permitted.*

3. #15165 (Kevin Fandozzi) Allow Higher Capacity Clutch

In section 9.1.9.2.D.1.i., add new sections 5 and 6 as follows:

*5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel. Clutch disc/ pressure plate shall be within 5% of factory weight.*

*6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is within 5% of factory weight.*

4. #15784 (David Mead) 05-10 V8 Mustang Suspension

Add to notes for T3 Ford Mustang (05-10): *Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A- Front, M5560-A Rear), Strut Tower Brace #M- 20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.*

5. #15785 (David Mead) Alternate Bushings 99-2004 Mustang GT/Bullitt

Thank you for your request. Add to T3 99-2004 Mustang GT/Bullitt notes: *Energy suspension 4.3140G control arm bushings permitted.*

### T4

1. #15234 (Jared Lendrum) Request to Improve T4 Cars

Thank you for your request. In T4, Scion FR-S (2013+) and Subaru BRZ (2013+), change the weight and add the notes as follows:

2995 *2900*

*Eibach 4.10582.880 allowed. Front strut tower brace allowed.*

2. #15325 (Robert Crawford) Allow Slotted Camber Plates in T4

Thank you for your request. In section 9.1.9.2.D.5.a.1, change the language as follows:

~~T2-T4~~, ~~T3~~ only:

Remove section 9.1.9.2.D.5.a.2 as follows: ~~2. T4 only: A maximum of 2.5 degrees of negative camber is allowed on front and rear suspensions.~~

### Taken Care Of

#### FB

1. #15480 (J.R. Osborne) Proposed Engine Restrictor Sizing

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

2. #15505 (Jake Latham) F1000 Engine Restrictors

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

3. #15522 (Juan R Marchand) BMW S1000rr Engine

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

4. #15617 (Ted Dale) Kawasaki Restrictor Concerns

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

5. #15754 (Gary Slahor) Request to Alter Restrictor Sizes

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

6. #15840 (Jerry Hodges) Supporting Restrictors

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

7. #15842 (Nicho Vardis) New rules for FB

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

**8. #15849 (Randy Cook) Support for FB Restrictors**

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

**9. #15857 (Jon Marshall) FB Restrictors**

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

**10. #15860 (Nick Mayer) Restrictors for FB**

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

**11. #15861 (Alex Mayer) Restrictors for FB**

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

**12. #15862 (Thomas Copeland) Change 9.1.1.G.5.: Inlet Restrictors**

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

**13. #15863 (Steve Hamilton) Proposal #14003, Rules 9.1.1.G.5, 9.1.1.G.4.E**

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

**14. #15864 (Joel Haas) FB Restrictors**

Thank you for your letter. Please see the response to letter #15846, Technical Bulletin.

**P2**

**1. #14238 (Bruce Gurney) Pinto Engine in P2**

Thank you for your letter. Please see the response to letter #14089, Technical Bulletin.

**2. #14239 (Bruce Gurney) Letter 2 Pinto Engines**

Thank you for your letter. Please see the response to letter #14089, December 2014 Technical Bulletin.

**3. #15388 (Stan Clayton) Machining of Pinto Heads**

Thank you for your letter. Please see the response to letter #14089, December 2014 Tech Bulletin.

**GCR**

**1. #14597 (Craig Farr) SFI Belt Date Extension**

Thank you for your feedback. Please see the response to letter #14272, September 2014 Fastrack Minutes.

**GT2**

**1. #15153 (Jackson Stewart) Additional Attachment**

Thank you for your additional information. Please see the response to letter #15152.

**GT3**

**1. #15340 (Mark Ward) Small Bore Toyota Competition Adjustment**

Thank you for your request. Please see the response to letter #15298.

**EP**

**1. #15816 (Larry Svaton) Caterham 7 in EP**

Thank you for your requests. Please see the responses to letters #15815, Technical Bulletin, and #15869, Minutes.

**ST**

**1. #15787 (Adam Jabaay) Wings, Spoilers, etc.**

Thank you for your letter. Please see the response to letter #15776.

**STL**

**1. #15316 (Adam Jabaay) Sports Cars Weights**

Thank you for your feedback to letter #14472.

**2. #15434 (Brian Cashion) Allow Porting of 12A RX7 Engine**

Thank you for your request. Please see the response to letter #15431, Technical Bulletin.

**3. #15612 (James Sample) Request Rule Change**

Thank you for your request. Please see the response to letter #15431, Technical Bulletin.

4. #15830 (Andy Bettencourt) Sports Car vs. Touring Car  
Thank you for your feedback to letter #14472.

#### **STU**

1. #15382 (James Clay) Touring vs. Sport Cars  
Thank you for your feedback to letter #14472.

2. #15419 (Cameron Rogers) Suggestions for STU Class Re-Balancing  
Thank you for your feedback to letter #14472.

3. #15420 (Robert Verenna) Differences Between Sports Cars and Touring Cars in STU  
Thank you for your feedback to letter #14472.

4. #15788 (Toby Larsson) In Response to #14472  
Thank you for your feedback to letter #14472.

#### **T1**

1. #14925 (Tim Myers) Consider Viper ACR-x Back into T1 with Reasonable Restrictor 2015  
Thank you for your letter. Please see the response to letter #14333.

2. #15377 (Scotty B White) Help the T1 Viper  
Thank you for your letter. Please see the response to letter #14333.

3. #15765 (Tim Myers) Put Viper ACRx Back in T-1 Reasonable Restrictor Add to #14925  
Thank you for your letter. Please see the response to letter #14333.

4. #15811 (Denise Longwell) Carbon Roof Allowed on BMW E46 M3 Coupe in T1  
Thank you for your letter. Please see the response to letter #15819.

#### **T2-T4**

1. #15437 (Mitchell Bender) Allow Selected MX-5 Cup Safety and Reliability Upgrades  
Thank you for your request. Please see the response to letter #14982.

2. #15474 (David Stchur) Cadillac ATS Request for T3  
Thank you for your request. Please see the response to letter #15750, Technical Bulletin.

3. #15759 (David Stchur) Cadillac ATS Revision  
Thank you for your request. Please see the response to letter #15750, Technical Bulletin.

#### **T3**

1. #15183 (Harley Kaplan) M3 Restrictor  
Thank you for your letter. Please see the response to letter #15174, Technical Bulletin.

2. #15342 (Jason Ott) BMW Z4 M Coupe/M3 Weight Reduction  
Thank you for your request. Please see the response to letter #15174, Technical Bulletin.

#### **T4**

1. #14147 (David Jacobs) SM5 Approval to Run  
Thank you for your request. Please see the response to letter #14141, Technical Bulletin.

#### **What Do You Think**

##### **FM**

1. #15884 (Moses Smith) Spec Tire for Formula Mazda  
The CRB is seeking member input on the possibility of a spec/control tire for Formula Mazda. Please limit the response to a yes or no and submit to the CRB letter system at crbscca.com.

##### **STL**

1. #15577 (Club Racing Board) Cylinder Heads  
Should STL allow cylinder head porting at a 1% weight penalty, similar to STU? Please send your response through the CRB letter system at crbscca.com.

##### **RESUMES**

1. #15067 (Christopher Jurkiewicz) Resume for ST



Christopher Jurkiewicz has been added to the STAC.

2. #15598 (Tim Wise) Touring Advisory Board Resume  
Tim Wise has been added to the Touring Committee.

3. #15786 (Adam Jabaay) Application for Super Touring Committee  
Adam Jabaay has been added to the STAC.

4. #15868 (Scotty B White) Resume for Touring Committee  
Scotty B. White has been added to the Touring Committee.

5. #15894 (Eric Yagel) STAC Position  
Eric Yagel has been added to the STAC.

# CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2014

NUMBER: TB 15-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutinizers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 1/1/2015 unless otherwise noted.

## American Sedan

### 1. #15925 (American Sedan Committee) Clarify Bumper Rule

In Section 9.1.6.D.7.c.1, change the language as follows:

"Unless authorized in these rules or stated in a spec line, all bumper covers, ~~bumper absorbing material~~, and metal bumper bars shall not be modified or removed."

## B-Spec

None.

## Formula/Sports Racing

### FA

#### 1. #15772 (Robert Corliss) Restriction for SWIFT 016

In FA, Swift 016, change the notes as follows:

Engine: The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a ~~34~~ 33mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises

In FA, Spec line B Toyota 4AGE, change the restrictor as follow:

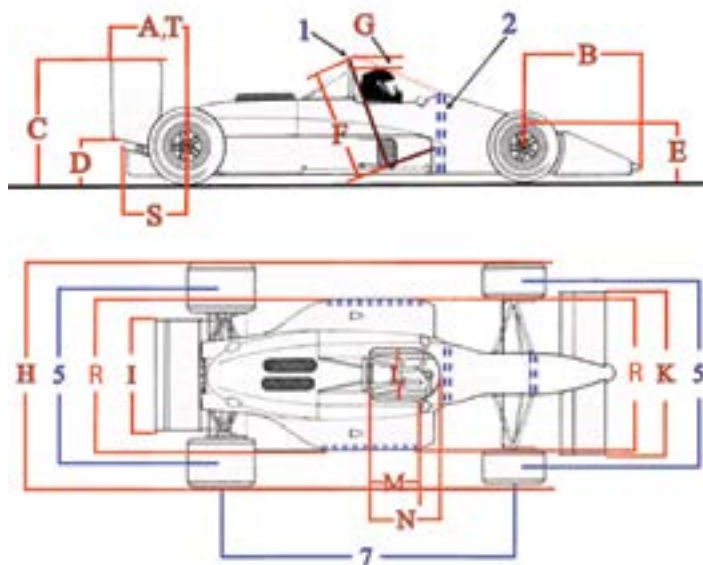
~~30~~ 31 SIR

### FC

#### 1. #15081 (SCCA Staff) RM 14-19 FF bodywork

In FF/FC table 4 and FB table 5, change line C as follows:

C. Maximum *wing* height measured from the ground *with the driver on board*.



In section 9.1.1.B.4.c, change the language as follows:

"...FC behind the centerline of the rear axle ~~nor exceed in height a horizontal plane 90cm above the ground with the car as qualified or raced with the driver on board~~. The safety roll bar/roll cage, fairings, and engine air box are not included in these restrictions."

## FB

### 1. #15846 (Formula/Sports Racing Committee) FB engine restrictors

Note: The CRB reviewed letter 15846 on the FB restrictor along with other available material. The decision has been made to retain the wording for the rule change approved in June 2014, letter 14003, and to include corrections from letter 15846. At this time no restrictor sizes will be specified however the table will be retained for future implementation. The CRB appreciates the considerable work that has taken place evaluating the methods to cap the HP in FB however without on track data and having considered input from the class stake holders moving forward with restrictors at this time is not the correct path. With help from the FB community it is anticipated that data will be available for decisions concerning engine performance as may be necessary in the future.

In Section 9.1.1.G.4.C, change the language as follows:

"The stock or factory racing ECU shall be used. The ECU fuel *and ignition* maps may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone aftermarket ECUs are not permitted."

In Section 9.1.1.G.4.E, change the language as follows:

"Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms may be removed, substituted and/or disconnected. *All holes or passages resulting from the removal of any components must be plugged.* No *other* material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows."

In Section 9.1.1.G.5, change the language as follows:

~~"The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor at any time by publishing the requirements in Fastrack. Flat plate Individual Inlet Restrictors (IIRs) (FPIR) shall be used on all engines as indicated in Formula B Restrictor Table below. The restrictors shall conform to the definition within Appendix F of the GCR. All restrictors shall be installed within 4 inches of the primary throttle shaft on the upper inlet side of the throttle body. There shall be one IIR per cylinder. Restrictors may be mounted in any manner that does not reduce the intended effectiveness. All air for engine combustion processes shall flow through the restrictors."~~

*Proposed changes to the specified restrictor sizes must be accompanied by engine dynamometer data.*

Formula B Restrictor Table				
Engine Make	Model	Years Produced	Restrictor Opening (mm)	Notes
BMW	R1000SS	2009-	<del>38</del> <i>none</i>	
Honda	CBR1000RR	2008-2013	<del>None</del> <i>not Required</i>	Must use stock unmodified velocity stacks
Kawasaki	ZX10	<del>2010</del> <i>2011-2014</i>	<del>40</del> <i>none</i>	
Suzuki	GSXR1000	2007-2008	<del>42</del> <i>none</i>	Baseline for Performance
Engines Introduced On Or Before 2012	All	-2012	<del>42</del> <i>none</i>	
Engines Introduced On Or After 2013	All	2013-	<del>38</del> <i>none</i>	

*Competitor wishing to use any engines newer than 2014 model year must supply dynamometer data to the CRB to be approved for use.*

## FM

### 1. #15200 (John Bauer) Clarify Spring Length

In Section 9.1.1.E.11.F, change the language as follows:

"Springs: Front: six (6) or seven (7) inch *+ or - 1/4"*, ~~unrestricted~~ *unloaded free* length, 450, or 750 lbs./inch rate. Rear: eight (8) inch *+ or - 1/4"*, ~~unrestricted~~ *unloaded free* length, 400 or 500 lbs./inch rate."

## P2

### 1. #14089 (Bruce Gurney) Pinto Engine Spec Line

In P2, spec line F, change the notes as follows:

F	4 cycle 4 cyl auto based	2000	4	40.5mm/ 40.5mm Pinto: restrictor not required	1300	Approved engines list: MZR / Duratec Pinto: <i>see Note 2 below</i>
---	--------------------------	------	---	---	------	---

*Line F Note 2: Pinto engine 2000cc*

- 1. Camshaft is open.*
- 2. Intake system is free- fuel injection is allowed.*
- 3. Cast iron or Fast Forward cylinder head allowed – porting is allowed and open.*
- 4. Rods and pistons are open.*
- 5. Valves are open.*

## 2. #15135 (David Arken) P2 Spec Line Cars

In Section 9.1.8.1.M, change the language as follows:

"The intent of Table 1 is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the P2 rules. A car prepared in excess of the P2 allowances, but raced prior to 2014 may continue to use non P2 compliant components not listed in the spec lines (e.g. wings not listed in the spec line), but further development *to spec line columns (e.g. Wheelbase/Track and Notes)* must be compliant with the P2 rules"

"For individual cars included in any of the spec lines in Table 1; any deviation from spec line requirements, *further development*, requires the car to be made compliant to all current P2 requirements with a notation in the front of the logbook noting the requirement for the car to be compliant with all P2 rules. For example, should the spec line allow a different minimum width, and the car were to be changed to meet the P2 minimum width, then the minimum weight would also have to be increased, along with any other non-compliant components to make the car fully P2 compliant."

## 3. #15254 (Eric O'Brien) Spec Line Car Engine Requirements

In P2, table 1 (spec line cars), spec lines A and B, add the engine notes as follows:

*Yamaha 2002 and older w/ carbs not restricted.*

## 4. #15295 (David Arken) Kawasaki 2004/5 Restrictor

In P2 engine table, Spec line B, change the Restrictor as follows:

Stock 37.5mm / 37.5mm *39.5mm / 39.5mm*

Modified 38.5mm / 38.5mm *40.5mm / 40.5mm*

In P2 Spec Line Cars, Spec Line A, change the engine notes as follows:

37mm / 38mm *39mm / 40mm*

In P2 Spec Line Cars, Spec Line B, change the engine notes as follows:

36.5mm / 37mm *38.5mm / 39mm*

## 5. #15921 (Club Racing Board ) Errors and Omissions P2 Auto Flywheel

In section 9.1.8.C.1.L.a, add new section 10 as follows:

*Any one piece flywheel with a minimum weight of 5lbs is permitted.*

## SRF3

### 1. #15834 (Erik Skirmants) A few SRF / SRF3 tweaks please!

In section 9.8.1.C, replace rule set as follows:

Rule set can be found at <http://scca.cdn.racersites.com/prod/assets/SRF%20rules%2012-3-2014.pdf>

## GCR

### 1. #15136 (David Arken) Add Diffuser to Technical Glossary

In Appendix F, Technical Glossary, add the definition of Diffuser as follows:

*Diffuser – See Aerodynamic Device definition.*

### 2. #15907 (SCCA Staff) Legends Car homologation

In section 9.1.C.2.b, add the language as follows:

*"Cars shall have two (2) red brake lights per GCR Section 9.3.32 with fifteen (15) watt (minimum) bulbs. Engine breathers shall be equipped with oil catch tanks per GCR Section 9.3.38. Minimum catch tank capacity shall be one (1) U.S. quart. All cars shall be equipped with a master switch (per GCR Section 9.3.34) easily accessible from outside the car. It should be located in the rear window just behind the "B" post on the right side. All cars are required an on-board fire system per GCR Section 9.3.23. All cars shall be equipped with a fuel cell meeting the specifications of GCR Sections 9.3.27; 9.3.27.1; 9.3.27.2 & 9.3.27.3. All suspension Heim joints shall be captured with a flat washer(s). Arm restraints are required in all Legends Cars. A current Legends Car Rules is required to be in the possession of each entrant. Legends Cars are specifically exempt from GCR 9.3.22 (Exhaust System), 9.1.9.A.2.d.1 (as it applies to tire protrusion from the fenders), and 9.3.54 (Window Nets)."*

## Grand Touring

### GT

#### 1. #15498 (Butch Kummer) Change to GTA LS-1 Engine Wording

In Section 9.1.2.G.IX, appendix C.2, change the language as follows:

~~"This is the LS-1 Corvette engine as used by the 2005 ASA series. This includes but is not limited to the Following:~~ *This includes but is not limited to General Motors LS-1 Corvette engine as modified below."*

## GT1

### 1. #15520 (Preston Calvert) Request to Add 2014-15 Porsche 991 GT3 Cup Car to GT-2

In GT1-ST, classify the Porsche 991 GT3 Cup car as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Porsche 991 GT3 Cup</i>	<i>3800 cc</i>	<i>2900</i>		<i>Cars must be prepared in accordance with the appropriate model/year Porsche factory 991 GT3 Cup parts catalog/service manual.</i>

### 2. #15656 (Robert Logsdon) Allow Dodge Challenger body for GT1

In GT1, classify the Dodge Challenger body as follows:

Chrysler Corporation – *Dodge Challenger SRT (2014) 102.0/104.0"*

## GT2

### 1. #15418 (Doug Yip) Addition of 85-89 MR2 to GT2

In GT2, classify the Toyota MR2 as follows: (see attachment)

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>MR-2</i>	<i>85-89</i>	<i>2DR</i>	<i>RWD</i>	<i>91.3"</i>	<i>No factory rear spoiler/wing. Fuel cell may be relocated to front trunk area. 3S front engine/rear drive conversion @ 1950 lbs.</i>

### 2. #15756 (Ross Murray) Classify 2005-09 Mustang

In GT2/ST, classify the Ford Mustang as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ford Mustang (2005-2009)</i>	<i>5687</i>	<i>3250</i>		<i>Aftermarket K members are permitted. Allow Ford racing crate engine DS 347 SR w/650 CFM Holley Carb. Competitor must have "Proper Engine Spec" documentation in possession. All other ST rules apply</i>

### 3. #15940 (Grand Touring Committee) Viper Comp Adjustment

In GT2/ST, Dodge Viper, inch Comp Coupe, ACR/ACR-X, change weight and restrictors as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ACR-X	8300 OEM	<del>3400</del> <i>3300</i>		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.
	8300	3300	(2) <del>50</del> <i>55</i> mm flat plates	
	8400	<del>3400</del> <i>3300</i>	(2) 50mm flat plates	
	8400	<del>3520</del> <i>3400</i>		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

### 4. #15941 (Grand Touring Committee) Corvette Comp Adjustment

In GT2/ST, Chevrolet Corvette, change the restrictor size as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Chevrolet Corvette	7011	<i>3200</i>	<del>65</del> <i>60</i> mm flat plate or <del>45mm</del> <i>50</i> mm SIR	GM LS7
	7011	<i>3400</i>	<del>70</del> <i>65</i> mm flat plate	GM LS7

## GT3

### 1. #15766 (Grand Touring Committee) GT3 letter 1

In GT3, classify the Grand AM spec ST cars as follows:

<b><i>GT3 World Challenge Grand Am spec ST cars</i></b>
<i>Must be prepared to 2014 Grand Am spec ST rules. Competitor must provide rules upon request.</i>

2. #15767 (Grand Touring Committee) GT3 letter 2  
In GT3, classify the World Challenge spec TC cars as follows:

<b>GT3 World Challenge spec TC cars</b>
<i>Must be prepared to 2014 World Challenge TC rules. Competitor must provide rules upon request.</i>

## GTL

1. #14940 (Joe Harlan) letter #14389

In GTL, VW Engine, change the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs.)	Notes
water cooled (Production Limited Prep Level 2)	SOHC	81.0 x 86.4	1780	Alum, Non-Crossflow	2	Fuel injection or Two (2) 45mm carbs restricted to 32mm venturis	2065	Comp. Ratio limited to 12.0:1, Valve lift limited to .425". Use of manufacture's 52mm throttle body permitted. Intake manifold inlet may be machined to throttle body mating surface to a depth of no more than one inch. Dry sump and alternate rods allowed. Refer to PCS 9.1.5.E.2.a.e,f.g,h,i for limited prep level 2 build specs.

## Improved Touring

None.

## Production

1. #15285 (Bobby Beyer) Clarification on shock rule

In section 9.1.5.E.4.f.2.D, change the language as follows:

"No shock absorber, McPherson struts/Chapman struts can be capable of adjustment by the driver while the car is in motion, ~~unless fitted as stock~~ **or can be electronically controlled.**"

In section 9.1.5.E.5.d.2, change the language as follows:

"No shock absorber can be capable of adjustment by the driver while the car is in motion, ~~unless fitted as stock~~ **or can be electronically controlled.**"

In section 9.1.5.E.5.d.3, change the language as follows:

"No Macpherson/ chapman strut can be capable of adjustment by the driver while the car is in motion, ~~unless fitted as stock~~ **or can be electronically controlled.**"

2. #15780 (Bill Lamkin) What changes to a stock gearbox require the 2.5% weight penalty

In section 9.1.5.E.2.n.5, change the language as follows:

" There is no weight penalty for the use of a stock transmission utilizing the stock case, **stock** gear ratio **set (as defined in the factory workshop manual)** and stock synchromesh style of gear engagement."

## EP

1. #15815 (James Robertson) Caterham 7 America

In EP, Lotus/Caterham 7 America, change the wheel size as follows:

~~13x6~~ **13 x 7.**

Items not recommended from this letter are found in letter #15869, Minutes.

## Spec Miata

1. #15837 (Spec Miata Committee) Expand Illegal Engine Coatings List

In section 9.1.7.C, change the language as follows:

"The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, **REM, isotropic finishing**, etc.) to any internal engine surface, internal transmission or differential surface, internal or external surfaces of the exhaust manifold or down tube is prohibited."

## Super Touring

### ST

1. #15381 (Eric Heinrich) Engine, Transmission, and Differential Oil Coolers

In section 9.1.4.L.2, change the language as follows:

"Vent and/or breather lines may be added to the transmission and/or differential. ~~1 transmission cooler and 1 differential cooler are permitted.~~ *Transmission and differential coolers are permitted.*"

In section 9.1.4.C.7, add the language as follows:

"Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels *or screens* mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact."

## 2. #15606 (Matt Blehm) Rule Clarification Question

In section 9.1.4.G.13, change the language as follows:

"The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. ~~Cars using a wet sump oil system shall safety wire or in some other way secure the oil drain plug.~~"

In Section 9.1.4.G.14, change the language as follows:

"Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged. ~~It is recommended that cars using a wet sump oil system safety wire or in some other way secure the oil drain plug.~~"

## 3. #15715 (Eric Heinrich) ST Category - Allowed Overbore

In Section 9.1.4.G.5, change the language as follows:

"Engines may be bored to a maximum of ~~.040 inch~~ *1.2mm (.0472in)* over standard bore size."

## STL

### 1. #15431 (Paul Seiferth) Help the RX7 and 12A engines

In STL, table B, classify the Mazda RX-7 as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda RX-7 12A (79-85)</i>	<i>NA</i>	<i>2300</i>	<i>Street Porting of the engine only. Bridge porting, peripheral porting, and eyelash porting are prohibited. Contact SCCA National Office for details of Street porting. Stock Nikki 4 bbl carburetor on a stock manifold only. Modification of the water jacket in the area of the spark plug for cooling purposes is permitted.</i>

### 2. #15777 (Kyle Freiheit) STL Manifold Clarification

In section 9.1.4.2.B, remove section 2 and re-number:

~~"2. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise."~~

## STU

### 1. #15207 (Club Racing Board ) Honda K24

In STU, classify the Honda K24 engine as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda K24</i>	<i>2354</i>	<i>Chart + 2%</i>	<i>K20a2, k20z1, and k20z3 heads are permitted. Competitor must possess factory shop manuals for both engines</i>

## Touring

### T1

#### 1. #14593 (Amir Haleem) Mazda RX8 in T1

In T1, classify the Mazda RX-8 as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Mazda RX-8</i>		<i>2750</i>		<i>May run Renesis, or 13B REW (93-96 RX-7) with OEM Twin Turbo Charger with no restrictor or any turbo charger with 44mm Turbo Inlet Restrictors permitted.</i>	

### T2

#### 1. #14531 (Charles Kim) Classification request for Cayman S (2014+)

In T2, Porsche Cayman S (2010), change the Spec line as follows:

Porsche Cayman S (2010-~~2012~~)



In T2, Classify the 2013-2014 Porsche Cayman S as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche Cayman S (13-14)</i>	<i>97 x 77.5 3400</i>	<i>2474</i>	<i>18 x 9 (F) 18 x 11 (R)</i>	<i>255 (F) 315 (R)</i>	<i>3.31, 1.95, 1.41, 1.13,.95, .81</i>	<i>3.89</i>	<i>(F) 330 x 28 Vented (R) 299 x 20 Vented</i>	<i>3150</i>	<i>Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Spoilers &amp; bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Sway bar size and configuration is free. Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed.</i>

## 2. #15825 (SCCA Staff) Ford Mustang GT Year

In T2, Ford Mustang GT 5.0L (10-12), change the spec line title as follows:

Ford Mustang GT 5.0L (~~10-12~~ **11-14**)

## 3. #15173 (Touring Committee) Add E46 M3 to T2

In T2, classify the BMW E46 M3 and BMW Z4M as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW M3 (01-06)</i>	<i>87 x 91 3246</i>	<i>2731</i>	<i>18x9 F&amp;R</i>	<i>275</i>	<i>4.23, 2.53, 1.67, 1.23, 1.00, 0.83</i>	<i>3.62</i>	<i>(F) 365 (R) 350</i>	<i>3100</i>	<i>Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb. max. May locate rear spring on shock. Dinan D763-1600A, Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R Permitted.</i>
<i>BMW Z4M (06-08)</i>	<i>87 x 91 3246</i>	<i>2497</i>	<i>18x9 F&amp;R</i>	<i>275</i>	<i>4.23, 2.53, 1.67, 1.23, 1.00, 0.83</i>	<i>3.62</i>	<i>(F) 365 (R) 350</i>	<i>3100</i>	<i>Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb max. May locate rear spring on shock. AFE 54-115821, Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R Permitted</i>

## T2-T4

### 1. #15475 (David Stchur) T2 Camaro Requests

In T2, Chevrolet Camaro SS 1LE (10-14), change the weight and notes as follows:

Weight: ~~3625~~ **3675**

~~67~~ **70** mm flat plate restrictor required

### 2. #15519 (Touring Committee) Clarify cat replacement

In Section 9.1.9.2.D.1.h.1, add the language as follows:

"All cars classified in Touring (unless specified on spec line) may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. *If the catalytic converter is part of the stock exhaust header, it is permitted to modify the stock header only to replace the catalytic converter with a pipe of the same diameter inlet and outlet.* The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged."

In T4, remove all catalytic converter references from spec lines.

### 3. #15521 (Touring Committee) 2015 class changes

In T4, Mazda MX-5 (06-08) and Mazda MX-5/ Club Model (09-13), change the notes as follows:

MX-5 Cup handling package permitted with a ~~50~~ **100** lb. weight increase.

Effective 3/1/2015: In T4, change the spec lines as follows:

T4	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW Z4 2.5L (03-05)	84.0 x 75.0 2494	2495	1500 / 1550	17 x 8 Alum	245	4.23, 2.52, 1.66, 1.22, 1.00	3.46	(F) 286 Vented Disc (R) 280 Solid Disc	3145 <del>3045</del>	<b>50mm Flat Plate Restrictor required.</b> The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. Limited slip differential allowed at <del>3245</del> <b>3145</b> lbs.
Ford Mustang V6 (05-10)	100.4 x 84.4 4000	2724	1582.5 / 1587.5	16 x 7 17 x 8 (F&R)	245	3.75, 2.19, 1.41, 1.00, 0.72	3.31	(F) 292.1 Vented Disc (R) 299.8 Vented Disc	3475 <del>3375</del>	<b>50mm Flat Plate Restrictor required.</b> The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M-5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. Panhard bar, part # BAR-M-4264-A permitted; must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. Auburn 542023 or Detroit 912A316 limited slip allowed.
Honda Civic Si (06-11)	86.1 x 86.0 1998	2649	1499 / 1527	17 x 7 Alum	235	3.27, 2.13, 1.52, 1.15, 0.92, 0.66	4.77	(F) 300 Vented Disc (R) 260 Solid Disc	3000	<b>55mm Flat Plate Restrictor required.</b> The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Honda Factory Performance Suspension Kit #08W60-SVB-100 allowed.
Honda Civic Si (12-13)	87.0 x 99.0 2354	2620 (2 dr) / 2670 (4 dr)	1499 / 1522	17 x 7 Alloy	235	3.27, 2.04, 1.43, 1.07, 0.83, 0.65	4.76	(F)300 x 25 Vented (R) 260 x 9 Solid	3125 <del>3025</del>	<b>52mm Flat Plate Restrictor required.</b> The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N 51410F23SA00) allowed.
Honda Civic Si (2014)	87.0 x 99.0 2354	2 door: 2620 4 door: 2670	1504 / 1522	18x7	235	3.27, 2.04, 1.43, 1.07, .83, .65	4.75	(F) 300 x 25 Vented  (R) 260 x 9 Vented	3125 <del>3025</del>	<b>52mm Flat Plate Restrictor required.</b> The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N51410F23SA00) allowed.
Mazda RX-8 R3 (04-09)	2600	2703	TBA	18 X 8 (F&R)	225	3.76, 2.27, 1.65, 1.19, 1.0, 0.84 Alt: 3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.44 Alt: 4.78	(F) 323 Vented Disc (R) 303 Vented Disc	3250 <del>3150</del>	<b>60mm Flat plate restrictor required.</b> Mazdaspeed radiator #0000-01-8501 allowed. Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. <del>Catalytic converter may be removed. Aftermarket wheels at a minimum weight of 45 lbs.</del> each are allowed. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Only Mazdaspeed front sway bar kit #0000-04-8302-AD and Mazdaspeed coil spring kit #QSEA-34-01Z allowed.

#### 4. #15728 (Michael Sullivan) Corrections and addition for 2011-13 Mustang V-6

In T3, Ford Mustang V6 (11-13), change the notes as follows:

"The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover#M-4033-K, Spring Kit #M-5300A (M-5310-A Front, M-5560-A Rear), **Max spring rate of 500 lbs/in. F, 300 lbs/in rear**, Strut Tower Brace #**M-20201-S197, M-20201-F**, Sway bar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Boss 302R Steering EPAS Steering rack #M-3200-EPAS, Boss 302R/ SABS Module #M2353-C. 14" Brembo Brake Kit#M-2300-S permitted. Driveshaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. Cold air kit #JLT CAIFMV6-11 permitted. GT/CS Front Fascia #BR3Z-17626-AA, or **CR3Z-17626-AB, GT/CS front bumper cover #AR3Z-17D957-BA, allowed if used with front fascia**, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted."

**5. #15760 (Touring Committee) T2 changes for 2015**  
Effective 3/1/2015: In T2, change the spec lines as follows:

T2	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ford Mustang Boss 302 (2012)	92.220 x 92.7 4957	2720	18 X 11 (F) 18 x 11 (R)	295	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	3.73	(F) 355 x 32.1 Vented (R) 300 x 19.2 Vented	<del>3525</del> <b>3500</b>	The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear), Strut Tower Brace #M-20201-S197, Sway bar Kit #M-5490-A, Jounce Bumper Kit #M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft is allowed. Flat plate restrictor <del>57</del> <b>54</b> mm required.
Ford Mustang GT 5.0L (10-12)	(92.220) x (92.7) / (4957)	107.1	18 x 11 (F) 18 x 11 (R)	295	3.66, 2.43, 1.69, 1.32, 1.00, .65	3.31 3.73	(F) (355) x (32.1) Vented (R) (300) x (19.2) Vented	<del>3525</del> <b>3500</b>	The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear), Strut Tower Brace #M-20201-S197, Sway bar Kit #M-5490-A, Jounce Bumper Kit #M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft permitted. Flat plate restrictor <del>62</del> <b>59</b> mm required.
Ford Mustang Coupe GT & Shelby GT 5.0L (05-10)	(92.220) x (92.7) (4957)	2720	18 x 10 (F & R)	295	3.38, 2.00, 1.32, 1.00, 0.68	3.55 or 3.73	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	3480	The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M- 5300-K, sway bars M-5490-A, damper kit M-18000-A. 2005-2010 Mustang GT 4.6L may be converted to 2011-2012 5.0 liter specifications with <del>62</del> <b>59</b> mm Flat Plate Restrictor; if done, all drivetrain components must updated to the later model; VIN number will be disregarded for this conversion.
Spec Mustang								<b>3400</b>	Must meet all requirements of Spec Mustang rules located in the Appendices. Cars must Comply with all SCCA T2 graphics and marking rules, including the posting of minimum weight. It is the responsibility of the driver to declare if its running under T2 rules or SMG rules.
Pontiac Solstice GXP Coupe / Convertible (07-09)	85.3 x 86.1 1998	2415	18 x 9.5	295	3.75, 2.26, 1.51, 1.00, .73	3.73	(F)296 Vented (R)278 Solid	<del>3000</del> <b>2950</b>	Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed. Maximum spring rate 800 lb/inch for coil over type spring permitted.

**6. #15769 (Charles Tanck) 9.1..9.2.T4 Spec Lines**  
In T4, Chrysler Neon ACR SOHC (4 door) (01-02), change the spec line title as follows:  
Chrysler/ **Dodge** Neon ACR SOHC (4 door) (01-02)

**7. #15771 (david mead) Clarify interior delete rules**  
In section 9.1.9.2.D.9.d.2, add the language as follows:  
"Carpets, carpet padding, center consoles, floor mats, head- liners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms and front door windows may be removed. **Sound deadening (melt sheets) and undercoating may be removed on the interior only."**

### 8. #15890 (SCCA Staff) Wheels in Touring

In section 9.1.9.2.D.7.a, add a new section e, as follows:

*"T4 only: (unless specified on spec line) Any aftermarket wheel with a minimum weight of 15 lbs allowed."*

In T4 spec lines, remove the language as follows:

~~"Aftermarket wheels at a minimum weight of 15lbs. are allowed."~~

### 9. #15891 (SCCA Staff) Spec line clean up

In Touring spec lines, remove the language as follows:

~~"Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged."~~

## T3

### 1. #14141 (Greg Obadia) Make SM5 T4 legal

In T3, classify the Mazda Spec MX-5 as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda Spec MX-5</i>									<i>Car must comply with the SCCA Mazda Spec MX-5 rules found in GCR section 9.1.11</i>

### 2. #14974 (Charles Kim) 2011-2014 WRX classing

In T3, Subaru WRX (12-14), change the spec line title as follows:

Subaru WRX (~~11~~ 12-14)

### 3. #15156 (Jim Leithauser) Little more help, T3 BMW Z4 3.0si

In T3, BMW Z4 3.0si Coupe (07-08), change the weight as follows:

~~3200~~ **3100**

### 4. #15174 (Touring Committee) Give the E46 M3 a little help

In T3, BMW M3 (01-06), change the notes as follows:

~~48~~ **52** mm flat plate restrictor required

In T3, BMW Z4 M Coupe (2007), change the notes as follows:

~~48~~ **51** mm flat plate restrictor required

### 5. #15750 (David Stchur) Addition to letter # 15474

In T3, classify the Cadillac ATS as follows:

T3	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Cadillac ATS (2015)</i>	<i>86 x 86 / 1998</i>	<i>2775</i>	<i>Coupe 1532, 1568 Sedan 1512, 1548</i>	<i>18x9 max</i>	<i>275</i>	<i>4.12, 2.62, 1.81, 1.3, 1.0, .80</i>	<i>3.27</i>	<i>321mm 315mm</i>	<i>3300</i>	<i>37mm TIR required. GM 23497689 package springs allowed. 23315239 sway bars allowed. Lower front bumper running lights/ decorative bars removal allowed</i>

### 6. #15801 (Touring Committee) T3 370Z changes

Effective 3/1/2015: In T3, Nissan 370Z (09-13) / 370Z NISMO Edition (09-11), change the notes as follows:

2- ~~52~~ **50** mm flat plate restrictors required.

## T4

### 1. #14642 (Drew Spoto) Reduce weight for Camaro and Firebird

In T4, Chevrolet Camaro V-6 (96-02) and Pontiac Firebird V-6 (96-02), change the weight as follows:

~~3300~~ **3250**

### 2. #15189 (Stan Czacki) RSX Adjustments

Effective 3/1/2015 In T4, Acura RSX/ RSX Type-S (02-06), change the weight and notes as follows:

Type-S ~~2800~~ **3000**

*Type S must run 55mm flat plate restrictor*

3. #15220 (Tim Myers) Request classification of 2014/2015 Dodge Dart in T4  
In T4, classify the Dodge Dart as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Dodge Dart (14-15)</i>	<i>B: 88 S: 97 2360</i>	<i>2692</i>	<i>1575 1575</i>	<i>17 x 7.5 18 x 7.5</i>	<i>245</i>	<i>3.90 2.11 1.36 0.97 0.75 0.62</i>	<i>4.12</i>	<i>TBD</i>	<i>3000</i>	<i>The following parts are allowed: Aftermarket wheels at a min. weight of 15 lbs. each. Cold Air Intake. Eibach 28113.880 suspension. Eibach camber kit, part #226302. Mopar rear diffuser, part # 226709. Mopar front chin spoiler. Mopar rear decklid spoiler. Front strut bar. Spectrum plug and play tuner.</i>

4. #15270 (Tim Myers) Request classification 2014/2015 Ford Fiesta ST  
In T4, classify the Ford Fiesta ST as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Ford Fiesta ST (12-15)</i>	<i>1596cc</i>	<i>2490</i>	<i>1474 1448</i>	<i>17 x 7.5</i>	<i>225</i>	<i>3.72 2.05 1.36 1.03 0.82 0.69</i>	<i>3.82</i>	<i>280mm 254mm</i>	<i>2800</i>	<i>28mm TIR required. Aftermarket wheels at a min. weight of 15 lbs. each. Eibach 35143.880, or Ford racing suspension kit (part # TBA) Spool tuning part #FFISTWBM or Cobb Tuning rear motor mount part # 892001. Whiteline # KCA412. Front strut brace. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used?</i>

5. #15283 (Tim Myers) Request classification 2015 Mazda3  
In T4, classify the 2015 Mazda 3 as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Mazda3 (2015)</i>	<i>89 x 100/ 2488</i>	<i>2700</i>	<i>1555 1560</i>	<i>18 x 7</i>	<i>235</i>	<i>3.36 1.95 1.30 1.03 0.84 0.68</i>	<i>3.85</i>	<i>296mm 265mm</i>	<i>2800</i>	<i>Eibach 5557.140, 5557.320. OR Mazdaspeed suspension # (part TBA) Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates.</i>

6. #15333 (Touring Committee) Request classify Audi A3 in T4  
In T4, classify the Audi A3 as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Audi A3 (2015)</i>	<i>82.5 x 92.8/ 1984</i>	<i>2637</i>	<i>1555</i>	<i>17 x 7.5</i>	<i>245</i>	<i>3.46 2.05 1.30 .90 .91 .76</i>	<i>3.99</i>	<i>313mm 272mm</i>	<i>3100</i>	<i>30mm TIR required. Aftermarket wheels at a min. weight of 15 lbs. each. Sway bars up to 30mm.H&amp;R 28860-4.</i>

7. #15336 (Touring Committee) Request classify BMW 320i in T4  
In T4, classify the BMW 320i as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>BMW 320i (2014- 2015)</i>	<i>83.8 x 88.9/ 1,997cc</i>	<i>2819</i>	<i>1532 1573</i>	<i>18 x 8 MAX</i>	<i>245</i>	<i>3.5, 2.01, 1.31, 1.0, .81, .70</i>	<i>3.08</i>	<i>313mm 300mm</i>	<i>3150</i>	<i>30mm TIR required. H&amp;R 28878-2, or Eibach 20121.140. Sway bars up to 32mm. Sport Package (except wheels) allowed.</i>

8. #15344 (Touring Committee) Request classify 2014 2015 Hyundai Veloster T4  
In T4, classify the Hyundai Veloster Turbo/ R-Spec as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Hyundai Veloster Turbo/ R-Spec (14-15)</i>	<i>77.0 x 85.4 1591cc</i>	<i>2650</i>	<i>1557 1570</i>	<i>18 x 7.5</i>	<i>235</i>	<i>3.31 1.96 1.29 .98 .78 .63</i>	<i>4.47</i>	<i>300mm 262mm</i>	<i>2800</i>	<i>28mm TIR required Eibach 4247.140, or H&amp;R 28902-2. Sway bars up to 32mm. Front strut brace. Karbonkoncepts Veloster standard Carbon fiber front splitter (2x2") Front camber bolts. Pierce motorsport pmut-camkit.</i>

9. #15345 (Touring Committee) Request classify 2014 2015 Scion TC T4  
In T4, classify the Scion TC as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Scion TC(14- 15)</i>	<i>90 x 98/2494</i>	<i>2693</i>	<i>1550 1550</i>	<i>17 x 7.5</i>	<i>245</i>	<i>3.54 2.05 1.38 1.02 .88 .73</i>	<i>4.06</i>	<i>mm mm</i>	<i>2950</i>	<i>Eibach 4.10182.880, or Scion suspension kit (Part # TBA) Sway bars up to 30mm. Aftermarket wheels at a min. weight of 15 lbs. Cold air intake. Aftermarket header. Front strut tower brace.</i>

10. #15889 (SCCA Staff) Shocks in T4

In section 9.1.9.2.D.5.b.2, add the language as follows:

*"T4 only: (unless specified on spec line) Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used."*

In T4 spec lines, remove all language as follows:

*"Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used."*

11. #15347 (Touring Committee) Request classify 2015 Kia Forte Koup in T4  
In T4, classify the Kia Forte Koup as follows:

T4	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
<i>Kia Forte Koup (14- 15)</i>	<i>85.4 x 77 1591cc</i>	<i>2693</i>	<i>1550 1550</i>	<i>18 x 7.5</i>	<i>245</i>	<i>3.31 1.96 1.26 .98 .78 .63</i>	<i>4.47</i>	<i>300mm 262mm</i>	<i>2850</i>	<i>29mm TIR required. Eibach 4617.140. Front strut tower brace. Sway bars up to 30mm. Aftermarket wheels at a min. weight of 15 lbs. each.</i>

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL

### AGENDA

12/10/2014

➤ Participants:

Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Matthew Yip, Roy Mallory, Robin Langlotz, Ted Theodore, and Heyward Wagner.

➤ Reports:

BoD Report/Information

- No BoD report – next meeting Dec 13-14, 2014
- TTAC moving under control of Experiential Programs
- Experiential Programs
  - Develop awareness within Club
  - Create support for Regional and National programs
- Submitted for BoD approval
  - Medical exam self-certification for Time Trials license holders

Pending for 2015

- Multi-year licensing
  - Time Trials licenses available for 1, 2 and 3 years
  - Pricing TBD

➤ Ongoing Business:

Letter log review

- No new letters

Convention plans and topics

- Approved attendees
  - TTAC Chair and one member
- Track Inspection program
  - TTAC attendees
    - Roy Mallory
    - Dave Deborde
    - Ted Theodore

Specialty Groups:

- TTSC – Time Trials Safety Council
  - Ad Hoc committee – no regular meetings
- Track inspections
  - Identify PDX/TT Track Inspection criteria based on existing Track Inspection Guidelines (see Motion below)
- Driver Instruction
  - Licensing requirements
  - Training preferred at local level

➤ New Business:

- Identify methods of increasing event attendance
  - Combine PDX and Time Trials events

➤ Action Items:

- Motion to National BoD
  - Request release of Track Inspection Guidelines to TTAC
    - Motion passed, one abstaining



# RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 3, 2014

The RallyCross Board (RXB) met via conference call on December 3. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

## Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley reported that no incident reports had been submitted or reviewed by the Safety Committee during the past month.
- RallySprint Committee (Brent Blakely): Blakely distributed and requested feedback on samples of a tech sheet, a sanction and insurance application, and roll cage requirements for RallySprints. The rules will need to be completed in order to get Risk Management approval and to determine event sanction and insurance fees. Hyatt requested that the National Office create a separate RallySprint heading in the forums. A separate Facebook page was also requested once events are underway.
- Divisional RallyCross Steward Liaison (Ron Foley): Foley replaced Hyatt as RXB liaison for the November Divisional RallyCross Steward call. Foley requested that the Stewards consider and submit nominations for the annual RallyCross awards. He also requested that the Stewards begin working on their 2015 schedules, especially National Challenge dates.

## Old Business

- Modified category preparation allowances (Keith Lightfoot): Lightfoot is progressing on a draft to clarify what aspects of a vehicle must remain intact in the Modified Categories to be considered a production-based vehicle. The draft is forthcoming and will be distributed to the RXB for approval prior to being released as a competitor bulletin.

## New Business

- RXB changes: The RXB wishes to thank Warren Elliott for his years of service and contributions to the RXB and the sport of RallyCross.

**Motion:** Recommend for BOD approval Chris Regan of the New England Region as a member of the RXB. Hyatt/Foley.  
PASSED 5-0-1. Elliott absent.

- National Championship Committee: The RXB received several requests from volunteers to be on the National Championship Committee for 2015. Hyatt requested that the RXB review each of the volunteers and be prepared to recommend four to be on the Committee. Hyatt will serve as the RXB liaison to the Committee. The first task for the Committee is to finalize the 2015 Supplemental Regulations. The next major task will be to plan the 2015 RallyCross National Championship by referring to the recent survey results and forum comments to create a new and better format for an improved event.
- National Convention: Howard Duncan summarized the changes to the National Convention format. The RXB discussed the options and concluded that Hyatt and Foley would represent the RXB at the 2015 National Convention. An RXB strategic planning session will occur at another time and place.
- Annual RallyCross awards: In an executive session the RXB discussed and voted on the following RallyCross awards to be announced and presented at the recipients' respective 2015 Divisional Conventions: Region of the Year, Division of the Year and Spark Plug. The Dirty Cup award, which will be announced and presented at the 2015 National Convention, will be voted on at the next RXB meeting.
- 2015 RallyCross National Championship (RXNC) site search: Howard Duncan reported on the progress of the 2015 RXNC site search. The search has been narrowed to two viable sites. Further information concerning both sites continues to be gathered and evaluated. Once a decision is made and a contract is secured, a public announcement of the location and date will be released.
- RallyCross goals for 2015: Hyatt requested that each RXB member submit two or three goals and future plans to focus on for 2015. He would like to incorporate these goals as part of the RallyCross Strategic Plan. Next meeting: January 7, 2014

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## Sports Car Club of America RoadRally Board Minutes December 4, 2014

The RoadRally Board met by conference call on December 4, 2014; meeting called to order by chairman Rich Bireta at 7:37 pm CST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, BOD Liaison Tere Pulliam, and Deena Rowland from the National Office; absent: Sasha Lanz, Len Picton, BOD liaison Peter Zekert.

The November minutes were approved (Chuck/Clarence/pass).

### Front Burner Items:

1. \*\*\*\*\* Prior month RRB Action items
  - a) Toolbox web site links broken (Deena) Open  
Should be working now, Len needs to verify correct operation
  - b) Draft Regional Rule Book (Jeanne) Open  
Jeanne just sent it to Clarence for his input; still needs work
  - c) Assist Jeanne with Regional Rule Book (Clarence) still looking over Open
  - d) Bring 2014 points up to date (Chuck) Open  
Mostly up to date, all events received are up to date, still missing some results, still needs corrections, especially some people's experience classifications
  - e) Post 2014 points status to scca.com (Deena) Open  
Rich suggested she hold off posting until complete
  - f) 2013 Awards distribution (Chuck, Bruce Gezon) Done  
Chuck contacted Bruce today; awards were shipped Nov 13
  - g) USRRC 2014 Results to be posted? Deena has posted them Done
  - h) Tiered membership memo to BOD (Rich) Sent  
Tere confirmed that it has been distributed to BOD members; they meet next weekend, may be discussed then, difficult to have it for just one segment of club, must be across the board; in support of this, Rich also forwarded a letter from Doug Shepherd about why he is not renewing
  - i) Solicit Publicity Chair position for 2015 Coker (Rich) Open  
Rich spoke with Joe Clouatre about this, he will think about it
  - j) Response to Gary Patrick in Dropbox Drafted
  - k) Dave Head Response in Dropbox Drafted
2. RReNewsletter  
A really good newsletter issue this past month. Please continue to support Cheryl's efforts by submitting articles, meeting her deadline wherever possible. Rich likes the variety of editors and contributions; Cheryl is hoping to have monthly issues in 2015
3. 2015 Convention  
You all should have seen Howard's note regarding the 2015 SCCA Convention, the refocusing and shortening of the agenda. The RRB will not be attending the convention as a group, though the SCCA will support a separate face-to-face RRB meeting. Howard suggested meeting in conjunction with a Divisional convention. Clarence has been invited to the Rocky Mountain Division convention in January. Should we all meet in Denver in conjunction with the RMD convention the weekend of January 25? Denver features inexpensive air fares and a central-ish location. The focus will be on strategic planning – what to work on, what not to work on, set boundaries on what we will or will not do. Clarence will get info about the schedule.
4. Change of day for RRB conference calls  
We need to find a day and time that works for the 2015 RRB; please forward times you may be available/unavailable to Rich; need to check with new member(s) also
5. 2013 Awards, Chuck  
The 2013 awards should have been distributed in late November; done; see 1.f above.
6. 2014 Points status  
Chuck released 2014 points for all series over the Thanksgiving weekend; continuing to work on them; see 1.d above.
7. POR sanction policy  
Chuck has raised the question of whether Detroit's Press on Regardless event should be treated as one or two events. The event is two days, 500+ miles, 25+ controls/day. They get one sanction for the

event but allow entries for a single day and report results separately for each day for National points purposes. Rich said that his feeling is given the unique nature of the event, its history, and its length, the current process we are following is appropriate. POR recent history as been single sanction for two events; Deena has been giving is a single sanction, but the committee was recently been offering separate rallies; Rich said to have them submit one set of results for national points per sanction, let their committee decide which rally, or pay another sanction fee for two sets of results. Jeanne said there should be one set of results per sanction number. Does this interpretation mean that combined events like Indy or SJR have to have two sanction numbers? Jeanne says no because the events are on the same day. Clarence says that the problem is really with the \$100 minimum (see item 14) and that combination events really should have separate sanctions for each part of the event.

8. Gervais and Tour Rally of the Year Voting  
Chuck has sent a list of eligible voters to Bruce Gezon who will send out the form letter and ballot; ballots will be returned to Deena, and she and Rich will tabulate them. Results will be held in confidence until the Divisional Convention, where the awards will be made. More on this in January.
9. 2015 Rules Changes / RRRs (Chuck)  
Chuck has started on updating the 2015 RRR's pending BOD approval of the submitted rules changes; Bruce will be sending the updated Lifetime Points for inclusion, and as soon as the points become final, the Champions will be included and the document should be final.
10. NEC Report (Chuck)  
No meeting in Dec; they have received generals for the SJR March national, Clyde will be liaison.
11. Dave Head's letter re: Clock Setting on Nationals – see 1.k above.
12. Response to Gary Patrick re: Safety Steward -- see 1.j above.
13. 2015 RRB new member(s) – discussed in Executive Session
14. Audit Form / Sanction Fees (Sasha)  
Deena will check with Howard about setting eliminating the minimum sanction fee. The audit form  
Sasha sent still includes the \$100 minimum for Nationals, but he agrees that it should be deleted,  
Clarence agrees. Motion: eliminate \$100 minimum sanction fee for nationals, change to a per car basis. Chuck/Clarence/Pass
15. New Business / Open Forum
  - a) see Executive Session
  - b) Clarence postponed Yucatan because he is finding that the youth demographic is not available on Saturday mornings
  - c) Deena – “there are changes being made” in the office, everything going on-line, no more spreadsheets that she has been using for her calendar, more info to come.
  - d) Clarence has a concern about running combined regional/national events on the same day using the same course and instructions having to be reported as a single set of results; he thinks this needs to be changed. More on this next month.
16. What is your one RRB task this month?  
Clarence – talk to Denver people  
Jeanne – minutes, regional rule book  
Chuck – points, RRRs  
Tere – “it's been a pleasure working with you this year”  
Rich – find a date for Jan meeting; send memos (Gary Patrick, Dave Head/timing)
17. Items for 2015
  - a. RRRs – Definition and restrictions on Social Rallies need to be added.
  - b. Replace DropBox

Meeting adjourned at 10:00 CST.

Next meeting tentatively January 6, 2015, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

December 10, 2014

To: The SCCA Road Rally Community, Organizers and Competitors

From: The SCCA Road Rally Board

Subject: The Need for Accuracy

Ours is a motorsport focused on accuracy and precision. The state of road rally competition, especially at the highest levels, is intense. The winning score on a National SCCA Tour event or in Regions such as Detroit is small, often averaging less than 0.005 minute per leg. Margins of victory are also small, often just a single point; ties are not uncommon.

We have reached a state in these events where competitors are as equally armed in their ability to measure mileage and determine the time of day as the organizers. In order to make these events as fair as possible and to minimize the extent to which "rally luck" influences the outcomes, the SCCA Road Rally Board asks organizers of these events to redouble their efforts in the following areas:

Checkpoint Clock Setting [RoadRally Rulebook (RRR) Article 16 I (Official Time)]: The official clock should be set to WWV or CHU time adjusted to the local time zone. The signal should be acquired via short wave radio.

Mileage Measurement [RRR Article 17 (Official Mileages)]: The route should be measured and calculated with a pulse counting, digital odometer to the 0.01 mile. A tire warm up and odometer length of sufficient length should be included in the route.

Leg Time Computation [RRR Article 18 D (Standard Computation)]: Ideal legs times should be computed as specified in this article.

Checkpoint Operation: The process for determining the competitor's in time should be consistent throughout the event. Ideally, an "automatic" timing line (such as an air hoses attached to a TimeWise clock) should be used. Alternatively, a worker stationed AT the in line with the clock & walkie-talkie, the use of a precise reference such as a line or string across the road, or the employment of "mirror boxes" should be considered.

Your renewed attention to these details is appreciated.

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

### SOLO

Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

### RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/news/index.cfm?cid=51448>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | December 17, 2014

The Solo Events Board met by conference call December 17th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Richard Holden, Brian Connors; incoming SEB member Eric Hyman; Doug Gill of the National Staff; Bruce Lindstrand and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Member Advisories

#### Street

The SEB thanks Jeff Cashmore for his service to the Club as SAC Chair.

#### Street Touring

The SEB thanks Jonathan Lugod and Brian Peters for their service as STAC members.

#### Street Modified

The SEB has approved the addition of Tim White to the SMAC.

#### Formula Junior

#16002 Kids younger than required age not allowed to run

The SEB reminds regions that per mandatory section 1.1 of the Solo Rules, it is not allowed for children running Formula Junior to be younger than age 5 for JC, age 8 for JB, and age 12 for JA regardless of whether or not their birthday occurs within the competition season. The age overlap on the transition from JB to JA addresses some season points issues by allowing the child to remain in JB.

Note: please see the related change proposal elsewhere in this Fastrack.

### Change Proposals

#### Safety

#15820 Child Ride Allowance Comments

If the passenger height rule change published in the December Fastrack (#13838) is approved, insert a new third sentence of 1.3.2.O to read as follows:

*"Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding."*

#### Street Prepared

#14955 Non-OE dimension ball joints

Per the SPAC, change 15.8.H.4 to remove the last sentence:

"4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must

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meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane."~~

Also add the following new section 15.8.H.5:

*"5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change."*

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

## **Street Modified**

### **#15199 SSM and SM Classing Proposal**

The SEB/SMAC is considering moving selected cars between SM and SSM. The vast majority of cars would stay where they are classed today via the current guidelines, with selected popular cars being considered for a move to a more competitive class via explicit listings. Weight formulas would remain the same. Feedback is desired on the concept, as well as individual cars that could be considered for reclassing.

## **Formula Junior**

### **#16002 Kids younger than required age not allowed to run**

Add to section 19.2.A last paragraph:

*"Regions may optionally allow entrants that have a birthday during the competition season which would make them eligible for a class to run either their current class or the new class for the entirety of that season, even if they don't meet the minimum or maximum age requirements for some events. The competition season shall be defined by the region in question, but may not be longer than a year in duration."*

Also modify the age range in 19.2.A.2.a as follows:

"Age: 8 to **11** years"

## **Other Items Reviewed**

### **Safety**

#### **#14673, 14694, 14701, 14966, 15985, 15986, 15988, 15991, 15999 Floor Mat Comments**

Thank you for your input, see letter #15749 in December Fastrack.

#### **#14872, 15737, 15741, 15743 Loose Items Comments**

Thank you for your input, see letter #15749 in December Fastrack.

### **Street**

#### **#15218 Shock Adjustment Allowance Clarification**

Thank you for your input. This has been fixed in the 2015 rule book.

#### **#15799 997 GT3 Comments**

Thank you for your input regarding 997 GT3 classing.

#### **#15800 Super Duper Street Proposal**

Thank you for your input regarding C7 Corvette Z06 classing.

#### **#15967, 15968 Passenger Age Comments**

Thank you for your input.

### **Street Touring**

#### **#15238, 15463 STC with STS Comments**

Thank you for your comments. As a reminder, STC will be merged into STS beginning 1/1/2015.



## **Not Recommended**

### **Street Touring**

#### #14712, 15313 Mazdaspeed Miata Classing Proposal

The STAC believes the Mazdaspeed Miata is outside the performance parameters of any ST class.

#### #14890 Twins Move to STR Proposal

The STAC is not in favor of moving the FRS/BRZ at this time.

#### #15008, 15028, 15246 370Z Move to STU

The STAC believes the 370Z is outside the performance parameters of STU.

#### #15092 BMW E36 M3 Move to STX Proposal

The STAC believes the E36 M3 is outside the performance parameters of STX.

### **Street Prepared**

#### #15209 Suspension Bushing Allowance Proposal

The SPAC is content with the current bushing allowances in Street Prepared. Specifically, the allowance for all spherical or metal bushings is not in the best interest of the Street Prepared category.

#### #15387 Ferrari 360 Modena Challenge (00-02) SSP Class Clarification

The 360 Challenge Ferrari is not appropriate for inclusion in regular Street Prepared classing due to the fact that the model is not street legal and thus does not meet the requirements of the first paragraph of 15.0. Club racing Touring class cars are eligible to compete in the Street Prepared category subject to limitations spelled out in the introductory paragraphs of the Street Prepared ruleset.

#### #15554 E46 M3 Move to ESP Proposal

The SPAC believes the E46 M3 is outside the performance parameters of ESP.

### **Street Modified / Prepared**

#### #13951, 15047 Minimum Weights With Driver Proposal

The subject is believed to warrant further discussion, but at this time a rules change to weigh with driver in Prepared and Street Modified is not considered appropriate.

## **Tech Bulletins**

### **General**

#### #14774 Sound Proposal

The following correction is provided for the 2015 Sound regulations in Appendix I:

Change the fourth paragraph as follows:

"If a driver in a vehicle exceeds 100 dBA the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed to take his/her next run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF. ~~The Chief Steward or representative may approve a final "third-chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third-chance" run, the run will be scored a DNF.~~ If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per 7.4), the sound-based DNF will stand and there will be no rerun."

### **Street Touring**

#### #14432 Honda Accord v6 Classing Proposal

Per the STAC, add the following new listing to STS:

*Honda Accord (6 cyl) (1998-2013)*

#14659 Truck Listing Clarification

Per the STAC, add the following new listing:

STX

*Toyota Tacoma (1995-2015)*

Note: such vehicles are required to comply with 3.1.A.

**Street Prepared**

#15215 Plymouth Laser RS Turbo Clarification

Errors and Omissions: The following listing correction has been provided by the SPAC and is effective immediately upon publication:

Add to *ASP* and remove from *ESP*:

*Plymouth*

*Laser RS AWD Turbo (1992-1994)*

Note: this is essentially the same car as the Mitsubishi Eclipse and Eagle Talon, which were moved to ASP via item #13113.

#15417 ASP Audi S4 listing

The Audi S4 listing in ASP is corrected to read:

Audi

S4 (2000-*03*)

#15751 2015 Ford Mustang Classing Proposal

Add the following listing to ESP:

*Ford*

*Mustang (2015 except GT350)*

Note: This is the initial classing.

#15887 Error and omission GT 500 listing in ASP

Errors and Omissions: Add a new listing to *ASP* as follows:

*Ford*

*Mustang S197 GT500 (2011-13)*

Note: This change was made as a result of item #10808 (see the BOD Minutes in October 2013 Fastrack, Item 39), and was inadvertently omitted during editing.

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | January 6, 2015

The Club Racing Board met by teleconference on January 6, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Bruce Lindstrand, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

### **Member Advisory**

#### **FF**

1. #16038 (Steve Bamford) Spec Tire in FF

Thank you for your letter. Based on member input, the CRB recommends pursuing a spec/control tire for Formula F through the Club Racing Department for the 2016 racing season and beyond.

The CRB thanks the following authors for their input on a spec tire: 16035 Hazelton, 16036 Cooper, 16038 Bamford, 16039 Lee, 16040 Herbst, 16043 Pyanowski, 16044 Shippert, 16047 Zemke, 16048 LaPointe, 16049 Fritz, 16051 Jeffords, 16054 Lillquist, 16055 Bendix, 16056 Roux, 16059 Generotti, 16060 Guzman, 16065 Velkoff, 16079 Mackey, 16081 Lockwood, 16083 Wright, 16085 Valet, 16086 DiGiovanni, 16088 Earley, 16090 Foster, 16098 Walker, 16099 Worgin, 16107 Lenhart, 16123 Baker, 16133 Grooms, 16134 Parker, 16161 Erlandson, 16166 Webb, 16167 Grenier, 16168 Wise, 16169 Hendrickson, 16191 Generotti, 16195 Zurlinden and 16200 Rice.

#### **FM**

1. #15884 (Moses Smith) Spec Tire for Formula Mazda

Thank you for your letter. The CRB recommends pursuing the option of a spec tire for Formula Mazda for the 2016 racing season and beyond.

The CRB thanks the following authors for their input on a spec/control tire in FM: 16019 Weaver, 16023 Smith, 16024 Lewis, 16026 Wills, 16029 Hillenburg, 16042 Weaver, 16045 Weed, 16052 Rogers, 16050 Yake, 16058 Vanhooser, 16066 Noell, 16053 Ryan, 16061 McCallum, 16057 Schultz, 16062 Drew, 16068 Anderson, 16063 O'Donovan, 16064 Gaylord, 16069 Flaten, 16070 Dowis, 16071 Fussell, 16072 Obenauer, 16073 Subject, 16074 Mut, 16075 Hannifan, 16077 Snyder, 16078 Greb, 16080 Johncock, 16082 Hollingsworth, 16084 A. McCallum, 16089 Anderson, 16091 Weeder, 1600 Miserendino, 16093 Zabinski, 16094 Williams, 16096 Norris, 16097 Weeder, 16101 Huffaker, 16102 Addison, 16109 Hansen, 16113 Ravaris, 16115 Rettie, 16117 Carpenter, 16120 Nelson, 16121 Micallef, 16122 Bowers, 16124 Z. Smith, 16125 P. Smith, 16126 Kemper, 16130 Wilson, 16131 D. McCallum, 16132 Markey, 16137 Schumacher, 16141 Homyak, 16143 Yerxa, 16148 Carvaheer, and 16162 Garrett.

### **No Action Required**

#### **GT3**

1. #15213 (Keith Gillespie) Honda S2000

Thank you for your request. The CRB has contacted you by email with no response to date. The CRB would like to classify the car but is waiting for you to supply the proper factory specifications. Please submit a new letter once you have those specifications.

1. #15539 (Rob Futcher) 1. #15300 (Eric Prill) Please Correct FP Miata Track

Thank you for your inquiry. When the car was originally classified, the stock track specifications were used and listed in the GCR. However, the stock dimensions were not consistent with the track adjustment formula used for all Production cars. Therefore, the track adjustment formula was applied to this car, and the resulting track information changed in the GCR. This change was not a competition adjustment.

### **Not Recommended**

#### **FA**

1. #15717 (Ahsen Yelkin) 2.3 Mazda 34 mm SIR

Thank you for your letter. The CRB does not recommend this change at this time.

#### **P2**

1. #12491 (Michael Alexander) VW Powered P-2

Thank you for your letter. The CRB does not recommend this change and does not recommend adding another specification line car to the P2 rule set.

#### **GCR**

1. #15303 (David Arken) Stewards Actions Protests and Appeals Hearings and Judgments

Thank you for your request. It is not always possible for an SOM to obtain testimony from all parties involved in an action.

## 2. #15310 (Dean Bailey) Additional Tech Procedure

Thank you for your suggestion. The SCCA encourages competitors to self police for class compliance. The CRB has no plans, however, to make self-policing a suggestion or a requirement in the GCR. Therefore, the current rules regarding this subject are adequate as written. Please see the response to letter #13565, July 2014 Fastrack Minutes, approved by the Board of Directors in October 2014. This change was effective 1/1/2015. "Cars in impound may be protested within 30 minutes after any session."

## 3. #15482 (Jeff Janoska) Disqualification and Eligibility to Serve on CRB/Advisory Com.

Thank you for your feedback.

### GT2

#### 1. #15157 (Jerry Onks) Corvette LS7 Disparity

Thank you for your letter. Please see the response to letter #15941, January 2015 Fastrack Technical Bulletin. The car that won GT2/ST at the 2014 Runoffs did so with the specifications that your letter indicates were non-competitive. Therefore, Runoffs data does not support your request.

#### 2. #15919 (Arnie Loyning) GT2 Tube Frame Weight vs. SIR

Thank you for your letter. This car is currently classified in two versions, one with an SIR and one un-restricted. The CRB has no plans to develop a tier system at this time.

#### 3. #15920 (Pete Peterson) GT2 Tube Frame Weight vs. SIR

Thank you for your letter. This car is currently classified in two versions, one with an SIR and one un-restricted. The CRB has no plans to develop a tier system at this time.

### GT3

#### 1. #15757 (Guy Laidig) Balance of Performance: Mazda 12A Bridgeport

Thank you for your letter. The CRB believes this engine is correct as classified.

#### 2. #15844 (Gary Bockman) Restore Parity in GT-3

Thank you for your letter. The CRB believes this engine is correct as classified.

#### 3. #15859 (Bill Davis) GT2 to GT3 Re-Classification Penalty

Thank you for your letter. Making adjustments to a former GT2 car that has asked to be re-classified into GT3 is inconsistent with GT3 rules. If you feel that your car is uncompetitive, then you have the option to fully convert your car to GT3 specifications.

### EP

#### 1. #15903 (Robert T Coffin) Request for Alternative Crankshaft Journal Diameter

Thank you for your request. Assuming the use of a race quality balancer and lightweight flywheel/clutch combination, there is no evidence that the factory crankshaft is not capable of sustaining the stresses of racing.

### HP

#### 1. #16067 (Louis Boustani) Allowing 1.8 Engine in MK1 Scirocco

The proposed change is not consistent with class philosophy. However please see response to letter #15127, Technical Bulletin, for HP competition adjustments.

### T2

#### 1. #14526 (Pierre Paniagua) 2014 1SS 1LE Camaro Dry Sump Inquiry

Thank you for your inquiry. Per the specification line, a complete system designed for this car is allowed. The CRB has no plans to add additional systems.

### T3

#### 1. #15962 (Asiya Colburn) AP1 Honda S2000 ECU Allowances

Thank you for your letter. The current rules allow updating/backdating within the specification line. The CRB has no plans to approve aftermarket ECUs for T3.

### **Recommended Items for 2015**

The following subjects will be referred to the Board of Directors for their approval in their February 2015 meeting. Address all comments, both for and against, to the Club Racing Board. It is the BOD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com). If approved, these items will be effective 5/1/2015.

### FC

1. #15933 (Formula/Sports Racing Committee) Zetec engine

Thank you for your letter. The CRB recommends specification updates and allowances for rebuilds for the Zetec engine in FC. These changes are available at: <http://scca.cdn.racersites.com/prod/assets/gcr%209%201%201%20B%2016%20amended%20v14-12-17d1.pdf>. The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

**ASR, P1, and P2**

1. #15693 (David Ferguson) Opposed to Shock Rule

Thank you for your letter. Add **9.1.8.A.2:**

*In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, in ASR, P1, P2 any fluid dampers are allowed with the following restrictions:*

- 1. Dampers must be manually adjustable only.*
- 2. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.*
- 3. Electro/Magnetic shock fluid is prohibited*
- 4. Shocks may not be electronically interconnected, however data acquisition is permissible as long as it serves no other purpose.*

The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

**P2**

1. #13718 (Jay Ivey) Camshaft for YAC

Thank you for your letter. The CRB recommends allowing the Kent Cam# CW14 Lift:.430" duration, 316 degrees to be used in the YAC engines with mechanical tappets in the P2 class. The YAC with this cam must use a 38mm venturi restrictor. The CRB recommends that the Board of Directors approve this change effective 5/1/2015.

In the P2 engine table, line H; in the "Notes" column add:

*Kent Cam# CW14 Lift: .430" duration, 316 degrees with mechanical tappets allowed with a 38mm venturi restrictor.*

2. #13719 (Jay Ivey) 2.0L YAC and 2.0L Pinto Bore Size

Thank you for your letter. In the P2 class, the CRB recommends allowing the maximum bore size for the 2.0L YAC and 2.0L Pinto engines to be +.040 over STD for a maximum bore size of 3.620". This allows for rebuilds and to extend the life of the engine blocks. The CRB recommends that the Board of Directors approve this change to be effective 5/1/2015.

In line F of the P2 engine table in the "notes" column add:

*Maximum bore size of 3.620 allowed for Pinto*

In line H of the P2 engine table in the "notes" column add:

*Maximum bore size of 3.620 allowed*

**GCR**

1. #14612 (Steve Harris) Replacement for GCR 8.1.4 - Compliance Review

Thank you for your request. The CRB recommends that the Board of Directors approve these changes to be effective 5/1/2015.

Change 8.1.4.: 8.1.4~~5~~. Protests

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

Add new section 8.1.4: **8.1.4 Compliance Review**

*A member may request a determination on the compliance of their vehicle or its components, to the current GCR, through the Club Racing Department.*

*A. Upon receiving a request, the staff will review the request and will consult with the CRB and other appropriate resources to provide a response to the member.*

*B. If Club Racing cannot make a determination, the member will be directed to submit a letter through the [crbscca.com](http://crbscca.com) system.*

*C. Club Racing will notify the CRB of the letter number and the CRB will expedite review and provide clarification of the applicable rule(s) as may be appropriate.*

*D. A fee for the service is \$100. A portion of the fee may be refunded at the discretion of Club Racing.*

*E. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually and there is no guarantee of compliance beyond the current rules season.*

2. #16221 (Club Racing Board) Recommended Portion of Letter #15269

Thank you for your request. Change 6.5.2.C.1: 1. A car that improves its position relative to the field during the pace lap by moving forward, ~~moving out of line~~, or passing before the green flag is displayed may be penalized for a false start. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in Section 7. The CRB recommends the Board of Directors approve this rule change to be effective 5/1/2015.

**Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

None.

**Taken Care Of**

**P1**

1. #15523 (Nancy James) Shocks for P1

Thank you for your letter. Please see the response to letter #15693.

2. #15529 (Vaughan Scott) Request Shock Exceptions for P1/P2

Thank you for your letter. Please see the response to letter #15693.

3. #15813 (Ralph Provitz) Staudacher Cars Adjustment Unsubstantiated

Thank you for your letter. Please see the response to letter #16111, Technical Bulletin.

4. #15855 (Ralph Provitz) Adjustment to Staudacher Cars

Thank you for your letter. Please see the response to letter #16111, Technical Bulletin.

5. #15858 (Kyle Musch) Rule Change #15113 and Letter #15813

Thank you for your letter. Please see the response to letter #16111, Technical Bulletin.

6. #15865 (Vince Massa) Adjustments to Staudacher Cars

Thank you for your letter. Please see the response to letter #16111, Technical Bulletin.

7. #15971 (Ralph Provitz) Staudacher Car Adjustment Letter 3

Thank you for your letter. Please see the response to letter #16111, Technical Bulletin.

8. #15973 (Ralph Provitz) Staudacher Cars Letter 4

Thank you for your letter. Please see the response to letter #16111, Technical Bulletin.

**P2**

1. #13696 (Mark Schue) Request to Allow Chokes in Place of Flat Plate Restrictors

Thank you for your letter. The Pinto engine in P2 has been given substantial upgrades to make it competitive in the P2 class, please see the latest Fastrack for details. Chokes are considered on a case by case basis. Please see the response to letter #14089, January 2015 Fastrack Technical Bulletin.

2. #13867 (Mark Schue) Support for Jay Ivey's Proposals

Thank you for your letter. Please see the response to letter #13718 and #13719.

3. #15856 (Fred Michael) 3rd Spring in P1 and P2

Thank you for your letter. Please see the response to letter #15693.

**GCR**

1. #14957 (Daniel Licklider) #14272 Seatbelt Change

Thank you for your letter. Please see the response to letter #14272, September Fastrack Minus. Letter #14272 was approved as a recommended rule change for 2015 by the Board of Directors in their October 2014 meeting.

2. #15269 (David Sterling) Suggested Changes to GCR

Thank you for your concern about using a white flag to indicate last lap. The CRB will monitor this use of the white flag in 2015 and determine if any change is needed. Please see letter #16221 for the recommended portion of your letter.

3. #15560 (James Bell) SFI Harness

Thank you for your letter. Please see the response to letter #14272, September 2014 Fastrack Minutes. Letter #14272 was approved as a recommended rule change for 2015 by the Board of Directors in their October 2014 meeting.

**GT1**

1. #14927 (Frank Brown) Classify the Porsche 991

Thank you for your request. This car is classified for 2015. Please see the response to letter #15520, January 2015 Fastrack Technical Bulletin.

**GT2**

1. #15149 (Tim Myers) Reduce Weight 100 lbs for the 8400OEM Viper/Viper ACRx

Thank you for your request. Please see the response to letter #15604 and 15940, January 2015 Fastrack Technical Bulletin.

2. #15214 (Keith Gillespie) Honda S2000

Thank you for your letter. Please see the response to letter #15213.

3. #15396 (Rob May) Please Classify the Ferrari F430 Challenge

Thank you for your request. This car is currently classified as GT2-ST.

4. #15487 (Don McMillon) Look at the 1996 Viper

Thank you for your request. Please see the responses to letters #15604 and 15940, January 2015 Fastrack Technical Bulletin.

5. #15604 (Scotty B White) GT2 Dodge Viper

Thank you for your request. Please see the response to letter #15940, January 2015 Fastrack Technical Bulletin.

**EP**

1. #15302 (Anthony Jimerson) Reduce the Weight of the 2nd Generation RX7

Thank you for your request. Please see the response to letter #15103, Technical Bulletin.

2. #15326 (Josh Carroll) Miata and RX7 Parity

Thank you for your request. Please see the response to letter #15103, Technical Bulletin.

3. #15346 (Philip Royle) Add 100 Pounds to 1990-2004 Miatas

Thank you for your request. Please see the response to letter #15103, Technical Bulletin.

4. #15426 (Greg Ira) Slow Down 99 Miata

Thank you for your request. Please see the response to letter #15103, Technical Bulletin.

5. #15625 (Anthony Jimerson) Add Weight to 99 Miatas in EP

Thank you for your request. Please see the response to letter #15103, Technical Bulletin.

6. #15847 (Andrew Robertson) Caterham 7 America

Thank you for your request. Please see the response to letter #15815, January 2015 Fastrack Technical Bulletin.

7. #15888 (Chris Dryden) E-Production BMW Z3 2.5 Weight Reduction

Thank you for your request. Please see the response to letter #15103, Technical Bulletin.

8. #15895 (Philip Royle) Increase Performance of Fuel Injected Rotary Cars

Thank you for your request. Please see the response to letter #15103, Technical Bulletin.

9. #15906 (Robert T Coffin) Addendum to Letter #15903 Request for Corvair crankshaft

Thank you for your letter. Please see the response to letter #15903.

10. #15913 (Roy Richards) Support for Letter #15903

Thank you for your letter. Please see the response to letter #15903.

11. #15916 (Roy Richards) Increase Rod Big End for Corvair

Thank you for your letter. Please see the response to letter #15903.



## **HP**

1. #15211 (Jonathon Becker) Slow Down Fuel Injected Cars in Prod

Thank you for your letter. Please see the response to letter #15127, Technical Bulletin.

2. #15745 (Ron Bartell) Performance Adjustment for Small Displacement H Cars

Thank you for your letter. Please see the response to letter #15127, Technical Bulletin.

3. #15783 (Johannes Krauss) Weight Reduction for 1.7 VW Scirocco

Thank you for your request. Please see the response to letter #15127, Technical Bulletin.

4. #15848 (Mark Brakke) Alternate Connecting Rods for Level 2 Preparation

Thank you for your letter. Please see the response to letter #15119, January Fastrack Minutes. Alternate rods were approved by the Board of Directors in their December 2014 meeting, effective 1/1/2015.

5. #15885 (Stephanie Funk) Allow Alternate Rods

Thank you for your letter. Please see the response to letter #15119, January Fastrack Minutes. Alternate rods were approved by the Board of Directors in their December 2014 meeting, effective 1/1/2015.

6. #15943 (James Rogerson) Yes for Alternate Rods

Thank you for your letter. Please see the response to letter #15119, January Fastrack Minutes. Alternate rods were approved by the Board of Directors in their December 2014 meeting, effective 1/1/2015.

7. #16037 (Louis Boustani) Adjustment to the Performance Potential of 1.6 VW Scirocco

Thank you for your request. Please see the response to letter #15127, Technical Bulletin.

8. #16103 (Joe Huffaker) How to Equalize HP

Thank you for your request. Please see the response to letter #15127, Technical Bulletin.

9. #16108 (Tom Tuttle) Save the Spridgets

Thank you for your request. Please see the response to letter #15127, Technical Bulletin.

10. #16127 (Jonathon Becker) SIR for Honda and Yaris in H Production

Thank you for your request. Please see the response to letter #15127, Technical Bulletin.

11. #16138 (Ron Bartell) S.I.R. for Obtaining Parity in H Production

Thank you for your request. Please see the response to letter #15127, Technical Bulletin.

## **Prd**

1. #15432 (Steve Bodeman) Mazda RX-7 12A Engine Rules

Thank you for your request. Please see the response to letter #15103, Technical Bulletin.

2. #15883 (Richard Barlow) Alternative Rods for LP

Thank you for your letter. Please see the response to letter #15119, January Fastrack Minutes. Alternate rods were approved by the Board of Directors in their December 2014 meeting, effective 1/1/2015.

3. #15924 (Mike Ogren) Please Allow Larger Rotating Parts to Increase Service Life

Thank you for your letter. Please see the response to letter #15903.

## **What Do You Think**

None.

## **RESUMES**

1. #15314 (Richard Powers) Resume for Membership Consideration on SMAC

Richards Powers has been added to the SMAC.

2. #15937 (Brandon Fetch) SMAC Resume Submission

Brandon Fetch has been added to the SMAC.

3. #15993 (Scott Sanda) Resume for AS

Scott Sanda has been added to the ASAC.

# CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2015

NUMBER: TB 15-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 1/31/2015 unless otherwise noted.

## American Sedan

### AS

1. #15984 (American Sedan Committee) Clarification to 9.1.6.D.1.c.1.b

In section 9.1.6.D.1.c.1.b, add the language as follows:

"Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. No venture*i* (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Any butterfly attach screws can be used. Carburetors may be modified to allow "four corner" idle adjustment. A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862 (*with the exception of Combined Throttle Shaft and Plate gauges 78623P and 78623S*), may be used to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, visual inspection, and comparison to SCCA supplied Holley 600 carburetors)."

## B-Spec

None.

## Formula/Sports Racing

### F

1. #16244 (SCCA Staff) Section 9.1.1 Dampers

In Section 9.1.1.2, add the language as follows:

"Dampers must be independent from each other, with no interconnectivity. *However, data acquisition is permissible, as long as it serves no other purpose.*"

### P1

1. #15995 (Formula/Sports Racing Committee) Motorcycle Based 1615cc competition adjustment

In P1 engine table, spec line G, change the notes as follows:

May run 35 ~~33~~mm restrictor at 1 125 lbs. min. weight

2. #16111 (Vince Massa) Adjustments to Staudacher Cars

In P1 engine table, spec line D, change the notes as follows:

*Staudacher cars homologated before 1-1-2014 utilizing 1005cc may run 38.5mm restrictor at 950 lbs. min. weight.*

## GCR

1. #15301 (David Arken) E&O in Protests and Stewards Actions

In section 8.3.3.C, change the language as follows:

A driver or entrant of a protested car who refuses to allow inspection is subject to immediate automatic penalty as specified in 7.4.D.4:

2. #15712 (Tom Lyttle) Split Start Change (#14657)- Doesn't Accomplish Requested Change

In section 6.5.5.B, change the language as follows:

"The Series Chief Steward or Chief Steward will determine the class(es) in each segment. Segments will contain entire classes of cars, including those cars with no qualifying time. ~~The class containing the car with the fastest qualifying time will be a part of the first segment.~~ *The Series Chief Steward or Chief Steward will determine which segment will start first.* The cars assigned to each segment will be gridded by qualifying time, regardless of class."

3. #16008 (SCCA Staff) Aerocom T45 tubing

In section 9.4.F.1, add the language as follows:

Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130 *or T45*) must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

In section 9.4.5.E.4.a, add the language as follows:

Seamless, or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130 *or T45*) shall be used for all roll cage structures. Proof of use of alloy steel is the responsibility of the entrant.

## Grand Touring

None.

## Improved Touring

None.

## Production

### EP

1. #15103 (Jud Scott) owner driver

In EP, Mazda MX-5/ Miata, change the weights as follows:

Mazda MX-5/Miata 1.8L (90-97): ~~Carb: 2125 F.I: 2175~~ **2258**

Mazda MX-5/Miata (94-97): ~~2000~~ **2075** ~~\*2050~~ **\*2127** ~~\*\*2100~~ **\*\*2179**

Mazda MX-5 Miata (99-02): ~~2075~~ **2150** ~~\*2127~~ **\*2204** ~~\*\*2179~~ **\*\*2258**

2. #15734 (David mead) allow 79-85 RX7 to use 94+ Miata 3rd member

In EP Mazda RX-7(12A/13B)(79-85), add the notes as follows: add:

***"Use of differential from 94-97 Mazda MX-5/ Miata permitted."***

### HP

1. #15127 (Jason Stine) Adjust Weight of CRX in HP

In HP, change the weights as follows:

Honda Civic DX (92-95): ~~2350~~ **2420** ~~\*2409~~ **2481** ~~\*\*2468~~ **2541**

Honda Civic 1.5 (88-91): ~~2175~~ **2245** ~~\*2229~~ **2301** ~~\*\*2284~~ **2357**

Honda CRX 1.5 (88-91): ~~2175~~ **2245** ~~\*2229~~ **2301** ~~\*\*2284~~ **2357**

Honda Civic/ Si (84-87): ~~1850~~ **1900** ~~\*1896~~ **1948** ~~\*\*1943~~ **1995**

Honda CRX Si (84-87): ~~1850~~ **1900** ~~\*1896~~ **1948** ~~\*\*1943~~ **1995**

Toyota Yaris (06-11) and (2012-2015): ~~1900~~ **1970** ~~\*1948~~ **2019** ~~\*\*1995~~ **2069**

VW Golf (GTI, GT, GL) (85-92), Jetta 1780 (85-92), Rabbit Cabriolet 1780, Rabbit GTI 1780 (83-84) and Scirocco 1780 (8-valve) (83-88): ~~2065~~ **2100** ~~\*2117~~ **2153** ~~\*\*2168~~ **2205**

VW Scirocco 1715 (81-84) and Rabbit 1715 (81-84): ~~1990~~ **1910** ~~\*2040~~ **1958** ~~\*\*2090~~ **2006**

Austin-Healey Sprite Mk I,II, III, IV MG Midget Mk I, II, III, IV (948)Level 1: ~~1450~~ **1420**

Austin-Healey Sprite Mk I, II, III, IV MG Midget Mk I, II, III, IV & 1500 Level 1: ~~1605~~ **1575**

Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) (1275): ~~1475~~ **1445** ~~\*1512~~ **1481** ~~\*\*1549~~ **1517**

Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) (1098): ~~1425~~ **1395** ~~\*1461~~ **1430** ~~\*\*1496~~ **1465**

Austin-Healey Sprite Mk.I, II, III, IV MG Midget Mk.I, II, III, IV, Midget 1500 Level 1: ~~1690~~ **1660**

BLMI Austin/ Morris Mini-Cooper 1275: ~~1415~~ **1385** ~~\*1450~~ **1420** ~~\*\*1486~~ **1454**

Triumph Spitfire Mk. I & II: ~~1780~~ **1750**

Triumph Spitfire: ~~1590~~ **1560** ~~\*1630~~ **1599** ~~\*\*1670~~ **1638**

Triumph Spitfire 1500: ~~1590~~ **1560** ~~\*1630~~ **1599** ~~\*\*1670~~ **1638**

Triumph Spitfire level 1/2: ~~1735~~ **1705**

2. #15994 (Jason Isley) Update Toyota Yaris listing.

In HP, Toyota Yaris (2012), change the spec line title as follows:

Toyota Yaris (2012-~~2015~~)

3. #15064 (Keith Church) Alternate Carburetor

In HP, Toyota Corolla (71-74), add the notes as follows:

***Weber 40DCNF carburetor with 32 mm chokes allowed***

### Spec Miata

1. #15837 (Spec Miata Committee) Expand Illegal Engine Coatings List

In section 9.1.7.C, change the language as follows:

"The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, REM, isotropic finishing, etc.) to any internal engine surface, internal transmission or differential surface, internal or external surfaces of the ***intake manifold***, exhaust manifold or downtube is prohibited."

## Super Touring

### ST

1. #15892 (David mead) is conversion from drum brakes to discs allowed?

In section 9.1.4.N, add new section 10 as follows:

***"Vehicles with drum rear brakes may convert to disc."***

## STU

1. #15826 (David Glassman) 2014 Lotus Elise Cup R

In STU, classify the Lotus Elise Cup R as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Lotus Elise Cup R</i>	<i>1797</i>	<i>2200</i>	<i>Stock super charger pulley and injectors required.</i>

## Touring

### T4

1. #15931 (Jared Lendrum) Slight correction

In T4, Subaru BRZ (2013-) and Scion FR-S (2013-), change the notes as follows:

Eibach 4.105882.880 allowed. Front strut tower brace allowed.

2. #15979 (Touring Committee) Place marker only T4: BRZ rear camber control arms

In T4, Subaru BRZ (2013-) and Scion FR-S (2013-), add the notes as follows:

Eibach 4.10582.880 *and SPC 67660* allowed. Front strut tower brace allowed.

# COURT OF APPEALS

## SCCA National Court of Appeals Guide

The General Competition Rules (GCR) provides a means for appealing a decision issued by the Stewards of the Meeting (SOM) at a SCCA Club Racing sanctioned event. Following is a brief guide to the Club Racing appeal process. For complete information please see GCR 8.4.

### A. Right to Appeal -

1. Any participant or organization named as a party to a protest or Chief Steward's Request for Action, has the right to appeal a decision rendered by the SOM. GCR 8.4.1.
2. The Chief Steward/Series Chief Steward may appeal any SOM decision. GCR 8.4.1.

### B. Appeal -

1. Please state your case in writing specifying what decision is being appealed, and the sections of the GCR and/or Supplemental Regulations which are believed to have been administered inappropriately, unfairly, or inequitably. GCR 8.4.3.A.1. and 8.4.3.A.2.
2. Your letter of appeal must be sent to the Club Racing Office in Topeka postmarked within ten (10) days of the SOM decision. GCR 8.4.3.A.3.
3. Appeals affecting national points standings for events held **within 28 days** of the Runoffs© have a **48 hour appeal period**. GCR 8.4.9.
4. Your request must be accompanied by a fee of \$175.00, payable to SCCA, Inc. A minimum of \$100.00 of any appeal fee will be retained by the SCCA. Faxed or emailed Appeals must include a Visa or MasterCard account number for payment of the fee. GCR 8.4.3.A.4.

### C. Evidence -

1. Your appeal request should include all arguments why the SOM decision should be overturned, new evidence, and information you want the COA to consider. Please note, the Court of Appeals will not routinely contact you for additional information. GCR 8.4.3.A.2.
2. If you include video evidence, please submit only unedited videos in a commonly available format that can be easily viewed by the Court.

### D. Assistance - Your Divisional Executive Steward can supply information if you need help and guidance in filing an appeal. In addition, several Divisions have assigned Stewards to assist individuals with the appeal process.

Ver 1.1.2015

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL

### 01/14/2015 - AGENDA

#### ➤ Participants:

Brian McCarthy, Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Heyward Wagner, Lee Hill, Matthew Yip, Roy Mallory and Tere Pulliam.

#### ➤ Reports:

Board of Directors Report/Information

- National Staff Reorganization

Introduction of Lee Hill - SEDIV

#### ➤ Ongoing Business:

Establish language for seat mounting clarification

Discuss termination of the current focus groups

- Subcommittees
  - Driver Training
  - Track Inspection
  - Time Trials Safety Committee

#### ➤ New Business:

#### ➤ Volunteer Incentive Program fees

- Per-entrant fee increased 100% from 2014

#### ➤ Actions:

#### 2015 TTR – TT/HC CHANGES

- Add language - An FIA seat shall not require an upper brace whether mounted on runners or hard mounted.
- Motion – Farr, Second – Yip
- NOT APPROVED

#### 2015 TTR – TT/HC

- Adopt rules with no changes from 2014
- Motion – Cabe, Second – Carter
- PASSED UNANIMOUSLY

#### 2015 TTR – PDX/CT

- Adopt rules with no changes from 2014
- Motion – Yip, Second – Carter
- PASSED UNANIMOUSLY

#### 2015 Organizational Manual

- Changes as dictated in FastTrack
- Motion – Deborde, Second – Cabe
- PASSED UNANIMOUSLY

#### Time Trials Safety Committee

- Disband in current capacity
- Motion – Carter, Second – Yip
- PASSED

#### Create Ad Hoc Safety Committee

- Meets when necessary
- Motion – Carter, Second – Deborde
- PASSED UNANIMOUSLY

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | January 7, 2015

The RallyCross Board (RXB) met via conference call on January 7. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Hyatt welcomed Chris Regan as a new RXB member and Lee Hill as a new BOD liaison to the RXB.

### Committee Reports

- RallyCross Safety Committee (Stephen Hyatt): No safety issues were reported to the Safety Committee during the past month. Hyatt has tasked the Committee with developing a process for Safety Steward license renewal.
- RallySprint Committee (Brent Blakely): Blakely reported significant interest in RallySprint involvement after an eBlast was sent to the membership in December looking for Committee volunteers. The RallySprint Committee will be organized from the many responses received.

A pilot event in Washington is planned for January 31. Blakely is working with the organizer, the Region and the National Office to make sure all of the requirements are met to have a successful event. Other pilot events are planned at other sites later in the year.

- Divisional RallyCross Steward (DRXS) Liaison (Stephen Hyatt): Hyatt distributed minutes from the DRXS meetings in December where the Divisions were well represented in two meetings. Discussions included the RallyCross National Championship, National Challenge dates, the National Convention, the National RallyCross awards and RallySprints. Starting in January Ron Foley will be the RXB liaison to the DRXS.

### Old Business

- Modified category preparation allowances (Keith Lightfoot): Lightfoot distributed for RXB discussion the following bulletin outlining preparation guidelines in the Modified Category:

#### **SCCA RALLYCROSS COMPETITOR BULLETIN**

FROM: RallyCross Board (RXB)

SUBJECT: Guidance on Modified Category preparation allowances.

DATE: January 7, 2015

The purpose of this bulletin is to provide guidance to competitors who are building and/or modifying vehicles to compete in Modified classes. The RXB supports innovation and creativity in the design and construction of Modified Category vehicles, however, the RXB also desires to have a stable, predictable rule set that evolves purposefully over time to meet the intent of the Modified Category. To help encourage responsible, reasonable and affordable innovation in Modified classes, the RXB provides the following guidance for vehicle preparation in Modified classes:

Per the current RallyCross Rules, key Modified preparation allowances include:

1. The vehicle must meet applicable safety requirements;
2. Any internal combustion engine, drivetrain and suspension may be used;
3. Non-essential components may be removed, replaced or relocated;
4. The shape of the body must remain recognizable and must be made of fire resistant material;
5. Structural strength of the vehicle may not be reduced or compromised;
6. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed;
7. Bumpers, grilles, lights and trim may be removed;
8. Inner roof structure may only be modified with the addition of a full roll cage built to SCCA Improved Touring specifications or better;
9. Any eligible (per 6.1) log booked race car or car currently legal for stage rally competition in other sanctioning bodies may run in its appropriate Modified class regardless of whether it meets the Modified



rules.

Modified vehicles must be based on fixed-roof, four-wheeled, mass-produced passenger vehicles per Article 6.1 of the RallyCross Rules. This includes cars, pickup trucks and sport utility vehicles that meet safety requirements and excludes custom-built formula race cars, tube chassis vehicles, all-terrain vehicles, and motorcycles.

Modified class vehicles, whether unibody or body-on-frame construction, must retain the following structural components: firewall, floor pan, door sills, door frame structure, roof support structure (including all window pillars), rear bulkheads, and frame (if so equipped). These structures may be supplemented with roll cages, roll bars, gussets, chassis braces, seam/stitch welds, and other reinforcement, but the core chassis and/or frame structure must remain intact.

External body panels, such as doors, quarter panels, bumpers/bumper covers, hoods, trunks, roof panels, and fascias may be replaced or altered in a manner consistent with the RallyCross Rules.

Competitors are encouraged to submit modifications to the RXB for review and approval in advance to ensure any such modifications are deemed compliant.

**Motion:** Accept and publish as written the Modified Category Preparation Allowances Bulletin. Lightfoot/Blakely. PASSED unanimous.

This bulletin will be published on the SCCA RallyCross Facebook page and on the SCCA website.

- Dirty Cup Award: The RXB discussed and voted on the Dirty Cup recipient for 2014. This award will be announced and presented at the 2015 SCCA National Convention.
- 2015 RallyCross National Championship: The RXB discussed the proposed site and date for the RallyCross National Championship for 2015. The site's board will be meeting later in the month to formally vote on allowing the SCCA use the site. The RXB would like to approve the location and date so that the planning process can proceed once the site has agreed to host the event.

**Motion:** Approve the proposed date and location for the 2015 RallyCross National Championship subject to approval by the site's board of directors and the SCCA National Office. Lightfoot/Foley. PASSED unanimous.

- RallyCross goals for 2015: The RXB discussed possible goals for the RallyCross program in the coming year. RXB consensus was to focus on 1) having a successful RallyCross National Championship event and 2) working to improve public awareness and online media. Other goals include using the advertising budget for online banner ads, utilize more press releases and reorganize the RallyCross Rules in a more competitor-friendly format.

#### New Business

- Rules exception request: The RXB received an exception request on vehicle allowances for a kit-car manufacturer interested in selling vehicles for RallyCross competition. A technical data sheet will be requested and reviewed before further RXB discussions at the next RXB meeting.
- 2015 RXB roles and responsibilities: Hyatt—RXB Chairman and National Championship Committee liaison; Lightfoot—Assistant RXB chairman and Rules Committee liaison; Sealander—Secretary; Blakely—RallySprint Committee liaison; Foley—DRXS liaison; Regan—Safety Committee liaison (Hyatt will fulfill this role for a couple of months before Regan takes over).

Next meeting: February 4, 2014

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## Sports Car Club of America

### RoadRally Board Minutes

January 12, 2015

The RoadRally Board met by conference call on January 12, 2015; meeting called to order by chairman Rich Bireta at 7:35 pm CST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, John Emmons, Len Picton, BOD Liaisons Terry Hanushek and Lee Hill, and Deena Rowland from the National Office.

The December minutes were approved (Chuck/Clarence/pass).

- 1) Gathering time
  - a. Welcome John Emmons to the RRB
    - i. John introduced himself, saying that he previously was on the RRB from 1995-2002
  - b. Welcome to two new liaisons from the BOD
    - 1 Terry Hanushek – NE division, primarily does road racing, is a steward and organizer, ran his last rally 1967
    - 2 Lee Hill – club racer, from central Florida, no rally experience
    - 3 Other board members introduced themselves
    - 4 Deena – based in member services now, but is still doing road rally functions for us
  - c. The SCCA Road Rally Board would like to thank Sasha Lanz from the Texas Region for his six years of service to the rally community by serving on the Road Rally Board. The RRB collectively wishes him continued success with the Texas Region's rally program, the largest in the country in 2014, with over 200 entries.

#### Front Burner Items:

1. Prior month RRB Action items
  - a) Toolbox web site links fixed In Progress
    - a. Len to check out
  - b) Draft Regional Rule Book (Jeanne) In Progress  
Nothing new, more at our Denver meeting
  - c) Response to Gary Patrick re safety steward Done
  - d) Dave Head Response re clock setting Done
  - e) 2014 Road Rally Participation Study (see item 12 below) Done
  - f) National Sanction Fee, remove \$100 min sanction fee Done  
New form is up on line (see item 8 below)
2. RReNewsletter
  - a. A really good newsletter issue this past month. Cheryl plans an issue each month for 2015 with a deadline each month on the 15<sup>th</sup>. Please continue to support Cheryl's efforts by submitting articles, meeting her deadline wherever possible.
3. 2015 Face to Face RRB Meeting
  - a. The RRB will meet face-to-face the weekend of January 25 in Denver in conjunction with the Rocky Mountain Divisional convention.
  - b. See email from Rich with travel logistics and tentative schedule. Still need hotel info, for reservations
  - c. Schedule to include:
    - i. February RRB Business Meeting (2 hour max)
      1. RRB internal web site – DropBox replacement
      2. Regional Rule Book
    - ii. "Road Rally 2020" Planning Exercise
      1. What will the National rally program look like in 5 years?
      2. What do we do in the short term to get there?
4. Change of day for conference calls (Rich)
  - a. Second Mondays, 7:30 to 9:30 pm Central Time
5. 2014 Points status (Chuck)
  - a. Competition year is over, points and audit, participation numbers should be complete.
  - b. Chuck has already sent the standings to Deena for posting, to Cheryl for RReNews, and they have been posted on Yahoo – they're final!
6. Gervais, Tour Rally of the Year Voting
  - a. Vote tabulation complete. And the winners are:

Gervais Award – Steel Cities, Steel Haul, Chuck Larouere rallymaster  
Tour Rally of the Year – LOL, Badger Trails, John Emmons rallymaster

7. 2015 RRR Completion (Chuck)  
Chuck will add the above winners; RRRs will be ready tomorrow. In reviewing the change to the non-declare rules, Chuck made a motion to add 'on-site', to clarify when such notifications must be received: "...must notify...no later than 48 hrs prior to the opening of *on-site* registration." Chuck/Jeanne/pass
8. Revise 2015 RR Audit Form and post to web site
  - a. Remove \$100 minimum sanction fee for Nationals – done and posted
  - b. Any other changes needed? No
9. 2015 Committee Compositions
  - a. National Events Committee – Chuck, Mike Thompson, Clyde Heckler, Bob DeMeritt, Richard Wetzel, John Emmons
  - b. Rules Committee - Jim Friedman, Mike Thompson, Ron Ferris, Chuck as Editor for RRRs; Rich will advertise for someone to replace Dave Teter.
  - c. Publicity Committee – Cheryl Babbe, Dave Head; Rich will advertise for additional members

Add John Emmons to [rrb@scca.com](mailto:rrb@scca.com), add the 2 new BOD liaisons – Deena will take care of this

Remove Sasha and former BOD liaisons from [rrb@scca.com](mailto:rrb@scca.com) – Deena will take care of this also

Jeanne will continue as RRB secretary

10. 2016 Rules Changes
  - a. Clarence has suggested removing the rule requiring the combination of results for National/Regional combined events. Where is this located in the RRRs and why is this in there in the first place? John and Jeanne will look for it
11. Proposal to rename National Tour Rally of the Year to the W David Teter Memorial Award.
  - a. Motion to rename National Tour Rally of the Year to the W David Teter Memorial Award Chuck/Jeanne/pass
  - b. Rich will ask Bruce Gezon to write a brief description.
12. 2014 Road Rally Participation Study
  - a. Discussion – Rich discussed his RR Participation Study; participation is flat compared to 2013, even though there were fewer events in 2014
  - b. It will be distributed via the RR eNewsletter and posted to the Yahoo group.
13. Other Year End Awards
  - a. Regional Achievement Award – Rich nominated LOL, which had a 46% increase in participation over 2013. Rich/Chuck/pass
  - b. Divisional Achievement Award – Central Div. Chuck/Clarence/pass
  - c. Awarding of Manufacturer of the Year – defer to Denver meeting, Chuck will research
14. NEC Report (Chuck)
  - a. Date requests received for National Events from South Jersey and Milwaukee
  - b. Indy plans to stay with 3<sup>rd</sup> weekend in July and Mike Thompson says that they are going back to their traditional Sept. weekend, Ron Ferris says that they are going to be either two weeks prior or two weeks after Indy, Steel Cities is going to be in mid-April but have not received sanction form (Deena said she just got it), California is planning to repeat their 2014 event in 2015. Rich noted that we have heard from all committees that are expected to hold a National in 2015. Time to publish an updated planning calendar.
15. Next version of planning calendar (Jeanne) – Deena will send info to Jeanne
16. Coker 2015 – discuss at Denver meeting
17. New Business / Open Forum
  - a. Executive Session – see separate minutes
  - b. Updating forms on SCCA website – more in Denver
18. What is your one RRB task this month?

Jeanne – minutes  
Clarence – notes to Arnie Coleman about Denver meeting logistics  
Chuck – manufacturers standings, finish 2015 RRRs  
Len – contact DC rally school person  
John – no response (off the call?)  
Deena – will be busy tomorrow morning updating rally things  
Rich – take action from executive session, contact Denver people, Reg/Div awards

Meeting adjourned at 9:42 pm CST.

Next meeting January 24-25, 2015, in Denver, to include February monthly meeting

Respectfully submitted,

Jeanne English, RRB Secretary

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

### SOLO

Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

### RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/news/index.cfm?cid=51448>

**EVENT CALENDAR:** <http://www.scca.com/events/>

# Fastrack® news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

March 2015

## BOARD OF DIRECTORS

The SCCA National Board of Directors met via conference call Monday, January 20, 2015 at 8.00 pm Central. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; and Mindi Pfannenstiel, Senior Director of Accounting.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Helman.

### Chairman's Review - Walsh

The Foundation Board is working on the process of relocating the SCCA archives. Changes to the SCCA Foundation Board include resignations by Dennis Dean in January 2015 and Mike Collins in December 2014.

**BOARD STATEMENT:** The Board of Directors wishes to express their appreciation to Dennis Dean and Mike Collins for their service to the SCCA Foundation.

### Presidents Report - Noble

Noble reported meeting with RRDC (Road Race Drivers Club) in Florida. In addition, consulting with standard partners, and potential new partners ongoing. Minor renovation of SCCA offices underway. Planning and support functions in full swing for the National Convention in February.

### CCC intent and rules - Prill

SCCA Staff will have a Spec Miata compliance proposal for BoD at Convention. Staff is looking for alternatives to implementing a compliance fee. It's important that the plan is thoroughly communicated to the membership so that classes understand they are not funding SM compliance. Any class desiring a class compliance chief must fully fund the effort. Discussion that the Class Compliance Chief "CCC" rules on compliance only and does not rule on penalties. Compliance issues are referred to Series Chief in Majors, Chief Steward for other races. Penalties, appeals etc. will continue to follow the normal GCR process. This has been discussed with Exec Stewards. Class Compliance Chief is not appointed locally or by the Chief Steward, should be appointed by Club Office. Suggestion made that if we want to appeal CCC technical issues, CRB could be the appeals path for consideration but no decision to change this was made. CCC decision on technical aspects as non-protestable stands. Discussion noted that non-compliance should be noted in the log book.

Club Racing appointed John Bauer as Class Compliance Chief for early Sebring Majors race, language added to supps to allow pulling of heads without posting bonds. 2 heads were found non-compliant. General support from SM community on the level of tech and Ok with imposition of a compliance fee. Staff is building a general schedule of CCC attendance at various races.

Butler/Harris lead discussion on the 2.5 Rule in GCR was suspended by BoD until 2015. BoD needs to either amend this to 2016, extend suspension indefinitely, or remove from GCR entirely. Discussion was that specific date extension decision forces BoD to keep class consolidation in mind. Further discussion suggested that when BoD reviews Majors Class Accord proposal final resolution of 2.5 rule can be made.

**MOTION:** Harris/Helman: Amend suspension of GCR section 9.1.13, A and B until 2016. PASSED - Unanimous.

Meeting Adjourned 9:10PM Central

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# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | January 28, 2015

The Solo Events Board met by conference call January 28th. Attending were SEB members Steve Hudson, Eric Hyman, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Member Advisories

#### **Tire Rack Solo Nationals**

Members interested in being a Course Designer for the 2015 Solo Nationals are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### **SEB**

The SEB thanks Dave Feighner for his service as a member of the Solo Events Board.

The SEB thanks Steve Hudson for serving as its Chair. Steve is remaining on the SEB for the rest of 2015.

#### **Street**

##### **#16020, 16031 SAC Applications**

Thank you for your application. Your information will be kept on file for consideration when future vacancies arise.

##### **#16153 Resume'**

The SEB has approved the addition of Nick Babin to the SAC.

##### **#16208 Resume'**

The SEB has approved the addition of Andy Thomas to the SAC

##### **#16210 Shock Attachment Clarification**

It is not permitted to modify the top shock mount on the rear, as there is no allowance to modify and/or add hardware to the standard part.

##### **#16218 Rollover Risk Vehicles Clarification**

The following vehicles qualify for street classification based on SSF, which supersedes the track vs. width dimensional criteria.

- Chevy Sonic
- Nissan Versa
- Toyota Yaris
- Honda Fit

The Fiat 500 standard model is not eligible for Street category.

#### **Street Touring**

##### **#16235 Toyo R1R Recertification**

In response to the subject letter regarding the new 200TW R1R: The STAC has examined photos of the new tires and they do in fact have the correct 200TW stamp. We will continue to evaluate any new information that becomes available.

#### **Street Prepared**

Members interested in serving on the SPAC are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com).

com. The committee could particularly use someone with FSP, SSP, or ASP experience.

## Street Modified

#15897 Resume'

The SEB has approved the addition of Mike Brausen to the SMAC.

## Change Proposals

### Modified

#14946 Cooling fans in Formula F / CM

In order to be ready to deal with the consequences of a potential GCR change limiting the use of cooling fans, the MAC proposes the following change to the first paragraph Solo Rules section 18:

#### "18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) *and cooling fans* are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s)."

#15029 FSAE Aero Proposal

The MAC prefers to keep the National FSAE aero rules consistent with the current-year FSAE specifications. If prior-year cars have aero which is beyond the current allowances, the cars can compete legally by removing the non-compliant aero components. It is also noted that Regional programs can permit FSAE cars to run in class A Modified.

The MAC also recommends the following rule change proposal, to better state the intent and allowances of FSAE:

#### "18.5 FORMULA SAE

*The purpose of the FSAE class is to attract teams from area colleges/universities and introduce them to the SCCA community. FSAE is a supplemental class which all Regions are encouraged to offer. FSAE drivers and teams should expect to find a welcoming competitive environment that values all aspects of theory and experience related to competition driving and vehicle preparation. FSAE teams are also encouraged to enter SCCA National Solo events (including the SCCA Solo National Championships) to experience, learn from and enjoy National level competition.*

*Compliance with 18.5 A. is required for all FSAE cars entered in both regional and National events. Additional FSAE rules at the regional level are optional and would be expected to encourage entries and meet any unique needs of the region and teams. All of 18.5 A. through F. is in force for National-level competition.*

A. In addition to all FSAE safety rules from any year single year (1985-on), SCCA® safety rules per the applicable portions of Sections 3.3 and 18.4.A shall be met.

B. Vehicles *shall be* constructed to ~~any a~~ single year's Formula SAE rules (1985-on) *and must* include all FSAE safety items for that ~~single particular~~ year. The FSAE rulebook year shall be specified on the entry form and those rules shall be provided by the entrant for viewing.

C. Transponder and FSAE lettering is not required.

D. These vehicles are assigned to Supplemental Class FSAE, which may run as a subgroup of AM but shall be scored separately. *Awards will be presented in National competition as set forth in the National supplemental regulations available at [www.scca.com/solo](http://www.scca.com/solo).*

~~FSAE cars must also meet the following minimum criteria:~~

~~1. Current year FSAE restrictor plate and engine displacement rules. Restrictor requirements are as follows:-~~

~~a. Gasoline fuel: 20.0 mm (0.7874") intake restrictor~~



~~b. E85 fuel: 19.0 mm (0.7480") intake restrictor~~

~~c. M85 fuel: 18.0 mm (0.7087") intake restrictor~~

## ~~2. Current year FSAE aerodynamic rules~~

~~E. An FSAE car shall have the option to compete directly in AM if it meets all AM requirements and specifications.~~

~~F. Non-students may also build, own, and compete in FSAE vehicles.~~

~~F. FSAE vehicles may not mix and match specifications from multiple years except as specified above."~~

### #15280 GCR Sports2000 Proposal

Change Appendix A, class C Modified, first sentence, as follows:

"A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~"

Note: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

### #15397 BM Class Comments

The following updated version of the B Modified proposal has been provided by the MAC in response to member input. (Changes from existing BM rules are shown in *red*. Deleted text is crossed out in *purple*.)

#### **"B MODIFIED (BM)**

All Formula Cars or Sports Racers meeting requirements of the *current* Club Racing GCR *sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H* unless specifically classed elsewhere with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
  1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.  
Minimum weight with driver: 1020 lbs.
  2. May use any 2v/cyl automobile-based production engines up to 1615 cc.  
Minimum Weight with driver: 1110 lbs.
  3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.  
Minimum weight with driver: 1180 lbs.
  4. May use any naturally-aspirated engine up to 3000 cc.  
Minimum weight with driver: 1285 lbs.
  5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
  6. Minimum rim width: none.
  7. Maximum allowed rim width: 15 inches
  8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.*
  9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.*
  10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:*
    - a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least*

14 psi), in which case minimum weight is increased by 50 lbs.

b. Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

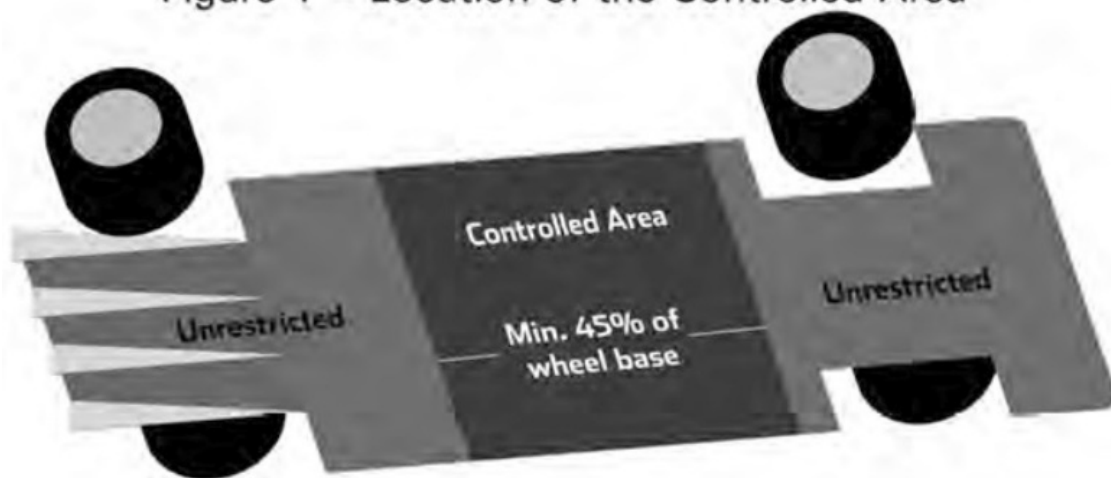
E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of **front and rear** wings shall not exceed 8 square feet. **Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.**

2. **Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of 100 lbs. and must be constructed within the following limitations:**

a. **For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.**

Figure 1 – Location of the Controlled Area



b. **No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.**

4. The current GCR ~~GSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall ~~also~~ apply to **all Sports Racers ASR and** production cars as recognized in DM/EM running in BM as sports racers.
5. **Production cars** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing **FA** GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports

racer **P2 GCR** maximum height (45.25 inches per **P2 GCR 9.1.8.C.1.D.2 Bodywork height**).

2. Front wing width may match but shall not exceed overall front width as measured at the tires. **Front wing elements may not extend behind the front wheel centerline.**

3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed **7 cm (2.756 inches)** additional width per side and shall not deviate more than 10° from vertical. **No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.**

a. **Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).**

b. **For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).**

4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

~~G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F."~~

Comments from the MAC:

Regarding the removal of the previously-proposed E.2, aerodynamic modelling has been conducted and the results have indicated that the original version of this portion of the rule ("Rear diffuser starting point....") would have allowed nearly as much aerodynamic advantage as the 45% rule, which is now reinstated in the updated version.

In the previously-published and current versions, a minimum width is proposed for BM because a narrower car can follow a more advantageous line through a Solo course. Due to the width of the bases, contact between a tire and the base of a pylon is generally what limits the path that a car can follow. The practical measurement which is closest to the point where a tire will hit a cone is the width between outer tire sidewalls. Other measurements, for instance to the wheel rim, a splitter or the bodywork, move further from the point where contact is typically made, without making the measurement substantially easier to make. Having looked at various different options, it is the opinion of that MAC that the proposed rule, subsection C.9, is the best and most practical way to put a lower limit on the effective width of a BM Solo car.

#### #16236 Rule change proposal DM Forced Induction

In Appendix A, under class D Modified, change subsection B as follows:

"B. Weight w/ driver vs. Displacement

**Normally-aspirated** piston engines up to & including 1800 cc..... 1280 lbs.

**Normally-aspirated** 12A rotary engines w/ porting restriction..... 1280 lbs.

**Normally-aspirated** piston engines 1801-2000 cc..... 1380 lbs.

**Normally-aspirated** 13B rotary engines w/ porting restriction..... 1380 lbs.

**All forced-induction engines with displacements per 18.0.B, up to 2000cc .... 1380 lbs."**

#### Other Items Reviewed

##### Awards

#16281 Solo Driver of the Year

Thank you for your input.

##### Street

#### #16160 2013 Porsche Boxster S Move to AS Proposal

Thank you for your input. This is a vehicle that the SAC and SEB will continue to monitor.

#### #16170, 16171 Corvette Classing Comments

Thank you for your input. The SAC will continue to monitor the competitive mix in BS.

#### **Modified**

##### #14732, 14734, 14736, 15105, 15117, 15145, 15391, 15392, 15414 BM Comments

Thank you for your comments. Please see item #15397.

##### #15852 CVT in BM Proposal

Thank you for your comments. Please see item #15397.

##### #15853 2 Strokes in BM Comments

Thank you for your comments. Please see item #15397.

##### #15854 Direct Fuel Injection in BM Proposal

Thank you for your comments. Please see item #15397.

#### **Not Recommended**

#### **Street**

##### #15997 2012-2015 GTR to SS Proposal

Thank you for your input. The SAC does not recommend adding these cars at this time.

#### **Modified**

##### #16274 600cc Micro Sprint Classing Proposal

Per the MAC, the attributes of the Micro Sprint have been evaluated, and it is not deemed suitable for Solo events at this time due to concerns about size, configuration verification, and safety.

#### **Handled Elsewhere**

#### **Street**

##### #16156 Lexus CT200h Classing Proposal

Please see item #16233.

#### **Modified**

##### #15279 Cooling Fan Allowance Proposal

Please see item #14946.

##### #16027 FSAE Aero Rules Propoal

Please see the response to item #15029.

#### **Tech Bulletins**

#### **Street**

##### #16112 Volvo S60R T6 Polestar Classing Proposal

The GS listings for the Volvo S60R and V70R are clarified as follows:

S60R (*except T6 Polestar*)

V70R (*except T6 Polestar*)

##### #16229 Jag F-Type R Coupe Classing Proposal

Add to AS listing:

Jaguar

*F Type, all except Project 7 (2014-2015)*

#16233 Lexus CT200H Classing Proposal

Add the following new listing to HS:

Lexus

*CT200h (2011-2015)*

#16255 Class 2015 EcoBoost Mustang

Add to FS listing:

Ford

*Mustang Ecoboost (2015)*

### **Street Touring**

#14757 Sentra Classing Proposal

Per the STAC, amend listings in STS and STX, to clarify the existing classing and add coverage of currently-unlisted models. The effect of this change is to add the 1.8 Sentra to STS and the Sentra SE-R (non-Spec V) to STX.

Remove from STS:

Nissan Sentra SE (1998-2001)

Nissan Sentra SE-R (1991-94)

Add to STS

Nissan Sentra *(1.6, 1.8, 2.0) (1991-2012)*

Add to STX

*Nissan Sentra SE-R (2000-2012)*

#16223 2015 WRX is listed in STU, not STX

Errors and Omissions:

The following listing error is corrected in STU:

Subaru

Impreza WRX (2009-~~14~~)

Note: The 2015 is classed in STX, per December Fastrack item #14329.

### **Street Prepared**

#16227 SSR/SP tire exclusion

Errors and Omissions:

Super Street R

In Appendix A, under class SSR, change "No tires are currently listed" to "*Kumho W710*"

Street Prepared

In 15.3, change "No tire models are currently listed" to "*Kumho W710*"

# CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 3, 2015

The Club Racing Board met by teleconference on February 3, 2015. Participating were: Jim Wheeler, Chairman; Chris Albin, Tony Ave, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Bruce Lindstrand, BoD liaisons; Eric Prill, Chief Operations Officer; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing and Sam Henry. The following decisions were made:

## **Member Advisory**

None.

## **No Action Required**

### **P1**

1. #16003 (Arnie Loyning) Use of 2.3 Ford Lima Engine

Thank you for your letter. This engine is already permitted in the P1 engine table lines L5 and L6. For a requested change in restrictor size and/or weight, supporting documentation is required.

### **GCR**

1. #15805 (Bill Hingston) BOD and Class Consolidation

Thank you for your feedback.

2. #15928 (Steve Lathrop) December Fast Track #15439

Thank you for your comments.

### **GT3**

1. #15975 (Shane Thuesen) Wheel Rule

Thank you for your letter. Please see the response to letter #15859, January 2015 Fastrack Minutes. The current GT3 wheel/tire rules were changed in 2014 per class action request and are appropriate as written.

### **EP**

1. #16239 (Michael Heintzman) Miata

Thank you for your feedback. There are many cars in production that are permitted to run either carburetors or fuel injection and the general rule is that separate weights are not used based on the choice made by the competitor.

2. #16240 (Matthew Reynolds) Do Not Adjust MX-5/Miata Weights

Thank you for your feedback. The Miata models adjusted have proven themselves to be at the very top of the performance envelope for EP and adjustments were deemed necessary to ensure parity.

### **Prd**

1. #16252 (James Rogerson) Individual Car Performance Adjustments

Thank you for your comments. The CRB is committed to maintaining parity among all cars listed for a particular Production class.

### **SM**

1. #15938 (Ademir Dedumenti) New Head Rules

Thank you for your feedback.

2. #15939 (James York) Support of Proposed 2015 Rules Issued

Thank you for your feedback.

3. #15946 (Keith Slankard) Support Proposed Clarification of SM Head Rules

Thank you for your feedback.

### **T1**

1. #16194 (Bill Capogeannis) Rules Clarification: 9.1.9.1.A.1

Thank you for your letter. Your interpretation is correct that all T1 cars are allowed to replace those parts.

## **Not Recommended**

### **B-Spec**

1. #15290 (Jeffrey Hennessy) Airbag Notification

Thank you for your letter. Please see the response to letter #15288.

2. #15720 (Philip Royle) Class Old SSC cars in B-Spec

Thank you for your request. The CRB does not recommend this change.

3. #16305 (John Kish) Make Ford Fiesta Competitive

Thank you for your request. The CRB does not recommend any changes at this time.

**F5**

1. #16214 (Bill Butterworth) Request for Re-examination of Letter #14697

Thank you for your letter. The CRB has again examined the orientation of motorcycle engines in F500, believes it is a performance advantage, and does not recommend this change.

**FC**

1. #15899 (Arthur E. (Art) Smith) Needle Bearings for 2-Liter Pinto Aux Shaft Using Elec Fuel Pump?

Thank you for your letter. If the GCR does not specifically allow it, it is not compliant.

2. #16320 (Douglas Brown) Re-classification of Cars

Thank you for your letter. Cars eligible to be classified in CFC are determined by each individual division and not the CRB. Please contact your division officials for your request.

**FV**

1. #16314 (David Taube) Brake Rule Interpretation

Thank you for your letter. The CRB does not recommend any changes to this rule.

**P2**

1. #16291 (Chris Farrell) P2 Brake Calipers

Thank you for your letter. The CRB does not believe this change is in the best interest of the class and it is not recommended.

**GCR**

1. #15288 (Jeffrey Hennessy) Airbag Question

Thank you for your letter. The rules regarding airbags are adequate as written.

2. #15779 (Eric Heinrich) Ad Hoc Committee Makeup

Thank you for your suggestion. Eliminating builders from advisory committees could deprive the committees of those most knowledgeable in a particular class.

3. #15969 (Peter Zekert) Sound Control

Thank you for your letter. It is not possible to implement this recommendation. Competitions are conducted under a variety of sound control rules, laws and local regulations which cannot be addressed in the manner suggested.

**GT1**

1. #16018 (Bob Hofmann) Hood Louvers

Thank you for your letter. The hood opening must be louvers.

**GT2**

1. #16004 (Austin Snader) RX8 13B Peripheral Port Tub Chassis

Thank you for your letter. Currently the car you have asked to be classified is already classified in GT2 with the 13B PP engine, un-restricted at 1900 lbs.; and also in GT3 with the 13B PP engine, 37mm SIR, at 2250 lbs. These specifications are appropriate at this time.

**GT3**

1. #16201 (Scott Sanda) Request for Disenfranchised GT2 Car Being Placed in GT3

Thank you for your request. GT2 cars will be considered for GT3 if their engines are 2.5 L, 4 valve or smaller.

**GTL**

1. #16136 (Tom Tuttle) Weight Penalty for Spridgets

Thank you for your letter. The current weight of this classification is appropriate.

**EP**

1. #15267 (Ron Olsen) Allow Mazda RX-8 to Run a 13B Rotary Engine

Thank you for your request. The proposed motor swap is contrary to class philosophy. The RX-8 has been successfully

campaigned with its stock rotary and there does not appear to be a need for an alternate motor.

#### **FP**

1. #16146 (Kent Prather) MGA/FP Spec Change

Thank you for your request. This type of motor swap is contrary to class philosophy. Requests for competition adjustments with respect to this car, as currently listed, will be considered.

#### **HP**

1. #15896 (Aaron Johnson) Limited Prep Crankshafts and Rocker Arms

Thank you for your request. The cost and reliability considerations that led to the allowance of aftermarket rods in level 2 do not exist with respect to crankshafts and rocker arms. As a consequence, this proposed change is not recommended.

2. #16265 (Tom Broring) Weight Penalty

Based on the recent across the board adjustments to HP, no further changes to this car will be made at present and the performance of the car will be monitored.

#### **SM**

1. #15147 (David Wheeler) Allow Welding of Front Subframes

Thank you for your request. Standard repair procedures apply.

2. #15148 (David Wheeler) Remove the 15 Pound Weight Penalty for Overbore

Thank you for your comments.

3. #15352 (Tom Sager) 1994-1997 Airbox Restriction

Thank you for your request. The CRB does not recommend this change at this time.

4. #15635 (Michael Babcock) Balancing and Blueprinting

Thank you for your comments. The rules are adequate as written.

5. #15902 (Michael Babcock) Regarding #15634 - Offset Bushings for Camber

Thank you for your feedback. This rule was passed by the Board of Directors in their December 2014 Meeting. Please see the current GCR for exact wording.

6. #16234 (Steve Scheifler) Overbore Weight Penalty - 1.6

Thank you for your feedback.

7. #16251 (Brandon Fetch) Adjustments for the 90-93

Thank you for your feedback.

8. #16297 (Todd Lamb) SM Suspension Bushings

Thank you for your feedback. This rule was passed by the Board of Directors in their December 2014 Meeting. Please see the current GCR for exact wording.

#### **STU**

1. #16280 (Stephen Martin) Alternate BMW Turbocharger

Thank you for your request. The M31 version of the M10 engine was only available during the 1970s. That time frame does not fit the Category age limit of 1985; therefore, the CRB does not recommend this change.

2. #16311 (Matt Blehm) Weight Break for RWD cars with McPherson Struts

Thank you for your request. Since you may relocate suspension pick up points to aid suspension geometry in STU, the CRB does not recommend this change.

3. #16317 (Eric Thompson) Modified Wheel Openings to Fit 245 Tires

Thank you for your request. This is not consistent with class philosophy, so the CRB does not recommend this change.

#### **T1**

1. #13211 (MARC HOOVER) Allow Supercharger for Miata in T1

Thank you for your letter.

#### **T2**

1. #16046 (Joey Wang DeFilippis) 3,100 lb Weight for the Evo

Thank you for your request. Components in your letter do not meet class philosophy. The battery can be replaced as long as it is within 10% of the factory weight.



2. #16228 (William Moore) Camaro Half Shaft Upgrade - DriveShaft shop RA5424X4/RA5425X4

Thank you for your request. The CRB does not recommend this change at this time and suggests looking into rebuilding current axles to increase durability.

#### T4

1. #15930 (Lee Niffenegger) Rear Upper Arm Allowance 2012-2014 Civic Si

Thank you for your letter. A recent change to Touring has increased the camber allowance to -3.0.

#### **Recommended Item for 2015**

The following subject will be referred to the Board of Directors for their approval in their February 2015 meeting. Address all comments, both for and against, to the Club Racing Board. It is the BOD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com). If approved, these items will be effective 5/1/2015.

#### **GCR**

1. #16402 (Club Racing Board) Additional GCR changes Required By Letter #16221

Change 6.5.3.C.2: 2. Well bunched ~~and in line~~; and

Change 6.5.4.A: A. The Starter will abort the start by displaying no flag and shaking his head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line *more than half a car width*, or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that the start is aborted.

#### **Recommended Items for 2015**

The following subjects will be referred to the Board of Directors for their approval in their February 2015 meeting. Address all comments, both for and against, to the Club Racing Board. It is the BOD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com). If approved, these items will be effective 6/1/2015.

#### **P2**

1. #16220 (David Arken) P2 Spec Line Cars

In section 9.1.8.A.C.1.M, change the language as follows:

##### **M. SPEC LINE CARS**

The intent of Table 1 (*Spec Line Cars*) is to accommodate existing cars previously homologated as DSR or CSR, *Radicals and similar series cars*, and not ~~requiring~~ *require* expensive changes to make them compliant with the P2 rules. A car prepared in excess of the P2 allowances, but raced prior to 2014 may continue to use non P2 compliant components ~~not~~ listed in the spec lines (e.g. wings ~~not~~ listed in the spec line). ~~but further development to spec line columns (e.g. Wheelbase/Track and Notes) must be compliant with the P2 rules.~~

For individual cars included in any of the spec lines in Table 1; any deviation from spec line *and column requirements*, ~~further development~~, (*e.g. Wheelbase/Track*) requires the car to be made compliant to all current P2 requirements with a notation in the front of the logbook noting the requirement for the car to be compliant with all P2 rules. For example, should the spec line allow a different minimum width, and the car were to be changed to meet the P2 minimum width, then the minimum weight would also have to be increased, along with any other non-compliant components to make the car fully P2 compliant.

In P2 Table 1, spec line cars, change the spec lines as follows:

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand	94/54	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. <del>Must meet</del> <del>under body aerodynamic requirements in</del> <del>section e.</del> <i>Must meet all P2 requirements except the</i> <i>following: Wings up to 16.5in cord single</i> <i>element only; unrestricted end plate on end</i> <i>mounted wings</i>
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025lb 1005cc max	P2 Engine Table B.1	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	

AMAC-AM5, Seater, Zephyrus, Decker 1/2	Fox-2	94/54	Stock Engine 900lb 1005cc max	P2 Engine Table B.1	36.5mm	Minimum width 55 inches. <del>Must meet under body aerodynamic requirements in section e.</del> <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings</i>
				P2 Engine Table B.2	Not required	
				P2 Engine Table B.3	38.5mm	
			Modified Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	
				P2 Engine Table B.2	Not required	
				P2 Engine Table B.3	39mm	
Enterprise Racer	Sports					See GCR section 9.1.8.F for complete specifications
Radical SR-3 SR-4			Stock Engine 1000lb 1005cc max	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
			Stock Engine 1300lb 1005 < 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Radical SR-3 Radical Cup			1500lb	Sealed Radical Cup engine and transmission	42.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
Radical Club Sport, Pro-Sport, PR-6			Stock Engine 1000lb 1005cc	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted.
			Stock Engine 1300lb 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Bobsy	TBD		<i>Stock Engine 950lb 1005cc max</i>	<i>P2 Engine Table B.1</i>	<i>37mm</i>	<del>Minimum width 55 inches. Must meet under body aerodynamic requirements in section e.</del> <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings</i>
				<i>P2 Engine Table B.2</i>	<i>Not required</i>	
				<i>P2 Engine Table B.3</i>	<i>39mm</i>	
			<i>Modified Engine 1025lb 1005cc max</i>	<i>P2 Engine Table B.1</i>	<i>38mm</i>	
				<i>P2 Engine Table B.2</i>	<i>Not required</i>	
				<i>P2 Engine Table B.3</i>	<i>40mm</i>	
Diaso D962			1005cc max	Motorcycle only P2 Engine Table		Body, front splitter and wing either original OEM or P2 compliant
Jondal	94/54	Stock Engine 950lb		2 cycle P2 Engine Table		Minimum width 55 inches. <del>Must meet under body aerodynamic requirements in section e.</del> Must meet engine/weight requirements per the latest 2 stroke engine table. <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings.</i>
		Modified 1025lb				

## 2. #16270 (Club Racing Board) P2 Engine Rule Update

In section 9.1.8.D.L, change the language as follows:

### L. ENGINE

All engines will be fitted with a specified type of inlet restrictor as determined by the SCCA. For engines not listed in the P2 Engine Table competitors seeking approval shall be responsible for submitting engine dyno and performance data to the SCCA. The SCCA may at its option gather/ request additional data.

*a. Stock Engine Preparation allowances. Any modifications or adjustments not specifically listed are not allowed on stock engines.*

- 1. Internal dimensions and materials of the engine shall be stock. (Fasteners such as rod bolts are free).*
- 2. Bolt-on covers and ports external to the engine may be modified or replaced.*
- 3. Camshaft timing may be adjusted but the camshafts must remain stock. Timing gears and cam drive tensioning mechanisms may be modified or substituted as long as they serve no other purpose.*
- 4. Oil systems are free.*
- 5. Cooling systems are free.*
- 6. Turbo charging and supercharging are prohibited.*
- 7. Exhaust system is free. EGR and/or air pumps may be removed or disabled.*
- 8. Inlet System: Any manifold(s) and single or individual throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.*
- 9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.*
- 10. Exterior machining for mounting of the engine or accessories is permitted, however the intake or exhaust port faces shall not be modified.*

11. Spark plugs, engine sensors and any associated brackets or covers are free.
12. Crankcase ventilation is free as long as it serves no other purpose.
13. Engine rebuilds such as regrinding the crankshaft and sleeving the block must meet specifications in the factory service manual; no overbore is permitted.

**a.b. Automotive based:**

1. SCCA approved production based 4 cylinder automotive engines of a maximum displacement of 2000cc are allowed. The approved engines are listed in the engine tables.
2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*
2. Internal dimensions and materials of the engine shall be stock. (fasteners such as rod bolts are free).
3. Camshaft timing may be adjusted but the camshafts must remain stock.
4. Oil systems are free.
5. Cooling systems are free.
6. Turbo charging and supercharging are prohibited.
7. Exhaust system is free.
8. Inlet System: Any manifold(s) and/or single throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.
9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.
10. 3. Any one piece flywheel with a minimum weight of 5lbs is permitted.
11. Crankcase ventilation is free as long as it serves no other purpose.

**b.c. Motorcycle (four stroke) based: Any modifications or adjustments not specifically listed are not allowed on stock engines.**

1. SCCA approved production based motorcycle engines with a maximum of 4 cylinders and with a maximum displacement of 1500cc.
2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*
2. Camshaft timing may be 3. Oil systems are free.
4. Cooling systems are free.
5. Turbo charging or supercharging is not allowed.
6. Exhaust system is free.
7. Inlet system is free. (The SCCA may adjust performance by the use of an IIR)
8. 3. Titanium valves may be substituted with stainless steel of the same diameter.

**e.d. Two Stroke Engine: 2 stroke engines with a maximum displacement of 1200cc and a maximum of 4 cylinders. Each intake port for each cylinder must have a venturi type inlet restrictor that is placed such that all air inducted into each cylinder must pass through the defined restrictor. There are NO exceptions. The required inlet restrictor may be placed anywhere in the inlet tract as long as it meets the requirement that all air inducted into each cylinder must pass through the required restrictor, balance tubes are not allowed.**

**GCR**

**1. #15828 (Matt Miskoe) Minimum Driver Age**

Thank you for your request. In the interest of opening competition as broadly as possible, the CRB recommends lowering the minimum age for a competition license to 14.

**2. #16110 (Christopher Childs) Blueprint Definition**

Thank you for your request. Add a new section "e." to Appendix F., under "Blueprinting": *e. Any edges resulting from authorized machining processes may be deburred up to .040".*

**Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

**GCR**

**1. #15576 (Terry Ozment) Drones at Track**

The CRB endorses the recommendation, and suggests the following language be appended to the GCR as new Section 1.5.: *1.5. Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental*

## *Regulations.*

### **T4**

1. #16287 (Anthony Cuthbert) Rear Sway Bar Upgrade for 500 Abarth

Thank you for your request. For the Fiat Abarth 500, add to the Notes in the specification line: *Front strut tower brace allowed.*  
*Rear swaybar up to 25 mm allowed.*

### **Taken Care Of**

#### **AS**

1. #15944 (Amy Aquilante) Dog Ring Gears

Thank you for your concern. The CRB and ASAC will be testing and monitoring dog ring transmission performance during 2015 to determine if the weight penalty (reduced from 125 to 80 lbs) is appropriate. The CRB will continue to monitor this situation from a parity standpoint and make adjustments as required.

2. #15947 (Beth Aquilante) Retain Existing Dog Ring Transmission Weight Penalty

Thank you for your concern. Please see the response to letter #15944.

#### **B-Spec**

1. #15409 (Eric Boucher) Mazda2 B-Spec Weight

Thank you for your request. Please see the response to letter #14402, Technical Bulletin.

2. #16288 (Derrick Ambrose) B-Spec Committee

Thank you for your inquiry. Please see the response to letter #14402, Technical Bulletin.

#### **FF**

1. #16303 (Mark Davison) Spec Tires

Thank you for your letter. The CRB has recommended pursuing a spec tire for FF. Please see the response to letter #16038, February 2015 Fastrack Minutes.

2. #16338 (Greg Case) FF Spec Tires

Thank you for your letter. The CRB has recommended pursuing a spec tire for FF. Please see the response to letter #16038, February 2015 Fastrack Minutes.

#### **FM**

1. #16184 (Henry Coffeen) Formula Mazda

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

2. #16198 (Mike Sauce) Spec Tire Questionnaire

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

3. #16204 (Jody Lift) Spec Tire for the Formula Mazda Class

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

4. #16205 (Brian Lift) Spec Tire for the Formula Mazda Class

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

5. #16206 (Marge Lift) Spec Tire for the Formula Mazda Class

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

6. #16232 (Kenneth De Nault) Spec Tire in FM

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

7. #16290 (Mike Anderson) Spec Tire for Formula Mazda

Thank you for your letter. The CRB has recommended pursuing a spec tire for FM. Please see the response to letter #15884, February 2015 Fastrack Minutes.

### **P2**

1. #16140 (Sean Williams) Spec Line Cars

Thank you for your letter. Please see the response to letter #16220.

2. #16310 (Stan Clayton) Request for Correction to P2 Engine Table

Thank you for your letter. This has been corrected. Please see the most recent GCR.

**GCR**

1. #15845 (Gordon Benson) Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

2. #15850 (Les Chaney) Concorde/Majors Class Accord

Thank you for your feedback. Please see the response to letter #15805.

3. #15945 (Kyle Disque) Opposition to the Proposed Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

4. #15950 (Robert Lentz) Class Consolidation Initiative

Thank you for your feedback. Please see the response to letter #15805.

5. #15954 (Tom Feller) Class Consolidation Plan Opposition

Thank you for your feedback. Please see the response to letter #15805.

6. #15955 (Gregory Nagy) Letter in Opposition to Class Consolidation

Thank you for your feedback. Please see the response to letter #15805.

7. #15956 (Isaac Preston) Concorde Plan

Thank you for your feedback. Please see the response to letter #15805.

8. #15957 (Ron Bartell) Club Racing Accord

Thank you for your feedback. Please see the response to letter #15805.

9. #15958 (Brian Linn) Majors Class Accord - Against

Thank you for your feedback. Please see the response to letter #15805.

10. #15959 (Edward Funk) Opposed to the Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

11. #15960 (Eric Vickerman) Majors Accord - Objection

Thank you for your feedback. Please see the response to letter #15805.

12. #15961 (Joe Harlan) Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

13. #15963 (Keith Church) Recent Proposal to Reduce the Number of Classes by 2025

Thank you for your feedback. Please see the response to letter #15805.

14. #15964 (Keith Church) In Case You Didn't Hear Me

Thank you for your feedback. Please see the response to letter #15805.

15. #15965 (Steven Lustig) Letter In Opposition to the Majors Class Accord

Thank you for your feedback. Please see the response to letter #15805.

16. #15966 (Joe Camilleri) Opposed to the Major Class Accord

Thank you for your feedback. Please see the response to letter #15805.

17. #16336 (Kirk Olson) Opposition to Concorde Agreement

Thank you for your feedback. Please see the response to letter #15805.

**GT1**

1. #16243 (Bob Hofmann) Hood Vents

Thank you for your letter. Please see the response to letter #16018.

**GT2**

1. #16203 (Scott Sanda) Support for Letter #15975  
Thank you for your letter.

### **GT3**

1. #16231 (Wolfgang Maike) Rear Wing Airfoil Clarification  
Thank you for bringing the confusion of this wording to the CRB's attention. See letter 16298, Technical Bulletin, for a clarification to the wording.

### **EP**

1. #16241 (David Reynolds) EP Miata - Retain Current Weight as Published in GCR  
Thank you for your feedback. Please see the response to letter #16240.

### **HP**

1. #16142 (William Trainer) SIR in H Production  
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

2. #16158 (Bill Blust) HP Parity for Spridget  
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

3. #16199 (Patrick Casey) Level the Playing Field, Please  
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

4. #16245 (Neil Verity) Weight Reduction (30lbs) for HP MGB  
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

5. #16253 (James Rogerson) New Weight Adjustments  
Thank you for your letter. Please see the response to letter #16252.

6. #16267 (Tom Broring) Performance Adjustment  
Thank you for your feedback. Please see the response to letter #15127, February 2015 Fastrack Technical Bulletin.

### **SM**

1. #13549 (Sean Hedrick) SM Bump Stop Rule Request  
Thank you for your comments.

2. #14725 (Tom Sager) Request for Competition Adjustment  
Thank you for your request. Please see the response to letter #14724, Technical Bulletin.

3. #15004 (Sean Hedrick) Whistler Process  
Thank you for your comments. The procedure has been updated.

4. #15287 (Jeffrey Hennessy) Airbag Notification  
Thank you for your comments. Please see the response to letter #15288.

5. #15356 (Marc Cefalo) Spec Miata Proposed Parity Changes  
Thank you for your feedback.

6. #15798 (Skip Brock) Whistler Procedure  
Thank you for your comments. The procedure has been updated.

7. #15839 (Peter Maerz) Parity Among Models  
Thank you for your feedback.

8. #15843 (Howard Robbins) Spec Miata Cylinder Head Modifications  
Thank you for your comments.

9. #15909 (David Wheeler) In Favor of 1.5mm Deburr on Cylinder Head  
Thank you for your feedback.

10. #15910 (David Wheeler) Against Allowing Offset Control Arm Bushings  
Thank you for your feedback.

11. #15917 (Jerry Rigoli) Eccentric Bushings

Thank you for your feedback. Please see the response to letter #15902.

12. #15929 (Kyle Webb) Control Arm Bushings for Negative Camber  
Thank you for your feedback. Please see the response to letter #15902.

13. #16250 (Brandon Fetch) Adjustments for the 94-97  
Thank you for your feedback.

#### **STU**

1. #16282 (Stephen Martin) Additional Information  
Thank you for your letter. Please see the response to letter #16280.

#### **T1**

1. #16092 (Tim Myers) Clarify New Restrictor on the Side of Car Rule Change  
Thank you for your suggestions. The rule is clear as written.

#### **T4**

1. #15992 (Anthony Cuthbert) Bigger Sway Bar for Fiat 500 Abarth  
Thank you for your request. Please see the response to letter #16287.

2. #16286 (Anthony Cuthbert) Front Tower Strut Brace  
Thank you for your request. Please see the response to letter #16287.

#### **What Do You Think**

##### **HP**

1. #15923 (Mike Ogren) Adjustment for DOT Tires Please  
Should cars that run DOT tires in Production be allowed to race at a reduced weight? For example, should those cars receive a 5% weight reduction? Please send your feedback through the CRB letter system at crbscca.com.

##### **SM**

1. #15838 (Bob Kucera) 1.6 Parity in SM  
The CRB and the SMAC request input from members on potential changes that could be made to the 90-93 Spec Miata rules to increase the performance, specifically the torque, of the 1.6L. Please provide your feedback through the CRB letter system at crbscca.com. Some potential changes that are being considered include:

- Increasing maximum compression ratio for the 1.6L from 9.4 to 9.9 and adjusting minimum head thickness accordingly
- Permitting 0.020 oversized pistons
- Specifying an optional aftermarket exhaust header

#### **RESUMES**

1. #15265 (Ademir Fedumentti) SMAC Resume  
Thank you for submitting your resume to the Spec Miata Advisory Committee. Your resume will be kept on file.

2. #15470 (Marc Cefalo) SM Advisory Committee Resume  
Thank you for submitting your resume to the Spec Miata Advisory Committee. Your resume will be kept on file.

3. #15738 (Todd Lamb) SMAC Application  
Thank you for submitting your resume to the Spec Miata Advisory Committee. Your resume will be kept on file.

4. #15911 (David Wheeler) Resume for SMAC  
Thank you for submitting your resume to the Spec Miata Advisory Committee. Your resume will be kept on file.



# CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2015

NUMBER: TB 15-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 2/27/2015 unless otherwise noted.

## American Sedan

### AS

#### 1. #16257 (American Sedan Committee) Removal of VTS Requirement for RP AS Cars

In section 9.1.6.B.1, change the language as follows:

"Restricted Preparation Cars Only: Restricted Preparation American Sedan automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide this information upon request from any SCCA official and to provide the electronic device capable of accessing the data for compliance verification. Failure to provide some form of the Factory Shop/ Service Manual upon request is adequate for disqualification from any event. ~~In addition, the competitor shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with them at every event and shall present it for reference when officially requested. VTS are found at crbsecca.com. Since every Restricted Preparation American Sedan car may not have a VTS on this website, the competitor may request from the Technical Department at SCCA, a waiver of the VTS requirement, should the SCCA confirm that none is available.~~"

Note: Specifications for Restricted Preparation AS cars will be added to their specification lines. See letter #16335.

#### 2. #16335 (American Sedan Committee) Clarification of Engine Specifications for RP AS Cars

In AS, Restricted Prep cars, change the spec lines as follows:

In section 9.1.6.D.1.k.2.b, change the language as follows:

OEM oversized pistons or factory equivalent may be used for repair purposes (max .040 inches over ~~bore~~ **bore size listed in vehicle's specification line** allowed).

In section 9.1.6.D.1.K.2, add new section h as follow:

***h. Maximum allowed compression ratio for all restricted preparation cars is specified in the vehicle's specification line.***

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-05) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	275 Tire: 3470, 295 Tire: 3520	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column). Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <b>Compression Ratio, 10.7:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1.</b>
Cadillac CTS-V (06-07) Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	275 Tire: 3520, 295 Tire: 3570	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column). Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <b>Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1.</b>
Chevrolet/Pontiac Camaro & Firebird (82-92)	101.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Chevrolet/Pontiac Camaro & Firebird (93-02)	101.1	2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Engine/ transmission installation procedure as provided by SCCA Club Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.



AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep.	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62	12.2 x 1.27 Disc	3200	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. GM Performance Parts camshaft Kit P/N-12480002 is permitted. 98-02 stock brakes and/or spindles/knuckles may be used. <i>Compression Ratio, 10.6:1 max; Cylinder Bore, 101.6 mm; Stroke, 88.39 mm; Intake Valve Diameter, 49.3; Exhaust Valve Diameter, 38.1 mm; Camshaft Lift @ Lobe, Intake (7.57 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 205 degrees), (Exhaust, 207 degrees); Throttle Body Bore, 48 mm (twin bore); Rocker Arm Ratio, 1.5:1.</i>
Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep.	101.1	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	12.2 x 1.27 Disc	3300	Max. wheel size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <i>Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake ((98-00), 7.43 mm; (01-02), 6.96 mm), Exhaust ((98-00), 7.43 mm, (01-02), 7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, (98-00), 202 degrees; (01-02), 197 degrees), (Exhaust, (98-00) 210 degrees; (01-02), 207 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. Either camshaft may be used for any car in this specification line.</i>
Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2 Vented Disc	275 Tire: 3600 295 Tire: 3650	Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 54mm flat plate restrictor required. <i>Compression Ratio, 10.9:1 max; Cylinder Bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1.</i>
Ford Mustang Incl. Cobra & Cobra R (79-93)	100.4	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.27 Disc	3100 Over 313 CID 3400	Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang Incl. Cobra thru 95 (94-98)	101.3	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Hydro boost braking system is not permitted. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang Cobra and GT (94-95) Restricted Prep. 5.0L V8 <i>pushrod engine</i> (Iron Block, Iron Heads), 2 valves per cylinder	101.3	3.35, 1.99, 1.33, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3300	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <i>4.00" (bore) X 3.00" (stroke), Compression ratio, 9.2:1 max.; cam lift at lobe, .28" (intake and exhaust); cam lift at valve .45" intake and (exhaust).</i>
Ford Mustang Cobra R (1995) Restricted Prep. 5.0L V8 <i>pushrod engine</i> (Iron Block, Iron heads), 2 valves per cylinder	101.3	3.27, 1.98, 1.34, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3400	Max. Wheel Size: (F)17 x 9 (R)17x10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. <i>4.00" (bore) X 3.00" (stroke), Compression ratio, 9.2:1 max.; Cam lift at lobe, .29" (intake and exhaust); cam lift at valve .48" (intake and exhaust).</i>
Ford Mustang Cobra and GT (96-98) Restricted Prep. GT: 4.6L V8 <i>OHC engine</i> (Iron Block, Aluminum heads), 2 valves per cylinder Cobra: 4.6L <i>dual OHC engine</i> (Aluminum Block, Aluminum Heads), 4 valves per cylinder	101.3	3.37, 1.99, 1.33, 1.00, 0.67	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <i>GT: 90.2 mm (bore) and 90.0 mm (stroke); Compression ratio 9.57:1 max; cam lift at lobe, .26" (intake and exhaust), cam lift at valve .48" (intake and exhaust). Cobra: 90.2 mm (bore) and 90.0 mm (stroke); Compression ratio 10.05:1 max; cam lift at valve, .40" intake and exhaust.</i>  <i>Either engine may be used in any car in this specification line.</i>
Ford Mustang Cobra (99-02) Restricted Prep. 4.6L <i>dual OHC</i> V8 (Aluminum Block, Aluminum Heads), 4 valves per cylinder	101.3	3.37, 1.99, 1.33, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3300	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. <i>90.2mm (bore) and 90.0 mm (stroke); Compression ratio, 10.05:1 max; cam lift at valve, .40" (intake and exhaust).</i>
Ford Mustang Incl. Cobra (99-04)	101.3	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-member may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang GT (99-04) Restricted Prep. 4.6L V8 <i>OHC engine</i> (Iron Block, Aluminum heads), 2 valves per cylinder	101.3	3.37, 1.99, 1.33, 1.00, 0.68	(F) 276/330 Vented Disc (R) 266 Vented Disc	3250	Max. Wheel Size: 17 X 9. Stock brakes or <i>Ford 13" Brembo (Ford Racing Part M-2300-X)</i> must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Cold Air Intake allowed. Replacement manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 O.D., measured at any tube location one (1) inch from the flange of the collector. <i>90.2 mm (bore) and 90.0 mm (stroke); Compression ratio, 9.57:1 max; cam lift at lobe, .28" (intake), .30" (exhaust); cam lift at valve, .51" (intake) and .54" (exhaust).</i>

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Mach 1 (03-04) Restricted Prep. 4.6L V8 <i>dual OHC</i> (Aluminum Block, Aluminum Heads), 4 valves per cylinder	101.3	3.38, 2.00, 1.62, 1.27, 1.00, 0.79	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of <i>wheels no larger than 17 x 8. 90.2mm (bore) and 90.0 mm (stroke); Compression ratio, 10.05:1 max; cam lift at valve, .40" (intake and exhaust).</i>
Ford Mustang GT (05-13)	107.1	3.38, 2.00, 1.32, 1.00, .675 or 2.95, 1.94, 1.34, 1.00, 0.63	12.2 x 1.27 Disc	3300 Over 313 CID 3600	Engine/transmission installation procedure as provided by SCCA Club Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.
Ford Mustang Coupe GT 4.6L <i>OHC</i> (05-10) Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 316/355 Vented Disc (R) 300 Vented Disc	3250	Max. Wheel Size: 18 X 9.5. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of <i>wheels no larger than 17 x 8. Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. 90.2mm (bore) and 90.0 mm (stroke); Compression ratio 10.0:1 max; cam lift at lobe .22" (intake and exhaust); .44" at valve (intake and exhaust).</i>
Ford Mustang Coupe GT 5.0L <i>dual OHC</i> (11-13) Restricted Prep. (Aluminum Block, Aluminum Heads), 4 valves per cylinder	107.1	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 335/355 Vented Disc (R) 300 Vented Disc	275 Tire: 3500  295 Tire: 3550	Max. Wheel Size: 18 x 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of <i>wheels no larger than 17 x 8. 54mm flat plate restrictor required. 92.2 mm (bore) and 92.7 mm (stroke); Compression ratio, 11.2:1 max; cam lift at lobe, .24" (intake) and .22" (exhaust) Camshaft duration at .100 mm valve lift: intake, 260 degrees; exhaust, 263 degreeS.</i>
Mercury Capri (79-86)	100.4	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.27 Disc	3100 Over 313 CID 3400	Engine built to A/S Build Sheet specifications with the following: Head Casting #s: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 150 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted.
Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 2005-2006, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57	(F) 320 Vented Disc (R) 286 Vented Disc	LS1: 3300  LS2: 3350	Max. Wheel Size: 17 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of <i>wheels no larger than 17 x 8. Either engine listed permitted for any car classified in this specification line. 2004: Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (6.96 mm), Exhaust (7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, 197 degrees), (Exhaust, 207 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1.  2005-2006: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1.  Either engine may be used in any car in this specification line.</i>

## B-Spec

### 1. #14087 (Jason Isley) Reduce Yaris Weight

In B-Spec, Toyota Yaris (07-12), change the weight as follows:

**2500 2425**

### 2. #14402 (Derrick Ambrose) August Prelims TB 14-08

In B-Spec, Mazda 2 (11-14), change the weight as follows:

**2480 2380**

### 3. #16283 (Ian Stewart) Slow Down the Sonic

In B-Spec, Chevrolet Sonic (2012), change the Notes as follows:

**37 36mm** Flat Plate Restrictor. GM suspension kit #23123679 permitted.

## Formula/Sports Racing

### FA

#### 1. #16284 (Formula/Sports Racing Committee) Composite part numbers for Honda 016 conversion

In FA, Swift 016, add the notes as follows:

*For Honda engine package the following part numbers from HPD are required:*

**60330-F25S-A010\_\_ADAPTER, 016 ENGINE COVER**

**60300-F25S-A000\_\_COMP,016 ENGINE COVER**

**17205-F25S-A010\_\_AIRBOX, 016**

**17203-F25S-A000\_\_PIPE, INTAKE**

**12510-F25S-A000\_\_BLISTER, 016 OIL LINE.**

### P1

#### 1. #16269 (Club Racing Board) GCR Sport Racer Intro 9.1.8.A

In section 9.1.8.A.1, change the language as follows:

## 1. SCCA SPORTS RACING CATEGORY PREPARATION RULES

"The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, or driver alone (single-seater). They shall conform to the following requirements. Sports Racers Cars except SRF homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required. During competition, cars are subject to the minimum speed/lap time required for that competition event. ***Cars built after 1-1-2014 must conform to Homologation requirements as specified in 9.2.2***

Effective 1/1/97, those cars formerly known as Sports Renault and/or Spec Racers or any variants of this chassis/drive train/bodywork combination will not be allowed to compete in ASR in any SCCA sanctioned event.

Single-seat Formula car chassis (Ex.: FA, FC, FF, FV) fitted with enclosed bodies (as specified in these rules) may run in the ***a*** Sports Racing Class/ Prototype ***Class*** (ASR, P1, P2) ~~appropriate for their engine displacement~~ ***provided they comply with the requirements of the Classification Specification*** and GCR Section 9. This means that all Formula Atlantic, Formula Continental, Formula F, and Formula Vees running in Sports Racing categories shall have bodywork which complies with ~~Section A.1 or A.2, of the Sports Racing~~ ***the appropriate category Classification*** Specifications. The ex-Formula car chassis need not have any former engine(s) fitted. Converted cars will maintain their former SCCA registration vehicle numbers. Each converted car shall ~~be Homologated~~ ***meet the homologation requirements of section 9.2.2*** and have a new Vehicle Logbook (with new pictures); however, the former Logbook will be securely attached to the new Logbook. This procedure will enable Race Officials and Scrutineers to identify a single-seat Sports Racer as formerly having been a bona fide Formula car. New Single seat Sports Racers may be of new construction ***and must meet the homologation requirements of section 9.2.2.*** ~~(Design plans/pictures shall be submitted to Club Racing Technical Services for homologation before competing.)~~

Where Weber or other approved carburetors are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.

It is the intention of the Club Racing Board to never classify ~~or a~~ replica or derivative of a mass produced road car body in the sports racing classes. These classes are intended for open and/or closed sports racer/sports prototype bodywork

Sports racing cars shall be classified ~~according to engine displacement and divided~~ into classes as follows:

- A Sports Racing (ASR) - Regional Status Only (Former Can-Am and F-5000 allowed if registered prior to 01/01/2003)

- Prototype 1 (P1)
- Prototype 2 (P2)
- Spec Racer Ford (SRF)"

## 2. #16289 (Jim Devenport) Reference Typo Correction

In P1 engine table, spec line J, change the notes as follows:

"2 seat cars only per ~~9.1.8.A.2.a.5~~ ***9.1.8.C.B.4.g*** (FIA CN Chassis)"

## P2

### 1. #16174 (Sean Williams) Pinto engine

In the P2 engine table, spec line E, change the notes as follows:

Approved engines list: MZR/Duratec Pinto: ~~Cam Max lift 12mm, Cast Iron or FastForward Cylinder head, Intake system Free, Fuel Injection Allowed.~~ ***For Pinto see line E, note 2***

In line E, note 2 below the engine table change:

Line E Note 2: Pinto engine 2000cc

1. Camshaft ***and valve train are*** ~~is~~ open.
2. Intake system is free- fuel injection is allowed.
3. Cast iron or Fast Forward cylinder head allowed – porting is allowed and open.
4. Rods and pistons are open.
5. Valves are open.

### 2. #16248 (Bob Urso) Decker Mk. 1/2 2015 GCR Update

In P2, AMAC-AM5, Fox-2 seater, Zephyrus, Decker 1/2, add the notes as follows:

***Decker 1/2 minimum width 52 inches.***

## GCR

None.

## Grand Touring

## GT2

### 1. #15972 (Steven Streimer) Allowance of Stock Wheels As Delivered From Factory

In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ACR-X, 8400 OEM, add the notes as follows:

***19 inch Dodge Viper ACR-X as delivered from factory permitted.***

## 2. #16202 (Scott Sanda) Engine request

In GT2 engines, classify the Porsche 3598cc engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	DOHC	100.0 x 76.4	3598	Alum, Crossflow	4	40mm SIR	2280	

## 3. #16212 (Scotty B White) 7 Liter Corvette clarification

In GT2/ST, Chevrolet Corvette, change the spec line as follows:

GT2/ST	Max Disp	Min. Weight	Restrictor	Notes
Chevrolet Corvette	7011 OEM	3400	65 70mm flat plate	GM LS7 Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory. Must present factory shop manual upon request.

## GT3

### 1. #16163 (David Muramoto) Request 370Z be classed in GT2/3

In GT2 and GT3 cars, Nissan 350z, add the spec line title as follows:

350z/ 370z

### 2. #16298 (Grand Touring Committee) GT2/3 wing mounting wording change

In section 9.1.2.f.4.b.13.F, change the language as follows:

"GT2 and GT3: The trailing edge of the wing assembly must be located within an area defined by a point 6" forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline ~~not forward of 6" forward of the rear most bodywork and not rearward of the rearmost bodywork. The rearmost bodywork is to be measured at the vehicle centerline.~~"

## Improved Touring

None.

## Production

### 1. #16377 (Production Committee) level 1 fuel injection

In section 9.1.5.E.1.b.4, change the language as follows:

~~Car's permitted to utilize fuel injection, must use the stock manifold and throttle body. The throttle body bore size must remain stock. The throttle body can be ported and polished. The number of injection nozzles must remain the same as stock. The mounting position and injection point of the injection nozzle must be stock. The stock type of fuel injection must be maintained (electronic, mechanical, Bosch CIS, etc.). The fuel injection system is otherwise unrestricted.~~

*"Fuel injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The bore size and throttle butterfly dimensions must remain stock. The throttle body can be ported and polished. The throttle butterfly shaft shall not be relocated. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and the injection point must be stock. Electronic fuel injection may be substituted for the stock type of fuel injection. In all other respects the fuel injection system is unrestricted."*

## EP

### 1. #16259 (Ricky Sisk) Engine block material

In EP, Porsche 944/924S 2.5L (2V) (83-88) and Porsche 944S (87-88), change the Block Mat'l as follows:

from Alum

## HP

### 1. #16144 (Jason Isley) 2009- Honda Fit listing.

In HP, Honda Fit (09-), change the spec line title as follows:

Honda Fit (09-13)

## 2. #16264 (Bobby Beyer) Performance Adjustment

In HP, Honda Fit (07-08), Honda Fit (09-13), and the Mazda 2 (07-11), change the weights as follows:

~~1900~~ ~~\*1948~~ ~~\*\*1995~~ **1970** **\*2019** **\*\*2069**

## Spec Miata

### 1. #14724 (Tom Sager) Request for competition adjustment

In SM, Mazda MX-5/Miata (94-97), change the restrictor as follows:

~~45mm~~ **47mm**

In SM, Mazda MX-5/Miata (01-05), change the weight as follows:

~~2400~~ **2425**

~~2445~~ **2440** with alternate bore

## Super Touring

### STL

#### 1. #16308 (James Innes) Allow OEM Honda 16400-PRB-A14 w/ Karcepts KIM01 Adaptor

In STL, Honda K20, add the notes as follows:

50mm Flat Plate restrictor required. Honda throttle body #16400-RAA-A130 or **16400-PRB-A14** and Karcepts adaptor #KIM01 may be used.

## Touring

### T1

#### 1. #16333 (david mead) Add Aftermarket K Member to Mustang V6 3.7/4.0 Spec Line

In T1, Ford 4.0L V6, add the notes as follows:

**Aftermarket K members are permitted.**

### T2

#### 1. #16278 (Dean Bailey) Update 98-02 Firebird Spec line

In T2, Pontiac Firebird (98-02), change the spec line as follows:

T2	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
Pontiac Firebird (98-02)	99.0 x 92.0 5666	2568	<del>17x10(F)</del> <del>17x10(R)</del> <b>18 x 10</b>	295	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F) <del>300</del> <b>355</b> Vented Disc (R) <del>302</del> <b>340</b> Vented Disc	3250	Power steering cooler (option code V12) is permitted. Severn Canton accusump part #CA24024 or CA24006, along with Electric solenoid W/ epc #CA24273, Accusump Check Valve #CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. Z28 can use original hood. Strano Performance Camaro Track Package (Part #SP- 141, Spring Set (550# Front/150#Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006,Strut Tower brace, 2 pt, 1.25" OD) permitted. Springs up to 800#/in front and rear allowed. Cold Air Intake allowed. <b>4 piston front and rear brake calipers allowed. WS6 or Firehawk hood allowed.</b>

#### 2. #16316 (David Ray) Updated Spec Mustang Rules for T2

In Appendix M, SMG Technical Regulations, change the language as follows:

SMG rule updates can be seen at: <http://scca.cdn.racersites.com/prod/assets/App%20M%20SMG%20Rules.wreditalicsfor%202015.pdf>

#### 3. #16342 (David mead) SMG trans for BMW M3

In T2, BMW E92 M3 (08-12), update the year and add the notes as follows:

BMW E92 M3 (08-12 **14**)

**DCT transmission allowed.**

### T3

#### 1. #15904 (David Woodle) 2015 adjustments

In T3, Chevrolet Camaro V6 (2010-), change the spec line as follows:

T3	Bore x Stroke (mm) /Displ. (cc)	Wheel Base (mm)	Track F&R (mm)	Wheel Size (in) Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight	Notes
Chevrolet Camaro V6 (2010-2015)	94.0 x 85.6 3564	2853	2853	20x9-5 18x9 max	275	4.48, 2.58, 1.63, 1.19, 1.00, .75	3.27	337mm 315mm	3400 3500	800lb max spring F&R. SS front fascia, spoiler allowed. 1LE-SS Track Pack permitted part #23123398. Tower Brace 22756880, red. TPR rear upper shock mount #22122, Pfadt lower control arm reinforcement # 1410135, # 009-92200, Brake Kit SS (p/n 23120542) For 2011 cars adaptor kit p/n (23484878).

## 2. #16151 (Derek Kulach) 350z de motor

In T3, Nissan 350Z Track/ Touring/ Standard Nismo (03-08) and Nissan 350Z Track/ Touring/ Standard Nismo (03-08) Spec, change the weight as follows:

DE Motor: ~~3250~~ 3200

Spec DE Motor: ~~3300~~ 3250

## T4

### 1. #15932 (Lee Niffenegger) Combine 2012-2013 and 2014 Civic Si Spec Lines. Add 2015 model.

In T4, Honda Civic Si (2014), add the model year as follows:

Honda Civic Si (~~2014~~ 14-15)

### 2. #16304 (Touring Committee) Re-look weight on Toyota Celica GTS

In T4, Toyota Celica GTS/ GT (00-05), change the weight as follows:

~~2725~~ 2825

### 3. #16395 (SCCA Staff) Acura RSX notes

In T4, Acura RSX/ RSX Type-S (02-06), change the notes as follows:

"The following items must remain stock: ~~shock/struts (including mounts)~~, original wheels, and ~~transmission differential unless specified below. Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003 permitted. Acura suspension #08W60-56M~~ allowed. Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used. Header allowed, Front strut tower brace allowed, 32mm OEM style and configuration rear sway bar allowed. OBD2 requirement for ECU does not apply. Effective 3/1/15: 55mm flat plate restrictor required."

# TIME TRIALS ADMINISTRATION COUNCIL

## **TIME TRIALS ADMINISTRATION COUNCIL**

### **02/11/2015 - MINUTES**

#### ➤ Participants:

Brian McCarthy, Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Heyward Wagner, Lee Hill, Matthew Yip and Roy Mallory.

#### ➤ Reports:

Board of Directors Report/Information

#### ➤ Ongoing Business:

- National Convention
  - 20/20 Session – increase visibility for PDX, Time Trials and Hill Climbs
  - Discuss programs in open forum
- Track List Update
  - Verify PDX, Time Trials and Hill Climb venue locations are correctly listed in the national database
- Volunteer Incentive Program
  - Provided to full members volunteering at events
- Sanction Fees
  - Reviewed format of new documentation to include events combined with Club Racing
- National Championship Car Classifications
  - Tabled pending National Convention

#### ➤ New Business:

#### ➤ Actions:



# RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | February 4, 2015

The RallyCross Board (RXB) met via conference call on February 4. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

## Committee Reports

- RallyCross Safety Committee (Stephen Hyatt): Hyatt is stepping down as liaison to the Safety Committee with Regan taking over the position. Harmer will make all necessary changes at the National office.
- Rules Committee (Keith Lightfoot): Lightfoot reported one rule proposal submission for the 2016 RallyCross Rules. The Committee has been following and discussing a build thread as a follow up to the Modified Category preparation Allowances bulletin released last month. The RXB discussed a question on the use of a drone by a site owner during a RallyCross event. The RXB agreed that as the SCCA insurance does not permit drones at SCCA events any landowner would be obliged to comply with SCCA insurance regulations.
- RallySprint Committee (Brent Blakely): Blakely reported that the SCCA declined to sanction the pilot event in Washington as a RallySprint because the roads at the site were too fast and partially public. The organizers chose to sanction the event through another sanctioning body. Other pilot events at other sites are being planned for later in the year.

Blakely recommended the following individuals as RallySprint Committee members: Daniel Hutchinson (Great Lakes), Mike Jiang (Texas), Peter Zlamany (Colorado), Scott Beliveau (New England), Edwin Cunill (Southeast) and Jared Lantzy (DC Region).

**Motion:** Accept Blakely's recommendations for RallySprint Committee members. Hyatt/Regan. PASSED 6-0.

- National Championship Committee (Stephen Hyatt): Hyatt reported a productive first meeting of the Committee. The Committee members had many good ideas. A schedule outline and supplemental regulations should be ready soon for RXB approval. Plans are to schedule the Town Hall for Friday night and reserve Saturday night for a fun social dinner. The event will retain the format of two days of competition. Plans also include a random class draw to avoid the usual Stock categories starting first. Harmer challenged the Committee and the RXB to be the social leaders at the event and to have the goal of making it the most fun National Championship event yet.
- Divisional RallyCross Steward (DRXS) Liaison (Ron Foley): Foley reported a good DRXS meeting where five stewards were on the call. Discussions included questions on rules, an incident (report to Safety Committee forthcoming) and National Challenge events, of which six are currently scheduled. Blakely requested that Foley reinforce to the DRXS the need for better event coordination within Divisions.

## Old Business

- 2015 RallyCross National Championship site progress: The 2015 RallyCross National Championship will be held August 7-9 in Indianola, Iowa. As the date is earlier in the year than usual, registration will also be opening earlier. An announcement is forthcoming with all event and registration details.
- RXB meeting time change: The RXB discussed finding a better meeting day each month for all involved. It was agreed to hold future RXB conference calls on the first Tuesday of each month.
- Rules exception request: Hyatt reported having received the appropriate technical data sheet for the vehicles in this rules exception request. It was decided that these vehicles are specifically built for racing and are very limited in production numbers. Per the 2015 RallyCross Rules, these vehicles are not allowed at RallyCross events. Hyatt will reply accordingly to the request.
- National Convention: Howard Duncan summarized the planned sessions for RallyCross at the 2015 SCCA National Convention. RallyCross sessions will include RallyCross 2020, RallyCross Forum, and Site Acquisition (a shared session with Solo). Hyatt, Foley and Regan will represent RXB at the National Convention. The RXB discussed 5-year goals to consider for the RallyCross 2020 discussion. Besides the standard projections and participation level goals, the RXB would like to see development and growth in the RallySprint program, better and more event sites, improvement each year in the



RallyCross National Championship and improvement in the RallyCross Rules with some expansion of allowable vehicles.

- March 20 RXB meeting: The RXB will meet in Kansas City March 21-22 for a strategic planning session. An agenda will be started at the next RXB meeting call on March 3.

#### New Business

- National Challenge information gap: The National Office is not getting the needed information for the scheduled National Challenge events. Organizers and DRXS need to be encouraged to submit dates, locations and other event information to the National Office as soon as possible so that it can be posted on the SCCA website. Brian Harmer urged the RXB to better define the format and requirements of the National Challenge events. The RXB will address the subject at the strategic planning session in March.
- 2015 Court of Appeals: Regan will organize the Court of Appeals for 2015.
- New program/site Regional incentive plan: Brian Harmer confirmed that the incentive program implemented last year for new programs and sites will remain in effect for 2015. Program details are as follows:

#### RallyCross New Program/Site 2015 Regional Incentive Plan

The RallyCross Board and the Rally/Solo Department are happy to announce an Incentive Plan to help Regions start a new RallyCross program or use a new RallyCross site. This Incentive Plan will help Regions by reducing fees and some fixed costs when starting a new program or when finding and using a new site for existing programs.

The definition of "new", as applied for this Incentive Plan, is not having a RallyCross event or using a RallyCross site in the three years prior to the proposed event date. Regions who want to apply for this program must have their Divisional Steward request it from the Rally/Solo Department prior to applying for the sanction.

#### Plan Overview of Fees

<u>Sanction fee</u>		<u>Insurance</u>
<u>Regions starting a new RallyCross program</u>		
1st event	No Fee	\$3.50/entry with no minimum
2nd event	No Fee	\$3.50/entry with no minimum
<u>Regions using a new RallyCross site</u>		
1st event	\$2.50/entry, no minimum	\$3.50/entry with no minimum
2nd event	\$2.50/entry no minimum	\$3.50/entry, minimum of \$50

Next meeting: March 3, 2014

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## Sports Car Club of America RoadRally Board Minutes January 24, 2015

The RoadRally Board met in person in Denver, Colorado, in conjunction with the RM Divisional Conference on January 24, 2015; meeting called to order by chairman Rich Bireta at 9:00 AM MST. In attendance: Clarence Westberg, John Emmons, Rich Bireta, Chuck Hanson, Jeanne English (phone), BOD liaison Terry Hanushek, and Mike Thompson (guest).

The January minutes were approved.

### Front Burner Items:

1. RReNewsletter
  - a. January issue not yet published.
2. 2015 Face to Face RRB Meeting (All times Mountain Time)

This is the February RRB business meeting.

  1. 2016 Rule Changes? The only rules that will be enforced are those that are actually published, and they will be enforced as written. The rule on combining Regional and National results exists in Chapter 7 of the RFO's. It was the feeling of the attendees that the original purpose of the RFO rule was for Lifetime Points scoring, but this needs more research and discussion.
    - a. Rich will issue memos on these subjects.
  2. Planning Calendar – All anticipated National Rallies have dates. On calendar:
    - a. South Jersey (March 28/29), Madison (May 2), LaCrosse (Sept. 19/20), Indy (July 18/19), St Louis (Aug. 1 / 2), California (Nov. 7/8), Pittsburgh (Apr. 11/12)
  3. Regional Rule Book: Clarence feels that this needs to be a stand alone document. This means that it needs to be renumbered. Chuck agrees. Continue on with the program of creating a Regional Rule Book, and look at a longer term project of complete reorganization of the RRR's.
  4. Destination Rallies: Sort of a new category. Similar to the Coker Tire Challenge last year. Clarence is currently working on a special rally in Ouray, CO.
    - a. Points? How many? Count toward championship? Clarence is leaning to feeling that that they should not count.
    - b. Separate category? Need to be covered by Regional Rule Book instead of the RRR's.
  5. Coker 2015 – Yes or No? We (SCCA) failed in promotion in 2014. Dave Head has offered to be the promotion chair for the 2015 event. Other spark plug candidates: Joe Clouatre, Rick Beattie. Consensus seems to be that we not do it in 2015 unless we can quickly come up with a real sparkplug for promoting the event. (Jeanne has volunteered to act as the SCCA Chair/bridge to the Coker committee, so that aspect is covered.)
  6. USRRC 2015, USRRC 20xx? No candidates, so the question of whether we have a 2015 USRRC is moot at this point.
  7. Town Hall in February?

11:00 Break/Lunch

1:00 Reconvene for discussion: Road Rally – State of the Sport

Attendees: Rich, Chuck, Clarence, John, Terry, Mike, Howard Duncan, Rick Meyers

Rich reviewed with the board his notes regarding the current state of the sport. His notes contained four sections: The state of the sport, definition of road rally community, a listing of the needs of the road rally community and a list of actions that the RRB should continue and / or undertake in 2015.

An extensive discussion was held with RRB members and guests Howard Duncan, Terry Hanushek (BOD) and Rick Meyers.

Rich plans to publish his "State of the Sport" notes and commentary in the Road Rally eNewsletter.

Next meeting March 9, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

### SOLO

Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

### RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/news/index.cfm?cid=51448>

**EVENT CALENDAR:** <http://www.scca.com/events/>

# Fastrack<sup>®</sup> news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

April 2015

## BOARD OF DIRECTORS

The SCCA National Board of Directors met at the Hilton Charlotte Center City Hotel, Charlotte, NC on Thursday, February 19, 2015. Area Directors in attendance were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Bill Kephart, Treasurer, Todd Butler, Secretary, KJ Christopher, Dick Patullo, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and Lee Hill.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Mindi Pfannenstiel, Senior Director of Accounting; Eric Prill, Chief Operations Officer; Heyward Wagner, Director of Experiential Programs and Aimee Thoennes, Executive Assistant.

The following guests participated: Robert Clarke, President, SCCA Pro Racing; Erik Skirmants, President, SCCA Enterprises. SCCA Enterprises Board members Chris Funk, Steve Pence, Gary Pitts and Jerry Wannarka. Program board members also participated from the CRB: Jim Wheeler and David Arken; SEB: Steve Hudson and Brian Connors and RXB: Steve Hyatt and Ron Foley. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Helman

## EXECUTIVE REPORT

Noble reviewed her briefing book report with an emphasis on the progress report by Wagner on Track Night in America and new partner support from Garmin as presenting sponsors for the Runoffs and Tire Rack Solo Nationals.

Wagner provide a project overview: TNiA currently at 21 tracks with 88 events scheduled for 2015. This provides an opportunity to have over 10K participants. This program is designed to be self funding. The TNiA concept is to introduce people to SCCA and track activities that do not have the ability to spend full days or weekends at the track and who don't know how to get involved in motorsports. Tire Rack will work with SCCA on a coupon program that will allow us to quantify the benefits of this program to our partners and sponsors. SCCA marketing will tie the overall TNiA program and activities together with local, in-market advertising and outreach.

Eric Prill reported on the new Garmin partnership and using their products to enhance some current programs. Garmin is signed to be presenting sponsors for the Runoffs and Tire Rack Solo Nationals as well as supporting Starting Line with product to enhance that program.

Pfannenstiel presented the finance report: total revenue of \$7.729M with total operating expenses of \$7.907M for a net operating loss for 2014 of \$177K. This represents a variance of about \$238K over 2014 budget. Revenue misses include sanction fees, entry and registration fees for Runoffs, Solo Nationals, and Convention, salaries and benefits, and professional services. All revenue misses are well understood. The approved 2015 budget takes these areas into account. If new opportunities come in (example new sponsor or deal with expenses needed to service the contract) this would result in a variance to the budget and Budget and Finance Committee would provide oversight.

SCCA Pro Racing net profit about \$12K following debt repayment of \$50K, and Enterprises (not final yet for 2014) expected to be around \$20K.

**Motion:** Patullo/Harris - to revise and clarify the language around the Class Compliance Chief "CCC" position in the GCR section 5.11.4. Effective immediately. PASSED 12-1; Zekert opposed.

### 5.11.4 **Class Compliance Chief (CCC)**

*When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. **The***

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*CCC will report any findings of vehicles not complying with the GCR to the Series Chief Steward or the Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Decisions made by the CCC regarding compliance are non-protestable. Penalties assessed by the Series Chief Steward, Chief Steward or Stewards of the Meet (SOM) may be subject to protest or appeal.*

Runoffs Update: 2017 Runoffs location is still under discussion and negotiation. BoD reiterated rotation schedule around country. BoD also noted that if an exceptional, aspirational track became available, the rotation schedule could be interrupted, then resumed.

2015 Convention. Thoennes briefed the BoD on weekend's agenda with BoD obligations and locations.

Brian McCarthy, Chairman of the Planning Committee provided an update to the full BoD. The PC has had one meeting since December BoD. PC is looking at 4 areas: Volunteers and staffing for events, what should our standing BoD committees look like and responsibilities, BoD liaison roles, and tiered membership. Limited discussion over tiered membership, the trick is to implement it to grow revenue and membership rather than negatively impact revenue from current full members who may choose to drop to a tiered membership.

John Walsh brought up discussion about how to build more trust between BoD and Staff and committees, to allow staff to take actions without BoD micro-management. There was discussion that BoD needs better metrics to measure progress including financial accountability and timelines and key deliverables for major projects.

BoD discussed SportsCar costs. SportsCar is a major chunk (\$550K) of our budget annually. Small group should look at costs, options for club publications. Noble to bring a white paper to Board at their next face to face meeting.

There was a philosophical discussion on tow fund. Tow fund as it existed in the past was essentially a transfer tax from one end of the grid (all Majors participants) to the other end of the grid (limited number Runoffs participants). BoD reviewed alternate proposal to entice Runoffs participation as alternatives to the old tow fund. No new initiatives approved at this time.

Liaison Reports were provided by the following: Patullo/Zekert - CoA report, McCarthy/Hill - TTAC report, Hanushek - RRB report, Hanushek - SEB report, Pulliam - RXB report and Pulliam - Exec Steward report.

Representatives from various program boards and subsidiaries met with the BoD.

Steve Hudson and Brian Connors represented the SEB. SEB considering a Heritage class. Discussion over event cancellation policies and deadlines for national solo events. SEB is looking at tenure and staggered replacement plan for advisory committees. Discussion with SEB around region development and how to expand Solo beyond minimum self-sustaining program size. Solo wants to investigate live webcast broadcasting of events. Club Racing has done this on a limited scale with some Majors, SEB will hook up with them to understand support requirements and costs.

**Motion:** Hanushek/Christopher: Approve appointment of Phil Osborne as Regional Development Coordinator for SW Division. PASSED Unanimous

Steve Hyatt and Ron Foley represented the RXB. Problems with site selection continue and some recent issues with main SCCA website performance were raised. RXB raised some support concerns over level of staffing for RXB program. RXB needs to work on a marketing plan and increased exposure. RXB developing rule set for RallySprint, and plans to hold at least 2 pilot events this year and present rules package to BoD later in 2015.

Erik Skirmants, President of SCCA Enterprises and Chris Funk, Chairman of Board, SCCA Enterprises, reported that the Gen 3 rollout has been very successful. 341 sales as of this date. The 2014 R&D year accomplished the goal of helping refine costs and issues with the update kit. Resolving issues in the Gen 3 launch has been a key focus of Enterprises. BoD has asked Inc and Enterprises to refine the financial reporting and tracking process going forward. Enterprises was able to resume payment on the loan principal due SCCA Inc last fall.

BoD was briefed on future updates to product lines, including components for sustainability (not performance), tires, body work, etc.

Robert Clarke, President of SCCA Pro Racing presented an in depth review of SCCA Pro racing series in 2014 and 2015 series support. Pro is supporting 9 different series for 2015. Pirelli World Challenge, Trans Am, Mazda MX-5 Cup, F-Series (F1600, SCCA Fastrack News

F2000, FA), Formula E, Formula Lites, Maserati Trofeo World Series, Unlimited Racing Championship. Clarke reviewed the various series strengths and directions and impacts on future of Pro.

CRB Chairman, Jim Wheeler presented and discussed the Club Racing Rules package. A general update on advisory committees was also provided. BoD asked to confirm Sam Henry as new CRB member. SMAC now has standing invites to Mazda Motorsports and to NASA representatives as appropriate. FSRAC also attracting interest from other manufacturers.

**Motion:** Butler/Zekert - Confirm appointment of Sam Henry to CRB effective immediately. PASSED Unanimous.

**Motion:** Zekert/Lindstrand - Approve 16221 (Start Line) as presented effective 5/1/15. PASSED 10-3. Against: Patullo, Christopher, McCarthy.

#16221 – (February Fastrack – Club Racing Board) Recommended Portion of Letter #15269

Change 6.5.2.C.1: 1. A car that improves its position relative to the field during the pace lap by moving forward, moving out of line *more than half a car width*, or passing before the green flag is displayed may be penalized for a false start. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in Section 7.

In the interest of opening competition as broadly as possible, the CRB recommends lowering the minimum age for a competition license to 14. GCR references to 15 year old drivers should be updated to reflect this.

**Motion:** Kephart/Butler - Approve 15828 (Minimum Age) as presented effective 6/1/15. PASSED 9-4. Against: Walsh, McCarthy, Hanushek, Harris.

#15828 – (March Fastrack – Matt Miskoe) Minimum Driver Age

In the interest of opening competition as broadly as possible, the CRB recommends lowering the minimum age for a competition license to 14.

**Motion:** Patullo/Harris - Move to table 14612 (Compliance Review). TABLED Unanimous.

#14612 – (February Fastrack – Steve Harris) Replacement for GCR 8.1.4 - Compliance Review

Change 8.1.4.: 8.1.4~~5~~. Protests

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

Add new section 8.1.4: *8.1.4 Compliance Review*

*A member may request a determination on the compliance of their vehicle or its components, to the current GCR, through the Club Racing Department.*

*A. Upon receiving a request, the staff will review the request and will consult with the CRB and other appropriate resources to provide a response to the member.*

*B. If Club Racing cannot make a determination, the member will be directed to submit a letter through the crbscca.com system.*

*C. Club Racing will notify the CRB of the letter number and the CRB will expedite review and provide clarification of the applicable rule(s) as may be appropriate.*

*D. A fee for the service is \$100. A portion of the fee may be refunded at the discretion of Club Racing.*

*E. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually and there is no guarantee of compliance beyond the current rules season.*

**Motion:** Butler/Lindstrand - Approve CRB rules package as presented with recommended effective dates. PASSED Unanimous.

#### **Effective 5/1/2015**

**FC - #15933** – (February Fastrack – Formula/Sports Racing Committee) Zetec engine

The CRB recommends specification updates and allowances for rebuilds for the Zetec engine in FC. These changes are available at: <http://scca.cdn.racersites.com/prod/assets/gcr%209%201%201%20B%2016%20amended%20v14-12-17d1.pdf>.

**ASR, P1, and P2 - #15693** – (February Fastrack – David Ferguson) Opposed to Shock Rule

Add **9.1.8.A.2:**

*In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, in ASR, P1, P2 any fluid dampers are allowed with the following restrictions:*

*1. Dampers must be manually adjustable only.*

*2. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.*



3. *Electro/Magnetic shock fluid is prohibited*

4. *Shocks may not be electronically interconnected, however data acquisition is permissible as long as it serves no other purpose.*

**P2 - #13718** – (February Fastrack – Jay Ivey) Camshaft for YAC

The CRB recommends allowing the Kent Cam# CW14 Lift: .430" duration, 316 degrees to be used in the YAC engines with mechanical tappets in the P2 class. The YAC with this cam must use a 38mm venturi restrictor.

In the P2 engine table, line H; in the "Notes" column add:

*Kent Cam# CW14 Lift: .430" duration, 316 degrees with mechanical tappets allowed with a 38mm venturi restrictor.*

**#13719** – (February Fastrack -- Jay Ivey) 2.0L YAC and 2.0L Pinto Bore Size

In the P2 class, the CRB recommends allowing the maximum bore size for the 2.0L YAC and 2.0L Pinto engines to be +.040 over STD for a maximum bore size of 3.620". This allows for rebuilds and to extend the life of the engine blocks.

In line F of the P2 engine table in the "notes" column add:

*Maximum bore size of 3.620 allowed for Pinto*

In line H of the P2 engine table in the "notes" column add:

*Maximum bore size of 3.620 allowed*

**GCR - #16402** – (March Fastrack – Club Racing Board) Additional GCR changes Required By Letter #16221

Change 6.5.3.C.2: 2. Well bunched ~~and in line~~; and

Change 6.5.4.A: A. The Starter will abort the start by displaying no flag and shaking his head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line *more than half a car width*, or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that the start is aborted.

**Effective 6/1/2015**

**P2 - #16220**—(March Fastrack – David Arken) P2 Spec Line Cars

In section 9.1.8.A.C.1.M, change the language as follows:

**M. SPEC LINE CARS**

The intent of Table 1 (*Spec Line Cars*) is to accommodate existing cars previously homologated as DSR or CSR, *Radicals and similar series cars*, and not requiring *require* expensive changes to make them compliant with the P2 rules. A car prepared in excess of the P2 allowances, but raced prior to 2014 may continue to use non P2 compliant components ~~not listed in the spec lines (e.g. wings not listed in the spec line). but further development to spec line columns (e.g. Wheelbase/Track and Notes) must be compliant with the P2 rules.~~

For individual cars included in any of the spec lines in Table 1; any deviation from spec line *and column requirements*, further development, (*e.g. Wheelbase/Track*) requires the car to be made compliant to all current P2 requirements with a notation in the front of the logbook noting the requirement for the car to be compliant with all P2 rules. For example, should the spec line allow a different minimum width, and the car were to be changed to meet the P2 minimum width, then the minimum weight would also have to be increased, along with any other non-compliant components to make the car fully P2 compliant.

In P2 Table 1, spec line cars, change the spec lines as follows:

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand	94/54	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. <del>Must meet under body aerodynamic requirements in section e.</del> <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings</i>
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025lb 1005cc max	P2 Engine Table B.1	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	

A M A C - A M 5 , Fox-2 Seater, Zephyrus, Decker 1/2	94/54	Stock Engine 900lb 1005cc max	P2 Engine Table B.1	36.5mm	Minimum width 55 inches. <b>Must</b> <b>meet</b> under body aerodynamic requirements in section e. <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings.</i>
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
		Modified Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
		Stock Engine 1300lb 1005 < 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	42.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
Radical Club Sport, Pro- Sport, PR-6		Stock Engine 1000lb 1005cc	Motorcycle only P2 Engine Table	37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. R a d i c a l rear diffuser permitted.
		Stock Engine 1300lb 1370 cc max	Motorcycle only P2 Engine Table	40.5mm	
Bobsy	TBD	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. <b>Must</b> <b>meet</b> under body aerodynamic requirements in section e. <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings.</i>
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025lb 1005cc max	P2 Engine Table B.1	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	
Diaso D962		1005cc max	Motorcycle only P2 Engine Table		Body, front splitter and wing either original OEM or P2 compliant



Jondal	94/54	Stock Engine 950lb	2 cycle P2 Engine Table		Minimum width 55 inches. <del>Must meet under body aerodynamic requirements in section e.</del> Must meet engine/ weight requirements per the latest 2 stroke engine table. <i>Must meet all P2 requirements except the following: Wings up to 16.5in cord single element only; unrestricted end plate on end mounted wings.</i>
		Modified 1025lb			

#16270—(March Fastrack – Club Racing Board) P2 Engine Rule Update

In section 9.1.8.D.L, change the language as follows:

**L. ENGINE**

All engines will be fitted with a specified type of inlet restrictor as determined by the SCCA. For engines not listed in the P2 Engine Table competitors seeking approval shall be responsible for submitting engine dyno and performance data to the SCCA. The SCCA may at its option gather/request additional data.

*a. Stock Engine Preparation allowances. Any modifications or adjustments not specifically listed are not allowed on stock engines.*

1. Internal dimensions and materials of the engine shall be stock. (Fasteners such as rod bolts are free).
2. Bolt-on covers and ports external to the engine may be modified or replaced.
3. Camshaft timing may be adjusted but the camshafts must remain stock. *Timing gears and cam drive tensioning mechanisms may be modified or substituted as long as they serve no other purpose.*
4. Oil systems are free.
5. Cooling systems are free.
6. Turbo charging and supercharging are prohibited.
7. Exhaust system is free. EGR and/or air pumps may be removed or disabled.
8. Inlet System: Any manifold(s) and single or individual throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.
9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.
10. Exterior machining for mounting of the engine or accessories is permitted, however the intake or exhaust port faces shall not be modified.
11. Spark plugs, engine sensors and any associated brackets or covers are free.
12. *Crankcase ventilation is free as long as it serves no other purpose.*
13. *Engine rebuilds such as regrinding the crankshaft and sleeving the block must meet specifications in the factory service manual; no overbore is permitted.*

**a.b. Automotive based:**

1. SCCA approved production based 4 cylinder automotive engines of a maximum displacement of 2000cc are allowed. The approved engines are listed in the engine tables.
2. *Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)*
- ~~2. Internal dimensions and materials of the engine shall be stock. (fasteners such as rod bolts are free).~~
- ~~3. Camshaft timing may be adjusted but the camshafts must remain stock.~~
- ~~4. Oil systems are free.~~
- ~~5. Cooling systems are free.~~

- ~~6. Turbo-charging and supercharging are prohibited.~~
- ~~7. Exhaust system is free.~~
- ~~8. Inlet System: Any manifold(s) and/or single throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.~~
- ~~9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.~~
- ~~10.~~ **3.** Any one piece flywheel with a minimum weight of 5lbs is permitted.
- ~~11. Crankcase ventilation is free as long as it serves no other purpose.~~
- b. c.** Motorcycle (four stroke) based: Any modifications or adjustments not specifically listed are not allowed on stock engines.
  - 1. SCCA approved production based motorcycle engines with a maximum of 4 cylinders and with a maximum displacement of 1500cc.
  - 2. Preparation limited to changes listed in the section above (Stock Engine Preparation allowances)**
  - ~~2. Camshaft timing may be~~
  - ~~3. Oil systems are free.~~
  - ~~4. Cooling systems are free.~~
  - ~~5. Turbo-charging or supercharging is not allowed.~~
  - ~~6. Exhaust system is free.~~
  - ~~7. Inlet system is free. (The SCCA may adjust performance by the use of an IIR)~~
  - 8. 3.** Titanium valves may be substituted with stainless steel of the same diameter.
- e. d.** Two Stroke Engine: 2 stroke engines with a maximum displacement of 1200cc and a maximum of 4 cylinders. Each intake port for each cylinder must have a venturi type inlet restrictor that is placed such that all air inducted into each cylinder must pass through the defined restrictor. There are NO exceptions. The required inlet restrictor may be placed anywhere in the inlet tract as long as it meets the requirement that all air inducted into each cylinder must pass through the required restrictor, balance tubes are not allowed.

**GCR - #16110 – (March Fastrack – Christopher Childs) Blueprint Definition**

Add a new section "e." to Appendix F., under "Blueprinting": ***e. Any edges resulting from authorized machining processes may be deburred up to .040".***

Meeting was adjourned at 5:45 pm Eastern.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | February 25, February 28, March 1, 2015

The Solo Events Board met by conference call February 25<sup>th</sup> and in Kansas City February 28-March 1. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended to the BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Safety**

#### #13838 Passenger Age Comments

Effective 1/1/2016, change 1.3.2.D as follows:

1.3.2.D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old *or is at least 57" tall*
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet.

#### #15820 Child Ride Allowance Comments

Insert a new third sentence of 1.3.2.O to read as follows:

*Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding.*

### **Street Touring**

#### #14332 94-01 Acura Integra in STX Proposal

Change the Appendix A classification *from STS to STX*:

'94-'01 Acura Integra (Non-Type R)

#### #15045 Fiat 500 Abarth Classing Proposal

Move the following Appendix A listings *from STS to STX*:

Fiat 500 Abarth

Fiat 500 Turbo (2013-2014)

### **Street Prepared**

#### #12572 E9X M3 move to BSP

Remove the following *line from ASP* and add *to ESP*:

BMW

M3 (2007-13)

Note: The SPAC feels that this car would not be an overdog in ESP.

### Member Advisories

## **Tire Rack Solo Nationals**

The SEB has approved Alex Jones and Roger H. Johnson as course designers for the 2015 Tire Rack Solo Nationals.

## **Street**

### **#16271 Options Clarification**

At the present time, the SAC feels that the currently available "exclusive" options (such as those which Porsche designates "Porsche Exclusive") are legal, as delivered through US dealers. Competitors are reminded that the burden of documentation rests with the competitor.

## **Street Prepared**

### **#16312 Update/Backdate Clarification**

Per the SPAC, to correctly update/backdate the roof on an E30 chassis BMW, the competitor must also replicate bracing in order to be in compliance with 15.11.

## **Prepared**

### **#16295 PAC Application**

The SEB has approved the appointment of Nick Gruendler to the PAC.

## **Kart**

### **#14619 Electric Karts Classing Proposal**

Appendix G.II.A states that "125cc shifter karts (KM) are the fastest karts allowed." Subject to this constraint electric karts would be legal for Solo use, however the KAC has concerns that this constraint could be violated depending on the design of the electric kart in question. Further the KAC feels that the rules from other sanctioning bodies related to these vehicles are currently too fluid to confidently reference. As such the KAC is not recommending classing an electric package for national competition and advises Regions to evaluate the performance of the specific vehicle in question to ensure that Appendix G.II.A is not violated.

### **#15976 JB Briggs World Formula Restrictors**

The SEB/KAC wishes to thank Briggs and Stratton for the continuing support of the FJ World Formula Solo program by providing restrictors for the FJB class at no cost to members. The SEB/KAC would like to ask parents who have a WF restrictor that is no longer needed to please return the restrictor to SCCA for redistribution.

## **Change Proposals**

## **Street Touring**

### **#15087 SC300 Move to STX Proposal**

The following classing change proposal, effective 1/1/2016, is provided for member review and comment:

Change Appendix A classification *from STS to STX*:

Lexus SC300

## **Street Prepared**

### **#13934 Jensen-Healey Move to FSP Proposal**

The SPAC requests member feedback on the following changes to Appendix A:

Remove the following line *from CSP*:

Jensen-Healey

Add the following line *to FSP*:

Jensen-Healey

Note: The overall feeling in the SPAC is that this car will not be a threat for FSP, and many of its contemporaries are already there.

## **Street Modified and Prepared**

#### #15047 Weigh With Drivers Proposal

The SEB is proposing the following change in order to obtain membership feedback.

Change all weights in Street Modified and Prepared to be specified as *with driver*, and increase all weight specifications in those two categories by 200 lbs.

Note: this will make all categories in Solo utilizing minimum weights have a consistent methodology as well as provide more parity among drivers of different weights.

#### Prepared

##### #15274 DP/EP/FP Displacement Multiplier Proposal

The PAC has provided the following for member review and comment:

XP and CP already calculate minimum weights by actual displacement, as these classes permit engine changes. Noting that many cars currently classed in Section 17: Prepared do not have "0" over, high compression pistons available, the PAC is seeking member comments regarding utilizing the *actual engine displacement, including any allowed bore changes*, to calculate the minimum weight of a vehicle in DP, EP, and FP.

##### #15583 FWD VW Classing Proposal

The PAC Recommends publishing for member comment the following class change:

Move VW Corrado VR6 (1992-1995) *from FP to EP*.

The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6cyl engines to be a good fit in EP, without being an overdog. The PAC recommends moving these vehicles to EP for 2016.

#### Modified

##### #15029 FSAE Aero Proposal

Per the SEB, the previously-published rule change proposal regarding FSAE is withdrawn and the following proposed changes are provided in its place:

*Remove* from Section 18.5, subsections *18.5.B* and *18.5.E.2*.

#### Kart

##### #15724 FJ Tire Proposal

The KAC is seeking member feedback on spec tires for the FJ program, as follows:

Should FJ continue with the MG Red as the spec tire or use an inclusion list consisting of the MG Red and the Hoosier R60?

##### #16325 Junior Age Comments

The KAC recommends changing 19.2.A.3.a as follows: Age: 5 to *8* years.

This allows an overlap between FJC and FJB consistent with the overlap for FJB and FJA.

#### Other Items Reviewed

#### Street

##### #16321 Tire Comments

Thank you for your input on the availability of 200TW tires prior to the April 30th Deadline.

##### #16407 Street Tire Comments

Thank you for your comments supporting the move to Street Tires and relaying your positive experience.

#### Street Prepared

##### #16294, 16302 Roll Center Comments

Thank you for your input. The SPAC has not yet made a decision on roll center letter #14955.

## **Kart**

### **#15835 Junior Weight Comments**

The KAC thanks you for your input.

## **Not Recommended**

## **Street**

### **#15831, 16437 Veloster Turbo Move to HS Proposal**

Thank you for your input. The SAC does not recommend making this change at this time, and will continue to monitor the competitive mix in GS/HS.

### **#15870, 16028, 16030, 16041, 16114, 16193, 16225 Fiat Abarth Classing Comments, Move to HS Proposals**

Thank you for your input. The SAC does not recommend moving this car to HS, and will continue to monitor the competitive mix in GS/HS.

### **#16006 Tire Allowance Proposal**

The SEB notes that the examples listed in Section 13.3 for reasons a tire may be excluded is not exhaustive.

### **#16404 Street Tire Rule Proposal**

The SAC feels that the 200 treadwear rating is appropriate for the Street category. Although short supply may be an issue, this is a temporary situation that does not warrant a rule change.

### **#16431 Street Class Comments**

Thank you for your input. The SAC does not anticipate adding any additional National classes in the Street category. Regions are reminded that they are free to add classes that they feel are appropriate.

## **Street Touring**

### **#16104, 16105 R1R Exclusion Proposal**

The SEB is not in favor of putting the Toyo R1R on the exclusion list at this time.

### **#16429 911S STR Classing Proposal**

The STAC feels that the 1974-77 Porsche 911 falls outside of the Street Touring vision. Local Regions are encouraged to make special classing allowances for vehicles such as these as they see fit.

## **Street Prepared**

### **#14140 Super Charger Drive Pulleys**

The SPAC is not comfortable with changing the rules regarding supercharger pulleys at this time because it has the potential to change the competitive balance of SP classes.

### **#14202 Super Charger Boost Allowance Proposal**

Please see the response to item #14140. Thank you for your input.

### **#14278 Differential Cover Allowance Proposal**

Solid-axle differential cover replacements are allowed per 15.8.1.6. At this time the SPAC does not feel that differential covers for IRS cars should be open due to the possible unintended consequences of such a change.

## **Prepared**

### **#9983 LP GP Cars Allowance Proposal**

The PAC and SEB eliminated GP and have worked to incorporate Preparation Level 2 vehicles into EP. The PAC will continue to monitor the class and introduce new make/model listings to facilitate increased participation opportunities for members.

The PAC thanks the member for their feedback.

## #16388 Bodywork Clarification

Per the PAC, there is no allowance for the replacement of an X-prepared Corvette windshield frame/"A-pillar," because Appendix A, section X-Prepared explicitly excludes Section 17.11.A "In-Excess" vehicles. Sections 17.2.A and 17.2.R prevent the modification of this bodywork.

## Kart

#16002 Kids younger than required age not allowed to run

Update 2/25/15: The KAC withdraws the previously-published proposal to change 19.2.A regarding entrants having a birthday during the competition season (change proposal #16002, February Fastrack).

See item #16325 for a related proposal.

## Handled Elsewhere

### Street

#16343, 16344 2015 Ford Mustang I4 Ecoboost Classing Proposal

Please see letter 16255 in Fastrack.

### Street Touring

#15789 Fiat 500 Abarth in STX Comments

Please see item #15045.

### Street Prepared

#14579 BMW E9x M3 Move to ESP Proposal

Please see item #12572.

#14654, 14655, 14656, 14658, 14686, 14719, 14832 M3 Move to ESP Comments

Thank you for your comments. Please see item #12572.

#15898 2007+ GT500 Classing Clarification

This has been corrected in the February Fastrack, item #15887.

## Tech Bulletins

### General

#16465 Drone rule omitted

Errors and Omissions: the following Tech Bulletin was inadvertently omitted from the published 2015 Solo Rules:

Add new section 1.3.2.V as follows:

*V. The use of unmanned aircraft systems (UAS's, i.e. drones) is not permitted at any event, unless (1) approved by event officials, and (2) the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of UAS's, and must provide at a minimum \$10M of primary coverage.*

Note: the online updated version of the Solo Rules has been corrected to include this addition.

#16566 3.3.3 Renumbering Corrections

13.9.E should refer to 3.3.3.B.18, not 17.

13.10.C should refer to 3.3.3.B.16, not 15.

14.10.D should refer to 3.3.3.B.16, not 15.

15.2.F should refer to 3.3.3.B.3, not 3.3.3.B.2.

15.6.A should refer to 3.3.3.B.13, not 12.

15.10.I should refer to 3.3.3.B.16.

17.10.L should refer to 3.3.3.B.16.

18.4 should refer to 3.3.3.B.13.

## Street

### #12563 Alfa Romeo 4C Classing Proposal

Effective immediately upon publication, add to SS as a new listing:

*Alfa Romeo*

*4C (2015)*

### #16322 BMW 3 Series Diesel Classing Proposal

Add to FS as new listings, effective immediately upon publication:

*BMW*

*328d (2014-2015)*

*335d (2009-2011)*

### #16353 Tire Clarification

Errors and Omissions:

Add "*Tires may be replaced with tires of any size that fit the allowable wheels and fender wells without modification*" as the first sentence of section 13.3 and move "Tires must be designed for highway use on passenger cars" to new section 13.3.A.5.

Note: the added wording was previously in 13.3.G and was inadvertently omitted when 13.3 was reorganized for 2014.

### #16384 2015 MINI Cooper S year listing corrections

Errors and Omissions:

The DS listings for the Mini Cooper Roadster and Cooper S in DS are corrected as follows:

MINI

Cooper Roadster S (*2012-15*)

Cooper S (*2002-15*)

### #16430 300ZX Classing Comments

Per the SAC, correct the FS listing for the Nissan 300ZX Turbo from "(1983-1990)" to "(1983-*1989*)"

## Street Touring

### #14991 1984-1989 300zx Classing Clarification

Per the STAC, add the following new listings in Appendix A:

In STX:

*Nissan 300ZX N/A (1984-1989)*

In STU:

*Nissan 300ZX Turbo (1984-1989)*

### #15818 94-97 Honda Accord Classing Proposal

Per the STAC the following new listing, effective immediately upon publication, is added to Appendix A:

STS

*Honda Accord (1994-1997)*



#### #15974 Mustang Turbo, Charger and Challenger Classing Proposal

Per the STAC add the following new listings, effective immediately upon publication, to Appendix A:

In STX:

*Dodge Challenger (V6) (2008-2015)*

*Dodge Charger (V6) (2006-2015)*

In STU:

*Ford Mustang (2.3T) (2015)*

*Dodge Challenger (V8) (N/A) (2008-2015)*

*Dodge Charger (V8) (N/A) (2006-2015)*

#### #16226 Proposal to include 2013+ Honda Civic Si models in ST classes.

Per the STAC, modify the Appendix A listing in STX as follows:

Honda

Civic Si (2006-*2015*)

Note: the effect of this is to add the 2013-2015 cars to STX, and as such those are subject to the provisions of 3.2.

#### **Street R, Street Prepared, Street Modified**

##### #16568 DOT-R tires in SP, SM, and SSR

Errors and Omissions: The following wording changes were published as Tech Bulletins (#15191, December 2014 and #14477, November 2014) but inadvertently omitted from the 2015 rule book:

Change 15.3 and Appendix A SSR to read as follows:

"Tires must meet the requirements for Street Category with the exception of Sections 13.3.A.1 (minimum UTQG treadwear grade) and 13.3.A.2 (minimum molded tread depth) *and 13.3.A.5 (tires must be designed for highway use)*. Section 13.3.C.4 is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

*Kumho Ecsta W710"*

#### **Street Prepared**

##### #12936 2013 Mini Cooper JCW GP2 Classing Proposal

Change the Mini listing for DSP from:

MINI

Cooper S (all including JCW & 2006 JCW GP except Countryman)

To:

MINI

Cooper S (all including JCW & JCW GP except Countryman)

Note: This is to clear up confusion regarding the 2013 JCW GP which is included in this line.

##### #16222 Fix WRX listing

Errors and Omissions: The ASP listing under Subaru in Appendix A is corrected as follows:

Subaru

Impreza WRX (all incl. STI) (*2002-14*), Legacy (Turbo) (2004-14), & Forester XT (2004-14)

##### #16391 Class Focus ST in SP

Add the following listing to DSP, effective immediately upon publication:

Ford & Mercury

**Prepared**

#16469 CP wheel width conflict

Per the PAC, amend Section 17.4 and Appendix A, Prepared for clarity.

Amend Section 17.4 as follows:

17.4 WHEELS

- A. Any wheel *may be replaced in accordance with the Prepared class listings in Appendix A.* ~~not exceeding 12" in width may be used for all classes. Any wheel may be replaced in accordance with the Prepared listings in Appendix A.~~
- B. Wheel spacers may be used.
- C. Any wheel mounting stud or bolt may be used.
- D. The use of center lock wheels and hubs is permitted.
- E. ~~A~~ The manufacturer's *standard* ~~original~~ wheel size *exceeding the listing in Appendix A* may be used, *and must remain*; ~~this is axle-specific relative to original standard-size wheels, with no additional weight penalty. Track dimensions must comply with the listings those specified in Appendix A, as applicable. Any weight increases listed in Section 17.4 must be complied with. Original equipment size wheels exceeding 17.4.A Appendix A are allowed with no additional weight increase.~~

Amend Appendix A as follows:

C-Prepared, replace "Wheel size allowances are as per 17.4" with:

*Wheels may be replaced with a wheel having any diameter and any width, without weight adjustments.*

D-Prepared, before the "Weight Formulas" Section, Add:

*Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.*

E-Prepared, before the "Weight Formulas" Section, Add:

*Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.*

F-Prepared, before the "Weight Formulas" Section, Add:

*Wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase. A maximum width of 12" is permitted.*

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | March 3, 2015

The Club Racing Board met by teleconference on March 3, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Kevin Fandozzi, David Arken, Sam Henry, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Bruce Lindstrand, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing; and Lee Hill, Board of Directors guest. The following decisions were made:

### Member Advisory

#### **FA**

1. #15935 (Keith Grant) Swift .016 Rev Limit

Thank you for your letter. The CRB does not recommend rev limits for the 016 in FA at this time; however, the FSRAC and CRB are exploring the possibility for implementation of a process for rev limits in 2016.

### No Action Required

#### **FB**

1. #16106 (Randy Cook) FB Restrictors

Thank you for your letter. The CRB will continue to monitor performance and discuss the possibility of implementing restrictors in the future, if necessary.

#### **GCR**

1. #16147 (Kent Prather) Tow Fund Rule

Thank you for your letter. The Board of Directors declined to support the Runoffs tow fund for the 2015 year.

#### **GT1**

1. #16279 (Rick Henschel) Front Splitter Length

Thank you for your letter. Trans Am is in the process of changing their rules to reflect proper wording that does not conflict with GT1 wording.

#### **GT2**

1. #16007 (Ross Murray) Proposed Viper Changes

Thank you for your letter. When World Challenge data is reviewed, the CRB believes the required restrictor plate will not allow the modifications to exceed class parameters.

#### **GT3**

1. #16262 (Ralph Thuesen) GT-3 Proposal 15975

Thank you for your support.

#### **IT**

1. #15770 (Charles Tanck) ITA Category Specifications

Thank you for your letter. Cars in Improved Touring are classified with weights that are calculated via the process in the Improved Touring Operations manual, found in the members' section "file cabinet" on the SCCA website. Weight changes that occur as cars change categories may not necessarily parallel each other, but employment of the IT Process calculation helps to establish consistency of cars within each class in IT.

#### **ITB**

1. #16095 (Ricardo Blazquez) Mazda Miata

Thank you for your letter. The Miata exceeds the performance potential of ITB. The CRB believes the car is correct as classified.

#### **STL**

1. #16187 (Adam Jabaay) Porting of Heads With 1% Weight Penalty

Thank you for your input. Please see the response to Letter #15577.

#### **T1**

1. #16359 (SCCA Staff) T1 Alternate Engines

Thank you for your inquiry. The intention is to classify engine and chassis combinations, not displacement/weight combinations.

#### **T4**

1. #16119 (Lynne Griffiths) T4 Mustang Concerns

The CRB appreciates your feedback. The TAC and the CRB spent an extensive amount of time looking at recorded data as

well as actual results in T4, in order to make recommended changes for 2015. The CRB is working to grow the class and has made changes to narrow the band of performance as well as classify new cars within this new band. This is an effort to introduce additional newer model cars to the class. The CRB believes these changes, short term, will have to be closely monitored; however, the CRB believes it is better for the long term health of the T4 class.

The CRB hopes that T4 competitors will continue to come out and race so the CRB can monitor these adjustments for the health of the class by examining results. Parking a T4 car, and not competing accomplishes nothing, and gives no data to compare and make changes accordingly.

### **Not Recommended**

#### **FC**

1. #16339 (Francis Kennette) Zetec Water Pump Rule Change

Thank you for your letter. The CRB does not recommend allowing an electric water pump for the Zetec engine in FC. The rules are adequate as written.

#### **FV**

1. #16145 (Derek Harding) Removal of Carbon from Combustion Chamber

Thank you for your letter. Engine CC capacity is measured "as raced" and SCCA's process is consistent with other organizations. The rules are adequate as written.

#### **P1**

1. #16337 (Val Popescu) Allow Air Bottles in the Passenger Compartment

Thank you for your letter. Outside of the fire system, the CRB does not recommend the placement of any pressurized canisters in the cockpit of formula or sports racers cars not separated from the driver by a bulkhead.

2. #16448 (Kevin Kloepper) Change Restrictor

Thank you for your letter. The rule is adequate as written. The CRB will continue to monitor data and make adjustments as necessary.

#### **GCR**

1. #16273 (Joe Harlan) Track Records

Thank you for your suggestion, however, the CRB has determined that, practically, it cannot be implemented.

#### **GT2**

1. #16261 (James Brown) Carbureted GT2 2001 C5 LS3 Corvette

Thank you for your inquiry. The chassis/engine combination you list is a GT2/STO car, which must use the OEM fuel injection.

2. #16373 (Joe Aquilante) C7 Bodywork for GT2 and T1 Class

Thank you for your letter. The CRB feels that there are currently enough competitive Corvette options to choose from without allowing a re-bodying option for GT2/ST cars.

#### **GT3**

1. #16434 (Craig Johnson) Datsun 280Z GT2 Car to GT3

Thank you for your letter. The 3.0L engine exceeds the overbore allowance in the GT rules. The L28 is already classified in GT3.

#### **IT**

1. #15436 (David James) Allow Porting for Rotory 12A

Thank you for your letter. The proposed rule change is not recommended for Improved Touring.

#### **ITB**

1. #15095 (Ken Haughwout) Honda Accord

Thank you for your letter. The CRB believes the car is correct as classified but will continue to monitor its performance.

#### **ITR**

1. #16421 (Edwin Soto-Quinones) Weight Reduction Request Honda S2000

Thank you for your letter, the car is correct as classified. The CRB will continue to monitor its performance.

#### **EP**

1. #16481 (Bill Lamkin) Wheel Size Comparisons for Inline-6 BMWs

Thank you for your inquiry. The wheel sizes specified for the listed cars are based on OEM wheel sizes. There is no indication, based on competition results, that BMWs on 15"X7" wheels are disadvantaged.

## FP

### 1. #16330 (Rick Haynes) Lotus 1500

Thank you for your request. Based on the results of competition, the Lotus 1500 appears to have specifications that make it competitive in the class.

### 2. #16428 (Kent Prather) Alternate Cylinder head for MGA

Thank you for your request. This change is not consistent with class philosophy.

## HP

### 1. #16327 (Ron Bartell) Recent Weight Adjustments for Parity

Thank you for your feedback. The points you raise are important, however, the CRB believes that competitors should be given the opportunity to implement the recent changes. The CRB will continue to monitor the recent changes.

### 2. #16383 (Donald Robinson) Changing Datsun 210 1.4L Specifications

Thank you for your request. The CRB will monitor results of competition in HP (which includes slowing down the front running 4-valve engine cars) to determine if additional adjustments to this or any other car in the class are warranted.

## STL

### 1. #15577 (Club Racing Board ) Cylinder Heads

The CRB does not recommend head porting for STL at this time. The CRB thanks the following authors for their input:

Gregg Ginsberg (16034), Greg Amy (16076), Christopher Childs (16116), Glenn Lawton (16150), Alan Leshner (16155), Jake Gulick (16165), Rich Walke (16172), Adam Jabaay (16187).

## STU

### 1. #16363 (Bret de Pedro) Trying to Get 93 RX-7 Twin Turbo into STU

Thank you for your request. The CRB does not recommend classifying this car in STU at this time.

### 2. #16371 (Eric Thompson) Exterior Body Panels/Bumpers

Thank you for your request. The CRB does not recommend this change at this time. The recommended change is not within class philosophy.

### 3. #16412 (Daniel Brabec) Approve Eligibility of 1991 Ford Taurus SHO

Thank you for your request, which is not recommended at this time. If the car is prepared to ITR specifications, it can run in STU.

### 4. #16435 (Eric Thompson) AWD Restrictor vs. Tire Section Width

Thank you for your request. The CRB does not recommend this, as it is not within class philosophy.

## T2

### 1. #16366 (Steven Glaab) Corvette Performance Adjustment

Thank you for your request. Adjustments have been made to increase class parity. The Corvette is a proven competitor after witnessing its performance at the 2014 Runoffs.

## T3

### 1. #16367 (Bob Schader) Weight Adjustment between 350Z's

Thank you for your request. The CRB does not recommend this change. The potential of the HR is known. The CRB notes to the author that rod bolt replacement is not compliant in touring category rules.

## **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

## IT

### 1. #15424 (Earl Richards) Clarify IT Rule on Heater Component Removal

Thank you for your letter. Change 9.1.3.D.e: e. ~~Air conditioning~~ **Climate control systems** may be removed in whole or in part.

Change 9.1.3.D.g.: g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged or bypassed (looped) or removed. Heater water control valve(s) may be added or substituted. Heater core ~~shall not~~ **may** be removed.

## **SM**

1. #16475 (Ralph Provitz) Minimum Cylinder Head Thickness

Thank you for your suggestion. Change the values in the table for 9.1.7.C.1.f.1: ~~5.245~~ **5.235** inches.

## **Taken Care Of**

### **FA**

1. #14623 (Chris Fahan) Rev Limit Request

Thank you for your letter. Please see the response to letter #15935.

2. #15952 (Chris Fahan) Rev Limit in FA

Thank you for your letter. Please see the response to letter #15935.

3. #15983 (Andy Schaufelberger) 2015 FA Engine Rules

Thank you for your letter. Please see the response to letter #15935.

4. #15989 (Rich Zober) Rev Limit for 2.3 in Swift 016

Thank you for your letter. Please see the response to letter #15935.

5. #16157 (David Free) RPM Limit in FA

Thank you for your letter. Please see the response to letter #15935.

6. #16209 (Erik Oseth) 2.3 Mazda Rev Limit

Thank you for your letter. Please see the response to letter #15935.

### **FC**

1. #16530 (Francis Kennette) Zetec Water Pump Rule Change

Thank you for your letter. Please see the response to letter #16339.

### **FF**

1. #16396 (Greg Case) Timing of Spec Tire Rule and Minimum Spec Tire

Thank you for your letter. The CRB has recommended pursuing a spec/control tire for FF through the Club Racing Department for the 2016 racing season and beyond. The 2015 racing season and 2015 Runoffs will be covered by the existing FF rules as currently written.

2. #16464 (Brian Ell) Spec Tire Support

Thank you for your letter. Please see the response to letter #16396.

### **P2**

1. #15922 (David Ferguson) Issues with Preliminary TB 15-01

Thank you for your letter. The rules are adequate as written. Please see the response to Letter #16220, March 2015 Fastrack Minutes. Letter #16220 was approved by the Board of Directors in their February 2015 meeting to be effective 6/1/2015.

### **GCR**

1. #16238 (David Gomberg) Letter #16221 (Pulling out of line)

Thank you for your feedback. Letter #16221 was approved by the Board of Directors in their February 2015 meeting, for implementation 5/1/2015. Please see the final wording for letter #16221, March 2015 Fastrack Minutes.

2. #16242 (John Nesbitt) Re: #16221 (Club Racing Board (Modify Start Procedure)

Thank you for your feedback. Letter #16221 was approved by the Board of Directors in their February 2015 meeting, for implementation 5/1/2015. Please see the final wording for letter #16221, March 2015 Fastrack Minutes.

### **T4**

1. #16313 (Tony Lopez) Lack of Responsiveness

Thank you for your letter. Please see the response to letter #16119.

## **What Do You Think**

### **STL**

1. #16326 (Christopher Blough) Add Valve Lift Exception to ST

The CRB is requesting input on the following question: Should cars be classified in STL/STU, in their stock configuration when their stock engines might exceed current specifications for compression ratio and valve lift?

This would be on a case by case basis, (i.e. Subaru BRZ/Scion FRS), with weight and inlet restrictors as appropriate for competitive balance.

# CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2015

NUMBER: TB 15-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 4/1/2015 unless otherwise noted.

## American Sedan

None.

## B-Spec

None.

## Formula/Sports Racing

### FV

#### 1. #16489 (Formula/Sports Racing Committee) Rear axle fairings

In section 9.1.1.9.o, replace the language as follows:

~~"The rear locating arm(s), coil spring(s), and shock absorber(s) shall not be faired in and shall be visible from the side without removal or manipulation of any part or panel."~~

*"The space between the rear locating arm and axle tube up to the outer casting flange may be enclosed in bodywork for the purpose of streamlining. The enclosing bodywork may not extend above or below the triangular space nor beyond the axle tube or locating arm away from the triangular space so enclosed except that the panels may be wrapped tightly around the locating arm or axle tube as a method of location or attachment. The panels shall be securely attached. Brackets and fasteners used for attachment shall serve no aerodynamic purpose."*

In section 9.1.1.9.q, change the language as follows:

Bodywork shall be defined as all panels external to the chassis/frame and licked directly by the air stream. This includes the floor pan. All bodywork shall be rigidly ~~rigidly~~ *securely* attached to the chassis and shall not move relative to the chassis while the car is in operation, ~~except where specifically allowed in the FV rules~~. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame.

### GCR

#### 1. #16441 (SCCA Staff) Section 9.3.19 harness size

In section 9.3.19, remove sections A and B as follows:

~~A. A 5 point system, for use in automobiles where the driver is seated in an upright position, consists of:~~

~~• A 2 or 3 inch seat belt.~~

~~• Two (2) approximately 3 inch shoulder harnesses; 2 inch shoulder harnesses may be used only if a HANS® device, defNder™ or Safety Solutions Head Restraint systems is worn by the driver.~~

~~• An approximately 2 inch anti submarine strap.~~

~~A 5 point harness is considered a minimum restraint system. 6 or 7 point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.~~

~~B. A 6 or 7 point system, recommended for use in all automobiles, consists of:~~

~~• A 2 or 3 inch seat belt.~~

~~• Two (2) approximately 3 inch shoulder harnesses; 2 inch shoulder harnesses may be used only if a HANS® device, defNder™ or Safety Solutions Head Restraint systems is worn by the driver.~~

~~• 2 or 3 approximately 2 inch leg or anti submarine straps.~~

~~-~~

Re-number section C through H

## Grand Touring

### GT2

#### 1. #16355 (Keith Gillespie) 2000-2009 Honda S2000

In GT2, classify the Honda S2000 as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Honda S2000</i>	<i>2000-2009</i>	<i>2DR</i>	<i>RWD</i>	<i>94.5</i>	

### GT3

1. #16354 (Keith Gillespie) 2000-2009 Honda S2000

In GT3, classify the Honda S2000 as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Honda S2000</i>	<i>2000-2009</i>	<i>2DR</i>	<i>RWD</i>	<i>94.5</i>	

### GTL

1. #16329 (Tim Linerud) Match Weight

In GTL, Volkswagen water cooled (Production Limited Prep Level 2), change the weight as follows:

~~2065~~ *2040*

### Improved Touring

### IT

1. #16275 (David Dewhurst) Compression Ratio

In the ITCS spec lines, change the heading of the 5th column as follows:

*Stock* Comp Ratio

### ITA

1. #14860 (Troy Hale) 2002-03 Mazda Protege5 in ITA

In ITA, classify the Mazda Protege5 as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mazda Protege5 (02-03)</i>	<i>4 Cyl DOHC</i>	<i>83.0 x 92.0 1991</i>	<i>(I) 31.5 (E) 27.6</i>	<i>9.1:1</i>	<i>102.8</i>	<i>16</i>	<i>3.31, 1.84, 1.31, 0.97, 0.76</i>	<i>(F) 258 Vented Disc (R) 261 Solid Disc</i>	<i>2305</i>	

In ITA, Mazda Protege ES/LX (01-03), correct the brake size as follows:

(F) ~~259~~ *258* Vented Disc

(R) ~~259 261 Vented~~ *Solid Disc*

2. #15261 (brian schindler) 2009 ford focus Coupe

In ITA, classify the Ford Focus Coupe and Sedan as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Ford Focus Coupe (08-10)</i>	<i>4 Cyl DOHC</i>	<i>87.5 x 83.1 1999</i>	<i>35.0(I) 30.0(E)</i>	<i>10.0</i>	<i>102.9</i>	<i>17</i>	<i>3.67, 2.14, 1.45, 1.03, 0.77</i>	<i>275 x 25 Vented disc (F) 203x 45 drum (R)</i>	<i>2490</i>	
<i>Ford Focus Sedan (08-10)</i>	<i>4 Cyl DOHC</i>	<i>87.5 x 83.1 1999</i>	<i>35.0(I) 30.0(E)</i>	<i>10.0</i>	<i>102.9</i>	<i>16</i>	<i>3.67, 2.14, 1.45, 1.03, 0.77</i>	<i>275 x 25 Vented disc (F) 203x 45 drum (R)</i>	<i>2490</i>	

### ITB

1. #14716 (Ken Haughwout) 85 Audi Coupe Weight Correction

In ITB, Audi GT Coupe (84-86), change the weight as follows:



2500 **2380**

2. #15273 (Sean Garcia) Classify the 2001 Chevy Cavalier 2.2L  
In ITB, classify the Chevy Cavalier as follows:

ITB	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Chevrolet Cavalier Coupe 2.2L (95-02)</i>	<i>4 Cyl OHC</i>	<i>89.0 x 88.0 2190</i>	<i>(I) 44.0 (E) 37.0</i>	<i>9.0</i>	<i>104.1</i>	<i>15</i>	<i>3.58, 2.02, 1.35, 0.98, 0.69</i>	<i>(F) 260 x 20.5 ventilated Disc (R) 200 Drum</i>	<i>2500</i>	

## Production

### HP

1. #16451 (Kyle Keenan) Correct Kia Rio5 Transmission  
In HP, Kia Rio 5 (12-14), change the Trans. Speeds as follows:  
**5 6**

2. #16501 (M Brakke) Mazda 2 throttle body  
In Hp, Mazda 2 (07-11), change the Carb. No. & Type as follows:  
Fuel injection 60 **45** mm throttle body.

3. #16544 (Production Committee) weight 2012 -2015 Yaris  
In HP, Toyota Yaris (12-15), change the weight as follows:  
4900 **1970** \*1948 **\*2019** \*\*1995 **\*\*2069**

4. #16420 (Production Committee) Allow use of Mk2 front spindles in HP  
In HP, Volkswagen Rabbit Cabriolet 1780, Volkswagen Rabbit 1588 (includes Cabriolet/convertible), Volkswagen Rabbit 1715 (81-84)(excl. conv.), Volkswagen Scirocco 1457/1471, Volkswagen Scirocco 1588, Volkswagen Scirocco 1715 (81-84) and Volkswagen Scirocco 1780 (8-valve)(83-88), add the notes as follows:  
**Mk2 VW front spindles are permitted.**

### Spec Miata

1. #15838 (Bob Kucera) 1.6 Parity in SM  
In SM, Mazda MX-5/Miata (90-93), change the weight as follows:  
2300 **2275** or 2315 **2290** With Alternate Bore

## Super Touring

### STU

1. #16387 (Tim Wise) MX-5 World Challenge Spec additional clarifications  
In section 9.1.4.A, change the language as follows:  
"World Challenge vehicles **that are non-compliant to the STCS but** compliant to a SCCA Pro VTS may be approved on a case-by-case basis for STU. **See 9.1.4.H.4. See the STU "Approved World Challenge Cars" table.**"

In section 9.1.4.B.2, change the language as follows:  
World Challenge Touring cars, ~~with a VTS sheet dated 2009 or earlier,~~ are eligible for classification in STU under the following criteria:

- Cars will be approved on a case-by-case basis with supporting World Challenge VTS documentation
- Competitors must have the VTS sheet and **Appendix A**, as approved, available for scrutineers when requested.
- Weight will be set at the greater of the World Challenge weight plus 5% or the STU rules weight plus 5%.
- Cars approved to run in accordance with their World Challenge VTS must adhere to those specifications and are not permitted to adopt general STU specifications.
- ~~See 9.1.4.2.1, table of Approved World Challenge Cars.~~
- ~~Cars must meet tire rule 9.1.4.P.1~~

In sections 9.1.4.H.4, change the language as follows:

"Approved World Challenge Cars, *listed in Table B*, must be run in accordance with *approved* VTS sheet of 2009 or earlier and in accordance with World Challenge 2009 Appendix A. Appendix A is available on the [www.scca.com](http://www.scca.com) website on the Club Racing Technical Forms and Downloads page (accessible from the Club Racing Cars and Rules page)."

2. #16394 (david mead) replace missing carb allowances for rotaries in STU  
In STU table B, replace the notes as follows:

STU	Maximum Displ.	Minimum Weight	Notes
Mazda 12A Street Port	NA	2250	<i>Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with 38mm chokes on a "dual-y" manifold.</i>
Mazda 13B Bridge Port	NA	2600	<i>Stock intake manifold &amp; throttle body required, or automotive 2 barrel carb with 44 mm chokes</i>
Mercedes CLK	2300	3200	<i>Precision turbo model 5557 allowed with 35mm TIR restrictor. Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.</i>

## Touring

### T1

1. #16266 (Touring Committee) OEM spec

In section 9.1.9.1, add the language as follows:

"These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements."

*"OEM specifications are as delivered from the manufacturer. In no way are any category rule modifications, swaps, updating or backdating to be performed to any component of the complete engine including intake and throttle body unless specifically allowed in the spec line. Specifically, any spec lines that contain the phrase or acronym OEM in the maximum displacement or engine notes section of the spec line, MUST adhere to OEM specs, EXCEPT engine bore. These engines may be bored out to a maximum of .040" over standard bore size."*

2. #16332 (david mead) add 3.7L mustang engine to 4.0L S/C spec line

In T1, classify the 3.7L Mustang as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Ford Mustang</i>	<i>3700</i>	<i>3200</i>		<i>Rotrex 38-81 Permitted</i>	<i>Aftermarket K members are permitted.</i>

### T2

1. #16365 (Steven Glaab) C5 Dry Sump Allowance

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) ZO6 (hardtop)(01-04), add the notes as follows:

*ARE dry sump kit #3021S, or Aviad dry sump kit #008-10001 allowed*

2. #16386 (Touring Committee) Verify Porsche 997 Carrera brake specs in T2

In T2, Porsche 911/997 (06-08), correct the brake size as follows:

(F) ~~350~~ **318** Vented Disc

(R) ~~330~~ **299** Vented Disc

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Dean Busk vs. SOM COA Ref. No. 15-01-SP

February 12, 2015

### FACTS IN BRIEF

On January 17, 2015, after the Majors Sprint race for Spec Miata (SM) at Auto Club Speedway, Curtis Gong, SM #71, filed a protest against Dean Busk, SM #7, for violation of GCR 6.11.1. (On Course Driver Conduct) for contact made as #7 was attempting an outside pass of #71 at Turn 3. The Stewards of the Meeting (SOM) Leo Baker, Bill Wells, and Roger Littell (Chairman) met, reviewed the presented evidence, and heard testimony from six witnesses. The SOM upheld the protest and moved Mr. Busk to last finishing place in class, imposed a two race probation period, and permitted him to start from the back in the Sunday race. In accordance with 2015 GCR 7.4., three penalty points were automatically assessed against Mr. Busk's competition license. Mr. Busk appealed the SOM decision.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on February 5 and 12, 2015 to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Busk including annotated video evidence, and data acquisition system information received January 27, 2015
2. Official Observers Report and related documents, received February 2, 2015
3. SOM Chairman's Electronic Mail Response to Appeal, dated February 10, 2015

### FINDINGS

In his appeal, Mr. Busk offered a well-written and documented appeal utilizing selected and annotated still frames from two of the videos reviewed by the SOM and analysis of information from his data acquisition system. The COA conducted an extensive review of Mr. Busk's documentation, the complete body of evidence used by the SOM (four videos and six witness statements), and the SOM Chairman's confirmation that all the witnesses were interviewed.

The SOM conducted a hearing and properly considered the evidence in arriving at their ruling. Mr. Busk's evidence was well presented, but relied heavily on only a selective portion of the video evidence available to and used by the SOM. Based on its review of Mr. Busk's analysis and arguments, the COA is unconvinced that his actions did not cause the first lap incident. Additionally, the penalties imposed were within the authority granted to the SOM by 2015 GCR 5.12.1.A.3.

### DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Busk's appeal is well-founded and his appeal fee, less the amount retained by SCCA, will be returned.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL

03/11/2015

### ➤ Expected Participants:

Brian McCarthy, Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Lee Hill, Matthew Yip, Roy Mallory, Terry Hanushek and Tony Machi.

### ➤ Reports:

Board of Directors Report/Information

- Volunteer Incentive Program fee
  - Per entrant fee reduced from \$6 to \$5
- New National Sponsors acquired
  - Garmin
    - Runoffs and National Tour
  - Tire Rack
    - Street Survival
    - Track Night – America

### ➤ Ongoing Business:

Convention highlights

- Track Night – America
  - Coupons promoting discounted Track Night
  - Targeted \$125 entry fee
    - Work half an event, get 50% discount at same event
  - Approx 20 tracks targeted to host initial events
- SCCA Archives materials
  - Moving from Indianapolis to Watkins Glen
  - Self-sustaining thru SCCA Foundation
    - Partially funded thru annual raffle

Time Trials Advisory Council – Leadership Structure Changes

- Send suggestions to Roy and/or Heyward for review

### ➤ New Business:

Gambler's Edge Hillclimb – Colorado – create subcommittee

- Members
  - Craig Farr
  - Dave Deborde
  - Matthew Yip

National Classification Structure – create subcommittee

- Members
  - Dave Deborde
  - Craig Farr
  - Kent Carter

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | March 3, 2015

The RallyCross Board (RXB) met via conference call on March 3. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

- RallyCross Safety Committee (Chris Regan): Regan is getting acquainted with the Safety Committee procedures. Foley will provide him with a list of the current Safety Committee members. Foley also reported discussing the liaison change with Mark Utecht, Safety Committee chairman. Brian Harmer will forward any forthcoming incident reports to the Committee.
- Rules Committee (Keith Lightfoot): Lightfoot started a thread at the SCCA RallyCross forum for new rule proposals for the 2016 RallyCross Rules. A few proposals have been made there and are generating comments from the membership. Lightfoot also plans to attach a Modified build thread from another forum to our forum to elicit feedback from the membership on the direction of the Modified Category rules. Lightfoot also reported a Regional request to allow Trophy Trucks to run in an exhibition or similar class. As the current RallyCross Rules specifically prohibit Trophy Trucks, Lightfoot requested future RXB discussions on such allowances and the direction of classing rules.
- RallySprint Committee (Brent Blakely): Blakely reported that two RallySprint events are scheduled, May 9 in Dalton, NH and May 23-24 in Prairie City, CA. Registration for the New Hampshire event is now open. Other events are in the early development stages. Blakely is planning to start regular conference calls for the Committee.
- National Championship Committee (Stephen Hyatt): The Committee prepared and submitted to the RXB a proposed set of Supplemental Regulations for the 2015 National Challenge events and the National Championship event. The RXB discussed each proposed change, approving or amending each proposal. The amended Supplemental Regulations will be returned to the Committee for changes. Final RXB approval will be conducted through email.
- Divisional RallyCross Stewards (DRXS) Liaison (Ron Foley): Foley reported that five Divisions were represented on the February 26 conference call. Details of the 2015 National Challenge events were discussed. All but one Division have National Challenge events scheduled. The DRXS also discussed safety, rules and upcoming events in the RallySprint program.

### Old Business

- March 21-22 meeting: Hyatt reminded the RXB to secure travel plans for the face-to-face strategic planning session in Kansas City. Agenda items need to be submitted by March 16.
- National Challenge information update: Much of the information on the National Challenge events has not been forwarded to the National Office to post on the website, such as dates, locations and links to registration, Supplemental Regulations and other information. As there are contingencies involved with these events, promotion is very important. A reminder will be sent to all DRXS to submit any missing information to Brian Harmer.
- 2015 Court of Appeals: Regan is in the process of organizing the Court of Appeals. The full Court with alternates should be ready for RXB approval at the next RXB meeting.
- Drones: For insurance reasons, drones are not allowed at SCCA events for 2015. If one is flying above an event, the event must be stopped until the aircraft has been cleared from the airspace.

### New Business

- National Convention report: Hyatt reported very good National Convention. Not as many competitors attended with the Convention format change. The Town Hall was very good. The RallyCross 2020 discussion was also good and lasted about two and a half hours. Three or four new programs showed interest and a couple older programs showed renewed interest in the RallyCross program. In her keynote address Lisa Noble praised RallyCross as one of the SCCA programs that she is the most proud of because of its growth and benefit to the club. RallyCross continued to grow in 2014, although at a slightly slower rate than previous years. Howard Duncan commented that RallyCross attracts a different group of folks, with a younger demographic, and it creates good visuals in pictures. Hyatt also noted a lot of interest in the RallySprint

program at the Convention. The Year of the New Program is the theme for 2015 at the SCCA, which RallySprint could be part of and attract new members. The Track Night in America program could provide both RallyCross and RallySprint with an opportunity for promotion through car displays and similar publicity.

Next meeting: March 21-22, 2015

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## Sports Car Club of America RoadRally Board Minutes March 9, 2015

The RoadRally Board met via teleconference March 9, 2015; meeting called to order at 7:12 PM CDT by acting chairman Clarence Westberg. In attendance: Clarence Westberg, John Emmons, Chuck Hanson, Jeanne English, BOD liaisons Terry Hanushek and Lee Hill; Rich Bireta called in later.

The February minutes were approved.

### Front Burner Items:

#### 1. RReNewsletter

Latest issue published today, another fine effort on Cheryl Babbe's part. Please continue to support Cheryl's efforts. Thank you, Cheryl.

John Emmons email added to [rb@scca.com](mailto:rb@scca.com)? Is John getting email?

John say he thinks it's working now, although he has not been home today to check.

#### 2. Executive Session – minutes published separately

#### 3. Regional Road Rally Rulebook (RRRRs?) - Rich

Postponed to next month; Rich not here, and most have not read it yet (just sent out today)

#### 4. Responding to requests for experiential events, such as Ouray, Iowa City - Clarence

Clarence thinks that we need another checkbox on sanction form for 'different' types of event. He now has two possible new events in the Twin Cities. Terry said that SCCA has set up a separate department for these types of events headed by Heyward Wagner. Clarence said that Ouray has their own publicity already established; he has a meeting on Friday to discuss progress.

#### 5. Class SP Points – Chuck

The NEC feels that Chuck should combine all qualified SP competitors into a single SP class for points on Regional events. Chuck apologized to the NEC for **NOT** seeking their advice on this matter prior to starting the season standings, and he apologizes to the RRB for not seeking **THEIR** advice prior to starting the season standings. Making the change now, after having published for two months will be somewhat embarrassing, but Chuck can handle that, and it does not represent a great deal of work; he will still have the standings posted by March 15. Chuck makes the motion on behalf of the NEC to re-score the 2015 season with Regional SP participants combined into a single class. Motion withdrawn. However, at any event that offers an SP Class, people will be scored only in whatever class they are entered in. There still seems to be confusion over what SP is or isn't, and how it should be scored (or rescored). SP is only required for nationals. Clarence suggested dropping it for 2015. Terry said that from an outside point of view dropping it makes sense; Lee agreed. Motion: Drop Class SP for the 2015 competition year. Jeanne/John/pass. Chuck needs to know how to score the events that have already run. Continue discussion to April. (Chuck complained that this meant that he cannot post any further results until after the April meeting at which point the season is going to be in full swing and he is going to be seriously backlogged.) Clarence will talk to Jay Nemeth-Johannes and Clyde Heckler (both with rallies coming up soon). Jeanne will send notice of the motion to chairmen of currently scheduled National rallies.

#### 6. NEC Report (Chuck)

##### a. Class SP Points – see item 6 above

##### b. 2016 Rules Changes - See the NEC report for members comments on the items below, no formal changes have been made yet

##### i. Minimum number of Nationals needed for awarding a championship

John Emmons made proposed that there be a minimum of 5 nationals in any series for that series to continue as independent series; the RRB is generally supportive of this. Terry asked if this was related to item iii below – sort of.

##### ii. Sunseting GTA National Championship

If above is adopted, then this is basically going to be an automatic result. The question is when?

##### iii. Removing Regionals from National Championship

Clarence suggested that for 2016, those competing in E/L/S can only count nationals, but those in SP can also count regionals. Rich thought perhaps we should take a poll of regions about whether to include regional events or not. Rich asked what we thought about Clarence's idea - Chuck said the NEC is probably favorable; Clarence thinks it's a good compromise, but would like to see computers not allowed, let SP people focus on apps.

##### c. Clock Setting

Motion: The organizer's clock(s) is(are) official; electronic synching (such as with a connecting cord) will be considered to be unsportsmanlike conduct. Jeanne/Chuck/pass

Meeting adjourned at 9:22 PM CDT  
Next meeting April 13, 2015, via conference call  
Respectfully submitted,  
Jeanne English, RRB Secretary



## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

### SOLO

Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

### RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/news/index.cfm?cid=51448>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## BOARD OF DIRECTORS

The SCCA National Board of Directors met via conference call Tuesday, March 31, 2015 at 8.00 pm Central. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; and Mindi Pfannenstiel, Senior Director of Accounting.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Helman.

### Chairman's Review - Walsh

Tom Campbell has agreed to take on the move of the SCCA archives to the Glen Motorsports Museum. Steve Oseth joined SCCA Pro Staff as Vice President and General Manager. This is not a staff add, it replaces a departing employee. BoD liaisons for RoadRally Board raised an issue that was moved to the BoD Exec committee for referral. The RRB issue was referred to the CoA by Exec Committee at RRB request.

### President's Report - Noble

Convention future - NTP wants to continue the MSX Expo, negotiations still underway.

Noble provided a website update with an overview of the new website and timeline. TNIA is using a version of the website that will integrate back into SCCA.com when that is ready to launch. SCCA is looking at website moderation and content management issues.

Pulliam has helped spread TNIA information in her Area. Will share content with other BoD members. Pulliam recounted that there were 20+ signups within first 20 hours of the TNIA site going live for registration on the first Atlanta event.

Noble updated BoD on potential new partnerships with SCCA.

Prill updated BoD on 2017 Runoffs site selection progress.

### Time Trials Motions

2 motions were submitted to modify the Ops and Organizational Manuals for Time Trials.

Purpose of Motion: Removal of a sentence from the Operations Manual allows the Director of Experiential Programs to select individuals and size of the Time Trials Administrative Council to more effectively administer the program.

#### Current Language

##### 5.6 Time Trials Administrative Council (TTAC)

*Appointment: The Director of Experiential Programs shall appoint in December a Chairman and other members to the Time Trials Administrative Council, those selected shall be SCCA members in good standing. There shall be a representative from each division that has an active Time Trials program.*

**Motion: Pulliam/KJ- To approve the following changes to the Operations Manual. Approved Unanimous. Effective immediately (4/1/15).**

##### 5.6 Time Trials Administrative Council (TTAC)

*Appointment: The Director of Experiential Programs shall appoint in December a Chairman and other members to the Time Trials Administrative Council, those selected shall be SCCA members in good standing.*

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In order for the Time Trial Rules – Organizational Information Manual to be in alignment with the 2015 SCCA Operations Manual, the TTAC Chairman, Roy Mallory requests that modifying the following language:

**Motion: Pulliam/KJ - To approve the following changes to the Time Trial Rules – Organizational Information Manual. Approved Unanimous. Effective immediately (4/1/15).**

*Page 14, Second bullet point:*

• *TIME TRIALS ADMINISTRATIVE COUNCIL (TTAC)*

*The purpose of the Time Trials Administrative Council (TTAC) shall be to oversee the Time Trials Program within the Experiential Programs department of SCCA. This council shall be made up of representatives ~~from each Division~~, appointed by the Director of Experiential Programs. The TTAC establishes rules and standards for the organization and conduct of SCCA sanctioned Time Trials events, and the licensing of drivers and officials*

Meeting adjourned.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | March 25

The Solo Events Board met by conference call March 25<sup>th</sup>. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill of the National Staff; Brian McCarthy and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended to the BOD

The following subject will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### General

#15749 Floormats again

Modify the new 3.3.3.B.2 as follows:

"Pedal operation must not be impeded. Driver's side floor mat must be removed *unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order.*"

### Member Advisories

#### Street

#16626, 16639, 16670, 16672, 16673, 16675, 16684, 16693, 16703, 16706 Scion Port Install Package Documentation Clarification

The SEB in conjunction with the SAC and the National Staff have been investigating the details of port installed options for the Scion FRS MY 2013-2015. Specifically, the TRD lowering springs P/N PTR07-18130 and TRD Sway Bar Kit P/N PTR11-18130. It has been determined both kits were available as port installed options for 2013-2015 Scion FR-S models, and thus they are compliant for use on a Scion FR-S in C Street.

#### Street Prepared

#14349 Update/Backdate clarification

Per the SPAC, update/backdate in Street Prepared is generally restricted to replacing parts that are like in function and placement. The essence of it is that the resulting parts should be a configuration or mix of configurations that reflect various options and years that were available on that model. This is not to be confused with an "option package conversion" which stipulates that every configuration on a vehicle be reflective of a particular model, year, and trim level.

One major restriction of Update/Backdate is that you may not swap a part for a non-part unless there was a configuration of that vehicle that featured the absence of that part. A negative example of this would be removing the rear doors on a four-door vehicle that also came as a coupe. While the rear doors were absent on the coupe, the overall configuration (a four-door chassis without rear doors) is not representative of how the car was configured by the manufacturer. A positive example of this is the removal of the retractable soft top on certain Miatas. Certain Miatas were offered without a soft top in a valid configuration so it is legal to use Update/Backdate to reflect that.

In the referenced S2000 clarification, the SPAC determined that yes the soft top may be removed, but Honda never offered the S2000 without a soft top and without the tonneau that was standard on all S2000CRs. Mere removal of the soft top constitutes swapping a part with a non-part just as removing the tonneau cover from a CR (without installing a soft-top) would. S2000 owners in BSP must decide whether to run one of two parts in this instance, either the factory soft top or the tonneau cover.

#16510, 16540, 16617 SPAC Applications

The SEB has approved the addition of Billy Davis and Greg Anthony to the SPAC. The SEB thanks all of the

members who indicated an interest in serving the Club in this capacity.

## Street Modified

### #16307 SMAC Application

The SEB has approved the addition of Jason Tipple to the SMAC.

### #16347 Fender Allowance Clarification

Per the SMAC, fender liner removal is allowed per 16.1.I. Rear quarter fender modification (cut/pull/flare) is allowed per 15.2.A.

## Modified

There is an opening on the MAC. Interested members are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

## Change Proposals

### General

#### #15275 Fix catchall Appendix A wording

The previously-published proposal to change the unclassified cars / catch-all provisions at the beginning of Appendix A has been amended and is provided here for additional member review and comment:

Change the second paragraph under APPENDIX A - AUTOMOBILE CLASSES as follows:

~~All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. Such unclassified cars will not be eligible for *National Solo® Events* or the Solo® National Championships. Members should look for a TechBulletin in an early current-year issue of the official SCCA® publication (Fastrack® News) at [www.scca.com](http://www.scca.com) for details or contact the National office.~~

In addition:

- Add a catch-all to Super Street as follows: "*All eligible unclassified cars not covered by another catch-all listing*".
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

## Street Modified

### #13595 Camber Plate Installation

Add to 16.1.E the verbiage "*Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.*"

## Other Items Reviewed

### General

#### #15043 New Class for vintage sportscars

The National Office has created the Heritage Classic class which will be available at Tour events during the year. The SEB will continue to monitor and evaluate the development of this class. Interested members are invited to check the ruleset out here: <http://www.scca.com/assets/2015-3-19%20HC%20prepared%20class.pdf>

#### #16526 Appendix I - Sound Level Measurements

Thank you for your input.

## Junior Kart

#16348 16002 Kids younger than required age not allowed to run

Thank you for your input. Proposal #16002 was withdrawn in the April Fastrack.

### **Street Prepared**

#14820, 14822 Differential Bushing Comments

Thank you for your comments.

#14894 Repair Method Proposal

Thank you for your input. The common sense repair wording was approved by the BOD and added to section 13 of the 2015 rules.

#15071, 15077, 15182, 15286 AWD Move to ASP Comments

Thank you for your input. With the BOD's approval, the WRX and turbo DSMs were moved to ASP as of the 2015 season.

### **Street Modified**

#16292, 16299, 16300 SSM and SM Classing Proposal; Class Changes Comments

Per #15199, the proposal has been withdrawn. Thank you for your input.

### **Not Recommended**

#### **Street**

#16453 Street Class tire swapping between runs.

Thank you for your input.

#### **Street Modified**

#15014 SMF Weight Increase Proposal

The SMAC thanks you for your input but feels the minimum weights in SMF are appropriate at this time.

#15199 SSM and SM Classing Proposal

The SMAC thanks the members for their input. At this time the SMAC is withdrawing the proposal to class selected cars outside the SM classing guidelines.

#16471 AWD Move to SSM Proposal

The SMAC considers AWD cars to be classed appropriately at this time.

#16574 SMA Class Proposal

The SMAC considers AWD cars to be classed appropriately at this time.

#### **Prepared**

#16399, 16607 K-Member Substitution Proposal

The PAC notes that under the current Section 17 Prepared rules Tubular K-members are allowed, with the appropriate weight penalty, under the Section 17.11 In-excess rules. However, due to manufacturer-specific differences (e.g - Ford: Engine/Transmission Cradle vs GM: entire frame structure forward of the firewall) in the construction of a front subframe or K-member an alternate sub-frame allowance would eliminate cross-manufacturer parity in C-Prepared.

The PAC thanks the members for the inquiries.

### **Handled Elsewhere**

#### **General**

#16629 Fastrack Documentation Proposal

Please see the response to item #15713 in the January Fastrack.

## **Street**

### **#16459 Alfa Romeo 4C**

The Alfa Romeo 4C has been classed in SS per item #12563 in the April Fastrack.

## **Tech Bulletins**

## **Street**

### **#16524 Classification of the Chrysler 200 C and 200 S vehicles**

The SAC has recommended the following new listings, effective immediately upon publication:

2010-2014 Chrysler 200 V6 all - GS

2015 Chrysler 200 V6 all - GS

2010-2014 Chrysler 200 4 cylinder all - HS

2015 Chrysler 200 4 cylinder all - HS

### **#16600 Porsche Cayman/Boxster GTS Classing Proposal**

The SAC has recommended the following new listings, effective immediately upon publication, for SS:

2015 Porsche Cayman GTS

2015 Porsche Boxster GTS

### **#16755 Classification of Scion FR-S Release Series 1.0**

Per section 3.2 of the Solo Rules and in light of the clarification #16626 regarding port installed TRD springs/bars for the Scion FR-S, the SEB is reclassifying the Scion FR-S Release Series 1.0 from B-Street to C-Street, effective immediately. The new C-Street listing will read "Scion FR-S (inc. Release Series 1.0)"

## **Street Touring**

### **#16454 Error with Chevy Spark classing in 2015 rules**

Errors and Omissions:

The following listing error is corrected in STF:

Chevrolet Spark

Note: The Spark was classed in STF, per August Fastrack item #13904.

## **Street Prepared**

### **#16564 E&O for Steering rack bushings**

Errors and omissions: the steering rack bushing rule didn't get updated per letter #12542, which was approved by the BOD in 2014 Dec. Fastrack. The change is as follows:

Remove "The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited." from 15.8.E

## **Street Modified**

### **#16590 Remove 16.1.D.2**

Remove 16.1.D.2 "Maximum engine displacements per class are specified in Appendix A." from the rule book as there is no max displacement defined in Appendix A and it could be confusing.

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | April 7, 2015

The Club Racing Board met by teleconference on April 7, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Sam Henry, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Bruce Lindstrand, BoD liaisons; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

**NOTE: This is an updated version of the May 2015 Fastrack Minutes. The following letters have been added or modified: 15576 (GCR, REC for 6/1/15), 16293 (GCR, TCO), 16783 (SM, REC for 2016), and 16487 (SM, TCO)**

### Member Advisory

#### **T4**

1. #16660 (Touring Committee) MX-5 cup cars in T4

MEMBERS NOTE! Competitors who race an MX-5 cup car in T4 instead of T3 are reminded that MX-5 cup cars must comply with all the T4 rules and specifications.

### No Action Required

#### **GCR**

1. #16328 (Tim Linerud) Major Accord

Thank you for your comments.

2. #16364 (Brian Roberts) Non SFI Approved Carbon Air Tanks

Thank you for your request. It is up to the competitor to determine if pressure vessels in use on his/her vehicle are appropriate for the application.

3. #16411 (Steve Demeter) 14 Year Olds Competing in Road Racing - Opposition

Thank you for your comments.

#### **GT3**

1. #15912 (Roy Richards) Support for Letter #15093

Thank you for your letter.

#### **SM**

1. #16523 (Dave Wheeler) Broken Rear Differential Housing

Thank you for your inquiry. Industry standard repair of the rear differential housing is currently permitted by 9.1.7.C.

2. #16547 (Frank Todaro) Combine Efforts of SCCA SMAC, NASA, and Mazda

Thank you for your suggestion. SCCA, NASA, and Mazdaspeed are currently working together through the SMAC.

#### **T1**

1. #15980 (Scotty B White) Thank You and May I Have Another Please..?

Thank you for your letter. The CRB has made changes to the class and will monitor the effects of these changes.

2. #16449 (Marc Hoover) Wing Height Measurement

Thank you for your inquiry. The rule refers to the entire assembly and is clear as written.

#### **T2**

1. #16397 (James Rogerson) BMW E46 in T2

Thank you for your inquiry. The Alcon kit listed on the spec line is the correct part number.

#### **T4**

1. #16565 (Philip Royle) Re-Evaluate T4 MX-5's Performance

Thank you for your letter. The CRB will continue to monitor the performance in this class.

### Not Recommended

#### **F5**

1. #16318 (Jim Murphy) Reduce the Size of the IIR in the Rotax 593

Thank you for your letter. The CRB does not recommend this change at this time.

2. #16447 (Jeff Jorgenson) 494 Rules Change

Thank you for your letter. The CRB does not recommend this change at this time.



**P1**

1. #16553 (Jeff Shafer) 1615 Restrictor

Thank you for your letter. The rule is appropriate as written. The CRB will continue to monitor data and make adjustments as needed.

**P2**

1. #16527 (Paul Leonard) Letter #16220

Thank you for your letter. The rules are adequate as written.

**ITA**

1. #16615 (Ali Naimi) 2004 Mazda 3

Thank you for your letter. The car is classed correctly per the Improved Touring Operations Manual. Please recall that IT classifications are assigned weight based on full preparation to the ITCS.

**ITR**

1. #16433 (Gary Merideth) Torsion Bars WITH Coilovers OK?

Thank you for your letter. The rules are correct as written.

**EP**

1. #16655 (Toby Larsson) Change of Rim Size for BMW E36 325

Thank you for your letter. The CRB does not recommend a wheel size change at this time.

**HP**

1. #16598 (Mark Brakke) Mazda 2 Weight Penalty

Thank you for your request. When weight was added to the other 4 valve cars, this car was missed. This weight addition corrects that adjustment.

**SM**

1. #16502 (Todd Lamb) Re-Submitting SM Suspension Bushing Letter

Thank you for your continued feedback.

2. #16521 (Dave Wheeler) Allow 1.6 Cars to Install the 94-97 1.8 Engine

Thank you for your request.

**T1**

1. #16135 (Amir Haleem) Allow All Cars to Run Flared Front and Rear Fenders

Please submit specific manufacturer part numbers for your specific vehicle. The CRB does not recommend this category rule change across all makes and models in T1.

2. #16334 (David Mead) Add Jaguar XK8 Coupe to All Ford Engine Specification Lines

Thank you for your request. The CRB does not recommend this change.

3. #16456 (Chris Edens) Miata Turbo Rules

Thank you for your request. The specification line is appropriate.

**T2**

1. #16390 (Kurt Rezzetano) 2011- 2014 Mustang GT and Boss Transmission Change

Thank you for your request. The CRB does not recommend an alternate or substitute transmission.

**T2-T4**

1. #16508 (David Mead) Flywheel Allowance for Dual Mass Flywheels

Thank you for your request. The rule is adequate as written.

**T4**

1. #16405 (David Mead) Restore 99-2000 Weight of 2380

Thank you for your request. The CRB does not recommend this change at this time. Please bring a competitive car out to race in T4 so the CRB can monitor results.

2. #16460 (Stan Czacki) Acura RSX Type S Weight

Thank you for your request. The CRB has made changes recently to T4 and will monitor these changes.

3. #16646 (Mark McCaughey) 00-05 Toyota Celica GTS Weight Adjustment

Thank you for your request. The CRB requests that you bring the car out and race it to gauge its competitiveness. The CRB believes the car will be very competitive based on past performances.

4. #16698 (Don Knowles) Allow a 3.23 Optional Rear End for the 1996-2002 Camaros/Firebird

Thank you for your request. The final drive ratio you mentioned is from an automatic transmission version of your car. The optional final drive ratios for the other cars you mentioned are final drive ratios for manual transmission versions of those cars.

#### **Recommended Item for 2015**

The following subject is referred to the Board of Directors for approval in their May 2015 meeting. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com). If approved, this items will be effective 6/1/2015.

1. #15576 (Terry Ozment) Drones at the Track

Add 2.2.6: *2.2.6 Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental Regulations.*

#### **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

#### **GCR**

1. #14612 (Steve Harris) Replacement for GCR 8.1.4 - Compliance Review

Thank you for your request. The CRB recommends that the Board of Directors approve these changes to be effective 6/1/2015.

Change 8.1.4.: 8.1.4~~5~~. Protests

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

Add new section 8.1.4: 8.1.4 Compliance Review

*A member may request a determination on the compliance of their vehicle or its components by submitting a Compliance Request Form to the Club Racing Department at which time a letter will be entered into the CRB letter system. The Compliance Request Form is available through the Club Racing Department.*

*A. The staff will review the request and must consult with the CRB and other appropriate experts.*

*B. Club Racing will schedule in-person inspection of the vehicle or components by a class expert. The expert will submit a written opinion back to Club Racing and the CRB.*

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

*D. 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. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually, and there is no guarantee of compliance beyond the current rules season.*

#### **SM**

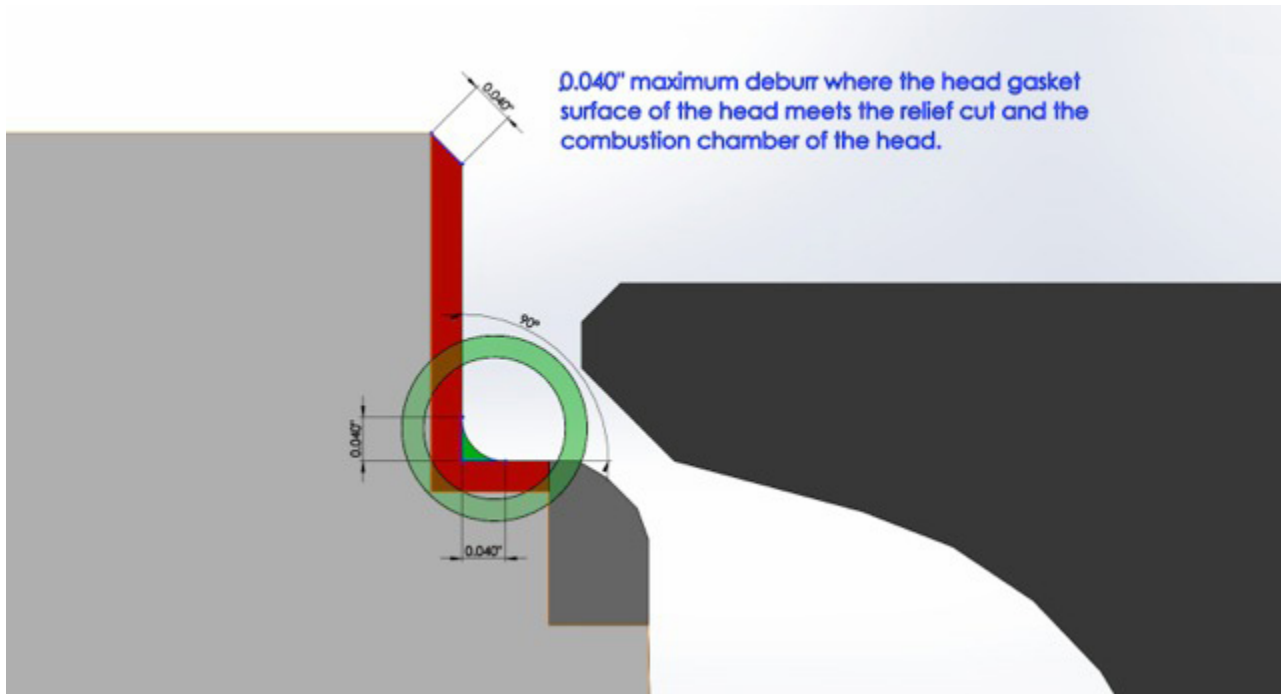
1. #16783 (Club Racing Board) Update to 9.1.7.C.1.a.1.f.5

Replace the entirety of 9.1.7.C.1.a.f.5

Current: 5. Unshrouding of valves is explicitly limited as follows: there must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is not to be blended by hand, machined, or chemically processed to create a smooth transition. The maximum dimensions are listed below, measuring guide-centerline to chamber edge:

New: 5. *Unshrouding of valves is explicitly limited as follows: The wall of allowed relief cut must be a single cut parallel and*

concentric with the valve guide for the full depth of the cut. The cut must be cylindrical with no taper. The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed .040". There must be a sharp, non-modified and non de-burred edge where the valve relief cut first meets the chamber. No part of this cut (except where it intersects the head gasket surface, which may be de-burred up to .040") is to be blended by hand, machined, or chemically processed to create a smooth transition. See diagram below. The maximum dimensions, measuring guide center line to chamber edge:



#### **T4**

1. #16712 (Touring Committee) Allow Aftermarket Wheels Pontiac Solstice

In T4, change the Notes for the Pontiac Solstice (06-09): The following items must remain stock: shock/struts (including mounts), ~~original wheels~~, and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted.

#### **Taken Care Of**

##### **F**

1. #15282 (Jack Walbran) Roll Cage Request

Thank you for your request. This has been corrected. Please see the current GCR.

2. #16641 (Stevan Davis) Flashing Rain Lights

Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.

3. #16647 (Dave Marklein) Strobing Rain Lights

Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.

##### **FC**

1. #16661 (Nicholas Palacio) Rain Light

Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.

2. #16695 (Formula/Sports Racing Committee) Who Killed Flashing Rain Lights?

Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.

##### **FM**

1. #16515 (Robert Dahl) Spec Tire in FM

Thank you for your letter. Please see the response to letter #15884, February 2015 Fastrack Minutes.

##### **FV**

1. #16697 (Hugh Maloney) Rain Light

Thank you for your letter. Please see the response to letter #16645, Technical Bulletin, and Race Memo 15-05.

#### **GCR**

1. #16263 (Matt Rowe) Response to 16221 -- Comment on Change to Start Procedure  
Thank you for your comments. Please see the current GCR.

2. #16285 (Fred Cummings) GCR 6.5.2.C.1. - Race Start Procedure  
Thank you for your comments. Please see the current GCR.

3. #16293 (Terry Hanushek) Drone Prohibition  
Thank you for your letter. Please see the response to letter #15576.

4. #16301 (Paul Gauzens) Item 16221: Proposed Change to 6.5.2.C.1 - Start Procedure  
Thank you for your comments. Please see the current GCR.

5. #16392 (Scott Bowman) Strongly Against Change Described in 16221 - Start Procedures  
Thank you for your comments. Please see the current GCR.

5. #16400 (Marcia Ulise) Comment on Recommendation to Change Wording of 6.5.2.C.1:1  
Thank you for your comments. Please see the current GCR.

#### **GT2**

1. #16570 (Keith Gillespie) Letter #16354, 2000-2009 Honda S2000 in GT3  
Thank you for your request. Please see the current GCR specification line Notes for this car.

2. #16571 (Keith Gillespie) Letter #16355  
Thank you for your request. Please see the current GCR spec line Notes for this car.

#### **ITR**

1. #16604 (Andy Bettencourt) Dual Classifications  
Thank you for your letter. Please see the response to letter #16494, Technical Bulletin.

2. #16605 (Andy Bettencourt) Acura RSX-S Re-Class back to ITR  
Thank you for your letter. Please see the response to letter #16494, Technical Bulletin.

#### **SM**

1. #15867 (Richard Powers) Images of Flash Removal in Combustion Chamber on New Mazda Cylinder Head  
Thank you for your letter. Please see the response to letter #16783.

2. #16487 (Vicktor Volpe) 1.6L Parity/Short Term and Long Term SM Viability  
Thank you for your feedback. Please see the response to letter #15838, March 2015 Fastrack Technical Bulletin.

3. #16514 (Dan Tiley) Please Do Not Make another Head Machining Rule Change  
Thank you for your letter. Please see the response to letter #16783.

#### **T1**

1. #16358 (David Mead) Rule Pertaining to Request to Add Jag XK8 to Ford Engine Specification Line  
Thank you for your letter. Please see the response to letter #16334.

2. #16457 (Frank Likert) Mazdaspeed Turbo Options  
Thank you for your letter. Please see the response to letter #16456.

#### **T2**

1. #16368 (Joe Aquilante) Re-examine Balance of Performance for E92 BMW in T-2  
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

2. #16370 (Kurt Rezzetano) T2 E92 BMW M3  
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

3. #16375 (Mike Geldart) Balance of Performance Review T2 BMW  
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

4. #16376 (Preston Calvert) Relative Performance of the BMW E92 M3 in T2 at Sebring  
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

5. #16378 (Preston Calvert) Correction to Letter #16376  
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

6. #16381 (Joe Aquilante) Correction to Previous Statement about BMW E92 Dry Sump  
Thank you for your letter. Please see the response to letter #16277, Technical Bulletin.

### **What Do You Think**

#### **GT2**

1. #16385 (James Goughary) Option for SIR Restricted GT2 Cars  
The Club Racing Board is seeking feedback on the below question. Please send your feedback through the CRB letter system at [www.crbscca.com](http://www.crbscca.com).

For GT2, should all SIR restricted cars be permitted an option to run with a larger SIR and an appropriate addition of weight?

#### **HP**

1. #15923 (Mike Ogren) Adjustment for DOT Tires Please  
Should cars that run DOT tires in Production be allowed to race at a reduced weight? For example, should those cars receive a 5% weight reduction? Please send your feedback through the CRB letter system at [www.crbscca.com](http://www.crbscca.com).

The Production Advisory Committee requested the CRB re-post this letter so that members will know that they can still send in their feedback.

### **RESUMES**

1. #15555 (J.R. Osborne) Resume for FB Ad Hoc Committee  
Thank you for your letter. The FB Ad Hoc is inactive at this time. Your resume will be kept on file for consideration should the committee become active again.

2. #15574 (Gary Hickman) Request for Placement on FB Ad Hoc Committee  
Thank you for your letter. The FB Ad Hoc is inactive at this time. Your resume will be kept on file for consideration should the committee become active again.

# CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2015

NUMBER: TB 15-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 5/1/2015 unless otherwise noted.

## American Sedan

### AS

#### 1. #16542 (Philip Smith) Valve Seat Replacement - Clarification

In section 9.1.6.D.1.k.1.l: I, add the language as follows:

"The combustion chamber may be repaired or modified in the area shown in Section F – Engine Build Sheets, Drawing 2 to repair or prevent pitting or damage between the intake and exhaust valves. *For this repair or modification, it is permissible for the valve seats to contact each in the area shown in Section F, Drawing 2.* This repair/modification may serve no other purpose."

### B-Spec

None.

## Formula/Sports Racing

### F5

#### 1. #16217 (Jay Novak) Performance adjustment for motorcycle powered F500 cars

In F5, Honda CBR600RR (03-13), Suzuki GSXR600 (03-13) and Yamaha R6 (03-13), change the Inlet Restrictor as follows:

3Ø **31**mm Flat Plate Intake Restrictor

#### 2. #16306 (Ben Beames) Restrictor Size/Type Decal

In F500, Rotax 593\*, add the notes as follows:

*Restrictor size and type is to be displayed by the following designation: 593 RSTR*

#### 3. #16356 (Jay Novak) Clarification in engine placement rules

In section 9.1.1.D.15, add new section P. as follows:

*The engine must be installed in the chassis so that the exhaust ports face the front of the car. The engine may be inclined from vertical.*

### FB

#### 1. #15998 (Don Armenoff) FB A-Hoc Committee Letter 15846 and 14003 Adjustment

In FB, Honda CBR1000RR, remove the notes as follows:

~~Must use stock unmodified velocity stacks.~~

### FC

#### 1. #16645 (Tim Minor) Allow flashing Rain Lights

In section 9.3.32, change the language as follows:

"All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15 watt bulb. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight shall be illuminated when ordered by the Series Chief Steward or Chief Steward. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. An optional tail light ("rain light"), as described above, may be added to cars in all other classes. *Lights that function as a Strobe Strobe lights are not permitted except that in Formula and Sports Racer classes, the tail light may strobe when directed to be used as a rain light.*"

See Racing Memo RM 15-05

### FE

#### 1. #16552 (Erik Skirmants) Tire PN Update

In section 9.1.1.l.13., change the language as follows:

Tires must run in sets of 4 as stated below:

**DRY**

Hoosier "FE" Labeled Compound

Front: PN: 43270~~1~~FE, 21.5 X 8.0 - 13

Rear: PN: 43304~~3~~FE, 22.0 X 10.0 - 13

or

**WET**

Hoosier R45, R45A, or R45B (SCCA Labeled) Compound **Road Racing Wet**

Front: PN: 43270 **44195**, 21.5 in-X 8.0 in-X- 13.0in

Rear: PN: 43304 **44217**, 22.0 in-X 10.0 in-X- 13.0in

Beginning 1/1/2012, only FE Compound PN 43270FE & 43304FE dry tires are permitted:

## FF

1. #16567 (Jeremy Grenier) inner wheel fairings

In section 9.1.1.B.8, add new section c. as follows:

*(FC only) Inner wheel fairings and/or ducts are permitted. They shall however not sport any wings, dive planes or other airfoil type devices. (FF only) inner wheel fairings and/or ducts are prohibited.*

## FM

1. #16374 (Moses Smith) Removal of Oil Metering Pump

In section 9.1.1.E.7, add new section L, as follows:

*External Oil Metering Pump, Oil Injection Lines, Oil Injectors, and Associated Vacuum Lines may be removed and replaced with Oil Metering Pump Block Off Kit (MSR P/N 050-189). Metering Pump block off plate and Oil Injector ports must be plugged and/or sealed to avoid any leakage. When Oil injection system is removed, it is required to use premixed fuel. A minimum of one (1) oz of premium race grade premix oil per gallon of fuel is recommended.*

2. #16583 (SCCA Staff) FM Tire Marking 9.1.1.E.14.A

In section 9.1.1.E.14.A, add the language as follows:

"A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to, during, or immediately after a qualifying session. *On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second race.*"

## FV

1. #16466 (Gregory Bruns) Allow a tapped hole adjacent to the spark plug for a temp sender.

In section 9.1.1.C.5.D, add new section 36 as follows:

*A tapped hole for the installation of a Cylinder Head Temperature (CHT) sensor may be added to the cylinder head adjacent to the spark plug, provided that the tapped hole does not penetrate through the casting into the combustion chamber.*

## GCR

1. #16777 (Club Racing Board ) Rain Light Definition

In appendix F, Technical Glossary, add the Rain Light definition as follows:

*Rain Light – A light used at the rear of a race car during periods of low visibility as a warning to following cars.*

## Grand Touring

### GT

1. #16382 (SCCA Staff) Competitive Guarantee

In section 9.1.2.A, add the language as follows:

"The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. *The SCCA does not guarantee the competitiveness of any car.*"

### GT1

1. #15949 (Mike Henderson) 2015 Corvette Z06

In GT1-ST, classify the Corvette Zo6 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Corvette Zo6 (2015)	6200	3300		GM LT4 Supercharged. Must be run in as built, OEM configuration. Competitor must present factory service manual upon request.



2. #16276 (Kevin Swartout) Ferrari 458 Challenge Car  
In GT1-ST, classify the Ferrari 458 Challenge Car as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ferrari 458 Challenge</i>	<i>4499</i>	<i>2882</i>		<i>Must have copy of the Ferrari 458 Challenge rules that matches the year of car being raced in their possession.</i>

## GT2

1. #16593 (Grand Touring Committee) GT2/ST Corvette comp adjustment

In GT2/ST, Chevrolet Corvette 5665, add the notes as follows:

GM LS1, LS6. *LS1/LS6 C6 Corvettes using the OEM C6 intake manifold and 90 mm throttle body must us 65mm flat plate restrictor.*

## Improved Touring

### ITA

1. #16652 (Improved Touring Committee) mazda3 add through MY2009

In ITA, Mazda 3s (04-06), change the spec line as follows:

Mazda 3s (04-06 *09*)

### ITS

1. #16494 (Theresa Condict) Acura RSX Class change from ITR

In ITR, classify the Acura RSX-S as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Acura RSX-S (02-04)</i>	<i>4 Cyl DOHC</i>	<i>86.1 x 86.0 1988</i>	<i>(I) 35.2 (E) 30.2</i>	<i>11.0</i>	<i>101.2</i>	<i>17</i>	<i>3.27, 2.13, 1.52, 1.15, 0.92, 0.74</i>	<i>(F) 300 Vented Disc (R) 260 Solid Disc</i>	<i>2595</i>	

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Acura RSX-S (05-06)</i>	<i>4 Cyl DOHC</i>	<i>86.1 x 86.0 1988</i>	<i>(I) 35.2 (E) 30.2</i>	<i>11.0</i>	<i>101.2</i>	<i>17</i>	<i>3.27, 2.13, 1.52, 1.15, 0.92, 0.74</i>	<i>(F) 300 Vented Disc (R) 260 Solid Disc</i>	<i>2605</i>	

## Production

### EP

1. #16258 (Ted Schumacher) Triumph TR8 classified to EP limited prep

In EP, classify the Triumph TR8 as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm. (in.)	Displ. cc. (ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/ (in.)	Track (F/R) mm/ (in.)
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Triumph TR8 (78-81)	2	2600 * 2665 ** 2730	8 Cyl. OHV	3.5"x2.8"	215.2 c.i.	Alum	Alum	(I) 1.57" (E) 1.35"	Zenith Stromberg carbs or fuel injection	85"	60.3"/59.0"
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EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Triumph TR8 (78-81)	15x7	5	(F) 9.8" solid (R) 9.0" drum	(F) 10.5 vented (R) 9.0 drum or 10.5 x .78 disc	Comp. Ratio limited to 12.0:1, Valve lift limited to .500",

## FP

1. #16425 (Benjamin Johnson) Classification of Level 2 Triumph TR7

In FP, classify the Triumph TR7 as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in)	Displ. cc./(ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/(in)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in)
Triumph TR7	2	2200 * 2255 **2310	4 Cyl. SOHC	3.56"x3.07"	121.9 c.i.	Iron	Alum	(I) 1.56" (E) 1.28"	SU or Zenith Stromberg carbs	85"	60.3"/59.0"

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Triumph TR7	15x7	4 or 5	(F) 9.8 disc (R) 8.0 drum	(F) 10.5 disc vented (R) 9.0 drum or 10.5 x .78 disc Discs from TR8 and alt. JRT brake kit- STN 0068	Comp. Ratio limited to 11.0:1, Valve lift limited to .450"

## Spec Miata

1. #16522 (Dave wheeler) outer tie rod ends

In section 9.1.7.C.3.n, change the language as follows:

All cars 1990-1997 are permitted to use the "R" model tie rod ends part # N021-32-280A.

## Super Touring

### STL

1. #16490 (David mead) allow cobalt to run 2.0 turbo engine without turbo in STL

In STL, Pontiac Solstice/ Saturn Sky, change the notes as follows:

May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank. ~~LNF Engine Permitted with turbocharger removed.~~

In STL Table B, classify the GM LNF engine as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
GM Ecotech LNF	2000	Chart	LNF Engine Permitted with turbocharger removed. Must meet all other STL specifications

2. #16535 (Brandon Shown) Classify the IS300 2.0L

In STL, Table B, classify the Toyota 3S-GE VVTi engine as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Toyota 3S-GE VVTi	1998	Chart	50mm Flat Plate required, Must meet all other STL specs including Valve Lift and Compression Ratio

## Touring

### T1

1. #16463 (David mead) clarification of 2013 Cobra Jet classification for Mustang

In T1, Ford Mustang/ Thunderbird ("Cobra Jet" engine), change the weight and add the notes as follows:

3300 ~~3425~~

*OEM 12.5:1 compression allowed using OEM prep level. T1 engine prep allowed at T1 rule limits.*

### T2

1. #16272 (Paul DeBastos) Please add Porsche 997 GT3 to T2

In T1, Porsche 996 and 997, change the spec lines as follows:

T1	Max Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Porsche 996	3600	<del>3450</del> 3200			
Porsche 997	3600	3150			GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed

In T1, classify the Porsche 996 GT3 Cup as follows:

T1	Max Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Porsche 996 GT3 Cup (02-05)</i>	<del>3600</del>	<del>3150</del>			Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs) provided they do not exceed 18x9 F and 18x11 R. DOT Tires must be used. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Springs are free. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/ camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31;

In T1-LP, classify the Porsche 997 GT3 as follows:

T1-LP	Bore x Stroke / Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche 997 GT3 (06-11)</i>	<i>76.4 x 102.7 3795</i>	<i>2355</i>	<i>(F)18 x 8.5 (R)18 x 11</i>	<i>315</i>	<i>3.16 2.13 1.72 1.32 .096</i>	<i>4.0</i>	<i>(F) 318 (R) 299</i>	<i>3100</i>	<i>Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 900#/in front and 1100 #/in rear allowed. Sway bar size and configuration is free. Spoilers &amp; bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.</i>

2. #16277 (Touring Committee) Balance of performance adjustment T2 E92 M3

In T2, BMW E92 M3 (08-14), change the spec lines as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW E92 M3 (08-14)	92.0 x 75.2 3999	2761	F:18x10 R:18x10	<del>315</del> <b>295</b>	4.06, 2.37, 1.58, 1.19, 1.000, .87	3.85 or 3.15	F:360x30 R:350x24	<del>3400</del> <b>3500</b>	StopTech Brake Kit permitted: 380x35mm 6-piston calliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R). Brembo Front brake kit #1N2.8505A and Rear brake kit #2P2.8033A allowed. Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L. Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. H&R sway bars part number 70053 and 71053 permitted. RD Sport F & R sway bar kit part # 1968190110. 80 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. DCT transmission allowed. <b>3600 lbs if aftermarket brake system is used.</b>

**3. #16511 (David mead) restore 2011+ Mustang V6 classification from 2012 GCR**  
In T2, classify the Ford Mustang V6 as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
F o r d Mustang V6 (11-14)	(95.490) x (86.70) / 226 CID	107.1	18 x 11	315	4.24, 2.54, 1.67, 1.24, 1.00, .70	3.31 or 3.55	(F) (316) x (30.0) Vented (R) (300) x (19.2) Vented	3300	The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover#M- 4033-K, max spring rate of 500 lbs/in front, 300 lbs/in rear (rear spring relocation to shock permitted), Strut Tower Brace #M-20201-F, Sway bar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A,Rear Lower Control Arms #M- 5649-R1, Rear Upper Shock Mount #M-18197-A. Boss 302R Steering EPAS Steering rack #M- 3200-EPAS, Boss 302R/SABS Module #M2353-C. 14" Brembo Brake Kit#M-2300-S permitted. Driveshaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220and 6-218 and differential bushing 6-315 allowed. Cold air kit #JLT CAIFMV6-11 permitted. GT/CS Front Fascia #BR3Z-17626-AA, or CR3Z-17626-AB, GT/ CS front bumper cover #AR3Z-17D957-BA, allowed if used with front fascia, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted. Bushing kit M-5638-C, BBK Full Length header #1642 permitted. Griggs Torque Arm #MTA6000

**4. #16717 (Touring Committee) E/O T2 Mustang 11-14 and Boss Mustang 2012 correct bushing kit #**  
In T2, Ford Mustang Boss 302 (2012) and Ford Mustang GT 5.0 (11-14), add the notes as follows:  
**Front bushing kit M-5638-C permitted.**

**5. #16718 (Touring Committee) Please add model year 2013 to T2 Boss Mustang**  
In T2, Ford Mustang Boss 302 (2012), add the year as follows:  
Ford Mustang Boss 302 (2012 **12-13**)

## T3

**1. #15996 (Marty Grand) Dual Class Mitsubishi Evo in T2-T3**  
In T3, classify the Mitsubishi Evo as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mitsubishi Lancer Evo 8/9/ RS/GSR / MR (03-06)</i>	<i>85.0 x 88.0 1997</i>	<i>2624</i>	<i>18 x 10</i>	<i>245</i>	<i>2.93, 1.95, 1.41, 1.03, 0.72 or 2.91, 1.94, 1.43, 1.10, 0.87, 0.69</i>	<i>4.53</i>	<i>(F) 320 / 350 Vented Disc (R) 300 / 330 Vented Disc</i>	<i>3500lbs.</i>	<i>AMS front and rear springs #AMS-SCCA01 or #AMS-SC- CA02 including Genesis Technologies 2" spacer allowed. Max spring rate (F) 800lbs./in, (R) 900 lbs./in. Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02. Evo X brakes allowed. AMS Mitsubishi Lancer Evo VII/VIII/IX Front Mount Intercooler allowed. 35mm TIR restrictor required.</i>

2. #16393 (John Baldwin) Classify STi in T3  
In T3, classify the Subaru WRX Sti as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Subaru WRX STi (03-07)</i>	<i>99.5 x 79.0 2457</i>	<i>2540</i>	<i>18 x 10</i>	<i>245</i>	<i>3.64 2.38 1.76 1.35 0.97 0.76</i>	<i>3.90</i>	<i>(F) 323 Vented Disc (R) 313 Vented Disc</i>	<i>3600</i>	<i>The following parts are allowed: Phoenix Performance brake duct kit # IPBK01. AMS front and rear springs #AMS-SCCASTiST1 allowed. Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed. Racecomp Brake duct kit part #RCE-CFKBK is allowed. Baldwin Motors spring package part BMI-T2SP1, permitted. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. 35mm TIR required</i>

3. #16716 (Touring Committee) E/O T3 10-15 Camaro correct wheel size  
In T3, Chevrolet Camaro V6 (10-15), change the wheel size as follows:  
18 x 9 **10**

#### T4

1. #15914 (TOM DALY) Classify 2010 VW GOLF TDI  
In T4, classify the Volkswagen Golf TDI as follows:

T4	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l.	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Volkswagen Golf TDI (2010)	81 x 95.5 2000	2575		18 x 8	245	STD- 3.77, 1.96, 1.26, 0.87, 0.86, 0.72 or DSG- 3.46, 2.05, 1.30, 0.90, 0.91, 0.76	STD- 3.68, 2.92  DSG- 4.12, 3.04	(F) 288 (R) 253	STD: 3300 DSG: 3350	30 TIR required, any spring rate up 800 Max F/R permitted, Max F/R sway bars to 32mm

**2. #16503 (SCCA Staff) Classify Saturn sky 2.4L**

In T4, Pontiac Solstice (06-09), change the spec line title as follows:  
Pontiac Solstice / **Saturn Sky** (06-09)

**3. #16573 (Ralph Porter) Request for BMW Z4 changes**

In T4, BMW Z4 2.5L (03-05), change the weight and notes as follows:

~~3045~~ **3145**

The following items must remain stock: shock/struts (including mounts), original wheels, ~~and transmission differential~~ - unless specified below. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. ~~Limited slip differential allowed at 3245 lbs.~~ 50mm flat plate restrictor required.

**4. #16686 (Touring Committee) Correction 14-15 BMW 320i Tire size**

In T4, BMW 320i (14-15), change the tire size as follows:

~~(F) 245~~

**(R) 275**

**5. #16687 (Touring Committee) E/O Scion FRS 2013- missing SPC kit**

In T4, Scion FR-S (2013-), add the notes as follows:

Eibach 4.105882.880 **and SPC 67660** allowed. Front strut tower brace allowed.

## TIME TRIALS ADMINISTRATION COUNCIL

TTAC Conference call, April 8th, 2015.

Participants on the call were Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Matthew Yip, Roy Mallory, Brian McCarthy, Lee Hill, Heyward Wagner.

Brian and Lee reported on informational items from the Board of Directors

Heyward Wagner addressed finalizing changes brought about by the shift from the road racing department to Experiential.

The group discussed possible leadership structures of the TTAC, what is needed regarding track inspection procedures and licensing, and what information is available regarding the Gambler's edge event.

Submitted by R Mallory

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | April 7, 2015

The RallyCross Board (RXB) met via conference call on April 7. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam, Lee Hill and KJ Christopher, BOD liaisons, and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

The RXB is saddened by the passing of Jerry Doctor. He was a driving force in SCCA RallyCross since the start of the program. He served in many RallyCross capacities including RXB member, Divisional Steward for MidDiv, Chairman of the Divisional RallyCross Stewards, Chairman and member of the RallyCross Safety Committee and a Chief at the RallyCross National Championship. He will always be remembered as the second recipient of the SCCA RallyCross DirtyCup in 2011. Our sympathies go out to his family and friends.

### Committee Reports

- RallyCross Safety Committee (Chris Regan): The RXB discussed an incident report received involving a rollover of a VW Beetle. There is some consideration for requiring axle straps similar to those used in Solo if a trend develops.
- Rules Committee (Keith Lightfoot): Lightfoot plans to post a rules discussion reminder at the SCCA RallyCross forums but has not yet been able to access the forums. He will keep trying. Hyatt suggested using the Facebook page for further rules discussions if the forum issues persist.
- RallySprint Committee: Regan reported that preparations are progressing smoothly for the NER pilot event. More Regions are showing interest in hosting a pilot event in 2015. The RXB and SCCA have decided to limit the number of 2015 pilot events to a maximum of six in an effort to improve the quality of feedback from these events for insurance purposes.
- National Championship Committee (Stephen Hyatt): A list of Chiefs for the National Championship is ready for RXB approval (see New Business below). Registration for the event will open to the general public on April 16. Additional wording to be added to the Supplemental Regulations will be eliminate the possibility of taking a mechanical to extend the grace period for an allowed debeat repair. Brian Harmer is working with the site owners to facilitate the use of some of the balloon festival vendors from the prior weekend events. He is also negotiating an official hotel and Saturday night dinner venue.
- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported that in their monthly meeting the Divisional Stewards (DRXS) discussed adding clarifying language to the National Championship Supplemental Regulations to prevent a competitor from taking a mechanical grace period along with a debeat grace period. The DRXS suggested the use of limitation straps on vintage VW Beetles. Nathan Usher has accepted the position as the Great Lakes Division DRXS assistant. For 2015 the RXB assignments to the DRXS are as follows: Hyatt—Dustin Nevonen and ZB Lorenc; Blakely—James Quattro; Sealander—Jim Rowland and Jon Olschewski; Lightfoot—Jayson Woodruff and Paul Eklund; Regan—Mike Jiang and Charles Wright.

### Old Business

- The following is a summary of items discussed at the RXB meeting held March 20-22 in Kansas City:
  - o The makeup of the 2016 National Challenges including number and locations;
  - o The 2015 RallyCross National Championship, including staffing, schedule, Chief Steward, entry fees, and the RXB's role;
  - o The SCCA website and forum;
  - o Changes in the National Office and staff;
  - o Growing of regional programs and incentives;
  - o The RallySprint pilot program, along with rules, names, procedures and timelines;
  - o Replacement of RXB members, Committee members and Divisional Stewards;
  - o The creation of a Safety Steward license renewal procedure;
  - o The creation of a marketing plan, including name branding, designing and distribution of promotional materials, placing of ads in print outlets as well as social media and web-based outlets, working with the media department to have more RallyCross exposure in news outlets, and event promotion.
- Marketing plan: Within the next few weeks Hyatt will be submitting for RXB approval a comprehensive marketing plan for SCCA RallyCross. Much of the plan is the result of the RXB strategic planning session held in Kansas City. Details will be released as approved.

- 2015 Court of Appeals: Regan submitted a proposed Court of Appeals.

**Motion:** Accept the 2015 Court of Appeals members Karl Sealander, Paul Eklund and Warren Elliott, with alternates Ron Foley, Charles Wright and Orion Fairman. Regan/Foley. PASSED 5-0-1 (Blakely absent).

#### New Business

- RallyCross National Championship event Chiefs: Hyatt submitted a list of proposed Chief positions for the 2015 RallyCross National Championship.

**Motion:** Accept Scott Beliveau as Chief Steward, Charles Wright as Chief of Course, Chris Regan as Chief of Safety, ZB Lorenc as Chief of Tech and Keith Lightfoot as Chief of Protest for the 2015 RallyCross National Championship. Lightfoot/Foley. PASSED 5-0-1 (Blakely absent).

Next meeting: May 5, 2015

Submitted by Karl Sealander, RXB Secretary



# ROAD RALLY BOARD

## Sports Car Club of America RoadRally Board Minutes April 13, 2015

The RoadRally Board met via teleconference on April 13, 2015; meeting called to order at 7:43 PM CDT by Chairman Rich Bireta. In attendance: Clarence Westberg, John Emmons, Chuck Hanson, Jeanne English, Len Picton, BOD liaisons Terry Hanushek and Lee Hill, and Deena Rowland from the national office.

The March minutes were approved.

### Front Burner Items:

#### 1. RReNewsletter

Latest issue published today, another fine effort on Cheryl Babbe's part. Please continue to support Cheryl's efforts.

John Emmons email added to [rb@scca.com](mailto:rb@scca.com)? Is John getting email? Yes.

#### 2. New Road Rally Planning Calendar published 3/31/15

Thank you, Jeanne and Deena

#### 3. Regional Road Rally Rulebook (RRRRs?) - Rich

The proposed Regional Rulebook has been distributed. It contains the sections of the RRRs that each event is required to follow. References to the relevant RRR sections are included in each section. It is 6 pages total. Jeanne, Clarence, and Terry had a few comments. Send corrections to Rick, final action next month.

#### 4. Appointment of Jim Crittenden to NEC - Chuck

Motion: appoint Jim Crittenden to the NEC. Chuck/John/Pass

#### 5. NEC Report - Chuck

##### a. Class SP Points

Chuck motioned that: The action from last month to discontinue the SP class be rescinded.

Discussion: Chuck felt that the earlier motion was not proper because it was not presented to the membership and that it disenfranchised an entire class of people (SP); Rich responded that it was proper because changes can be done through errors and omissions; Clarence that no one knew how to score SP competitors, that there were many situations that could create confusion in scoring. Motion: Chuck/Jeanne/Fail, vote was 1 yes, 4 no.

How to score SP for this year? Rich motioned that: If regions want the events to be scored for the national championship, they must report the results in the classes as defined in the RRRs, or a facsimile thereof. Motion: Rich/Clarence/pass.

##### b. 2016 Rules Changes

i. Minimum number of Nationals needed for awarding a championship. The NEC is sort of tending toward 3, as long as Regionals stayed in the Championship.

ii. Sunsetting GTA National Championship

iii. Removing Regionals from National Championship: The NEC feels that this would be counter-productive; that there needs to be better/explicit standards to define a qualifying regional, requirements still being discussed. There has also been discussion about limiting the number of events that can be held in a single weekend; Clarence asked that in discussing limits that they keep in mind events like the Arizona or Finger Lakes 1000, or perhaps that type of event should come under the new experiential programs.

#### 6. New Business

a. Jeanne commented that Rick Beattie said that it is too bad that there is not a USRRC this year since it is a chance for good road rally coverage in *SportsCar*. Rich said that there have been some rally articles, that *SportsCar* is giving us coverage including an OnRallying column in the most recent issue.

b. Rich asked how we liked GoToMeeting, which SCCA is now using for conference calls and we used tonight; generally well-received, especially being able to see people using their web cams.

Meeting adjourned at 9:49 PM CDT

Next meeting May 11, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

### SOLO

Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

### RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/news/index.cfm?cid=51448>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | April 22, 2015

The Solo Events Board met by conference call April 22nd. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Street Prepared**

#### #13934 Jensen-Healey Move to FSP Proposal

Move the following listing from CSP to FSP:

Jensen-Healey

Note: The belief of the SPAC is that this car will not be a threat for FSP, and many of its contemporaries are already there.

### Member Advisories

### **Safety**

#### #16473 Helmet Clarification

Modular helmets meeting the requirements of Sec. 4.3.1 are legal for use in Solo.

#### #16575 E Cigs in Grid Clarification

All forms of E-cigarettes are not allowed in grid or staging areas under 1.3.2.P of the Solo rules.

Note: most state laws prohibit E-cigarettes wherever regular cigarettes are banned.

#### #16867 Wheeled Personal Conveyances

The Solo Safety Committee strongly encourages all Regions to include in their supplementals a ban on the use of scooters, skate boards, roller skates and any similar type wheeled personal conveyances in any grid area.

### **Street**

#### #16633 BMW M235i Clarification

The SAC has verified that the limited slip differential for the M235i is a port installed option and therefore eligible for use in competition in FS.

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#### #16776 BFG Rival-S Tires Clarification

Based on information from multiple sources, BFG has met the eligibility requirements as of April 2.

#### #16743 BFG Rival S Clarification

Per 13.3.A.2 of the 2015 Solo Rulebook the minimum molded tread depth must be 7/32" as specified by the manufacturer. BFG states that their tread depth exceeds this measurement.

### Street Touring

#### #16545 Sway bar Clarification

Per the STAC, the "Mazda2 B-Spec sway bar by Tri-Point Engineering" is not an anti-roll bar as it does not meet the conventional definition. Thus it is not compliant with the provisions of 14.7.

#### #16546 Ice in Intake Clarification

Per the STAC, active intakes incorporating devices such as leaf blowers, compressed air, N2O, ice, dry ice, or refrigerant are not compliant as they do not fit the conventional definition of an air intake.

### Street Prepared

The SEB thanks Mark Madarash for his service as a SPAC member.

### Modified

The SEB thanks Dave Whitworth for his service as MAC member and committee Chair.

### Change Proposals

### Safety

#### #16563 Course Speeds

Change the following in 2.1

Generally, maximum speeds in the mid 50s to ~~low mid~~ 60s (mph) are contemplated for Street, ~~and~~ Street Touring®, ~~and Street Prepared~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving.

In conjunction with the above, change the following in 2.2.A

A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ 60s (mph) for the fastest Street, ~~and~~ Street Touring®, ~~and Street Prepared~~ category cars.

Note: The intention of this change is not to speed up courses, but rather to update the rulebook to reflect today's reality. The capabilities of the fastest SP cars have increased dramatically since this rule was written which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.

#### #16864 Passengers

Change 1.3.2.D by removing the following wording from the paragraph following D.4:

~~In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted.~~

Note: This change deletes superfluous wording. Passengers will continue to be allowed at regional events per 1.3.2.D and regional supplemental regulations, if applicable.

### Street Prepared

#### #14955 Non-OE dimension ball joints

The SPAC is republishing the following proposal package for more member feedback.

Per the SPAC, change 15.8.H.4 to remove the last sentence, as follows:

4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~

And add the following new subsection 15.8.H.5

*5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.*

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

#### #15078 Oil Tank Clarification

Per the SPAC, add new section 15.10.CC as follows:

*CC. Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:*

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.*

### **Other Items Reviewed**

#### **Safety**

##### #16296 Floor mat Comments

Thank you for your input.

#### **Street**

##### #16649 Tire Comments

Thank you for your input. The SAC and SEB will continue to monitor the value and wear characteristics of compliant street tires.

##### #16680 Section 12 Standard Part Description Clarification

Thank you for your input. The Standard Part description in Section 12 is considered appropriate as written.

#### **Street Prepared**

##### #16587 Control Arm / Ball Joint Spacer Proposal

Thank you for your input. The SPAC has not made a decision on ball joint extenders.

### **Not Recommended**

#### **Street**

##### #16537 Tire Allowance Proposal

Thank you for your input. The SAC does not feel that allowing tires that do not meet the size requirements is appropriate for national competition.

##### #16562 Sway Bars and Camber Plates Allowance Proposal

Thank you for your input. The SAC does not feel that allowing camber plates and more sway bar allowances is appropriate for Street at this time.

##### #16586 BFG Rival-S Comments

Thank you for your input. The SAC will continue to monitor the competitive mix for tires in the Street category.

#### #16594 Transmission Control Module (TCM) Proposal

Thank you for your input. The SAC does not feel this is appropriate for the Street category.

#### #16624 C4 Corvette Classing Proposal

The SAC feels that the 30 year rule is appropriate for vehicles competing in the Street category on the national level. Regional programs are free to modify classing to fit their local needs.

#### #16685 Scion FRS Move From CS to BS Proposal

The SAC does not feel that it is appropriate to move the Scion FRS to BS at this time. The committee will continue to monitor the situation.

#### #16699 Wheels downsizing allowance

The SAC does not feel that changing the wheel allowance is appropriate at this time.

#### #16701 2014 Porsche 991 GT3 classification

Please see the response to letter #16750.

#### #16734 Lexus IS350 F Sport Move out of FS Proposal

The SAC feels that this car is classed appropriately.

#### #16738 Nissan Juke Nismo RS Edition Classing Proposal

The manufacturer specifications indicate that the Juke NISMO RS has a 60.8" overall height and a 59.65" average front/rear track. Thus it does not fall in the acceptable range per 3.1.A.

#### #16750 New Street Class Proposal

The SAC feels that the Porsche GT3 2014-2015 is not appropriate for SS at this time. We will continue to monitor the competitive mix in SS.

### **Street Touring**

#### #14520 Porsche 911 Classing Proposal

STAC does not feel that these cars are a good fit at this time. The STAC and SEB will continue to monitor this situation.

#### #15934 Tyrol Rigid Collar classing. (Mk6 Gti/b6 Passat)

Per the STAC, the manufacturer mounting is adequate, and creating a rule that allows this could provide an opportunity for deliberate unintended suspension mounting adjustments.

#### #16528 Minor firewall cut for strut brace installation

The STAC is not in favor of allowing cutting of the firewall for strut bar clearance.

#### #16529 2000-2005 Toyota Celica

In the opinion of the STAC the 2000-2005 Toyota Celica is too powerful and light for STF.

#### #16551 Rear Seat Removal Proposal

The STAC does not recommend allowing rear seat removal as this would exceed Street Prepared allowances, and is not considered consistent with ST category philosophy.

#### #16696 Cat Location Comments

Thank you for your input, but the STAC thinks the current rule best serves the membership's interest at this time. The STAC does not think additional allowances are necessary for the referenced specific model limitations. Every car classed does not get to take advantage of every allowance.

#### #16735 Ballast Allowance Proposal

Per the STAC this is not recommended due to being beyond the spirit of the category. The STAC believes the objective can be achieved with the other allowances in category.

## **Street Modified**

### **#14831 Cosmetic Appearance Clarification**

Per the SPAC, the allowances in SP for sway bar installation are sufficient as written.

### **#16603 Street Prep cars in Street Mod**

The SMAC does not see a need to allow SP cars to run in SM without complying with minimum weights. Section 1.1 of the Solo Rules allows Regions to adjust classing.

### **#16623 BMW E30M3 88-91 Move to DSP or ESP Proposal**

The SPAC feels that the E30 M3 is correctly classed in CSP.

## **Handled Elsewhere**

### **Street**

#### **#16742 FRS 1.0 Classing Proposal**

Please see item #16755 in the May Fastrack for information on the FRS 1.0 classing.

### **Street Touring**

#### **#16345 Porsche 996 Classing Proposal**

Please see the response to item #14520 elsewhere herein.

#### **#16349 Porsche 996 STU eligibility**

Please see the response to item #14520 elsewhere herein.

#### **#16627 Fiat 500 Abarth / Turbo in STX Comments**

Thank you for your input. The Fiat 500 Abarth / Turbo class change was recommended to the BOD per item #15045 in the April Fastrack, and will take effect in 2016.

### **Street Prepared**

#### **#11974 Splitter Clarification**

Please see #11977 elsewhere herein.

#### **#14491, 16608 2015 Subaru WRX STI classing Proposal**

Thank you for your input. Please see item #16662 elsewhere herein.

#### **#16635 BMW E90/E92/E93 M3's from ASP to ESP Proposal**

Thank you for your input; the car has been recommended to BOD for reclassification to ESP effective 1/1/2016 per item #12572 in the April Fastrack.

## **Tech Bulletins**

### **Safety**

Update the first sentence of 4.3.3 to read "Full face *or modular* helmets shall be worn...."

### **Street**

#### **#16752 2015+ VW Golf R Classing Proposal**

Per the SAC, the following new listing is added in Appendix A, effective immediately upon publication:

BS

*Volkswagen*

*Golf R (2015)*

#### **#16817 Acura ILX Classing Proposal**

Per the SAC, add the following new listing in Appendix A, effective immediately upon publication:

HS

Acura

*ILX*

### Street Touring

#### #14753 Toyota ECHO to STF Proposal

Errors and Omissions: the Toyota Echo (2000-05) listing in the rule book in class STF is incorrect; the car should be listed in STS (per the December Fastrack).

#### #16436 Suzuki Swift Classing Proposal

Per the STAC, add the following new listing in Appendix A, effective immediately upon publication:

STS

*Suzuki*

*Swift (1994)(N/A)*

#### #16585 Kia Forte Turbo Classing Proposal

Per the STAC, add new Appendix A listings to STX and modify the STF listings for the Kia Forte as follows, effective immediately upon publication:

STF

Kia

Forte *(N/A)*

Forte Koup *(N/A)*

STX

*Kia*

*Forte (turbo)*

*Forte Koup (turbo)*

### Street Prepared

#### #11977 Splitter Clarification

Per the SPAC, append to 15.2.I.1 as follows:

*“This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members, that serve to trap air on top of the splitter by preventing it from flowing around the side of the car, are not allowed.”*

Note: This addresses member concerns that resulted from the wording of member advisory #11290 published in the August 2013 Fastrack. There was never an intent to eliminate vertical air dams/spoilers.

#### #16398 Fiesta ST

Per the SPAC, add the following new listing in Appendix A, effective immediately upon publication:

CSP

*Ford*

*Fiesta ST (2014-15)*

#### #16432 Yaris, Fit, Versa Classing Proposal

Per the SPAC, add the following new listings in Appendix A, effective immediately upon publication:

FSP

Honda



*Fit*

Nissan

*Versa (2007-15)*

Toyota

*Yaris*

#16662 2015 WRX Classing Proposal

Per the SPAC, add the following new listing in Appendix A, effective immediately upon publication:

ASP

Subaru

*WRX (all including STI) (2015)*

#16790 Incorrect Corolla FX-16 classing

Errors & Omissions: The Toyota Corolla FX16 was classed from DSP to FSP for 2013 (Fastrack News November 2012, page 10). Hence the Appendix A listing in DSP should be deleted.

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | May 5, 2015

The Club Racing Board met by teleconference on May 5, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Kevin Fandozzi, Sam Henry, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing; and Brian McCarthy, Board of Directors. The following decisions were made:

### Member Advisory

None.

### No Action Required

#### **STL**

1. #16668 (Joshua Allan) Wing Mounting and Roof Material

Thank you for your request for clarification. The below rules should answer your questions. The intent of the rules is to limit wing mounting location and roof materials.

Please see the response to letter #15425, January 2015 Fastrack Minutes (Wing Mounting) and GCR 9.1.4.C.9 for the ruling on roofs ("Convertible tops and attaching hardware shall be completely removed. It may be replaced with an OEM hardtop if one is available. Aftermarket OEM-style hardtops are allowed; **aftermarket carbon fiber hardtops are not allowed.**").

#### **STU**

1. #16713 (Shandelle Leonard) Firewall Clearance for MZR Alternate Engine

Thank you for your request. Your modification should be compliant per GCR 9.1.4.G.1.d: d. The long block assembly of the alternate engine must remain within the engine compartment with no modifications; however, the firewall may be modified to provide clearance for intake manifolds and/or engine accessories.

#### **T3**

1. #16840 (Michael Collins) Please Move SM5 to T4 from T3

Thank you for your request. The CRB is working to classify this car in T4 for 2016 with appropriate competition adjustments. Please look for future updates.

#### **T4**

1. #16769 (Michael Sullivan) Mazda MX-5 in T4

Thank you for your letter. The CRB will continue to monitor this class and analyze data before making any additional adjustments.

### Not Recommended

#### **FC**

1. #15951 (David Klutsenbaker) Pinto Upgrades

Thank you for your letter. The CRB does not recommend any changes to the Pinto engine in FC at this time. Please submit a plan with verifiable engine data and the CRB will reconsider your request.

#### **FV**

1. #14071 (Gregory Bruns) Rule Change to Allow Forged Pistons

Thank you for your request. The CRB does not recommend this change at this time; however, the CRB will continue to research alternate replacement parts for hard-to-find OEM parts.

#### **GT2**

1. #16611 (Frank Brown) Classify 2012 Mustang 5.0 Supercharged in GT2/ST

Thank you for your request. The CRB will not classify new cars with turbochargers or superchargers in GT2. Any cars currently in GT2 with them, came via the GT2/STO consolidation.

#### **GT3**

1. #16651 (Craig Johnson) GT3 Nissan Weight Penalty for No SIR

Thank you for your request; however, with no SIR, this car would exceed the horsepower target for the GT3 class.

#### **ITS**

1. #16705 (Elazar Mann) Classing Subaru SVX

Thank you for your request. Transmission swaps are not within the class philosophy for IT. The CRB recommends you research the ST rules, which should be a better fit for your car.

## **ST**

1. #16898 (Eric Heinrich) Data Acquisition

Thank you for your suggestion. The CRB has decided this is not needed in Super Touring.

## **STU**

1. #16714 (Shandelle Leonard) Aftermarket Sub Frame or Modified OEM with Alternative Engine

Thank you for your request. The CRB does not support the use of aftermarket or modified OEM sub frames in Super Touring.

2. #16841 (Eric Thompson) Hood Ventilation to Reduce Temps and Allow Turbo Heat to Escape

Thank you for your request. The CRB does not recommend hood ventilation at this time in Super Touring.

## **T2**

1. #16745 (George Biskup) Rear Tire Size Mustang Boss 302

Thank you for your request. The CRB does not recommend this change.

2. #16746 (George Biskup) Boss 302 Splitter and Wing

Thank you for your inquiry. Please see the specification line for allowed OEM body parts and upgrades.

## **T2-T4**

1. #16853 (Ed Barr) Suspension Coilovers

Thank you for your letter. Recent changes have been made to increase competitiveness for this car. The CRB will monitor the results of those changes.

## **T4**

1. #16025 (Christopher Childs) Restrict the 96-02 Camaro/Firebird

Thank you for your request. The CRB has made recent changes in T4 and will continue to monitor the class and those recent changes.

2. #16848 (Dean Bailey) Adjustment to Specification Line

Thank you for your request. The CRB does not recommend this change in T4. Recent changes have been made to T4 and the CRB is monitoring results and data in the class.

3. #16849 (Dean Bailey) Wheels and Brakes for T4 Camaro/Firebird

Thank you for your letter. The CRB does not recommend this change for T4.

4. #16866 (Tim Myers) Request Adjustment T4 RX-8

Thank you for your request. Based on recent race data, changes are not deemed necessary at this time.

## **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

## **GCR**

1. #16946 (Club Racing Board) Transmission Short Shift Kit

Change 9.3.49 and re-number 9.3.49 through 9.3.55 to 9.3.50 to 9.3.56:

### **9.3.49. TRANSMISSION SHORT SHIFT KITS**

*Transmission short shift kits are allowed on all cars.*

Add to Appendix F. Technical Glossary:

*Transmission Short Shift Kit - A mechanical modification or replacement of a part or parts to modify the throw of the shifter. It must not change the pattern from its original.*

## **ST**

1. #16858 (Christopher Jurkiewicz) Driver Cooling NACA Duct Location

Thank you for your letter. The removal of "NACA" from 9.1.4.F.7 and 9.1.4.F.10 can be found in letter #16938, Technical Bulletin.

Change 9.1.4.F.7: 7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the ~~front, lower, corner of the~~ window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

## **T2**

1. #16389 (Kurt Rezzetano) Spring Rate Change for Mustang GT and Boss

Thank you for your request. In Touring 2, please change the notes for the 2012 Boss 302 Mustang, the 11-14 Mustang GT, and the 05-10 Mustang Coupe GT and Shelby GT 5.0: *Maximum spring rate 500 lbs (front), 300 lbs (rear).*

## **Taken Care Of**

### **FB**

1. #16739 (Stan Clayton) Dyno Sheets for My Letter #16728 - page 1 of 3

Thank you for your letter. Please see the response to letter #16728, Technical Bulletin.

2. #16740 (Stan Clayton) Dyno Sheets for My Letter #16728 - page 2 of 3

Thank you for your letter. Please see the response to letter #16728, Technical Bulletin.

3. #16741 (Stan Clayton) Dyno Sheets for My letter #16728 - Page 1 of 3

Thank you for your letter. Please see the response to letter #16728, Technical Bulletin.

### **IT**

1. #16872 (James Bell) Heater Core Removal

Thank you for your letter. Please see the response to letter #15424, April 2015 Fastrack Minutes.

### **ITS**

1. #16689 (Phil Hollenbeck) Removing Climate Control for 2016

Thank you for your letter. Please see the response to letter #15424, April 2015 Fastrack Minutes.

2. #16905 (Improved Touring Committee) Pontiac Solstice

Thank you for your request. Please see the response to letter #16268, Technical Bulletin.

### **EP**

1. #16775 (Phillip Pierce) 15x10

Thank you for your request. Please see the response to letter #16774, Technical Bulletin.

### **STU**

1. #16500 (Andrew Rains) Rains Racing World Challenge Volkswagen GTI

Thank you for your request. The Super Touring Advisory Committee has contacted you and they believe that you understand you may compete in STU with the proper TIR and chart weight, as long as the wing and tires meet STU rules.

2. #16665 (Tom Daly) STU Classification

Thank you for your request. The Super Touring Advisory Committee has contacted you and believes you understand the process for STU classification. Per GCR 9.1.4.A (in part): "Spec lines are not required for STU eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class."

## **T2**

1. #16908 (David Palfenier) Weight Penalty

Thank you for your letter. Please see the response to letter #16910.

2. #16910 (Harley Kaplan) E92 Consideration

Thank you for your letter. After data collected at Sebring and also extensive data from VIR, the CRB believes the recent change to the T2 E92 BMW has been validated by the results and data.

## **T3**

1. #16886 (Martin Torrence) T3 Mustang Shifter

Thank you for your request. Please see the response to letter #16\*\*\*, Technical Bulletin.

**T4**

1. #16837 (Don Knowles) Request Reconsideration of Earlier Request to Allow a 3.23 Option  
Thank you for your letter. Please see the response to letter #16847, Technical Bulletin.

**What Do You Think****GCR**

1. #16791 (Jim Wheeler) New Specialty: Data Technician

The CRB requests your feedback on the addition of a new Tech Specialty in Data Services (Data Technician).

Duties would include:

1. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at Majors races.
2. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.
3. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.

This specialty would be voluntary, but, the corps would coordinate through SCCA Technical Services.

Please send your feedback through the CRB letter system as a "GCR" item, at [www.crbscca.com](http://www.crbscca.com).

**RESUMES**

1. #15981 (Jared Lendrum) Touring Board Position

Jared Landrum has been added to the Touring Advisory Committee.

# CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2015

NUMBER: TB 15-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 6/1/2015 unless otherwise noted.

## American Sedan

None.

## B-Spec

None.

## Formula/Sports Racing

### P1

1. #16315 (jim devenport) Bodywork clarification

In section 9.1.8.C.B.4., add the following language to clarify the eligibility of Group CN cars:

*b. Article 3.7.4 Flat bottom: FIA CN cars running in SCCA category P1 are not required to meet the flat bottom rule as written in Article 3.7.4, but instead may be constructed to comply with the following rule adopted by the FIA-sanctioned V de V series: Rearward of the vertical plane tangent to the rear of the front tires and up to the vertical plane tangent to the front of the rear tires, the bottom part of the car must be fitted with a solid, flat, hard, impervious, rigid and continuous surface (<>).*

*c. Article 3.7.6 Rear wing: FIA CN cars running in SCCA category P1 are not required to meet the wing width rule as written in Article 3.7.6, but instead may be constructed to comply with the following rule adopted by the FIA-sanctioned V de V series: Viewed from the side, the rear wing (main wing and end plates) must be contained within a parallelogram of 150 mm vertically by 400 mm horizontally and must not have a width greater than 2000 mm.*

### P2

1. #16728 (Stan Clayton) Delete (05-07) Honda motorcycle engine restriction for P2

In P2 Engine Table, 4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha Honda (04-07), change the spec line as follows:

4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha Honda ~~(04-07)~~

## GCR

None.

## Grand Touring

### GT1

1. #15069 (Lemb Motorsport Michael Lemb) FIA Ford GT GT3 car classified in SCCA Club Racing

In GT1-ST, classify the Ford GT GT3 as follows: (see attachment)

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>FIA GT3-016 FORD GT</i>	<i>All</i>	<i>2DR</i>	<i>RWD</i>	<i>106.7"</i>	<i>Must have copy of the FORD GT FIA GT3-016 homologation paperwork &amp; rules that matches the year of the car being raced in their possession.</i>

### GT2

1. #16795 (John Schertzer) Alternate supplier of carbon fiber noses

In GT2/ST, Chevrolet Corvette, add to the notes as follows: *"Black Dog W/C carbon fiber nose for Corvettes part#BDWC-FFSCX-CKP-P. Must be an exact OEM duplicate part."*

## Improved Touring

### ITA

1. #16895 (John Glowaski) Rear Brake Rotor Size on '95-'99 Chrysler Neons

In ITA, Chrysler Neon SOHC (2&4 door) (incl. ACR) (95-99) and Chrysler Neon DOHC (2&4 door) (incl. ACR) (95-99), change the brakes sizes as follows:

(R) ~~257 x 9~~ *270 x 9*

## ITS

1. #16268 (matthew miller) Classify Saturn Sky 2.4 I in ITS  
In ITS, Pontiac Solstice (06-07), classify the Saturn Sky as follows:  
Pontiac Solstice / *Saturn Sky* (06-07 *09*)

## Production

1. #16774 (Phillip Pierce) Wheel size  
In section 9.1.5.E.8.c, add the word "max" as follows:  
"Cars using 13" wheels may run ~~43~~ x 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 ~~45~~ x 10 *inch wide (max)* wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, non-belted tire."

## Spec Miata

1. #16753 (Ralph Provitz) SM Valve seals  
In Section 9.1.7.h.1, clarify as follows:  
"OEM valves must be as supplied by Mazda. Valve location or angle must not be moved. Reshaping of the valves is strictly prohibited. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OEM parts. Valve stem installed height must be per the Mazda factory service manual: Valve stem seals must be Mazda OEM *or equivalent*. Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below."

## Super Touring

### ST

1. #16938 (Club Racing Board) Removal of NACA  
Remove "NACA" from 9.1.4.F.7 and 9.1.4.F.10:

7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a ~~NACA~~-duct for driver cooling. If used, the ~~NACA~~-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the ~~NACA~~-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted ~~NACA~~ duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. ~~NACA~~-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.

NOTE: Letter #16858, Minutes, has an additional recommended wording change for 9.1.4.F.7, which the CRB recommends for 2016.

## STL

1. #16843 (Greg Amy) E&O STL Table B  
In STL Table A, Acura/Honda B18C, B18C5, B18C6 and C18C7, change the spec line as follows:

Acura/Honda B18C (*JDM Type R*), B18C5 (*USDM Type R*), B18C6 (*UK and Euro Type R*), B18C7 (*Australia Type R*)  
Any porting and or polishing of intake and or exhaust ports outside of the GCR 9.1.4.2.B.3, 1" port matching allowance, factory or otherwise, is prohibited. Must meet all *other* STL ~~other~~ specifications.

## Touring

### T2-T4

1. #16847 (Dean Bailey) Errors--Letter 16698  
Effective 1/1/16: In T4, Chevrolet Camaro V-6 (96-02) and Pontiac Firebird V-6 (96-02), add the 3.23 final drive ratio.

### T3

1. #16442 (Jim Leithauser) Additional Requests T3 BMW Z4 3.0si  
In T3, BMW Z4 3.0si Coupe (07-08), change the notes as follows:  
"~~May use H&R springs: front RF160090, rear RF160100; Rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm.~~ *Max spring rate F: 600lbs, R: 650lbs.*"

2. #16803 (James Leithauser) 350Z in T3

In T3, change the weights as follows:

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)

HR Motor: ~~3400~~ 3500

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec

HR Motor: ~~3450~~ 3500

Nissan 370Z (09-13) / 370Z NISMO Edition (09-11)

Weight: ~~3400~~ 3475

Ford Mustang V6 (11-14)

Weight: ~~3400~~ 3475

#### **T4**

1. #16823 (Lee Niffenegger) Slow the Mazda MX5 SIGNIFICANTLY

In T4, Mazda MX-5 / Club Model (06-14), change the notes as follows:

"The following items must remain stock unless permitted below: original wheels (06-14 factory wheels are allowed), and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. ~~MX-5 cup handling package permitted~~ Suspension package permitted with a 100lb. weight increase that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400- 07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed 2009-2012 Mazda RX8 front hubs allowed."



# COURT OF APPEALS

## Judgment of the Court of Appeals

Gezon et al. (for Sears) vs. RoadRally Disciplinary Committee

COA Ref. No. 2015-02-RRB

April 30, 2015

## FACTS IN BRIEF

On March 2, 2015, a RoadRally Disciplinary Committee, Clarence Westburg, Jeanne English, and Rich Bireta, Chairman, met to consider allegations of unsportsmanlike conduct against John Sears. These allegations concerned four sanction applications for Regional rallies held in February 2015 and alleged a violation of Article 2.E *Safety Precheck* of the Road Rally Rules (RRR).

The RoadRally Disciplinary Committee found Mr. Sears guilty of unsportsmanlike conduct under RRR Article 15 *Conduct*. The committee assigned the following penalties:

1. Censure for conduct detrimental to the sport of road rallying;
2. Suspension from the SCCA RoadRally program until January 1, 2016; and,
3. Loss of his RoadRally Safety Steward license until January 1, 2017, with the following conditions: prior approval by the RRB; and, successful completion of the SCCA Road Rally Steward training course.

The RoadRally Disciplinary Committee notified Mr. Sears of its decision on March 4 and of his right to appeal. On March 14, four members, led by Bruce Gezon, appealed on Mr. Sears' behalf. The Road Rally Board (RRB) requested the SCCA Club Racing Court of Appeals (COA) hear the appeal.

## DATES OF THE COURT

The COA, Spencer Gorham, Laurie Sheppard, and Michael West, Chairman, met on March 26, April 2, April 16, and April 30, 2015 to hear, review, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Bruce Gezon (on behalf of Mr. Sears), March 23, 2015
2. RoadRally Disciplinary Committee minutes, March 23, 2015
3. Notification to Mr. Sears of RoadRally Disciplinary Committee decision, March 23, 2015
4. Seventeen documents from RRB, March 30, 2015
5. SCCA RoadRally Rule Book (RRR), 2015 Edition
6. SCCA RoadRally Rules for Organizers (RFO), Revised July 8, 2014
7. SCCA Regional RoadRally Handbook (RRHB), Updated April 6, 2009

## FINDINGS

On December 16, 2014, the Arizona Region submitted four sanction applications for Regional rallies. John Sears signed them as Safety Steward, having done the pre-event inspection. John Getchell signed them for the RE and listed himself as Rallymaster. On January 6, 2015, three members of the RRB (Clarence Westburg, Jeanne English, and Rich Bireta) exchanged emails discussing the matter. The RRB discussed the matter again, including possible penalties, in an Executive Session conference call on January 12, 2015.

On January 15, 2015 the RRB notified Mr. Sears that they had charged him with unsportsmanlike conduct. The RRB alleged that he had submitted incorrect information with the intention of circumventing RRR Article 2.E. In late February, the RRB established a RoadRally Disciplinary Committee to hear and rule on the charges. The COA notes that the RoadRally Disciplinary Committee members were the same three RRB members who emailed each other on January 6, 2015.

Article 2.E requires that sanctioned rallies must have "a safety precheck performed by a qualified RoadRally Safety Steward." Article 2.E does not specify any due date for the precheck nor state any other requirements.

The COA notes that the sanction application form states that the Safety Steward may not be the Rallymaster. However, the RRR, RFO, and RRHB do not prohibit plurality of duties. Further, RRHB, Item 1, *Officials*, states that in many cases officials may combine duties, with one person acting in several capacities. Although the Disciplinary Committee ruled that Mr. Sears acted as both Rallymaster and Safety Steward, the COA determines the prohibition against plurality of duties on the sanction application is unenforceable.

The evidence in the file established that:

- Mr. Sears was a licensed RoadRally Safety Steward when he performed the pre-check on October 30, 2014.
- Mr. Getchell was a licensed RoadRally Safety Steward when the rallies took place and performed a second safety precheck prior to the events.

The COA fails to see any violation of Article 2.E by either Mr. Sears or Mr. Getchell.

The RoadRally Disciplinary Committee also determined that Messrs. Sears and Getchell falsified the sanction applications with the intent to switch officials later. The RoadRally Disciplinary Committee considered that an unsportsmanlike act, but did not cite any specific RRR, RFO, or RRHB rule prohibiting changes to officials after a sanction is issued.

The RRR do not prohibit substituting qualified officials. RFO, Chapter 1.E simply requires that organizers notify the Rally Department of any additions or substitutions of the Chairperson, Safety Steward, or other key personnel after submitting a sanction.

Messrs. Sears and Getchell stated several times prior to the event that they intended to swap assignments once Mr. Getchell obtained a Safety Steward license. The National Office issued a license to Mr. Getchell on January 13. There is no indication of intent to deceive, which would be unsportsmanlike.

The COA notes that the RFO states that it pertains to national rallies. However, RRR, Article 2.D “encourages” regional organizers to maximize use of the RRR and the RFO. Hence, the COA concludes that reasonable individuals would infer that officials may change duties as long as organizers provide timely notice.

Therefore, the COA does not concur with the RoadRally Disciplinary Committee’s decision that Mr. Sears acted in an unsportsmanlike manner. In addition, after reviewing all material submitted by the RRB, the COA concludes that Mr. Sears did not receive fair and impartial due process in this matter.

## **DECISION**

The SCCA Court of Appeals overturns the RoadRally Disciplinary Committee’s decision in its entirety. Mr. Sears’ RoadRally Safety Steward License shall be restored. His censure and suspension are vacated and shall be removed from his record. The COA finds the appeal well founded and the entire appeal fee shall be returned to the appellants.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | May 5, 2015

The RallyCross Board (RXB) met via conference call on May 5. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam, Lee Hill and Dick Patullo, BOD liaisons, and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

RallyCross Safety Committee (Chris Regan): The Committee has not received any incident reports during the past month. Regan is aware of a recent incident and is anticipating the submission of an incident report for the Committee to review.

Rules Committee (Keith Lightfoot): Lightfoot reported continued challenges with the website forum and the resulting reduction in submissions and feedback from the membership. He was successful in posting one proposed rule change that would adjust the speed recommendations for RallyCross. Otherwise the rules change submission timeline is on schedule to continue receiving member comments and submissions through June 15. Lightfoot will also reply to a couple of rules inquiries received from members.

RallySprint Committee: The Committee has had one conference call in which they discussed safety and setup differences between the RallySprint 1 and RallySprint 2 events. Currently there is no official rules package. The 2015 pilot events are being conducted under a standard set of safety rules, with timing and classing differences left to the discretion of the hosting Regions. These first-year events will help determine the direction of an official set of rules for the two levels of RallySprint that both the BOD and Risk Management can approve for 2016 and beyond. A draft set of rules will be started after the first two pilot events are completed.

National Championship Committee (Stephen Hyatt): Hyatt reminded the RXB that the RallyCross National Championship event is just 90 days away and that promotion of the event is important with just half the number of competitors currently registered that attended the event last year. The Committee is continuing to fill various Chief positions, and Brian Harmer is finalizing the hospitality arrangements.

Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards had a conference call on April 23 with eight attending. There were some objections about the early credit card charge for the RallyCross National Championship registration, questions about the distinctions between RallySprint 1 and RallySprint 2, and concerns expressed about a date overlap of a few National Challenge events. The RXB agreed to attempt to negotiate a date change for one of the conflicting National Challenge events.

### Old Business

Marketing plan: The marketing plan developed by the RXB in March has been submitted to the BOD for approval at their May meeting. Tere Pulliam reported that it has been attached to her liaison report.

"What is RallyCross" rough cut #4: Another rough-cut version of this promotional video project was recently distributed to the RXB for feedback. Lightfoot reported that additional footage was recently acquired at a RallyCross event and that RXB feedback will be incorporated into the project.

Website update: In response to questions about the new SCCA website, the BOD liaisons to the RXB reported that the website should be ready for a beta test towards the end of May and that the layout should be similar to the Track Night in America website. The RXB eagerly awaits the update in anticipation that usability and stability will return to the RallyCross Forum, which is an important tool in the RallyCross Rules submissions and comments process.

Next meeting: June 2, 2015

Submitted by Karl Sealander, RXB Secretary

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

### SOLO

Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

### RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

### SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/news/index.cfm?cid=51448>

**EVENT CALENDAR:** <http://www.scca.com/events/>

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

July 2015

## BOARD OF DIRECTORS

### BOARD OF DIRECTORS | May 15-16, 2015

The SCCA National Board of Directors met in Kansas City on Friday, May 15 and Saturday, May 16, 2016. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance and Aimee Thoennes, Executive Assistant.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Helman.

**MOTION:** McCarthy/Helman - accept the formal minutes from the March BoD Conference call. Approved 12-0.

### Executive Staff Report – Noble, Prill, Pfannenstiel

President Noble provided a Membership update: membership up 6.5% for the year which is the highest it has been since 2009. Drivers licensing still continuing a downward trend, down 2% from last year to 6565 drivers.

2015 Year of the new program: Track Night in America, Bracket Enduro, Club Racing Experience. CRE and Bracket Enduro are designed to bring in new and lapsed members/drivers to help address the declining driver population. TNIA also has high potential to bring in new people to multiple SCCA programs. Other new programs, pilots and concepts include: RallySprint, RallyTrials, Solo Trials, Heritage Classic Project (concept development), Starting Line Track School, TNIA Starting Line, and Classic American Muscle.

TNIA Update: Participation is very good if not actually achieving the (optimistic) budget numbers for first 1/5 of the season. TNIA is reaching the target audience: 44% of TNiA participants are millennials and 42% of TNiA participants identify as novice. Currently, 28% of our membership identifies as millennial. This program gives us an opportunity to attract the novice, millennial participant and promote growth across the country.

Noble reported that MSX tradeshow was a successful endeavor for two years yet it did not reach the goals of management and that the SCCA would be ending its relationship with the show.. It was announced that the SCCA National Convention would be returning to the South Point Hotel in Las Vegas, NV on January 22-23, 2016.

Noble provided update on multiple business development initiatives underway. These include STEM collaboration with educational institutions and a road safety public service initiative. As some of these programs take off, they will require staffing increases to run effectively.

Noble reviewed efforts supporting key elements of the strategic plan which are: strengthen the SCCA brand, long term financial stability, and leadership in motorsports. Beta web site demo was shown. The new web site includes region web sites and individual web sites for members. Ease of use and capabilities demonstrated. Intent is to go live before our championship events kick off later this year. A new hire was made to support website content and provide user support.

Noble reported on staff training efforts. BoD strongly supports and encourages these efforts for all staff.

Pfannenstiel updated the Board on 1st quarter financial results. 1Q15 ended close to target budget, within 1% negative variance. Revenue and expense account variances are well understood.

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The SCCA financial audit performed by Mize Houser and Company of the consolidated financial statements was completed. Auditors reported that the consolidated financial reports fairly report, in all material respects, the financial position of SCCA, Inc. and its subsidiaries as of December 31, 2015.

**MOTION:** Walsh/Patullo - To accept the 2014 audit from Mize Houser and Company as presented. Approved 12-0. PASSED.

Prill reported that Claudine Stueve had been hired as the Road Racing Program Specialist. Currently looking to fill a vacancy in tech. There are issues with the current Solo timing system and staff is looking at ways to update and provide live timing and scoring. A new product will be tested this fall at Solo Nationals. SCCA is exploring the development of a new system specific to Solo.

A Runoffs update was presented with confirmation that a contract had been signed with Daytona. Additional features being planned with the format defined with Friday night racing (Spec Miata) and an autocross competition. Potential Saturday night TNIA activity with sponsor support. 2016 business agreement being finalized with Mid-Ohio and 2017 progress update presented. 2018 agreement is pending the outcome of the negotiations for the 2017 event.

Update on RallySprint developments: there are two different versions underway. One is a longer version of RallyCross and the other is a mini-stage rally. The pilot RallySprint (mini-stage rally version) was successfully conducted and received good reviews on Jalponik.

Staff has investigated the processes currently used in registration and tech and are looking at opportunities to implement a streamlined, online approach. The proposal doesn't circumvent current requirements, but rather is a customer friendly approach to streamlining our processes and going paperless.

Club Racing Board Chairman, Jim Wheeler presented the idea of a new Tech specialty focused on data acquisition and interpretation. This position would support DA at events, uploading and providing analysis for DA to the CRB and Advisory Committees.

**MOTION:** Butler/Harris - Approve 14612 (Compliance Review) and 15576 (Drones at track) as recommended below effective 6/1/15. Approved 12 - 0

#### **GCR**

#14612 (May Fastrack – Steve Harris) Replacement for GCR 8.1.4 - Compliance Review  
Thank you for your request.

#### **Change 8.1.4.: 8.1.4.5. Protests**

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

#### **Add new section 8.1.4: 8.1.4 Compliance Review**

*A member may request a determination on the compliance of their vehicle or its components by submitting a Compliance Request Form to the Club Racing Department at which time a letter will be entered into the CRB letter system. The Compliance Request Form is available through the Club Racing Department.*

*A. The staff will review the request and must consult with the CRB and other appropriate experts.*

*B. Club Racing will schedule in-person inspection of the vehicle or components by a class expert. The expert will submit a written opinion back to Club Racing and the CRB.*

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

*D. 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. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually, and there is no guarantee of compliance beyond the current rules season.*

#15576 (May Fastrack (Language Updated from March 2015 Fastrack) – Terry Ozment) Drones at the Track  
Add 2.2.6: *2.2.6 Commercial and private unmanned aircraft systems (aka “drones”) are prohibited unless authorized in the Supplemental Regulations.*

**MOTION:** Butler/Harris - Approve 15424 (Heater Component), 16475 (SM Cylinder head thickness), 16712 (aftermarket wheels Pontiac Solstice) as presented and 16783 (SM clarification to 9.1.7.C.1.a.1.f.5) with modification “*The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed ~~.040~~ .010*”, changes effective 1/1/2016.

#### Improved Touring, IT

#15424 (April Fastrack – Earl Richards) Clarify IT Rule on Heater Component Removal

Thank you for your letter. Change 9.1.3.D.e: e. ~~Air conditioning~~ *Climate control systems* may be removed in whole or in part.

Change 9.1.3.D.3.g.: g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged or bypassed (looped) or removed. Heater water control valve(s) may be added or substituted. Heater core ~~shall not~~ *may* be removed.

#### Spec Miata, SM

#16475 (April Fastrack – Ralph Provitz) Minimum Cylinder Head Thickness

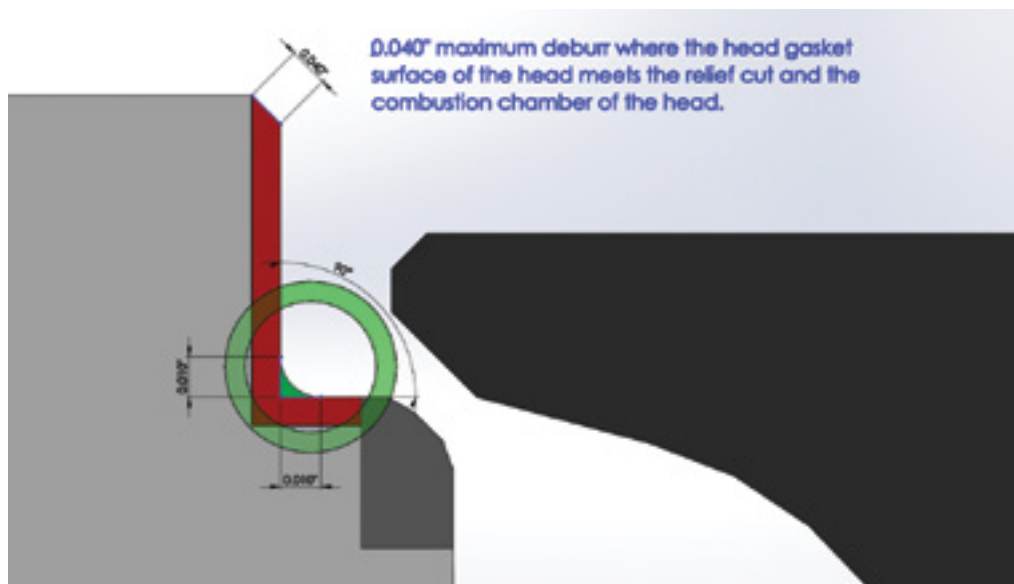
Thank you for your suggestion. Change the values in the table for 9.1.7.C.1.f.1: ~~5-245~~ *5.235* inches.

#16783 (May Fastrack – Club Racing Board) Update to 9.1.7.C.1.a.1.f.5

Replace the entirety of 9.1.7.C.1.a.f.5

Current: 5. Unshrouding of valves is explicitly limited as follows: there must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is not to be blended by hand, machined, or chemically processed to create a smooth transition. The maximum dimensions are listed below, measuring guide centerline to chamber edge:

New: 5. *Unshrouding of valves is explicitly limited as follows: The wall of allowed relief cut must be a single cut parallel and concentric with the valve guide for the full depth of the cut. The cut must be cylindrical with no taper. The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed .010”. There must be a sharp, non-modified and non de-burred edge where the valve relief cut first meets the chamber. No part of this cut (except where it intersects the head gasket surface, which may be de-burred up to .010”) is to be blended by hand, machined, or chemically processed to create a smooth transition. See diagram below. The maximum dimensions, measuring guide center line to chamber edge:*



*Radius in green circle above goes to .010*

#### **Touring T4**

#16712 (May Fastrack – Touring Committee) Allow Aftermarket Wheels Pontiac Solstice

In T4, change the Notes for the Pontiac Solstice (06-09): The following items must remain stock: shock/struts (including mounts), ~~original wheels~~; and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted.

The 2015 Runoffs at Daytona presents SCCA with the opportunity to give every Runoffs eligible class its own race. The following motion is to remove the current GCR limitation on no more than 24 Runoffs races.

**MOTION:** Patullo/Butler - To revise the following GCR section to allow for more than 24 Runoffs races. Effective immediately. Approved 12-0.

*Delete 3.7.3.C*

*3.7.3.C. Number of Races*

*The number of races included in the Runoffs will not exceed 24 and may be less.*

*-*

*Change 3.7.3.D as follows (in red):*

*3.7.3.C Invited Runoffs Classes*

*All Runoffs eligible classes are invited to the Runoffs.*

- 1. A class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.*
- 2. A class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs may race as a supplemental class, but will not name a National Champion.*
- 3. Classes may ~~will~~ be combined as needed to limit the number of race groups ~~to 24~~ with a preference for combining no more than 2 classes for any race.*

Hanushek brought up discussion over how the CRB rules are organized and posted. This lead to a larger discussion about constraints to communication with members. BoD liaisons will be asked to poll their respective committees about better ways to organize member communications and rules changes for enhanced clarity.

#### **LIAISON REPORTS:**

Time Trials - Hill/McCarthy - New organization model being proposed for TTAC, Operational and Marketing/Inspirational split into separate functions. Good progress made to help regions understand how to blend in TT activities to a regional race weekend.

RallyCross - Hill/Pulliam - Discussion of proposed RXB budget that RXB put together to grow the program including how to get better coverage and web presence for RallyCross with existing or planned SCCA systems vs standalone RallyCross focused sites. Liaisons will work with RXB on direction.

Exec Stewards - Christopher/Pulliam - DA's have brought up concept of DA coordinators. This is similar to the previous National Administrator position in function. Staff will come back to BoD with recommendations on coordinator selection and reporting structure.

RoadRally - Hill/Hanushek - Continues to work on national rally as well as a regional rally rule book.

Court of Appeals - Patullo/Zekert - COA working well. Relatively light load lately.

#### **Committee Reports:**

McCarthy - Planning Committee. Working on areas to support region efforts, something like a group of subject matter experts (League of Champions idea) and resources that could assist regions with new and existing programs, reviewed Majors program, discussed potential tiered membership program and implications of that to other areas. Future areas for discussion will include regional activities.

Kephart - B&F reviewed Mize Houser audit, and Q1 financials. Management reporting structure defined, categories being tracked to better determine spending by area and program including better P&L reporting.

Helman - Meeting feedback solicited. BoD discussed meeting formats, staff presence needed, and specific staff for specific



special/important project reporting. General consensus that May format and schedule, works well, President, COO, CFO +- special reports as necessary.

**MOTION:** Butler/Hill - Adjourn meeting. Approved 12 – 0.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | May 27, 2015

The Solo Events Board met by conference call May 27th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### General

##### #15360 Roll bar material specs

In Appendix C, Section B.2, change the tubing size/car weight table as follows:

Under 1000 lbs: 1.000 x 0.060

1000-1500: 1.250 x 0.090, **1.375 x 0.080**

1501-2500: 1.500 x **0.095**, **1.625 x 0.080**

**2501+**: 1.500 x 0.120, 1.750 x 0.095, **2.000 x 0.080**

For purposes of comparison, the current roll bar tubing minimum requirements per car weight are as follows:

Under 1000 lbs: 1.000 x 0.060

1000 - 1500: 1.250 x 0.090

Over 1500: 1.500 x 0.120, 1.750 x 0.095

Note: This brings Solo roll bar material standards in line with GCR roll cage material standards without affecting previously compliant roll bars.

#### Street Touring

##### #15087 SC300 Move to STX Proposal

Change Appendix A classification **from STS to STX**:

Lexus SC300

#### Modified

##### #14946 Cooling fans in Formula F / CM

The MAC and SEB recommend the following change to the first paragraph Solo Rules section 18:

##### "18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) **and cooling fans** are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s)."

## #15280 GCR Sports2000 Proposal

Change Appendix A, class C Modified, first sentence, as follows:

A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~

Note: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

## **Member Advisories**

### **Street**

The SEB and SAC thank Tom Reynolds for his service as a member of the committee.

#### #16532 Shock Attachment Clarification

The earlier SEB response to letter 16210 was ambiguous about the components involved, so we are issuing this response to letter 16532:

Although 13.5.B specifically permits replacement of the shock bushing in the upper mounting plate, it goes on to state "not allow other modifications to the plate itself or use of an alternate plate."

The mount hardware identified in letter 16210 modifies the manufacturer's mounting plate, which is specifically disallowed per 13.5.B.

#### #16862 Porsche Cayman GT4

The SAC will reserve its recommendation regarding classification of this car until it is available for purchase. In the event that this car becomes available this early, it will not be eligible for competition at the 2015 National Championship.

#### #16913 Classing for 2016 Subaru WRX

The SAC will reserve its recommendation regarding official classification of this vehicle until such time as it is available. This car will not be eligible for competition at the 2015 National Championships, in the event that it is available that early.

#### #16987 Remove the minimum participation requirement for SSR

Per the SEB, class SSR is guaranteed to exist for 2015 and 2016 regardless of participation levels (as per Street R Category subsection 4 in Appendix A of the 2014 Solo rules). We will continue to monitor the popularity of this class.

### **Street Modified**

#### #16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Per the SMAC, "suspension" is defined in Section 12.

### **Modified**

#### #16507 Wing Clarification

The area of the center section of a nose-attached front wing counts toward the allowed wing area total if any portion of the center section is characterized by a trailing edge, i.e. is not fully sealed to the body.

This question has also highlighted some potential ambiguities in the current rule that the MAC and SEB are considering addressing via a clarification and/or a rule change. We do not believe that either of these would increase the measured area of the subject current design.

## **Change Proposals**

### **Safety**

#### **#16984 Discontinue 1 year SSS licenses**

The SSC unanimously recommends the following change proposal.

Because we cannot regularly enforce the mandatory move to 3 year SSS licenses, we propose:

- 1) elimination of the One Year license
- 2) issuing Three Year licenses to all new Safety Stewards
- 3) requiring all renewals to be for three years and meet the continuing education requirement

This recommendation requires the changes to Appendix E indicated by strike-outs below, and dropping the One Year option from the Safety Steward Application and Renewal form dated 05/2010.

E. ~~Following an initial one-year licensing as a SSS,~~ SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date ~~each third year~~ is the same as membership renewal. ~~Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.~~

### **General**

#### **#17064 Remove Section 7.5**

Per the SEB the following change proposal is submitted for member comment:

Remove Section 7.5 TIMER FAILURE

Note: This section no longer reflects current practice at a majority of events.

### **Street**

#### **#16801 Air Oil Separator**

Per the SAC the following change to 13.10.E is proposed for member review and comment:

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks ~~or oil separators~~ is allowed provided the PCV system ~~remains functional~~.

#### **#16834 Class change request for Mercedes-Benz CLA45**

Per the SAC, the following classing change proposal is submitted for member review and comment:

Move the Mercedes-Benz CLA45 (2014-2015) ~~to AS~~ from SS.

### **Street Touring**

#### **#14254 RWD Wheel Width Limit Proposal**

The STAC and SEB are working together to ensure we carry out a clear, strong vision for Street Touring, and STU as described below.

The Street Touring category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use. The Street Touring Ultimate class is meant to be the fastest class in the Street Touring category. It should provide members with competition in affordable high performance cars.

It is important that we continue to provide our membership with a category that offers good balanced competition, that is inclusive of different car types, and that respects the work that it took to grow into the strong class we see today. STU has also seen recent enthusiasm in the form of increased requests for expanded car classing and additional allowances that would enable fair and expanded classing.

In order to capitalize on this growth and enthusiasm, the STAC presents the following proposals for feedback to point STU in the direction of increased stability, increased performance, and increased opportunities for classing with simplified allowances.

Change the following language in 14.4 WHEELS:

STU --~~unlimited 11"~~

Change the following language in 14.3 TIRES:

*STU (2WD, Mid-Engine, Rear-Engine) - 255mm*

*STU (2WD, Other) - 285mm*

*STU (AWD) - 255mm*

The STAC is considering allowing some mid-engined cars, such as the Porsche Boxster, into STU. Per the above proposal, these cars would be limited to the same tire size as AWD cars. After collecting data to review the performance potential of ST mid-engined cars, allowances could be adjusted, and/or the cars could be moved if appropriate.

Note: The STAC and SEB believe the new wheel restriction will improve parity between cars that have more room for extra-wide wheels and those that do not. This also directly addresses cost escalation issues that have been expressed as a barrier to entry. The STAC has queried many STU competitors and found none running wheels wider than 11" so this proposal should hopefully not be a takeback.

#### #16784 STP class proposal

The SEB and STAC would like to propose the following class, designated STP, for inclusion as a Supplemental class for all National level Solo events and optional inclusion in Regional events beginning 1/1/2016. The allowances will mirror those in the Street Touring category, with the following additions:

##### *Tires:*

*STP, Independent Rear Suspension: 285 mm maximum width*

*STP, Live Axle Rear Suspension: 315 mm maximum width*

##### *Wheels:*

*STP, Independent Rear Suspension: 10" Maximum Width*

*STP, Live Axle Rear Suspension: 11" Maximum Width*

##### *Eligible Vehicles:*

*Chevrolet, Camaro (2010 - 2014) (SS) (V6) (excluding 1LE)*

*Chevrolet, Camaro (1993 - 2002) (SS, Z28, V6)*

*Dodge, Challenger (2008 - 2015) (N/A)*

*Dodge, Charger (2006 - 2015) (N/A)*

*Ford, Mustang (2005 - 2014) (GT, V6)*

*Ford, Mustang (1994 - 2004) (GT, V6)*

*American RWD V8 powered sedans, must be naturally aspirated with a wheelbase greater than 100" and a listed curb weight greater than 3200#, NOC (not eligible for national level competition)*

The STAC and SEB would like member feedback on this new class proposal. In addition specific feedback is requested on the potential inclusion of '80s Mustangs/Camaros.

Some members will note that the 2015+ Camaro and Mustang are not included. The STAC and SEB are not planning on including these cars in the first year. After some time and performance data are available they may be considered if appropriate.

## Street Prepared

### #16443 Touring Car Clarification

The following rule change proposal, effective 1/1/2016, is provided for member review and comment.

Delete the following paragraphs from Section 15 Street Prepared introduction:

~~—Cars listed as eligible in and prepared to the current Club Racing Improved Touring (IT) rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared.~~

~~—Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.~~

~~—Cars listed as eligible in and prepared to the current Club Racing Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.~~

~~—Cars eligible for the current Club Racing Spec Miata rules are permitted to compete in Street Prepared class D (DSP), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.~~

~~—Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.~~

Note: The SPAC and SEB have become aware of the changes to the scope of modification allowed in Club Racing's Touring category. The modifications now allowed in Touring represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This exemplifies the risk of providing "crossover" allowances such as these, which create dependencies on the GCR and may result in unintended competition impacts. For this reason, the SEB is proposing to remove these allowances from the category.

## Street Modified

### #16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Change the verbiage of 16.1.E to:

"Suspension components are unrestricted as long as they use the original attachment points. *Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.*"

### #16721 Subframe Bushing Clarification

The SMAC recommends the following rule change proposal, effective 1/1/2016:

**Remove 16.1.H**

Note: this will cause the SP allowances of 15.2.D to apply, as per 16.1.A. The SM allowance was inadvertently more restrictive than the SP rule; this change corrects that contradiction.

## **Modified**

### **#14819 B Mod Request for Input re: Direct Injection**

In light of the changes to 2-stroke motors as a result of fuel injection in general and direct injection in particular, the MAC and SEB would like the opinion of members on possible revisions to the BM rules to maintain future equity between 2-stroke and 4-stroke engine options, or to exclude 2-stroke engine options from the class.

### **#16612 BM Aero Rules Comments**

Per the MAC, the previously-published B Modified proposal is amended as follows:

Change subsection E.2 to read:

“2. Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of **50** lbs. and must be constructed within the following limitations:”

Note: This reduces the subject weight penalty from 100 to 50 lbs.

## **Other Items Reviewed**

### **Street**

#### **#16935 Car Class Rules**

The SAC does not believe that the cars mentioned are considered the top cars in the class. We will continue to monitor the competitive mix in FS.

### **Street Modified**

#### **#16657, 16613, 16616, 16619, 16620, 16621, 16622, 16634, 16640, 16650, 16654, 16669, 16676, 16677, 16690, 16799, 16832 Weights with Driver Comments**

Thank you for your input; the SMAC, PAC, and SEB have not yet reached a decision on weighing with driver.

## **Modified**

### **#16483, 16485, 16495, 16496 CM Cooling Fan Comments**

Thank you for your input. Please see item #14946.

### **Junior Kart**

#### **#16632, 16788, 16793 FJ Tire Comments**

The SEB and KAC thank you for your input and have not reached a decision yet.

## **Not Recommended**

### **Street**

#### **#16757 Lotus Class Change Proposal**

The SAC feels the Elise S, Elise (supercharged) and Exige S do not currently fit the competitive profile in SS, but will monitor going forward. Please note, the non-supercharged Elise (2005-2011) and Exige (2006) are currently classed in SS.

#### **#16854 Allowance for oil coolers in Street Class**

The SAC does not recommend adding an allowance for oil coolers in the Street category. The committee feels this would not be consistent with category philosophy.

**#16813 Classing with 2013 Mini Cooper Hardtop JCW GP**

Per the SAC, the JCW GP Mini Cooper hardtop is not considered appropriate for the Street Category. Please see a related item under Tech Bulletins..

**#16900 Request to re-class 2004-2005 Mazdaspeed Miata out of ES**

The SAC does not believe that the Mazdaspeed Miata presents a competitive advantage over the other competitive cars in the class. We will continue to monitor the competitive mix in ES.

**#16794 Fiesta ST Classing Comments**

Thank you for your input. The SAC will continue to monitor the competitive mix in GS and HS.

**#16942 Tire Eligibility Deadlines**

The SAC does not feel there is a need to change the current tire eligibility rule. We feel that moving this to an earlier date could make important tires illegal and possibly create shortages with tires being phased out by the manufacturers.

**Prepared**

**#11872 Civic and Integra on Same Line Proposal**

This change is not recommended. The PAC/SEB will monitor the developing competitive balance in the EP after the 2015 reorganization. The PAC thanks the member for the inquiry.

**#15274 DP/EP/FP Displacement Multiplier Proposal**

In view of member feedback the PAC/SEB are withdrawing the proposed weight formula amendment to use actual displacement.

The PAC thanks the members for the following feedback: 16625, 16637, 16709, 16749, 1660, 16787, and 16800

**#16835 Prepared Front Splitter Rules**

This change is not recommended. The PAC and SEB note that C-, D-, E-, or F-Prepared have similar spoiler/splitter allowances as Street Prepared thereby providing a vehicle/competitor development path independent of that which exists from Street Modified into X-Prepared. Noting that not all vehicles benefit equally from all allowances, the proposed aerodynamic allowances (splitter size increase) will increase complexity/cost barriers to entry, and as the member acknowledged, such an allowance is unlikely to attract new members (e.g. from Street Prepared), the PAC and SEB do not believe expanded aerodynamic allowances to be appropriate for the category outside of XP. The PAC/SEB thanks the member for the well-written proposal letter.

**#16958 Wings for live axle sedans and coupes in DP and FP**

This change is not recommended. The PAC/SEB note that the solid axle vehicles in DP/FP were given a competitive adjustment of 50lbs during the reorganization of 2015 to account for mechanical grip differences. The parity between the drivetrain configurations will continue to be monitored for further competitive adjustments as the situation warrants.

**Handled Elsewhere**

**Street Touring**

**#14684 AWD in STU Wheel Allowance**

Thank you for your input. Please see item #14254.

**#14918 Requesting Boxster Non-S to STR**

Thank you for your input. Please see item #14254.



#14442 AWD Tire Allowance Proposal

Thank you for your input. Please see item #14254.

#14611, 14722, 16159 Boxster Classing Proposals

Thank you for your input. Please see item #14254.

#14729 350Z in STU Comments

Thank you for your input. Please see item #14254.

#14804 STU Tire Size Proposal

Thank you for your input. Please see item #14254.

#14805 AWD vs 2WD Allowance Proposal

Thank you for your input. Please see item #14254.

#14837 STU Classing Proposal

Thank you for your input. Please see item #14254.

#15076, 15080, 15130 AWD Tire Size Proposals

Thank you for your input. Please see item #14254.

#16372 STU Comments

Thank you for your input. Please see item #14254.

**Prepared**

#16625, 16637, 16709, 16749, 16787, 16800 Weight per Engine Displacement, Multiplier Comments

The PAC thanks the members for their responses to #15274

**Modified**

#16484, 16486 S2000 Comments

Please see item #15280.

**Tech Bulletins**

**Street**

#16813 Classing with 2013 Mini Cooper Hardtop JCW GP

Per the SAC, add the 2013 Mini Cooper Hardtop JCW GP to the exclusion list for Street.

#16951 BMW M3/M4 (F80/F82) street classing

Per the SAC, effective immediately upon publication add the following listing:

AS

BMW

*M3/M4 (F80/F82) (2015)*

Note: These models were classed in the December Fastrack; the listing was inadvertently omitted from the rule book.

## #16952 Audi S7 - Request to Class Vehicle

Per the SAC, effective immediately upon publication add the following listing:

BS

Audi

*S7 (2012-2015)*

## #16828 Exhaust Clarification

Per the SAC, clarify the first sentence of 13.10C to:

"Any part of the exhaust system beyond (downstream from) the *last* catalytic converter in the system may be substituted or removed provided the system exits the car in the original location and meets the requirements of Section 3.3.3.B. *16*, Section 3.5 and Appendix I where applicable."

## #16930 Requesting Classing of Volkswagen Eos 2.0T

Per the SAC, add the following listing effective immediately upon publication:

HS

VW

*Eos 2.0T (2007-2015)*

## Street Prepared

### #16467 Miata hard top attachment

Add to Appendix F in the Street Prepared section:

*Miata Hardtop Brackets*

*An NA or NB Mazda Miata in SP may have an OE hardtop attached using the standard Spec Miata brackets rather than the OE top latches per the 13.2.A allowance for comfort and convenience modifications.*

## Street Modified

### #14756 Front Fascia Clarification

Clarify parts of Section 16 as follows

16.1.I "front and rear fascia"....replace with "front and rear *bodywork*"

16.1.L last paragraph "front bodywork/fascia"...replace with "front *bodywork*"

16.1.M first sentence "front bodywork/fascia"...replace with "front *bodywork*" and the last sentence "front bumper/fascia"...replace with "front *bodywork*"

Note: This is intended to clear up definition issues as to what is and is not a front or rear fascia.

## Junior Kart

### #16458 Classify Honda GX50 in JB/JC categories

Per the KAC, revise 19.2.A.3.b as follows:

b. Engines

*1. Comer® 50/51*

a. Fuel: Gasoline and oil

b. Weight : No restriction is imposed at this time.

c. Carburetor, exhaust, and clutch as supplied with engine from manufacturer

*2. Honda GXH50*

- a. Fuel Gasoline only.*
- b. YELLOW OIL ALERT WIRE MUST BE DISCONNECTED OR CUT.*
- c. Weight : No restriction is imposed at this time.*
- d. Must comply with requirements of GXH50\_Class\_Rules.pdf; see SCCA website or contact Staff for details.*

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | June 2, 2015

The Club Racing Board acted on the following letters. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing. The following decisions were made:

### Member Advisory

#### **Prd**

1. #15923 (Mike Ogren) Adjustment for DOT Tires Please

The CRB appreciates all the comments on this issue. The question of allowing a weight reduction for cars that run DOT tires together with a number of other issues concerning wheel/tire sizes in Production will continue to be reviewed this year with decisions anticipated by the end of the year. All additional letters are welcome.

The CRB thanks the following authors for their input:

16410, Blake Meredith; 16419, Philip Royle; 16478, Sam Henry; 16479, Eric Prill; 16497, Scott Lunder; 16548 and 16825, Eric Heinrich; 16550, Curtis Wood; 16577, Aaron Johnson; 16578, David Ellenwood; 16588, Bill Lankin; 16591, Bill Perry; 16596, Mark Buskuhl; 16597, Mike W. Ogren; 16601, Ralf Lindow; 16602, William Trainer; 16606, Kyle Disque; 16644, Brian Linn; 16659, Les Chaney; 16818, Jerry Oleson; 16820, Jason Stine; 16821, James Whitten; 16844, Greg Amy; 16852, Darryl Pritchett; 16907, Chip O'Toole; 16953, Michael Heintzman.

### No Action Required

#### **FC**

1. #17026 (Brendan Puderbach) FC, Diffuser Clarification

Thank you for your letter. Diffusers are defined as bodywork in section 9.1.1.B.4 of the GCR and specifications are listed in sections 9.1.1.B.4.c and 9.1.1.B.4.d.

#### **GCR**

1. #16215 (Mike Ogren) Change Low Hoop Down Tube Position

Thank you for your letter. The current rules are adequate as written. The CRB has contacted the author and the author did not provide additional information.

2. #16477 (Rob Futch) Majors Accord/Class Consolidation

Thank you for your feedback.

3. #16509 (Dan Hodge) Tow Points

Thank you for your suggestion. The current tow point rules are adequate as written.

#### **GT**

1. #16975 (Eric Heinrich) The Future of Forced Induction in the SCCA

Thank you for your letter. Your points are noted and the CRB may need to address forced induction in GT at some time in the future.

#### **GT2**

1. #16961 (David Herrington) Porsche Cup Car Side Windows

Thank you for your letter. Please see the GT2 Porsche 996/997 Cup rules "Notes". What "is" and "is not" allowed is specified.

#### **GT3**

1. #16970 (Michael Heintzman) Horsepower Target - GT3

Thank you for your letter. The GT3 horsepower target was originally set at 275, and that is the number the CRB uses for classification purposes. Engine development, over time, most likely delivers slightly higher numbers, even today.

#### **EP**

1. #16773 (Phillip Pierce) Prep 1 Injected Intake Manifold

Thank you for your inquiry. 9.1.5.E.1.b.7. requires use of the stock or permitted alternate manifold. This specific rule would control over any more general rule.

#### **HP**

1. #16811 (Jeff Janoska) VW Rabbit 1588 Error?

Thank you for your letter. The size of the intake valve used in this car is the material limiting factor in the intake tract and thus it is not believed this carburetor allowance will place this car outside the HP performance envelope.

## **STL**

### **1. #16934 (Jon Sewell) Clarification of Alternative or Open Statement Water Pump**

Thank you for your inquiry.

9.1.4.G.22 states: 22. Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys.

### **9.1.4.H.1 states: 1. Water Cooling**

Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.

If the stock method of cooling is water, and the water pump is unrestricted, an electric water pump is allowed.

### **2. #16991 (Buzz Marcus) Weight Mazda**

Thank you for your request. The Super Touring category sets weights on engine displacement, with adders and subtractors due to vehicle characteristic (rear wheel drive, struts, etc). Further, the category allows engine swaps so that competitors have the flexibility to choose their preferred engine/chassis combination.

The CRB has no plans to lower the Miata's weight at this time but will continue to monitor performance.

## **T2**

### **1. #16939 (Harley Kaplan) Drop the Weight of the E92**

Thank you for your request. Please see the response to letter #16910, June 2015 Fastrack Minutes.

## **T4**

### **1. #16923 (Ed Barr) Allow 18 Wheel size for BRZ/FRS**

Thank you for your request. The 18 inch wheel has not been listed in the specifications for T4 eligible cars. This was confirmed by the Subaru factory. If this option becomes available, please submit an additional letter.

### **2. #16955 (Marcel Berkhout) Wheel Weight Question**

Thank you for your inquiry. Wheel weights may not be used to meet the 15 lb minimum weight of the wheel.

### **3. #16966 (Joe Cooley) Stop Listening to West Coast T4 Drivers Who Can't Build a Car**

Thank you for your letter. The CRB will continue to monitor recent changes, the class results and data.

### **4. #16967 (Joe Cooley) Opposes SM5 in T4**

Thank you for your feedback.

### **5. #16979 (Jerry Rigoli) Miata Wheels**

Thank you for your inquiry. Please refer to Notes section: "Original wheels must be used on the car."

## **Not Recommended**

## **AS**

### **1. #16175 (Marty Grand) 2011-13 Mustang GT RP Adjustments Questions**

Thank you for your letter. The car is correct as classified.

### **2. #16928 (Cheyne Daggett) Add S197 RP Mustang**

Thank you for your suggestion. The CRB does not recommend this change.

## **P2**

### **1. #17013 (Jeff Shafer) P2 Engine Table**

Thank you for your letter. The CRB does not recommend adding another Spec Line to the P2 engine table at this time.

## **GT2**

### **1. #17002 (Amir Haleem) Allow Toyota Supra Turbo into GT2/ST**

Thank you for your letter. The CRB is not classifying new cars with forced induction into GT2/ST. Any forced induction cars currently in GT2/ST arrived via the GT2/ST consolidation.

## **EP**

### **1. #16826 (James Rogerson) Rules Specific to Daytona**

Thank you for your letter. The CRB is committed to keeping all cars classed in Production competitive and adding new cars (whether old or new in terms of when they were manufactured) that fit into the performance envelopes of the involved classes. To the CRB's knowledge, no newer cars have been excluded from Production unless completely outside the performance range of Production (for example cars with large current technology V-8 engines).

### **2. #16842 (Dave Kavitski) Removal of 77 lb Weight Penalty**

Thank you for your request. The results of the last two years of competition have demonstrated that the 1990-1997 hybrid Miata is as competitive as the 1999-2002 Miata or any other car running in EP.

## **HP**

### **1. #16724 (Matt Brannon) 13x7 / 15x7 on All HP Cars**

Thank you for your letter. At present there are sufficient tire options available for the listed wheel sizes in HP so that this change, which would result in a significant expenditure by competitors to go to the larger wheel size requested, is not warranted.

### **2. #16977 (Matt Brannon) Additional Clarification on HP 7**

Thank you for your letter. Rain tires are available to fit the 13x6 wheel allowed in HP. A number of issues relating to wheel/tire sizes in Production are being reviewed with decisions anticipated by the end of 2015.

## **STL**

### **1. #16971 (Bobby Beyer) Please Allow the Toyota 1NZFXE Engine**

Thank you for your request. The compression ratio for this engine too far exceeds the STL limit of 11:1. The CRB is currently reviewing whether to allow direct injection engines with higher compression in ST. Developing the formula for this is in process.

## **T4**

### **1. #16945 (Dave Wheeler) Allow Aftermarket Clutches in T4**

Thank you for your request. The CRB does not recommend this change.

## **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

None.

## **Taken Care Of**

## **AS**

### **1. #16177 (Cheyne Daggett) Adjustments to 2011-14 Mustang GT RP**

Thank you for your letter. Please see the response to letter #16175.

## **GCR**

### **1. #15866 (Philip Yaccarino) Use of 2 Inch Shoulder Harnesses**

Thank you for your letter. Please see the response to letter #16441, April 2015 Fastrack Technical Bulletin.

### **2. #16498 (Paul Gauzens) Recommended Item for 2016 - GCR 1.5 Drones at Track**

Thank you for your support. Please see the final wording for this letter in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

### **3. #16691 (Ray Phillips) Rain Light (Flashing or Strobing)**

Thank you for your letter. Please see the response to letter #16645, May 2015 Fastrack Technical Bulletin.

### **4. #16692 (Mark Filip) Rain Light**

Thank you for your letter. Please see the response to letter #16645, May 2015 Fastrack Technical Bulletin.

## **HP**

### **1. #16780 (Randall Smart) Increase Allowed Wheel Size in HP**

Thank you for your letter. Please see response to letter #16724.

## **SM**

### **1. #16819 (Mark Gibbons) Legal or Not legal**

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

The CRB thanks this author and the below 24 authors for their feedback on this recommended rule change. The CRB used this feedback to change the recommendation before it was presented to the Board of Directors. The Board of Directors passed the new language in their May 2015 meeting, effective 1/1/2016. See the Board of Directors Minutes.

2. #16827 (Keith Andrews) #16783 (Club Racing Board) Update to 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

3. #16856 (KEITH ANDREWS) Update to 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

4. #16859 (Michael Collins) Cylinder Head

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

5. #16868 (Ademir Fedument) Proposed Rules

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

6. #16874 (Ralph Provitz) Valve Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

7. #16880 (Kyle Webb) Radius Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

8. #16882 (Frank Todaro) Recent Proposal to Clean Up Rule Regarding Valve Cut Radiusing

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

9. #16883 (John Mueller) 9.1.7.C.1.a.1.f.5 Timing

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

10. #16885 (Josh Smith) Not Another Rule Clarification

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

11. #16887 (Todd Ayers) #16783 (May Fastrack Club Racing Board) Update to 9.1.7.C.1.a

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

12. #16888 (Will Charlesworth) Letter #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

13. #16890 (Sean Hedrick) Unshrouding Language

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

14. #16892 (James Charlesworth) Letter #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

15. #16896 (James Rogerson) Blueprinting Definition Change and Miata Head Machining

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

Blueprinting is not allowed in SM, so the blueprinting .040" radius does not apply to SM.

16. #16897 (Robert Charlesworth) Rule Change #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

17. #16899 (Dennis Mathias) Cyclinder Head Rule

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

18. #16901 (Chris Giesen) Radius Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

19. #16902 (Skip Brock) Valve Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

20. #16903 (Will Schrader) Cylinder Head Rule Change

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

21. #16904 (Dave Dunning) Unshrouding of Valves

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

22. #16909 (Matthew Kessler) Proposed Change of GCR 9.1.7.C.1.a.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

23. #16925 (Danny Steyn) Valve Unshroud Rule 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

24. #16931 (Michael Rossini) Clarify 9.1.7.C.1.a.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

25. #16956 (Jordan Wand) Unshrouding Rules

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

## **T2**

1. #16912 (Harley Kaplan) Re-Consider BMW E92 Penalty

Thank you for your request. Please see the response to letter #16910, June 2015 Fastrack Minutes.

## **What Do You Think**

None.

## **RESUMES**

None.



# CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2015

NUMBER: TB 15-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 7/1/2015 unless otherwise noted.

## American Sedan

### AS

1. #16927 (Cheyne Daggett) Add 2014 Mustang GT to 2011-13 Specification Line

In AS, Add the 2014 model to the following spec lines:

Ford Mustang GT (05-13 **14**) (Note: This is the Full Preparation Specification Line)

Ford Mustang GT 5.0L DOHC (11-13 **14**) (Note: This is the Restricted Preparation Specification Line)

### B-Spec

None.

## Formula/Sports Racing

### P1

1. #16941 (Formula/Sports Racing Committee) Clarify 9.1.8.C.J.1.

In section 9.1.8.C.J.1., change the language as follows:

~~Unless otherwise specified, minimum weight is 1200 lbs. See weight table A below for spec line cars.~~ **Applicable minimum weights are specified in the P1 Engine Table, Table L, or Table 1 (Spec Line Cars).**

2. #17034 (Jim Devenport) End Plate Clarification

In section 9.1.8.C.B.4.c., correct the language (from letter #16315) regarding the eligibility of Group CN cars:

"Article 3.7.6 Rear wing. FIA CN cars running in SCCA category P1 are not required to meet the wing width rule as written in Article 3.7.6, but instead may be constructed to comply with the following rule adopted by the FIA-sanctioned V de V series: Viewed from the side, the rear wing (main wing and end plates) must be contained within a parallelogram of ~~400mm~~ **330mm** vertically by 400 mm horizontally and must not have a width greater than 2000 mm."

### P2

1. #16554 (Jeff Shafer) Radical SR3 Radical Cup Spec Line

In P2, Table 1 (Spec Line Cars), Radical SR-3 Radical Cup, change the restrictor as follows:

~~42.5mm~~ **Unrestricted**

### GCR

1. #16730 (David Gomberg) Restart Scoring Clarification

In GCR section 6.8, paragraph 2, clarify the language as follows:

**"For all restarts, the lap count reverts to the end of the last completely scored lap (zero if no laps have been completely scored).** When a race is restarted, each pace lap counts as a race lap. If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched. Any method of restarting the engine is permitted."

2. #16747 (GCR Committee) Sanctioned Event and Disqualification Definitions

In GCR section 7.2.H. clarify as follows:

"An entrant, driver, or car may be disqualified from **a competition or** an event. Rights to awards in the competition **or event** are automatically forfeited."

In FE Section 9.1.1.I.19.b., clarify as follows: "Disqualification from **a competition or** the event."

In FE Section 9.1.1.I.19.1., clarify as follows: "Disqualification from **a competition or** the event."

In SRF Section 9.1.8.E.T.b., clarify as follows: "Disqualification from **a competition or** the event."

In SRF Section 9.1.8.E.T.d.1., clarify as follows: "Disqualification from **a competition or** the event."

In ESR Section 9.1.8.H.19.b., clarify as follows: "Disqualification from **a competition or** the event."

In ESR Section 9.1.8.H.19.d.1., clarify as follows: "Disqualification from **a competition or** the event."

3. #16824 (John Nesbitt) Clarify Powers of Series Chief Steward  
In GCR section 5.12.2., clarify by adding language as follows:

*"For all other changes to the Supplemental Regulations, the Series Chief Steward must file a Request for Action with the SOM."*

4. #16831 (Lyn Greenhill) Incorrect Cross Reference in GCR  
In GCR section 5.9.3.C. change the reference of 5.12.23.C.5 to **5.12.3.C.5**.

## Grand Touring

### GT2/ST

1. #17106 (SCCA Staff) Clarify the Model Years for the Corvette  
In GT2/ST, clarify the Corvette models years by adding the following:  
**(-2014)**

## Improved Touring

None.

## Production

1. #16785 (Jason Isley) Side vent clarification  
In Production section 9.1.5.E.9.a.8.C. add the following language at the end of the section:

*"The duct(s) and the mount for the same in any door window opening cannot exceed 8" in height and 12" in length."*

## EP

1. #16722 (Philip Royle) Classify the 2012-2013 Honda Civic Si in EP  
In EP, classify the 2012-2013 Honda Civic as follows: see attached

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Honda Civic Si (2012-2013)</i>	<b>2</b>	<b>2450</b> <b>* 2511</b> <b>** 2573</b>	<b>4 Cyl. DOHC</b>	<b>3.43"x3.90"</b>	<b>143.7</b> <b>c.i.</b>	<b>Alum</b>	<b>Alum</b>	<b>(I) 1.42"</b> <b>(E) 1.22"</b>	<b>Fuel injection Throttle Bore 2.52"</b>	<b>103.1"</b>	<b>63.3"/64.2"</b>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Civic Si (2012-2013)</i>	<b>18x8</b>	<b>5 or 6</b>	<b>(F)</b> <b>11.8"x.98"</b> <b>vented</b> <b>(R)</b> <b>10.2"x.35"</b> <b>solid</b>		<b>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</b>

2. #16919 (Philip Royle) Correct compression allowance for '02-'06 Nissan Sentra SER-V  
In EP, Nissan Sentra SER Spec V (02-06) correct the compression ratio as follows:

*"Comp. ratio limited to ~~10.0:1~~ **12.0:1**."*

3. #17006 (Ronald Earp) Mustang in EP  
In EP, classify the Mustang as follows: see attached

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Ford Mustang (94-98)</i>	<b>2</b>	<b>2700</b> <b>* 2768</b> <b>** 2835</b>	<b>6 Cyl. OHV</b>	<b>3.81"x3.39"</b>	<b>231.7</b> <b>c.i.</b>	<b>Iron</b>	<b>Alum</b>	<b>(I) 1.783"</b> <b>(E) 1.456"</b>	<b>Fuel injection</b>	<b>101.3"</b>	<b>66.5"/66.8"</b>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Ford Mustang (94-98)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 10.83" vented (R) 10.5" solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .500"</i>

## FP

1. #16963 (Hayes Lewis) Move Porsche 924 from FP to HP

In FP, Porsche 924 (76-84), the performance potential of this car is too great to allow it to be moved to HP. To make this car more competitive in FP, change the following specs:

"Comp. ratio limited to ~~10.5:1~~ *12.0:1*."

Weight: ~~2200 \*2255 \*\*2310~~ *2125 \*2178 \*\*2231*

## HP

1. #16667 (Chris Patrick) Spitfire Prep 1/2

In HP, Triumph Spitfire prep. level 1/2, clarify/correct as follows:

Triumph Spitfire *Mk. III & IV*

Add to the track column: *Mk. IV rear track: 54.6"*

2. #16736 (Larry Svaton) support of Matt Brannon request/errors and omissions

In HP, Fiat X-1/9 & Bertone 1500, the Fiat X-1/9 1300 (level 2), and the Fiat X-1/9 1500, add the following to the notes:

*"Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor."*

3. #16822 (Lee Niffenegger) Classify 2015 Honda Fit

In HP, Classify the 2015 Honda Fit: see attached

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Honda Fit (2015)</i>	<i>2</i>	<i>2250 * 2306 ** 2363</i>	<i>4 Cyl. DOHC</i>	<i>2.88"x3.53"</i>	<i>91.38 c.i.</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 1.15" (E) .99"</i>	<i>Fuel injection Throttle Bore 2.06"</i>	<i>99.6"</i>	<i>62.6"/61.9"</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Fit (2015)</i>	<i>15x7</i>	<i>6</i>	<i>(F) 10.31"x.83" vented (R) 7.87"x.1.57" drum</i>		<i>Comp. Ratio limited to 11.5:1, Valve lift limited to .425"</i>

## Spec Miata

None.

## Super Touring

### STL

1. #16653 (Philip Royle) Classify the Scion FRS in STL

In STL, Table B, classify the Scion FRS and Subaru BRZ as follows: see attached

STL	Max. Displacement	Min. Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>1998</i>	<i>2900</i>	<i>Notes: Stock OEM engine as delivered from the factory. Cold air intake and exhaust header permitted.</i>

## Touring

### T2

1. #17007 (Touring Committee) Allowance of parts for the 06-08 Porsche 911 Carrera S

In T2, Porsche Carrera S (06-08), add to the notes as follows:

*"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed."*

2. #17010 (Touring Committee) Clarify clutch disc/ pressure plate weight

In Touring section 9.1.9.2.D.1.i., replace the language as follows:

~~5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel. Clutch disc/ pressure plate shall be within 5% of factory weight.~~

*5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than 5% of the factory OEM clutch disc and pressure plate.*

~~6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is within 5% of factory weight.~~

*6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is no lighter than 5% of factory OEM weight.*

### T4

1. #16980 (Jerry Rigoli) Miata Power Steering

In T4, Mazda MX-5 / Miata Sport (99-00) and Mazda Miata MX-5 / Miata (01-05), add to the notes as follows:

*"De-powered steering rack permitted."*

The CRB is acknowledging the scarcity of manual racks and their availability. New parts are no longer available. Core exchange/ rebuilds are very costly (\$1100).

2. #17009 (Touring Committee) Correct wheel size for 99-00, 01-05 Miata in T4

In T4, Mazda MX-5 / Miata Sport (99-00) and Mazda Miata MX-5 / Miata (01-05), add to the notes as follows:

*"Wheels meeting the Spec Miata requirements are allowed."*

This was intended to be included years ago when the SM kit was permitted for this spec line. It wasn't until we got a letter asking for clarity we found this omission.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Stephen C. Hyatt vs. SOM

COA Ref. No. 15-03-NE

May 25, 2015

### FACTS IN BRIEF

On May 2, 2015, after the Majors race for SRF3 at Summit Point, the Chief Scrutineer, Stephen Spector, filed a Technical Inspection report stating that SRF3 #69 driven by Greg Obadia was under weight. The car was measured three times in two directions and the scales showed the same weight of 1558 lbs when the minimum weight is 1560 lbs. Assistant Chief Steward, Fred Brinkel, filed a Chief Steward's Action (CSA) to move car #69 to last in class. After review of the scale certification report, dated 4/7/2015, Earl Hurlbut, Series Chief Steward (SCS), withdrew the CSA citing tolerance of the scales. Race Official Stephen Hyatt, a National Scrutineer, protested the decision of the Chief Steward.

The Stewards of the Meeting (SOM), David Gomberg, A.G. Robbins, John Deonaraine, and Charles Dobbs, Jr. (Chairman) met, reviewed the presented evidence, and heard testimony from three witnesses. The SOM disallowed the protest. Mr. Hyatt is appealing their decision.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Rick Mitchell (Chairman) met on May 21, 2015 to review, hear, and render a decision on the appeal. John Nesbitt, member of the Court, was recused from discussion of the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Hyatt received May 9, 2015
2. Official Observers Report and related documents, received May 13, 2015
3. Witness Statement from Dennis Dean, Chief Steward dated May 13, 2015
4. Summary of Activity from Earl Hurlbut, Series Chief Steward received May 13, 2015

### FINDINGS

Mr. Hyatt cites three issues in his appeal. The first is Procedural/Conflict issues. Prior to his Protest members of the SOM reviewed the certification of the scales and discussed the results with the Chief Steward. The certification was the reason the CSA was withdrawn. Review of the event is a task required of the SOM. It is not inappropriate for the SOM to have reviewed the certificate prior to receipt of the protest.

Mr. Hyatt also cites the Chief Steward's wrongful application of GCR 5.9.4. and Appendix G. used to allow a tolerance of +/- 4 lbs in the weighing. The COA agrees that GCR 5.9.4. states "The scales at the event are the official scales for the event" and GCR Appendix G.2.1. states "Weight is absolute minimum." The Chief Steward may not change the tolerance of a measurement standard specified in GCR Appendix G.2. However, the Chief Steward does have the power to waive compliance requirements per GCR 9.2.1.H. The Chief Steward also may decide to not initiate a CSA or RFA for non-compliance issues per GCR 8.1.3.

The COA urges all competitors to weigh their cars early at each event to make sure they make the minimum weight before qualifying. The COA reminds Chief Stewards that measurement standards may not be modified except by the Club Racing Board.

Lastly Mr. Hyatt cites the CS wrongfully interpreted the scale calibration procedure outlined in GCR 5.9.4.C.2. which states "On-site certification by a commercial scale service within 90 days prior to the event, OR....". The COA finds the scales were certified by a commercial scale service within 90 days prior to the event and that the letter of certification was available at all times the scales were in use.

Mr. Hyatt protested the decision of the Series Chief Steward to withdraw the CSA, not that car #69 was non-compliant. The Assistant Chief Steward wrote the CSA under the authority of the Series Chief Steward's delegation of power (GCR 5.12.3.). Since the Series Chief Steward is the ultimate owner of the CSA he may withdraw it.

### DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Hyatt's total appeal fee will be returned.

# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

Larry Mason vs. SOM,  
COA Ref. No. 15-04-SP  
June 4, 2015

### FACTS IN BRIEF

On May 3, 2015, at the Buttonwillow Majors, Assistant Chief Steward John Reitman, acting for Series Chief Steward R.J. Gordy, issued a Chief Stewards Action (CSA) disqualifying Larry Mason (FM #12) for a violation of 2015 GCR 9.1.1.E.14.B. (Tire Marking). Mr. Mason protested the action. The Stewards of the Meeting (SOM) Bob Corbitt, Jack Brabban, Heather Baker, and Marge Binks (Chairman) met, reviewed evidence, and heard testimony. They disallowed Mr. Mason's protest. Mr. Mason is appealing their decision.

### DATES OF THE COURT

The National Court of Appeals (COA), Spencer Gorham, John Nesbitt, and Rick Mitchell, Chairman, met on May 28 and June 4, 2015 to hear, review, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Larry Mason and accompanying documents, received May 12, 2015.
2. Official Observers Report and related documents, received May 13, 2015.
3. Witness statement from Jim Doughty, Shelby Goodyear Race Tires, received May 13, 2015.
4. Witness statement from Jason Balser, Goodyear Tire & Rubber, received May 13, 2015.
5. Witness statements from Larry Mason, received May 22 and May 27, 2015.
6. Witness statement from Marge Binks, Chairman SOM, received May 26, 2015.
7. Witness statement from R.J. Gordy, Series Chief Steward, received May 30, 2015.

### FINDINGS

The Buttonwillow Majors was a three-day event. At the mandatory drivers meeting with the Series Chief Steward on Friday, May 1, as a courtesy, Mr. Gordy reminded FM drivers that the FM tire rule was in effect for the event.

Mr. Mason did not attend on Friday and missed the drivers meeting. He did seek out Mr. Gordy on Saturday and asked about the content of the meeting. Mr. Gordy did not recall that Mr. Mason was a FM competitor and so did not provide the FM tire rule reminder, rather concentrating his briefing on those items of importance to all competitors. In addition, the Court finds no indication that Mr. Mason specifically inquired about the status of the FM tire rule.

During the Saturday race, Mr. Mason damaged one of his tires and, on advice of Mr. Balser, replaced it with a used tire. Mr. Mason did not declare the tire change and did not start from the back of the grid on Sunday (as required by 2015 GCR 9.1.1.E.14.B).

Following the Sunday race, Mr. Mason acknowledged the tire change to Tech staff in post-race impound after an unmarked tire was found on FM #12. After some discussion, Mr. Reitman issued the CSA disqualifying Mr. Mason.

Mr. Mason founded his protest on the necessity to replace a damaged tire and on the fact that he was unaware the tire rule, as stated in the 2015 GCR, was in effect. The SOM disallowed his protest based on his violation of 2015 GCR 9.1.1.E.14.B. and his duty to be aware of the rules.

The COA appreciates that there was an incomplete communication between Mr. Mason and Mr. Gordy. Mr. Gordy did not say that the FM tire rule was in effect. However, if Mr. Mason wanted information regarding the enforcement of a particular rule, he has an obligation to ask a specific question. The FM tire rule was in effect at this event with no exceptions. Therefore, Mr. Mason violated GCR 9.1.1.E.14.B. by not obtaining the Series Chief Steward's approval to substitute a tire and start the Sunday race from the back.

By signing the event entry form, Mr. Mason agreed to abide by the 2015 GCR and certified that his car was compliant. The driver bears the responsibility to ensure he complies with the GCR.

### DECISION

The SCCA Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mason's appeal is considered well founded and his appeal fee, less the amount retained by SCCA, will be returned.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | June 2, 2015

The RallyCross Board (RXB) met via conference call on June 2. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Lee Hill, who also serves on the Planning Committee, polled the meeting attendees on the possibility of a tiered membership strategy within the SCCA as an idea to grow membership without sacrificing income. The group discussed the benefits and drawbacks of such a strategy, along with various options.

### Chairman's Report

Marketing plan: Tere Pulliam reported that the BOD discussed the proposed marketing plan submitted by the RXB but chose not to currently adopt the plan. Hyatt will continue to campaign for more marketing for the RallyCross program.

Rules reorganization: Hyatt is continuing to reorganize the RallyCross Rules and hopes to have a draft by August. The intention is to follow the rule change submission timeline for this reorganization.

### Committee Reports

RallyCross Safety Committee (Chris Regan): The Safety Committee has not yet received the report for an incident that occurred in the prior month. Regan is tracking it down and confirming that the Safety Committee email list is correct. No other incidents have been reported.

Rules Committee (Keith Lightfoot): The member comment and submission period ends June 15. Lightfoot has been unable to access the old forums to retrieve the submissions and feedback. He will work with National Office staff to retrieve the information.

RallySprint Committee (Brent Blakely): Blakely reported that the first two pilot RallySprint events went very well. The New England event had 25 competitors. The event at Prairie City combined the RallySprint with RallyCross by running a RallyCross Saturday morning, the RallySprint Saturday afternoon and another RallyCross Sunday morning. The RallySprint had 12 competitors. An article about the events is scheduled for SportsCar. Hyatt requested that a basic set of rules be released to encourage more pilot events this year.

National Championship Committee (Stephen Hyatt): Howard Duncan reported on a trip to the 2015 National Championship site by three National Office staff where they met with three Regional and three site representatives, took photos and measurements of the site, and tested the site surface. Duncan was pleased by the quality of all aspects of the site.

A Course Worker Training presentation was distributed to the RXB for review. The RXB agreed to one adjustment to the presentation. This training will be conducted on Friday evening of the event.

The RXB also discussed providing more exposure before, during and after the event to the Team O'Neil Rally School Award given at the National Championship. A press release, photos and an article are all being considered.

Divisional RallyCross Stewards Liaison: Although no details were provided, Hyatt reported that the Divisional RallyCross Stewards discussed the National Challenge events and the National Championship at their recently held meeting.

### New Business

National Challenge events: The RXB discussed how the 2015 National Challenge events are currently going. Some events do not have the attendance levels worthy of a National event, possibly the result of conflicting schedules. Also, the RXB has received feedback that the RallyCross rules have not been consistently enforced at some National Challenge events. The RXB reminds all Regions that while there is some flexibility in the application of certain rules at Regional events, the entire rule set should be enforced at National-level events. These events should show viability to the competitors and the event sponsors. At the next meeting, the RXB will evaluate all events and consider options to improve the National Challenge events for 2016.

Next meeting: July 7, 2015

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | May 18, 2015

The RoadRally Board met via teleconference on May 18, 2015; meeting called to order at 7:40 PM CDT by Chairman Rich Bireta. In attendance: Chuck Hanson, Len Picton, John Emmons, Jeanne English, Clarence Westberg, Deena Rowland from the National Office, BOD liaisons Terry Hanushek and Lee Hill, and BOD Chairman John Walsh.

The April minutes were approved. Chuck/Clarence/pass

### Front Burner Items:

1. RReNewsletter  
Latest issue published today, another fine effort on Cheryl Babbe's part. Dave Head had another good article on the recent Badger Burrow National. Thank you, Dave. All, please continue to support Cheryl's efforts. Rich talked to Cheryl, who said she is 'underwhelmed' by response to the newsletter; make locals aware of newsletter; top hits are on national points, then individual event scores and reports.
2. Regional Road Rally Rulebook (RRRRs?) (Rich)  
No revision since last month. RRRRs were mentioned in the most recent RReNewsletter, and there have been a half dozen requests to review the draft. Jeanne sent corrections. Rich will resend it with changes; no final action this month, please read it before next month's meeting.
3. Court of Appeals Decision Discussion.  
The COA ruled that the requirement for a safety precheck to be by a person other than the rallymaster is unenforceable; RRRs Article 2E needs clarification. Article 1C5 (re disciplinary committee) also needs clarification per direction of the BOD.
4. 2016 Proposed Rules Changes
  - a. Article 1C5 - Change from "The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required." to "The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members shall not be appointed to this committee, as the RRB is to serve as the final independent authority for appeals for disciplinary charges."  
Rich to post, we will revisit at next meeting.
  - b. Two versions of Article 2E were discussed, with this being the final proposal – Change from "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified **RoadRally** Safety Steward." to "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified RoadRally Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the precheck."
5. NEC Report (Chuck)
  - b. Class SP Points - the NEC wants clarification about SP class – what does the RRB really want? John told Mike Thompson to be VERY specific about SP, e.g. does one opt in? must someone be in it? who qualifies? how to score it? Clarence said that if we are trying to grow the sport, this isn't it, he doesn't see people traveling around the country to compete. John doesn't see a problem with offering it as long as it is specific. Rich asked Chuck if SP is visible only to scorer, or is it visible as an entry class? Chuck says that classes E, L, and S are listed, and SP is a class that the scorer creates. Rich says that if SP is an overlay class, it should be restricted to stock equipment. Rich asked what is the point of SP class? Chuck answered it is to attract newbies, for them to compete amongst themselves. Len said it sounds like Rookie class in racing. Rich asked what if we look at the standings at the end of the year, and award the SP award to the highest SP person in class S. Len asked why do this at all? Chuck said to give an award and stimulate interest in new people. Clarence insists that the proposal has to be vetted against all the possible interpretations to see what kind of problems could occur. Chuck will take all these comments back to the NEC committee.
  - c. 2016 Rules Changes
    - i. Minimum number of Nationals needed for awarding a championship
    - ii. GTA National Championship
    - iii. Removing Regionals from National ChampionshipThis will be discussed next month, we ran out of time this month
6. 2015 RRB Calendar  
Rich has compiled a RRB calendar for the rest of the year, it is attached below.
7. June Meeting – Rich will be unavailable on the scheduled date; let Rich know if you would like to chair the meeting.
8. New Business
  - a. Clarence asked how the NEC will make sure that future rallies are not as screwed up as some recent nationals have been. Jeanne suggested bringing back an outsider precheck, and using long-distance prechecks; there is also the issue of rallymasters not always making changes requested by the official prechecker.



- b. Jim Crittenden has 33 cars registered for his upcoming rally – how did he do it? He used social media, put flyers at car dealers and repair shops; he spent as much time on promoting the rally as on writing it.
- c. Len/DC Region had their annual rally school and regional with 30 entries – how did he do it? There were lots of repeat people; nothing on social media, but did post it on the DC website and in local club newsletters

Meeting adjourned at 9:48 PM CDT  
 Next meeting June 8, 2015, via conference call  
 Respectfully submitted,  
 Jeanne English, RRB Secretary

*Attachment:* **RRB Annual Calendar of Recurring Activities – Remainder of 2015**

**June**

**July**

- 13 - Deadline for all suggestions from all parties (RRB, NEC, rally community) for 2016 rules change proposals. RRB votes to either kill proposal or release for public comment.
- 14 – Approved proposed rule changes released for public comment after RRB meeting.
- Deadline for comments is September 1 NEC meeting

**August**

**September**

- 1 – Deadline for public comment on 2016 rule change proposals. NEC meeting.
- 14 – Solicit members for 2016 RRB. November 1 deadline for application.

**October**

- 12 - RRB members declare individual decisions regarding willingness to serve on 2016 RRB.
- 12 – NEC submits rule change proposals to RRB
- 13 - Rules committee starts final draft of 2016 rules changes

**November**

- 9 – Deadline for Rules Committee produces final draft proposal
- 9 - Final RRB Decision on 2016 rule change proposals.
- 9 - Recommend RRB composition to SCCA BOD

**December**

- 4 – BOD meets, approves/rejects proposed rule changes.
- 4 – BOD decides on composition of 2016 RRB
- 1 – 15? Balloting for Rally of the year Awards

**January 2016**

New RRB meets, Awards Regional Award and Divisional Award  
 Establishes committees, sets meeting time and schedule, etc ...

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | June 8, 2015

The RoadRally Board met via conference call on June 8, 2015; meeting called to order at 7:30 CDT by Len Picton, acting chairman. In attendance: Len Picton, Chuck Hanson, Jeanne English, Clarence Westberg, and BOD liaisons Terry Hanushek and Lee Hill; not present: Rich Bireta and John Emmons.

May minutes were approved. Len/Chuck/pass

### Front Burner Items:

1. RReNewsletter – another one was published today; thank you again, Cheryl, for a job well done.
2. Regional Road Rally Rulebook (RRRRs?)  
Postponed until next month, when Rich is here
3. 2016 Proposed Rules Changes
  - a) Article 8A - Add language to Article 8A similar to the following; NEC puts this in 8B4:  
A competitor may earn championship points only once per day. A competitor may not, for example, earn points in a Tour event in the morning and points in a Course event in the afternoon. A competitor may not earn points in a Course event in the morning, for example, and earn worker points in the afternoon. Competitors will earn points in the first event worked or entered each day, unless the event is non-declared.  
Rationale: The 2015 offering of multiple events per day on two consecutive weekends in the Arizona and Arizona Border regions is contrary to the intent of including Regional events in the National Championship. The current situation effectively forces a competitor making a serious attempt at a championship to attend these events.  
Comments: Chuck thinks this rule is a good one; he received results from an East Coast region showing the rally chairman as a contestant; for this year, he will contact the person involved and explain the proper protocol (that worker points are in place of running the rally); he will report back next month. For 2016, this does not prohibit multiple rallies in a single day, just not get getting points. The RRB agrees with this NEC proposal.
  - b) Article 4B3 Proposed Rule Change:  
This rule currently states:  
Regional tour and course events in the SCCA **RoadRally** National Championship series shall meet at least two of the following criteria:
    - a) A minimum of 4 timed controls
    - b) A minimum run time of 3 hours
    - c) A minimum distance of 60 milesThis proposal changes this rule to:  
Regional tour and course events in the SCCA **RoadRally** National Championship series shall meet the following criteria:
    - a) A minimum of 6 timed controls of which no more than 50.0% may be DIY, and either
    - b) A minimum run time of 3 hours, exclusive of odometer check, or
    - c) A minimum competitive distance of 90 miles, exclusive of odometer check.Comments - reduce item 'c' to 60 or 80 miles
  - c) Rules changes discussed last month:  
Article 1C5 - Change from "The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required." to "The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members shall not be appointed to this committee, as the RRB is to serve as the final, independent authority for appeals on disciplinary charges."  
Article 2E - Change from "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified **RoadRally** Safety Steward." to "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified RoadRally Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the precheck." Rationale: This change makes the rule book consistent with the restriction which has existed on the sanction form.
4. SCCA Membership – LOL member Ian Holmes published in his blog his internal debate as to whether or not to renew his SCCA membership. Specifically, Ian expressed concerns that, based on his reading of Sports Car, road rallyists are not the type of members the SCCA is interested in attracting and that the lack of coverage in Sports Car makes him feel like a peripheral member of the club that is tolerated but unenthusiastically welcomed. The RRB invited our BOD liaisons to express their views on the points raised in his blog.  
Lee: Tiered membership has been a topic for the BOD for some time. The By-Laws have a provision for an Associate Membership that does not include a Region Membership or any voting rights, etc. The present membership structure is currently oriented to Club Racing, and it is an issue for all of the other areas of interest. There is concern with the perception that a lower tier membership would be "second class." There is also a serious concern that a wholesale move from full membership to this lower tier would have a

serious negative impact on the budget of the National Office, and potentially to Regional finances; however, if the lower membership fee brings an increase in membership, the negative impact would be mitigated. The BOD recognizes that the perceived value of SCCA membership is not cost effective; BOD this year has had several active discussions about tiered membership program, which has not happened in the past; most BOD members recognize that it is probably going to happen. The BOD is sensitive to the fact that people don't want to become full SCCA members; there is potential for this to happen within the next year.

Clarence commented that one of the biggest obstacles to getting people to buy a membership is that there is no longer any social cohesiveness in the Regions; i.e. there are no events other than actual competition events for them to get involved in.

5. NEC Report (Chuck)
  - a. 2016 Badger Burrow Improvement Plan  
Problems were with procedures not being followed correctly. All upcoming nationals will be looked at closely to see that they follow what the RFOs require – out of area pre-check, make changes required by the pre-checker, follow rules about calendaring and advertising.
  - b. Class SP Points  
How to deal with this in the future (there is no SP this year); if a contestant moves from S up to L or E, they cannot be in SP. Len asked if SP and S are mutually exclusive? Chuck answered yes, it is up to the regional registrar and how they report results to the pointskeeper.
  - c. 2016 Rules Changes (in addition to Item 3 above):
    - i. Minimum number of Nationals needed for awarding a championship: NEC suggests that the minimum be 14 equivalents, of which 6 equivalents must be from nationals (3 nationals); the point is to run a certain number of nationals; how about stating that a competitor must run 3 nationals to win a year-end award
    - ii. Sunsetting GTA National Championship  
NEC is divided as to whether or not to retain GTAs; reason to keep – they do draw some people, and it does not cost us anything. Clarence says GTAs are all so different that he doesn't see how there can be a championship. Clarence, Jeanne, and Len are in favor of sunsetting.
    - iii. Removing Regionals from National Championship  
Keep we keep them them? Len, Jeanne, Chuck –yes, Clarence - no
6. 2015 RRB Calendar Review
  - a. Next up: July 13 deadline for all 2016 rule change proposals.
  - b. 2016 rule changes approved for public comment at the July RRB meeting.
7. New Business  
The SCCA Convention is going back to Las Vegas; the MSX Expo was not particularly successful; the convention is changing its focus back to being for the people actually involved in directing the club.

Meeting adjourned at 10:48 PM CDT  
Next meeting July 13, 2015, via conference call  
Respectfully submitted,  
Jeanne English, RRB Secretary

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs:  
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:  
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:  
<http://www.scca.com/downloads/>

Technical Forms:  
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):  
<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:  
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

Forms:  
<http://www.scca.com/downloads/>

Rulebook:  
<http://www.scca.com/pages/solo-cars-and-rules>

### RALLY

Forms:  
<http://www.scca.com/downloads/>

RallyCross Rulebook:  
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:  
<http://www.scca.com/pages/roadrally-rules>

### SCCA NATIONAL CONVENTION

Event page:  
<http://www.scca.com/articles/1996422-jackpot-scca-national-convention-to-return-to-vegas>

### EVENT CALENDAR:

SCCA Events:  
<http://www.scca.com/events/>

## BOARD OF DIRECTORS

### BOARD OF DIRECTORS | July 14, 2015

The SCCA National Board of Directors met via conference call Tuesday, July 14, 2015 at 7:15 pm Central. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; and Mindi Pfannenstiel, Senior Director of Accounting; Heyward Wagner, Director, Experiential Dept and Aimee Thoennes, Executive Assistant.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Helman.

**Motion:** Butler/Pulliam - Approve May BoD Minutes. Approved Unanimous

### Chairman's Update

Chairman Walsh discussed SCCA Enterprises financial practices and performance with the BoD.

### Committee Updates

Planning Committee Chairman, Brian McCarthy advised the Board that the idea of the "Region Resource Team" is progressing with volunteers identified in many regions to provide guidance and leadership

Budget and Finance Committee Chairman, Bill Kephart gave kudos to Staff for support work to provide more transparent and defined program cost accounting.

### 2016 SCCA National Convention

The move of the National Convention to Charlotte in conjunction with the MSX Show was inspirational, but did not resonate with SCCA members. Although we tried to attract drivers to the Convention, the effort took our focus from our normal objectives of supporting and nurturing our Regions.

In 2016, we are heading back to Las Vegas with a new commitment to target leadership, Region development and focus on training. Included will be several well respected volunteers to work with Staff on Convention planning for 2016.

### Division Boundaries

The St. Louis and South Illinois Region Boards are petitioning the Board of Directors to move St. Louis and South Illinois Regions from MiDiv to CenDiv for 2016 by moving the MiDiv/CenDiv Divisional Boundary slightly to the west. [St. Louis and South Illinois Regions are on the boundary of the two Divisions.] The Board has the authority to move Divisional Boundaries. According to the Operations Manual, it is the only group with the power to do so, and boundary changes are necessary as tracks open/close or as population shifts occur.

Rationale: The move would allow the St. Louis and South Illinois Regions a larger Club Racing customer base to draw upon. Although CenDiv drivers may always participate in MiDiv events, having Gateway dates on the CenDiv calendar will enhance the Region's ability to stay profitable. Currently, with one exception, the 2013 August Majors event, the St. Louis Region has been unable to hold a profitable Club Race event due to low entry counts (typical in the MiDiv). Like most MiDiv club race events, the St. Louis Region is experiencing losses of between \$3-\$8,000 per event.

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BoD discussed that there are lots of ramifications of this, but is reluctant to tackle this piecemeal vs looking at this from an overall structural perspective. Many of our programs are Divisional based. The big questions are impacts on other programs (Solo, Rally), SCCA specialties, and what happens to the overall Division and neighboring Divisions.

**Motion:** Patullo/Christopher. The BoD authorizes Chairman Walsh to appoint a committee of Subject Matter Experts and members of the affected Divisions and they will provide an update to the full Board at their October meeting.  
PASSED Unanimous

### **Presidents Report**

Noble provided a Runoffs update for 2017 and 2018 event location including West Coast return discussions. Still working issues and potential venues at this time so not ready to announce yet. BoD does not want to set artificial hard dates for negotiations, but we all understand drivers want to know and plan. Update provided on negotiations with major sponsors and programs in support of SCCA and driving programs.

SCCA has issued an RFP for the FF tire. Responses have been received but not yet evaluated. Noted that Topeka (SCCA Staff/ Club Racing) is not driving the requirement or direction for a FF spec tire, they are supporting the recommendation (request) from CRB and the competitor community. Recognition and support for changes in Convention format to get back to region development and training next generation of leaders and specialties. Update provided on SCCA defense of legal (trademark) issues.

### **Recap of May financial results**

Pfannenstiel reported that Inc was operationally positive, and just slightly off year to date budget. June financial closing coming this week (week of 7/13.) Reported that through June, SCCA Enterprises was ahead of budget.

### **Club Racing**

Prill reported that 2015 Runoffs registration scheduled to open late July for drivers and workers. Drivers will be able to test drive the registration program and pre-load car information to ease the actual registration process. Prep shop requests for parking being worked (23 prep shop requests to date). Emergency Services specialties for 2015 Runoffs will be handled by Daytona and Daytona staff. This directly impacts our ability to provide volunteer slots for ES volunteers at the 2015 Runoffs.

### **TNIA**

Wager provided an update for Track Night in America. 42 events thru the end of June, target demographics dead on: 62% of the attendees are non-SCCA, high percentage not affiliated (yet) with a car club, 44% under age 35. TNIA is program and cash flow positive.

**Motion:** Hanushek/Butler - to Adjourn. Approved Unanimous

Meeting adjourned 9PM CDT

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | June 24, 2015

The Solo Events Board met by conference call June 24th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek and Tere Pulliam of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### **Junior Kart**

#16325 Junior Age

Per the KAC and SEB, effective 1/1/2016 change 19.2.A.3.a as follows Age: 5 to **7 8** years.

Note: This allows an overlap between FJC and FJB consistent with the overlap for FJB and FJA.

### **Member Advisories**

#### **General**

The SEB will be holding an online Town Hall on July 29th, 2015. Please see Solo Matters for details.

#### **Street**

#17017 Factory installed mud flap removal

Per the SAC, the allowance for comfort and convenience modifications does not permit the deletion of components. The committee would like to remind everyone that local regions are free to modify these allowances as needed for their local events.

#### **Modified**

#16857 MAC Opening

The SEB has approved the addition of Chris Pruett to the MAC.

The MAC continues to request member applications, and in particular is seeking someone with larger-car EM experience.

#16876 Hegar Quick Start for CR125 Honda motors legal?

Per the KAC, the non-OE electric start is not currently compliant for KM. Please see #17195 elsewhere herein for a proposal concerning this subject.

### **Change Proposals**

#### **Safety**

#16947 Prescribed medical oxygen tanks

Add the following sentence to 1.3.2.M.

*Prescribed medical oxygen bottles/tanks are exempt from this requirement.*

Note: there are no federal requirements for safety on medical oxygen bottles/tanks.

#### **Street Prepared**

#14920 Move all BMW e30 & e36 4 cylinders to FSP

Per the SPAC, the following classing change proposal is provided for member review and comment:

Remove *from DSP*:

BMW

318 (16v)

Also amend **FSP** listing as follows:

BMW

318i (~~8V~~, E30 chassis)

#### #16965 Fender Liner Removal Proposal

Per the SPAC, the following rule change proposal is provided for member review and comment:

Modify 15.2.A as follows:

Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified **or removed** for tire clearance and for installation of fender flares as allowed herein.

### Street Touring

#### #16409 RSX Type S Classing Comments

The following classing change proposal is submitted for member review and comment:

Move **from STF to STX**

Acura

**RSX Type-S**

Comment: Recent advances in tire technology have dramatically increased the performance potential of the Acura RSX Type-S. In response to member feedback the STAC has re-evaluated the car and believes it is a better fit in STX.

#### #16816 Move 2010 Genesis 2.0t from STU to STX

Per the STAC, the following classing change proposal is submitted for member review and comment:

Move **from STU to STX**:

Hyundai

**Genesis (2.0T) (2010-2012)**

#### #16682 Aftermarket Radiator Allowance Proposal

The STAC is considering allowing alternate radiators in Street Touring, consistent with the SP rules. The committee has provided the following rule change proposal for member review and comment:

Add the following new language to section 14.10:

**L. 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).**

#### #16978 Steering Wheel Rule (14.2.D)

Replace 14.2.D with the following:

**"D. Any steering wheel may be used. An alternate wheel which replaces an airbag-equipped wheel is not required to have an airbag but the substitute components, including adapters, hubs, quick releases, etc., may not result in a reduction in total vehicle weight.. An alternate wheel is not required to have a horn button."**



Comment: This would allow cars with airbag equipped steering wheels to replace them, provided the weight remains at least the same as the standard parts. The SEB feels that this will not make a steering wheel replacement a "must have" preparation item and therefore competitors that wish to retain their airbag functionality may do so with no performance penalty.

## **Kart**

### **#17195 Proposal to allow non-OEM electric start for KM**

The SEB and KAC are seeking member feedback to allow onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start:

[http://www.hegar4.com/zc150/index.php?main\\_page=product\\_info&products\\_id=472](http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472)

Electric start is legal in KM on existing ICC-TaG motors, for example the TM-K9ES

Change 19.1.D.e to read :

External Modifications: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.

Change 19.1.D.f.1 to read :

OE Ignition: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.

Change 19.1.D.f.2 to read :

Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.

## **Other Items Reviewed**

### **General**

#17021, 17036 Section 2 course speeds, feedback

Thank you for your input.

### **Safety**

#16845, 17022, 15749 Floormats again

Thank you for your input. Item #15749 has been recommended to the BOD (May Fastrack).

### **Street Touring**

#14285, 14303 Muscle Cars Move to STX Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#14490 Car Classing Comment

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#### #14861 Mustang Classing Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#### #15129 Under 5.0L Pony Cars in STX Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#### #16994 Request for change to 14.2.D Steering Wheels in Street Touring

Please see item #16978

#### #17041 Fox body Mustangs move from STU to STX

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

### **Junior Kart**

#### #16914 Allow other FJ tires

Thank you for your input. Please see item #15274.

### **Not Recommended**

### **Safety**

#### #14268 Safety Allowance for Vehicles With a Roll Bar

The SSC and SEB do not feel that a general allowance to modify seat belts in categories where that is not currently allowed is appropriate.

### **Street**

#### #17035 Allow wheel width change to square in Street

Thank you for your input. The SAC does not recommend allowing wheel width changes. This does not fit the spirit of the Street category and would be disruptive to the balance of the current Street class structure.

#### #17130 Factory staggered wheel set up

Thank you for your input. The SAC does not recommend allowing wheel width changes. This does not fit the spirit of the Street category and would be disruptive to the balance of the current Street class structure.

### **Street Touring**

#### #16830 Wheel Width Proposal

The STAC is not in favor of multiple wheel widths within a class as a method of performance balancing. In the interest of rules stability, this proposal is not recommended.

#### #16836 Street and ST Integrity Issues Caused by Bridgestone RE-71R

The SEB is not in favor of adding any tires to the exclusion list at this time.

#### #16846 Allowance to enlarge suspension mounting holes

The STAC is not in favor of allowing modifications to suspension mounting holes. Although this allowance would benefit some competitors, the STAC feels strongly that it could be easily abused and would have unintended consequences.

#### #16915 Allow older cars with V-belts to update to modern serpentine

The STAC is not in favor of new allowances for engine belt arrangements

#### #16933 Revive STC without EF Civics

The STAC is not in favor of reviving STC without EF Civics.

#### #16802 2015+ M3/M4 street touring classing

The STAC is not in favor of adding the 2015+ M3/M4 to STU as it potentially exceeds the performance of other leading cars in the class.

#17063 Reconsideration of allowing ST classes to use E85

The STAC is not favor of reinstituting an E85 allowance.

#17075 Fiesta ST Classing

The STAC feels that the Fiesta ST is appropriately classed in STX and is not in favor of moving it.

### **Street Prepared**

#16855 Splitter in Street Prepared

The SPAC feels that splitter allowances are sufficient as written.

### **Junior Kart**

#15724 FJ Tire Proposal

Per the KAC, this item is being withdrawn due to lack of support.

### **Handled Elsewhere**

#### **Street Touring**

#16671, 16700, 16726, 16727, 16732, 16761, 16762, 16763, 16764, 16765, 16766, 16767, 16768, 16770, 16771, 16772, 16779 RSX Type S Move Comments (various)

Please see letter #16409.

#16582 C4 Corvette Classing Proposal

Please see item #16581.

### **Tech Bulletins**

#### **Safety**

#16815 Solo Rules section 4.13.A wording concerning Minor waivers

Errors and Omissions:

Correct the following sentence in 4.13.A as follows:

"If signed by both parents/legal guardians and properly filled out to apply to 'ALL EVENTS' and 'ALL DATES,' the form is valid at all SCCA ~~Solo~~-events ~~held in that SCCA Region.~~"

Note: our insurance carrier has approved this correction.

#16860 FIA helmets - add to section 4.3

Add the following to 4.3.1 as approved helmet specifications.

- FIA 8860-2010
- FIA 8860-2004
- FIA 8859-2015
- FIA 8858-2002

#16861 Merge section 4.3.3 into 4.3.1

Move 4.3.3 Face Protection, into 4.3.1 Helmets as a subsection of 4.3.1.

Note: this will put all helmet-related requirements in one section.

#### **Street**

#16999 2015 Audi A3/S3 2.0T Quattro Class?

The following new listings have been recommended by the SAC and approved by the SEB, and are effective immediately upon publication:

BS

Audi

*S3 2.0T (2015)*

DS

Audi

*A3 2.0T (2015)*

GS

Audi

*A3 1.8T (2015)*

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in these classes.

#### #17061 Mercedes E63 AMG

The following new listing has been recommended by the SAC and approved by the SEB, and is effective immediately upon publication:

BS

Mercedes-Benz

*E63 AMG (2010-2015)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

### Street Touring

#### #16581 C4 Corvette Classing Proposal

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STU

Chevrolet

*Corvette ('84-'96) (excluding LT4, ZR1)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#### #16723 BMW 228i in STX Proposal

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STU

BMW

*228i (2014-15)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#### #16814 Acura ILX class

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STX

Acura

*ILX (13-16)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#### #17011 Requesting Classification for Street Touring

The following new listings have been recommended by the STAC and approved by the SEB, and are effective immediately upon publication:

STX

Dodge

*Dart ('13-'15) (1.4T, 2.4T)*

STF

*Dodge*

*Dart ('13-'15) (2.0 N/A)*

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in these classes.

#### Street Prepared

##### #16246 Volvo S60R and V70R classing

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

*Volvo*

*S60R and V70R (2004-07)*

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in this class.

##### #17037 2015 and 2016 Ford Shelby GT350 and GT350R

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

*Ford*

*Shelby GT350, GT350R (2015)*

Note: The OE carbon fiber wheels are compliant for use on the car per 3.3.3.B.12.

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in this class.

##### #17060 Classing request - Mercedes E63 AMG

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

*Mercedes-Benz*

*E63 AMG (2010-2015)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

##### #17095 Cleanup of DSP and FSP for BMW 318,320, initial listing for F30

The following set of listing cleanups has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

Add *to BSP*:

BMW

*320i (F30 chassis)*

Remove *from DSP*:

BMW

~~318 (E36 chassis)~~

And amend *FSP* listing as follows:

BMW

320i (*E21 chassis*)

Note: the E36 chassis is already listed in FSP and the 320i listing did not include chassis identification.

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | July 7, 2015

The Club Racing Board met by teleconference on July 7, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing; and Terry Hanushek, guest BoD member. The following decisions were made:

### **Member Advisory**

None.

### **No Action Required**

#### **FF**

1. #17124 (Dan Johnson) Comment on Spec Tire for Formula F (Ford to Me)

Thank you for your letter. The CRB has recommended pursuing a spec tire for FF for the 2016 racing season, see letter #16038, February 2015 Fastrack Minutes. SCCA has asked tire manufacturers for proposals concerning what they would offer to become the spec tire.

#### **SRF3**

1. #17103 (James Marinangel) Bump Drafting at Daytona (and Other Locales)

Thank you for your letter.

#### **EP**

1. #16423 (David Mead) Classify 78-83 Porsche 911SC in EP-LP trim

Thank you for your request. The CRB has requested a VTS for this car and has not received it. The CRB asks that the author provide the VTS in another letter so that the car can be considered for classification.

2. #17039 (James Rogerson) Aero Package Allowances

The notes for this car allow use of the factory hardtop and thus the wing in question is permitted.

#### **STL**

1. #17111 (Gregg Ginsberg) Sneaking in a Change in Compression Ratios

Thank you for your feedback.

2. #17119 (Gregg Ginsberg) Follow Up to Letter #17111

Thank you for your feedback.

### **Not Recommended**

#### **AS**

1. #16993 (Jim Wheeler) Rear Camber

Thank you for your request. The rule is adequate as written.

2. #16996 (Jim Wheeler) Reduce Dog Box Weight

Thank you for your request. The CRB will continue to monitor additional data to determine if changes need to be made to the weight penalty for dog box transmissions.

#### **FF**

1. #17129 (Steve Bamford) Honda vs. Kent

Thank you for your letter. The CRB does not have resources for independent dyno testing of engines and to date no relevant data has been provided that would justify a performance adjustment. The CRB is willing to review any new, verifiable engine dyno data on both engines. On track data via SCCA's data boxes has not been gathered for this class. Due to the fact that this is a formula class and on track performance is influenced by numerous factors other than engine power, dyno data would be preferred.

#### **P2**

1. #17198 (Jeff Shafer) Hayabusa 1340cc in Stohr

Thank you for your letter. The Stohr WF1 with a 1340 Hayabusa engine is currently classified in both P1 and P2 with specific criteria for each class. The CRB does not recommend this change to the P2 engine table at this time. The CRB will task the FSRAC to look at data after the 2015 Runoffs.

## **GCR**

### **1. #17091 (Stephen Hyatt) Sections 9.2.1.H and 8.1.3**

Thank you for your letter. 9.2.1.H provides the Chief Steward flexibility in enforcing a rule where, in his/her determination, it is the appropriate way to address a particular situation. The CRB and the GCR Advisory Committee agree with the Court of Appeals on their determination that the Chief Steward acted within the authority granted by the GCR. While the CRB understands your concerns, the rule as written provides a limited and appropriate level of flexibility to the stewards in GCR rules enforcement.

### **2. #17094 (Michael Fultz) GCR 9.2.1.H**

Thank you for your letter. Please see the response to letter #17091.

## **IT**

### **1. #16989 (Gregg Ginsberg) Short Shifter Input**

Thank you for your feedback.

## **EP**

### **1. #17123 (Larry Svaton) Follow Up to Previous Request**

Thank you for your request. The performance of cars classed in EP will continue to be monitored. The CRB does not believe at this time that adjustments are required.

## **ST**

### **1. #17114 (Eric Heinrich) Remove +2% Weight Adder for all non-USDM Engines in ST**

Thank you for your letter. The CRB will continue to monitor class performance.

### **2. #17125 (Eric Heinrich) Remove Integra Type R +2% Weight Adder in ST**

Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor class performance.

## **STU**

### **1. #16957 (Dan Goodman) E36 M3 in STU - Rules Change Request**

Thank you for your request. The CRB does not recommend larger wheels. Weights are currently under review.

### **2. #17155 (Chris Jurkiewicz) Change Wheel Width Limit From 8**

Thank you for your request. The CRB does not recommend this change at the time. The CRB will continue to monitor any need for increased wheel size in Super Touring.

## **T1**

### **1. #17203 (MARC HOOVER) Mazdaspeed Miata Alternate Engine Specifications**

Thank you for your letter. The CRB believes this request has several components that are not consistent with Touring rules.

## **T2**

### **1. #17066 (David MacNeil) 200 lb. Weight Penalty for E92 M3**

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

### **2. #17072 (Harley Kaplan) Class Disparity**

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

### **3. #17089 (John Buttermore) T2 Class Parity**

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

### **4. #17206 (Peter (Tony) Lewis) Alternate Camaro Z/28 Performance Exhaust System**

Thank you for your letter. The exhaust you are requesting is already allowed in T2. The manifold/header portion of your request is not recommended.

## **T3**

### **1. #17031 (Richard Kulach) Nissan 350Z & 370Z Weight Penalty, Reference Letter #16803**

Thank you for your request. Based on class review, results and data, this car is competitive as classed. The CRB will continue to monitor the class with recent adjustments made.



#### **T4**

1. #16932 (Derrick Ambrose) Classify the 2011-2014 Mazda 2

Thank you for your request. The CRB does not recommend classifying the Mazda 2 in T4, and it will remain classified in B-Spec.

2. #16988 (Toby Grahovec) Remove the BMW Z4 50mm Restrictor

Thank you for your letter. Based on reviews, qualifying and race results, this car is competitive as currently classified.

3. #17000 (Ralph Porter) Restrictor Plate

Thank you for your letter. Based on reviews, qualifying and race results, this car is competitive as currently classified.

4. #17008 (Philip Royle) Intake Restrictors Causing Engine Damage

Thank you for your letter. Please consult with your tuner or HPD for a resolution to this issue.

5. #17220 (Anthony Cuthbert) Replace Diverter Valve

Thank you for your letter. This request is not permitted as part of current Touring rules.

#### **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

#### **GCR**

1. #16791 (Jim Wheeler) New Specialty: Race Data Technician

Add new section to 5.11 ADDITIONAL OFFICIALS and list the new section in the Table of Contents:

##### ***5.11.5. Race Data Technicians***

*Data Technicians are optional Officials whose duties include:*

*A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.*

*B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.*

*C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.*

#### **GT1**

1. #17272 (Club Racing Board) Recommended Portion of Letter #17030, GT1 Front Spoilers

Change 9.1.2.D.8.k.1:

##### **k. Spoilers**

1. A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to ~~two~~ **five** (2-~~0~~ **5.0**) inches. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 25.0 inch dimension.* The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

#### **Taken Care Of**

#### **GCR**

1. #16889 (Kent Carter) Drone Rules

Thank you for your support. Please see the final wording for letter #15776 in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

2. #16891 (Sean Hedrick) Compliance Review

Thank you for your support. Please see the final wording for letter #14612 in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

3. #16968 (Tim Myers) In Support of Data Technician

Thank you for your support. Please see the response to letter #16791.

4. #17015 (Don Knowles) Establishing Data Collection and Analysis as an SCCA Specialty  
Thank you for your letter. The Specialty Manual will clearly define where and how data will be used.

5. #17016 (Sean Hedrick) Supports Data Technician  
Thank you for your support. Please see the response to letter #16791.

6. #17023 (Dean Bailey) 16791---No to Data Tech  
Thank you for your feedback. Please see the response to letter #16791.

7. #17024 (Dean Bailey) Suspension of Using Data Acquisition for Monitoring Classes  
Thank you for your feedback. Please see the response to letter #16791.

#### **ITB**

1. #16916 (Alex Ratcliffe) Classify 2007-2009 Mini Cooper for ITB  
Thank you for your letter. Please see the response to letter #16917, Technical Bulletin.

#### **EP**

1. #16424 (David Mead) Addendum to Letter#16423 EP Porsche 911  
Thank you for your letter. Please see the response to letter #16423.

#### **T2**

1. #17102 (CJ MOSES) Mitsubishi Evo 9 T2/T3 Classification Adjustment  
Thank you for your request. Please see the response to letter #17218.

2. #17139 (John Buttermore) Follow Up to Letter #17089  
Thank you for your letter. Please see the response to letter #17089.

#### **T3**

1. #17032 (Robert Schader) Review Weight Penalty on 350Z  
Thank you for your letter. Please see the response to letter #17031.

2. #17033 (David Muramoto) Opposes Weight Increase for Nissan 350Z HR  
Thank you for your letter. Please see the response to letter #17031.

3. #17157 (Patrick Womack) Make Z4M Competitive  
Thank you for your letter. Based on other models similar to yours, this car is competitive as classed. Also recent adjustments were made for this model.

4. #17192 (Chris Outzen) Reconsider the Minimum Weight of Nissan 350Z HR  
Thank you for your letter. Please see the response to letter #17031.

#### **What Do You Think**

##### **GCR**

1. #16154 (Jason Isley) Automatic/CVT trans  
Due to new transmissions provided by vehicle manufacturers, the CRB will look at rule changes with respect to automatic, dual clutch, and continuously variable transmissions for all classes.  
The CRB is seeking feedback on this.

Please submit your feedback through the CRB letter system at [crbscca.com](http://crbscca.com).

##### **LC**

1. #16595 (David Parker) 9.1.C.2.b  
The CRB is seeking feedback on the Legends Cars tire rule. The INEX/600 Racing Legends Cars series has a spec tire that can be obtained from Legends Cars International. The SCCA allows Legends cars to run any DOT 205/60/13 tire. Should the current SCCA tire rule be maintained for SCCA Club Racing? Or, should SCCA adopt the INEX/600 Racing Cars series spec tire?

Please send your feedback through the CRB letter system at [crbscca.com](http://crbscca.com).

#### **RESUMES**

1. #16937 (Lansing Stout, Jr.) Interest in Touring Advisory Committee  
Lansing Stout has been added to the Touring Advisory Committee.

# CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2015

NUMBER: TB 15-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 7/31/2015 unless otherwise noted.

## American Sedan

None.

## B-Spec

None.

## Formula/Sports Racing

### FA

1. #17202 (John Bauer) Remove Duplicate Spec Line

In FA, remove spec line K from the Formula Atlantic engine table and re-letter the following spec lines accordingly.

### GCR

1. #15918 (Rocky Entriken) Listing of All Classes in GCR

In GCR section 9.1.1, add table below as new 9.1.12. and renumber all of the following:

#### 9.1.12. OTHER REGIONAL CLASSES

Legends Cars	(LC)	Regional Class (GCR 9.1.C.2.b)
Spec Mustang	(SMG)	Regional Class (Appendix M, also eligible for T2)
STO	(STO)	Regional Class (Appendix K, also eligible for GT2)
Super Production (SP)		Regional Class (GCR 9.1.C.2.a)
Trans-Am 2	(TA2)	Regional Class (Appendix L, also eligible for GT2)

2. #16462 (Frank Diringer) Licenses and Types

Delete Appendix C, section 2.8.D. Regional/National competition licenses have been migrated over to Full competition licenses.

3. #16873 (James Bell) Fire Suppression Systems

In section 9.3.23, clarify as follows:

"All cars shall be equipped with an On-Board Fire System. ~~except~~ *As a substitute*, Touring, Spec Miata, Super Touring and Improved Touring *may be equipped with a hand-held fire extinguisher as specified by Section 9.3.23.*"

## Grand Touring

### GT1

1. #17030 (Jim Wheeler) Clarify Trans Am Cars in GT1

Change 9.1.2.D.8.k.1:

"A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to two (2.0) inches. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 2.0 inch dimension.* The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground."

Note: The REC portion of this letter can be found in letter #17272.

## Improved Touring

### ITB

1. #16917 (Alex Ratcliffe) Correction Meant 2007-2010 Mini Cooper

In ITB, classify the 07-10 Mini Cooper as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mini Cooper 1.6L (07-10)</i>	<i>4 Cyl DOHC</i>	<i>77.0 x 85.8 1598</i>	<i>(I) 28.8 (E) 26.0</i>	<i>11.0:1</i>	<i>97.1</i>	<i>15</i>	<i>3.214, 1.792, 1.194, 0.914, 0.784, 0.683</i>	<i>(F) 280x22 Vented Disc (R) 259 x 10 Solid Disc</i>	<i>2555</i>	

### ITS

1. #17067 (Tim Wise) Update MX-5 ITS Line to Include the 2010-2015 Mazda MX-5

In ITS, Mazda MX-5 (06-09), add 2010 model year.

Note: The Improved Touring Category only allows vehicles that are at least five model years old.

## Production

1. #17169 (Toby Larsson) Add BMW 325is M-Technic to EP

In EP, classify the 1994 BMW 325is M-Technic as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>BMW 325is M-Technic (1994)</i>	<i>2</i>	<i>2650 * 2716 ** 2783</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x2.95"</i>	<i>152.1 c.i.</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.38" (E) 1.20"</i>	<i>Fuel injection Throttle Bore 2.52"</i>	<i>106.3"</i>	<i>63.8"/64.4"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>BMW 325is M-Technic (1994)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 12.4"x1.1" vented (R) 12.3"x.79" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

## Spec Miata

None.

## Super Touring

### ST

1. #17133 (Greg Amy) E&O STCS Rear Wing

Clarify GCR section 9.1.4.D.4 by adding a new sentence a. and renumbering as follows.

*"a. A rear wing may be added."*

2. #17147 (Eric Heinrich) E&O mirror language in ST

In section 9.1.4.C., clarify mirror usage as follows:

*"14. Any interior or exterior mirrors may be used."*

## Touring

### T2

#### 1. #17073 (Harley Kaplan) e92 Sway Bar Problem

H&R sway bar parts have been confirmed not available and been on back order for months with no expected ship dates.

"StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R). Brembo Front brake kit #1N2.8505A and Rear brake kit #2P2.8033A allowed. Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L. Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. ~~H&R sway bars part number 70053 and 71053 permitted.~~ Any front sway bar front 32.2mm and 25.4 rear allowed. RD Sport F & R sway bar kit part # 1968190110. 80 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. DCT transmission allowed. 3600 lbs. if aftermarket brake system is used."

#### 2. #17199 (Dave Schotz) 98-02 Camaro and Firebird Line Items

In T2, Pontiac Firebird (98-02), add to the notes as follows:

"Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed. 4 Piston front and rear brake calipers allowed."

### T3

#### 1. #17218 (Touring Committee) Competition Adjustments T3

In T3, make the following competition adjustments:

Subaru WRX STI (03-07) weight: ~~3600~~ 3400

Max tire size: ~~245~~ 275

Mitsubishi Lancer Evo 8/9/ RS/GSR /MR (03-06)

Weight: ~~3500~~ 3400

Max tire size: ~~245~~ 275

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z:

HR Motor weight: ~~3500~~ 3550

#### 2. #17313 (Touring Committee) T3 Nissan Corrections

In T3, change the 350Z/370Z weights as follows:

Nissan 350Z Track/Touring/Standard/Nismo (03-08) ~~3500~~ 3450

Nissan 370Z (09-13) / 370Z NISMO Edition (09-11) ~~3475~~ 3425

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | July 8, 2015

### Expected Participants:

Chuck Deprow, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory, Brian McCarthy

### Reports:

Board of Directors Report

- TNIA – Portland
  - 101 participants

### Ongoing Business:

Time Trials Administration Council – reorganization

- TTAC members need to contact Heyward regarding future roles

### New Business:

- Time Trials issuing Competition Licenses
  - Club Racing observers MAY renew licenses based on Time Trials participation
- Drones at a TT event
  - Verify what existing language covers (Club Racing only or all events)

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | July 7, 2015

The RallyCross Board (RXB) met via conference call on July 7. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

- RallyCross Safety Committee (Chris Regan): Regan has requested that the Safety Steward resend the missing incident report discussed at the previous RXB meeting. Regan also reported that an incident report has been submitted for an inadvertent side-airbag deployment during competition. Foley reported that an incident report is forthcoming for vehicle damage from an awning blown over by a gust of wind. Hyatt requested that the Safety Committee consider and submit any safety-related rules change proposals for the 2016 RallyCross Rules.
- Rules Committee (Keith Lightfoot): The Rules Committee received a clarification request regarding wheel sizes in the Stock Category in the case of vehicles with a full-size spare mounted on a smaller wheel and that is not labeled for temporary use only. The Committee was in consensus that competitors would be limited to the OEM wheel size and not allowed to use the smaller spare tire wheel size. Lightfoot will send the Committee's response to the competitor.

Because of the issues experienced with the old online forum, the rules submission and comments deadline has been extended to July 15. The Rules Committee draft period will be shortened to accommodate this time extension for submissions. Lightfoot will attempt to migrate previous rule submissions and comments from the old forum to the new forum.

The RXB has released the following error and omission to the 2015 RallyCross Rules, which is included in an updated version of the 2015 RallyCross Rules at the SCCA website:

Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. A waiver from the SCCA® RXB is required for the use of such equipment in Divisional or National events. Requests will be handled on a case-by-case basis. The driver must make the Event Chairman and Event Safety Steward aware of the approved request prior to starting competition.

- RallySprint Committee (Brent Blakely): Blakely reported changes to the Committee composition with two committee members leaving and being replaced by one new member. A basic set of rules should be available for member comments at the RallyCross National Championship in August.
- National Championship Committee (Stephen Hyatt): Registration for the event is at 90 entries. Hyatt requested that the RXB promote the event in each member's respective area in an effort to increase entries. The competitors should also be reminded of the strict site requirements of no dogs, firearms or smoking. An article about the rookies registered for the event was published at the SCCA website. An online "Who Will Win?" article will also be published. Regan requested that there be additional Team O'Neil Award promotion in articles. The RXB is planning to meet on the Friday before the event for their August meeting.
- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards (DRXS) did not meet in June. Agenda items for the next meeting include a DRXS vacancy in the Rocky Mountain Division, the need for DRXS assistants in all Divisions, plans for 2016 National Challenge events, and the cost of National event decals.

### Old Business

- Marketing plan lobbying efforts (Hyatt): Hyatt plans to schedule a meeting with Howard Duncan to work through details of the proposed marketing plan. This item will be tabled until the September meeting.
- Rules reorganization: Hyatt will work to have a draft prepared for the RXB to review at the meeting in August at the RallyCross National Championship.

- National Challenge events direction for 2016: It has become clear that the National Challenge concept as currently structured is not working as conceived. Some events have low turnouts and are not representative of the “National Challenge” title. The RXB agreed that fewer National Challenge events would work better; the details are yet to be determined. The RXB will continue to discuss the future of the National Challenge events and expects to have a basic outline to present at the Town Hall at the RallyCross National Championship in August.

#### **New Business**

- Lack of accessibility to sanctioning data from National office: The RXB discussed issues in accessing data from the National office regarding sanctions issued for RallyCross events. Howard Duncan will look into the matter.
- NER 2<sup>nd</sup> RallySprint (Hyatt): The Northeast Region has requested to be allowed to organize a second RallySprint pilot event in September. The RXB discussed and agreed to the request.
- Sanctioning conflict with RallyCross National Championship: New England Region requested a waiver for a RallyCross charity event scheduled one week prior to the RallyCross National Championship. The RXB has a long-standing policy prohibiting the sanctioning of RallyCross events the weekend of or the weekend before the Championship event. The RXB discussed and agreed that under the circumstances to grant a waiver for this one event.

Next meeting: August 7, 2015

Submitted by Karl Sealander, RXB Secretary



## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs:  
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:  
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:  
<http://www.scca.com/downloads/>

Technical Forms:  
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):  
<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:  
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

Forms:  
<http://www.scca.com/downloads/>

Rulebook:  
<http://www.scca.com/pages/solo-cars-and-rules>

### RALLY

Forms:  
<http://www.scca.com/downloads/>

RallyCross Rulebook:  
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:  
<http://www.scca.com/pages/roadrally-rules>

### SCCA NATIONAL CONVENTION

Event page:  
<http://www.scca.com/articles/1996422-jackpot-scca-national-convention-to-return-to-vegas>

### EVENT CALENDAR:

SCCA Events:  
<http://www.scca.com/events/>

## BOARD OF DIRECTORS

### BOARD OF DIRECTORS | August 12, 2015

The SCCA National Board of Directors met via conference call Wednesday, August 12, 2015 at 8.00 pm Central. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.  
The meeting was called to order by Vice Chair Helman.

BoD passed the following Club Racing Rules for 2016:

**Motion:** Butler/Hill - Approve rules change as presented for SRF/SRF3 tires effective 1/1/16. PASSED Unanimous.

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#17444 (September Fastrack – Erik Skirmants) 2016 SRF and SRF3 Tire Request

Change 9.1.8.E.X.f.: f. Tires

~~Dry: Goodyear Eagle "Spec Racer Ford"; size 22"X7"X13", Model D2525 or D2554~~  
~~Wet: Goodyear Eagle "Spec Racer Ford"; size 22"X7"X13", Model D2626.~~

*Dry: Front – Hoosier P/N 46340 P185/60ZR13,*

*Rear – Hoosier P/N 46350 P205/60ZR13 SRF*

*Wet: Front – Hoosier P/N 46100 P185/60R13 H20,*

*Rear – Hoosier P/N 46105 P205/60R13 H20*

*2015 tires allowed for Non-Majors events until 6/1/2016:*

*Dry: Goodyear Eagle "Spec Racer Ford"; size 22"X7"X13", Model D2525 or D2554*

*Wet: Goodyear Eagle "Spec Racer Ford"; size 22"X7"X13", Model D2626.*

BoD discussed background around competitor request for a spec tire in Formula F.

- This started as a ground up request from class competitors in 2012-2013. As result of member action and request, SCCA polled active FF drivers in 2014. The survey had 60 plus respondents that were actual FF participants can be summarized as follows:
  - 90.4% favor a spec tire
  - 69.8% believe service at the track is important
  - 80.0% do not object to eliminating the cantilever rear tire
  - 78.7% favor a radial tire
  - 56.5% favor limiting the number of tires used during an event
  - 83% favor adopting a specific size for front and rear
  - Out of nine criteria listed contingencies ranked seventh. Durability was first, cost was second.
- Based on the above survey results, SCCA published a Member Advisory in Feb 2015:
  - *Member Advisory FF 1. #16038 (Steve Bamford) Spec Tire in FF Thank you for your letter. Based on member input, the CRB recommends pursuing a spec/control tire for Formula F through the Club Racing Department for the 2016 racing season and beyond.*
- While the recommendations of the choice of tire varied, the letters were overwhelmingly supportive of a spec tire for the class.

The FSRAC unanimously recommended a tire, forwarded that to CRB for recommended rules change in 2016. SCCA Staff issued an RFP to assure competitive pricing. BoD recommended that the proposed rule be published in September Fastrack for member comment and subsequent BoD vote in October.

Meeting adjourned.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | July 22, 2015

The Solo Events Board met by conference call June 24th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Raleigh and Velma Boreen; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek and Dick Patullo of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### Modified

##### #15029 FSAE Aero Proposal

Per the SEB, the previously-published rule change proposal regarding FSAE is recommended to the BOD, as follows:

Remove from Section 18.5, subsections 18.5.B and 18.5.E.2.

##### #15397 BM Class Comments

The MAC is recommending the accompanying final version of the B Modified proposal.

(Changes from existing BM rules in **red**. Deleted text crossed out in **purple**.)

#### **"B MODIFIED (BM)**

All Formula Cars or Sports Racers meeting requirements of the **current** Club Racing GCR **sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H** unless specifically classed elsewhere with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
  - 1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.  
Minimum weight with driver: 1020 lbs.
  - 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.  
Minimum Weight with driver: 1110 lbs.
  - 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.  
Minimum weight with driver: 1180 lbs.
  - 4. May use any naturally-aspirated engine up to 3000 cc.  
Minimum weight with driver: 1285 lbs.
  - 5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
  - 6. Minimum rim width: none.
  - 7. Maximum allowed rim width: 15 inches
  - 8. **Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.**

9. Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.

10. All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:

a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.

b. Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

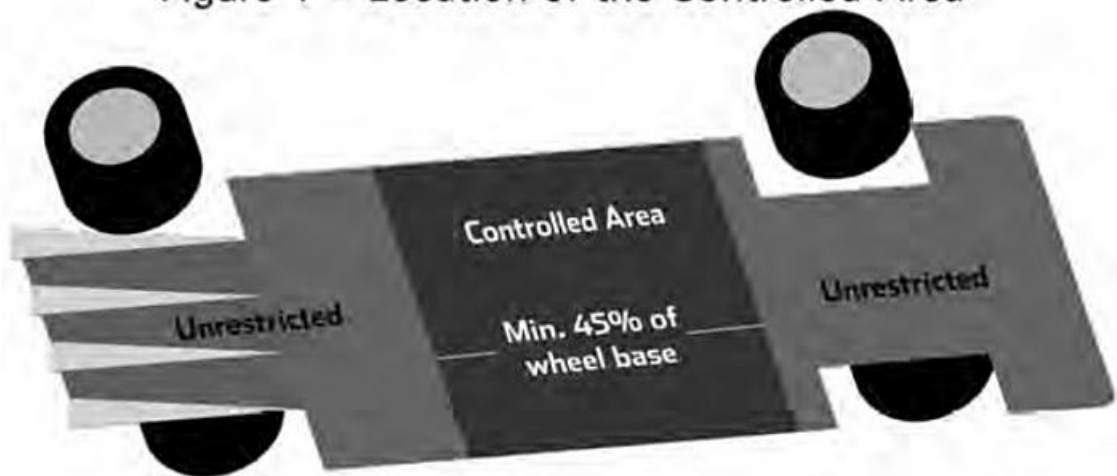
E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of *front and rear* wings shall not exceed 8 square feet. *Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.*

2. *Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of 50 lbs. and must be constructed within the following limitations:*

a. For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.

Figure 1 – Location of the Controlled Area



b. No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

4. The current GCR ~~CSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall ~~also~~ apply to *all Sports Racers ASR and* production cars as recognized in DM/EM running in BM as sports racers.

5. *Production cars* running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing **FA** GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer **P2 GCR** maximum height (45.25 inches per **P2 GCR 9.1.8.C.1.D.2 Bodywork height**).
2. Front wing width may match but shall not exceed overall front width as measured at the tires. **Front wing elements may not extend behind the front wheel centerline.**
3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed **7 cm (2.756 inches)** additional width per side and shall not deviate more than 10° from vertical. **No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the rear wheel centerline.**
  - a. **Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).**
  - b. **For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).**
4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F."

#### #16236 Rule change proposal DM Forced Induction

In Appendix A, under class D Modified, change subsection B as follows:

"B. Weight w/ driver vs. **computed** Displacement:

**Normally-aspirated** piston engines up to & including 1800 cc..... 1280 lbs.  
**Normally-aspirated** 12A rotary engines w/ porting restriction..... 1280 lbs.  
**Normally-aspirated** piston engines 1801-2000 cc..... 1380 lbs.  
**Normally-aspirated** 13B rotary engines w/ porting restriction..... 1380 lbs.  
**All forced-induction engines with displacements per 18.0.B, up to 2000cc (with inlet restrictor) .... 1380 lbs."**

#### **Member Advisories**

##### **Street**

#17228 Why the Cayman GT4 fits in SS

The SAC would like to reserve classification of this car until it becomes available for sale.

##### **Prepared**

The PAC will have openings at the end of 2015. Interested members are requested to submit their resumes to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com). In particular, members with CP experience are invited to apply.

#### **Change Proposals**

##### **Street Touring**

#16943 2014+ Mini Cooper (Base model) Classing

Effective 1/1/2016, amend classing from

STF

MINI

Cooper (non-S)  
to  
STF  
MINI  
Cooper (non-S) ('00-'13)  
and add:  
STX  
MINI  
Cooper (non-S) ('14-'15)

Note: Upon re-evaluation the STAC feels that the 2014+ Mini Cooper is a better fit in STX.

### **Prepared**

#### **#16922 Hood louvers**

The PAC is publishing for member review and comment the following proposed modification to Appendix A, C-Prepared, 11<sup>th</sup> paragraph:

An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" (50.8 mm) bulge, then an addition of 2" (50.8 mm) is allowed, if the base model has a 3" (76.2 mm) bulge, then 1" (25.4 mm) is allowed, etc. ~~There is no allowance for nonstandard heat extraction vents.~~

This rule change proposal permits CP competitors to utilize the Section 17.2.S. allowance for heat extraction venting.

### **Other Items Reviewed**

#### **Modified**

##### **#17019 Reply to item #15397**

The MAC has recommended the final version of the proposal to the SEB. Thank you for your input.

##### **#17020 Reply to item #14819**

Thank you for your input. Please see item #15397.

### **Not Recommended**

#### **Street**

##### **#16990, 16992, 17101, 17148, 17153 Minimum participation requirement for SSR**

Please see the statement issued in the July Fastrack, item #16987.

##### **#17069, 17087 Classing the ND Miata**

The SEB and SAC would like to reserve classification of this car until after the Solo Nationals. Thank you for your input.

##### **#17144 Mazda MX-5 ND Club production numbers?**

The SEB and SAC would like to reserve classification of this car until after the Solo Nationals. Thank you for your input.

##### **#17239 Ford Fiesta ST**

The Fiesta ST meets the rollover requirements in Sec. 3.1.A.

##### **#17245 One Axle Camber Allowance**

The SAC feels the current camber allowances are appropriate for Street, which is considered the lowest preparation level category.

#17251 Review Request, of Moving the Audi TT from DS to BS

The SAC feels that the Audi TT is classed appropriately.

#17268 Allowable camber modifications when none exist from factory

The SAC does not feel that an allowance to change lower control arms is appropriate for Street, the lowest preparation-level category.

### **Street Modified**

#16786 Re: #15047 Weigh With Drivers Proposal

The SEB is not in favor of changing the Prepared and Street Modified categories to using minimum weights with driver.

### **Prepared**

#16643 Weights with Driver Comment

The PAC/SEB do not see value in upsetting the competitive balance in C-Prepared by increasing the rear weight bias, and permitting (and providing weight-penalty adjustments) for independent rear suspension systems. The member is thanked for their feedback addressed elsewhere.

#16786 Re: #15047 Weigh With Drivers Proposal

The SEB is not in favor of changing the Prepared and Street Modified categories to using minimum weights with driver.

#17115 Voodoo Displacement

The PAC does not believe it is appropriate to adjust the weight formula or upset the competitive balance in a healthy class for an engine available to only a portion of the competitors.

### **Handled Elsewhere**

#### **Street Touring**

#16906 Rule change to 14.2.D

See letter #16978.

#### **Prepared**

#16636, 16664, 16710, 16715, 16751, 16683, 16642, 16656, 16760 Weights with Driver Comment

Thank you for your input. Please see item #16786.

#### **Modified**

#13862 Proposed B Modified Changes

Please see item #15397.

#14068, 16612 BM Aero Comments

Please see item #15397

#16531 Fastrack DM proposal comment

Please see item #16236.

#16539 FI Engine Comments

Please see item #16236.

#16543, 16572 BM Wing Comments

Please see item #15397.



## **Tech Bulletins**

### **Street**

#### **#16960 Subaru Port Installed Front Lip, Side Skirts, Rear Bumper Lip**

Per the previous clarification regarding "Subaru Impreza WRX Options" in Appendix F of the 2015 Solo Rulebook, the SAC feels the front lip, side skirts, rear bumper lip, and short throw shifter accesories are compliant as Standard Parts. To further clarify, the committee recommends changing the model reference wording in the Appendix F clarification to read "*Impreza WRX and WRX*" in order to match the current Subaru nomenclature.

#### **#17208 Apparently some z06's come with >200tw tires**

The SAC recommends removing the phrase "OE tires are not compliant" from the 2015 Corvette Z06 listing.

Note: This line was initially intended to help competitors realize that the initial OE supplied tires for a 2015 Corvette Z06 did not meet Section 13's requirements. However, its inclusion in the rulebook has created confusion as to special rules only for Corvettes. Competitors are reminded that Section 13 applies to OE tires.

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | August 4, 2015

The Club Racing Board met by teleconference on August 4, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; John Bauer, Technical Manager, Club Racing. The BoD guest was KJ Christopher. The following decisions were made:

### **Compliance Review**

The CRB offers official rule reviews. See GCR Section 8.1.4 for more details.

1. #10 (Chris Farrell) P2 Wing End Plate

Request review of P2 wing end plate design and mounting. What is considered a wing end plate and what are the mounting restrictions? Is it permissible to attach the end plate to the body of the race car?

### **CRB Response**

Thank you for requesting a Compliance Review for the P2 wing end plate. The CRB, FSRAC, and class expert have reviewed your submitted request.

The language in section 9.1.8.D.E.2 regarding wing end plates does need clarification.

The wing end plate is a standalone aerodynamic attachment to a wing and anything fastened to or through the end plate is considered to part of the end plate therefore the endplate must not be attached to the bodywork. If the end plate is attached to the bodywork the bodywork becomes an extension of the wing end plate and will exceed the 14in x 14in max allowed dimensions.

Please see the Technical Bulletin for the clarification to be added to GCR section 9.1.8.D.E.2

### **Member Advisory**

#### **AS**

1. #17293 (American Sedan Committee) Seeking New Members for the American Sedan Advisory Committee

The ASAC is looking for new members, particularly in the Restricted Preparation and the Ford areas. If you have an interest in membership, please submit your resume through the CRB website at [www.clubracingboard.com](http://www.clubracingboard.com).

### **No Action Required**

#### **SM**

1. #17109 (Tim Auger) Help the NA and NB's to Not Go the Way of the Dodo Bird

Thank you for your feedback. The CRB and the SMAC are constantly monitoring parity among the model years. The SCCA will soon publish dyno data from tests after the 2014 Runoffs.

#### **STL**

1. #17215 (Darin Treakle) Opposes Adding Subaru BRZ/Scion FRS at Higher Compression

Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

2. #17219 (Peter Davis) Compressions

Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

3. #17360 (Nadja Pollard) BRZ/FRS Compression Increase in STL

Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

#### **STU**

1. #17105 (Joe Carrillo) Allowed Supercharger Kits

The CRB contacted you for details on parts/kit requested, but has not received a reply. Please feel free to re-submit with appropriate supporting documentation.

2. #17244 (Peter Federlin) 1985 Toyota Supra Engine Swap

Thank you for your request. Please see the response to letter #17261.

#### **T1**

1. #17027 (Ernesto Perez) Scion FR-S Engine Inquiries

Thank you for your request. Yes, you can do that. You must submit specific requirements for the car you want to run and the CRB will create a specification line.

### **T3**

#### **1. #17092 (Michael Sullivan) Re-Establish Parity in Touring 3**

Thank you for your letter. It has provided insightful recognition of how the class has evolved with changes made through the years. The CRB will keep it for consideration in future changes going forward.

### **T4**

#### **1. #17243 (Ralph Porter) Camber Adjustment and Remove BMW Z4 Restrictor**

Thank you for your letter. The CRB has no plans to remove the restrictor. All cars in Touring are allowed methods to adjust camber to achieve the maximum camber. If there are specific parts you want to use, please submit another letter with part numbers.

### **Not Recommended**

### **AS**

#### **1. #17116 (Patrick James) Allow E85 fuel**

Thank you for your suggestion. The CRB does not recommend this at this time. However, the CRB is monitoring the potential for introduction of E85 fuel for SCCA Club Racing.

### **F5**

#### **1. #16850 (Nick Sullivan) 500cc Decreased Minimum Weight**

Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor on track performance in the class.

#### **2. #16879 (Jack Walbran) Request to Suspend and Reconsider 31 mm Inlet Restrictor Change**

Thank you for your letter. The CRB has adjusted the restrictor size for the motorcycle engine in F5 (May 2015 Fastrack Technical Bulletin) and will continue to monitor performance between the different engines and adjust as necessary.

### **FA**

#### **1. #17349 (Edward Lever) FA Runoffs Question**

Thank you for your letter. For any type of competition adjustment, the CRB needs verifiable engine dyno data for the proposed specific engine configuration. While the deadline for 2015 adjustments has passed, the CRB would look at adjustments for the 2016 season if you could supply the needed information.

### **FB**

#### **1. #17273 (Jeremy Hill) Restrictors**

Thank you for your letter. The deadline for competition adjustments for the 2015 Runoffs has passed and restrictors will not be implemented this year. The CRB will look at any new verifiable engine data, performance data, and on-track results presented for consideration for 2016.

### **GT**

#### **1. #17088 (William Wallace) Appendix K. (GT2/ST)**

Thank you for your request. As a former STO classification, this type of parts interchange is not allowed by the rules.

### **GT2**

#### **1. #17211 (Phil Lasco) Alternate Engine for Panoz GTS**

Thank you for your request. The Panoz is classified in GT2 as a "spec classification" and has already been given a multitude of performance allowances to increase its competitiveness within the class. Allowing an alternate engine far exceeds the "spec" nature of this car.

### **GT2/ST**

#### **1. #17214 (Amir Haleem) Allow Toyota Supra into GT2/ST**

Thank you for your request. In GT2/STO, the engine/body allowance that you have requested far exceeds what is allowed by the GTCS.

### **ITA**

#### **1. #17294 (John Rucker) Clarification on Current Rule Set Regarding Cam/Pistons/Rods**

Thank you for your letter. The CRB recommends reviewing IT rules with other IT drivers or a professional engine builder.

### **ITR**

#### **1. #16707 (Ebed Carrasquillo) BMW 328i ITR Weight**

Thank you for your letter. Weights in Improved Touring are set in accordance with a formula which uses the stock published horsepower and an expected gain value as inputs. The weights for the cars listed in your letter were set based on the different engines and associated components installed in them in accordance with that process and are correct as classified.

## FP

1. #17250 (Blake Meredith) Increase Venturi Size on 88-91 Civic/CRX

Thank you for your request. Absent some analysis of the impact of this change, or competition data indicating a need for this change, it is not recommended.

## SM

1. #17042 (Tom Hampton) Maximum Cage Attachment Points Rule

Thank you for your concern regarding the incident at TWS. The current cage specifications permit sufficient reinforcement of the driver's door bars without the need for additional cage attachment points.

## T2

1. #17241 (Touring Committee) Please Clarify Brake Rotor Size F and R as a Maximum Size

Thank you for your request. The rule is adequate as written.

2. #17264 (John Buttermore) Allow Tremec 6060 Ratios for C6

Thank you for your request. CRB research determined that the C6 was not delivered with these ratios. The CRB does not plan to approve gear ratios that were not delivered from the manufacturer for the C6 or any other T1-LP or T2 car.

## T3

1. #16491 (David Mead) Allow T3 Mustangs to Run Springs Up to 650 lbs.

Thank you for your request. The CRB does not recommend this change.

## T4

1. #16118 (Travis Smith) 2015 Mustang Ecoboost

Thank you for your request. This car is not recommended for T4. The Touring Advisory Committee is working on classifying this car in T3.

2. #17276 (Philip Royle) Allow the T4 2014-15 Honda Civic Si Run 17 Inch Wheels

Thank you for your letter. T4 rules require the use of OEM original wheels. This car came with 18" wheels.

## Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

## B-Spec

1. #16450 (Kyle Keenan) Allow Braided Stainless Steel Clutch Lines

Thank you for your request.

Change 9.1.10.E.33: 33. Original brake *and clutch* hoses may be replaced by braided stainless steel brake lines *and clutch lines*.

## FF

1. #17493 (Club Racing Board) Spec Tires for 2016

Change 9.1.1.B.10: 10. Wheels *and Tires*

Wheels are unrestricted except that:

- a. Material must be metal.
- b. Diameter shall be thirteen (13) inches.
- c. Rim width:

Formula F: shall not exceed 5.5 inches.

Formula Continental: shall not exceed 6.0 inches front and 8.0 inches rear.

- d. All measurements shall be taken between the beads.

*e. Formula F shall be limited to the following tires (front tires may not be used as rears):*

*Dries:*

*Front-Hoosier Radial 43322 185/60R13*

*Rear-Hoosier Radial 43327 205/60R13*

*Wets:*

*Front-Hoosier Radial 44421 185/60R13*

*Rear-Hoosier Radial 44426 205/60R13*

## P2

1. #17098 (John Lisk) Clarification of P2 Section J, Para.4 and Section M

Thank you for your letter. Assisted shifting as delivered from the factory **on Radical Spec Line Cars (Table 1)** is compliant for 2015.

Change 9.1.8.D.J.4: 4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed. This may include cables, rods, or other mechanical linkage systems. *Assisted shifting of any kind is not allowed on any car including Table 1 Spec Line Cars.* Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes are also prohibited. Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.

## SRF3

1. #17444 (SCCA Enterprises) 2016 SRF and SRF3 Tires

**NOTE: This letter was formally approved by the BOD 8/12/15 effective 1/1/16.**

Thank you for your letter. The CRB supports the following changes to the SRF and SRF3 tire rules for the 2016 racing year:

Change 9.1.8.E.X.f.: f. Tires

Dry: Goodyear Eagle "Spec Racer Ford"; size 22"x7"x13", Model D2525 or D2554

Wet: Goodyear Eagle "Spec Racer Ford"; size 22"x7"x13", Model D2626.

*Dry: Front – Hoosier P/N 46340 P185/60ZR13, Rear – Hoosier P/N 46350 P205/60ZR13 SRF*

*Wet: Front – Hoosier P/N 46100 P185/60R13 H20, Rear – Hoosier P/N 46105 205/60R13 H20*

*2015 tires allowed for Non-Majors events until 6/1/2016:*

*Dry: Goodyear Eagle "Spec Racer Ford"; size 22"x7"x13", Model D2525 or D2554*

*Wet: Goodyear Eagle "Spec Racer Ford"; size 22"x7"x13", Model D2626.*

## IT

1. #16164 (Matt Miskoe) Addition of Jack Points to Improved Touring Cars

Thank you for your request.

Add 9.1.3.D.8.I: *I. A maximum of two (2) jacking points may be reinforced. The reinforcement may be no larger than 12x6x6 inches and may not serve any additional purpose. Any added material must fit within the minimum ride height.*

## ITC

1. #17137 (Will Perry) 1984-1987 Honda CRX Plastic Body Panels

Thank you for your request. Change 9.1.3.D.8.i: i. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited. ~~In these circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.~~ *may be replaced with parts of alternate material provided they have the same dimensions as stock.*

## SM

1. #16474 (Ralph Provitz) Driver Seating Position

Thank you for your request. Change 9.1.7.C.7.a.: a. The driver's seat shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. The passenger seat must be removed. The transmission tunnel may be modified for the purpose of installing a competition driver seat. *The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 24" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .060". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

2. #16519 (Dave Wheeler) Allow Auxiliary Fan Switch for Radiator Cooling Fan

Thank you for your request. Add section 9.1.7.C.1.o.8.: *8. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the ECU. OEM control of the fan must remain functional.*

## ST

1. #17028 (Sean Reilly) Addition of Brake Cooling Ducts to Front Bumper

Thank you for your request. Replace 9.1.4.N.4:

~~4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.~~

*4. Brake duct inlets may be added, solely for the purpose of ducting air to the front brakes. These allowed ducts must be incorporated in the front spoiler as standard, in light openings other than headlights, in an allowed air dam, and/or by the removal of the fog lights and/or stock false grills originally located in the front fascia.*

#### **STU**

1. #17261 (Eric Heinrich) Limit Alternate Turbos to One of Two Options for All of STU

Thank you for your suggestion. Insert 9.1.4.1.H.3. and re-number all subsequent: *3. Factory turbocharged cars must run the stock turbo or any turbo from the following list:*

*- KKK/Borg-Warner K04*

*- IHI VF30*

*Additional alternate turbos with similar specifications may be considered at a future date.*

#### **T1**

1. #16997 (MARC HOOVER) Mazdaspeed Miata Alternate Throttle Body

Thank you for your request. For T1 Mazdaspeed Miata, add to Notes: *Mazda #0000-06-5999 throttle body allowed.*

2. #17096 (Scotty B. White) One Last Look at Viper(s) for 2015

In T1, change the weight of the following Dodge Vipers:

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 OEM weight: ~~3550~~ *3475*

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 weight: ~~3500~~ *3400*

Dodge Viper ACR-X 8400 OEM weight: ~~3700~~ *3600*

#### **T3**

1. #16493 (David Mead) Allow 99-04 Mustang GT/Bullitt to Run Springs as Coilovers

99-04 Mustang GT/Bullitt

Add to Notes:

Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. *Springs may be mounted as a "coil over" configuration.* Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted.

#### **Taken Care Of**

##### **IT**

1. #16798 (Eric Heinrich) In Favor of Allowing Jacking Points in IT

See the response to letter 16164.

##### **SM**

1. #17050 (Mike Higgins) Roll Cage Modifications

Thank you for your concern regarding the incident at TWS. Please see the response to letter #17042.

2. #17295 (Brandon Fetch) Floorpan Lowering Approval

Thank you for your feedback. Please see the response to letter #16474.

##### **STU**

1. #16331 (Christopher Childs) Allow the Garrett 2252 Turbo

Thank you for your request. Please see response to letter #17261.

2. #16924 (Peter Federlin) Turbo for 1985 Supra

Thank you for your request. Please see the response to letter #17261.

3. #17225 (Peter Federlin) Engine SWAP, Turbo

Thank you for your request. Please see the response to letter #17261.

4. #17304 (Peter Federlin) 1985 Supra Engine Swap

Thank you for your letter. Please see the response to letter #17261.

### T3

1. #16492 (David Mead) Previous Request Was for 05+ V6/V8 Mustangs in T3  
Thank you for your request. Please see the response to letter#16491.

### What Do You Think

#### STU

1. #17262 (Eric Heinrich) Remove Allowances for Twin Turbos on a Case by Case Basis

The Club Racing Board is considering the below rule change for 2016. Please submit your feedback on this potential change through the CRB website at [www.crbscca.com](http://www.crbscca.com).

Change 9.1.4.1.B.2.: 2. Supercharged cars may be approved on a case-by-case basis. ; ~~twin turbo engines are allowed on a case-by-case basis only.~~ *Twin turbo engines are disallowed but may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3).* ~~Contact the Club Racing Technical Office for details.~~

Remove 9.1.4.1.H.2 and re-number all subsequent: 2. ~~Twin turbo engines are allowed on a case-by-case basis.~~

### RESUMES

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2015

NUMBER: TB 15-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 9/1/2015 unless otherwise noted.

## American Sedan

### AS

1. #17465 (American Sedan Committee) Camshaft Lift Tolerance for Restricted Preparation AS Cars

In AS, add the following notes to GM and Ford restricted prep spec lines:

GM (7 specification lines): "*Camshaft lift tolerance .076 mm.*"

Ford (8 specification lines): "*Camshaft lift tolerance .003 inches.*"

2. #17466 (American Sedan Committee) Reinstate Changes in letter, #15343, 93-02 RP Camaros/Firebirds

In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L V-8 (Iron Block, Aluminum Heads) LT1, 2 valves per cylinder, add to the notes as follows:

*"Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted."*

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder, add to the notes as follows:

*"Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted."*

### B-Spec

None.

## Formula/Sports Racing

### P2

1. #17588 (SCCA Staff) Clarify Wing End Plates

In GCR section 9.1.8.D.E.2, clarify wing end plates by adding the following language:

"A rear wing is allowed. Wing of single or dual element of any shape or chord length to fit in a rectangle of 6 inch height by 12 inch length as viewed from the side; end plates must fit in a box 14 inches square as viewed from the side. The maximum width of any wing shall not be wider than the bodywork maximum width specified in d.3 above. Wing may be positioned anywhere behind the main roll hoop. An alternate wing specification is permitted to allow previously legal "1 meter" wings as used on Converted Formula cars. The wing is limited to 110cm in width, and must be single or dual element design of any shape or chord length to fit in a rectangle of 9 inches height by 18 inches length as viewed from the side; end plate height is restricted to a rectangle 14 inches height by 18 inches length. Wing and end plates to be measured as raced. *Wing end plates may not be attached to the bodywork and anything attached to or through the end plate is considered part of the end plate and thus must meet applicable dimensions.*"

Note: This clarification is a result of Compliance Review #10.

### GCR

None.

## Grand Touring

None.

## Improved Touring

### ITA

1. #16759 (Steve Grant) Request for Rule Change

In ITA, classify the Toyota MR2 (1985-89), Toyota Corolla GT-S (1984-87), and Toyota FX-16 (1987) as follows: see attached



ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Toyota MR-2 1.6L (85-89)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>91.3</i>	<i>15</i>	<i>3.17, 1.90, 1.31, 0.97, 0.82</i>	<i>(F) 244 Disc (R) 239 Disc (F) 257 Disc (R) 262 Disc</i>	<i>2000</i>	<i>Factory aero package allowed (wing &amp; skirts). Trunk mounted fuel cell with no larger capacity than stock is permitted. "Petty Bar" style cage is permitted. Rear cage braces may pass through rear window.</i>

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Toyota Corolla GTS (84-87)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>95.0</i>	<i>15</i>	<i>3.59, 2.02, 1.38, 1.00, 0.86</i>	<i>(F) 234 Disc (R) 231 Disc</i>	<i>1950</i>	

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Toyota FX-16 (1987)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>95.7</i>	<i>15</i>	<i>3.17, 1.90, 1.31, 0.97, 0.82</i>	<i>(F) 244 Disc (R) 242 Disc</i>	<i>1910</i>	

## ITR

1. #14699 (Improved Touring Committee) Classify 1979 to 1982 928

In ITR, classify the 1978 to 1982 Porsche 928 as follows:

ITR	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Porsche 928 (78-82)</i>	<i>8 cyl. SOHC</i>	<i>95.0 X 78.9 4474</i>		<i>9.0:1</i>	<i>98.4</i>	<i>17</i>	<i>3.60, 2.41, 1.75, 1.34, 1.00</i>	<i>(F) 282 Vented Disc (R) 290 Vented Disc</i>	<i>3080</i>	

In ITR, classify the 1983 to 1984 Porsche 928 S as follows:

ITR	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Porsche 928 S (83-84)</i>	<i>8 cyl. SOHC</i>	<i>97.0 X 78.9 4664</i>		<i>9.3:1</i>	<i>98.4</i>	<i>17</i>	<i>3.60, 2.41, 1.75, 1.34, 1.00</i>	<i>(F) 282 Vented Disc (R) 290 Vented Disc</i>	<i>3345</i>	

## Production

### EP

#### 1. #17150 (Philip Royle) Update Civic spec line

In EP, Honda Civic Si (12-13), update the model years and increase the front track as follows:

Honda Civic Si (12-13 15)

Track: 63.3" 63.5"/64.2"

### Spec Miata

#### 1. #15775 (Dan Tiley) Allow Pigtail to be soldered to cam sensor to fix known issue

Effective immediately, in 9.1.7.C.1.p, add a new section 9 as follows:

"An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector."

See RM 15-08

#### 2. #17418 (Spec Miata Committee) Hardtop Attachments

In 9.1.7.C.6.e, clarify the convertible top language as follows:

"Convertible tops and attaching hardware shall be completely removed. Cars may compete with the Mazda factory detachable hard top in place (latches shall be replaced with positive fasteners and rear pin attachment mechanisms must be used or replaced with positive fasteners), but it is not mandatory. When no top is used, driver shall wear arm restraints, and the cage will meet the helmet clearance rule. It is allowed to attach the hard top to the upper windshield bar of the roll cage."

### Super Touring

#### ST

#### 1. #16950 (Eric Heinrich) E&O Suspension Language

In section 9.1.4.2.D.7, clarify as follows:

"Unless otherwise allowed in these regulations, No other relocation or reinforcement of any suspension component or mounting point is permitted."

In section 9.1.4.2.D, delete section 1, 2, 3, 4 and 8. Renumber the section.

In section 9.1.4.M.5, clarify as follows:

"Unless otherwise specified, Suspension components shall be the stock OEM parts, but they may be reinforced. Standard suspension bushings may be replaced with solid or spherical bushings."

In section 9.1.4.M, add a new sections 6-9 and 13 and renumber as appropriate:

6. Cars equipped with MacPherson strut suspension may de-camber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not reinforce that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plates.

7. For double wishbone suspension, camber adjustment devices (plates/shims/eccentric, etc.) are unrestricted but are limited to one per wheel. Front and rear upper control arms may be modified or replaced with items that allow camber and/or caster adjustment only. The OEM rear toe adjustment arm may be replaced with any substitute.

8. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.

9. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.

13. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

# Touring

## T2

1. #17249 (Cheyne Daggett) Allow the RP 11-14 Mustang GT and 10-13 Camaro  
In T2, classify the following American Sedan cars:

2011-14 Mustang GT

2010-13 Camaro in T2

Add to notes: "Must conform to the AS rules."

## T3

1. #16666 (Thomas Wuellette) Add Mk VI ('11 - '14) VW GTI to T3

In T3, classify the Volkswagen GTI as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Volkswagen GTI (2013)</i>	<i>82.5 x 92.8 1984</i>		<i>18 x 8.5</i>	<i>245</i>	<i>DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92 STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93</i>	<i>DSG: 4.10 / 3.14 STD: 4.00, 3.09</i>	<i>(F) 312 Vented Disc (R) 288 Solid Disc</i>	<i>DSG @ 3100 STD @ 3050</i>	<i>Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed.</i>

2. #17149 (Jason Isley) Class 2011-2015 Toyota Camry in T3

In T3, classify the Toyota Camry as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Toyota Camry (11- 15)</i>	<i>3.70" x 3.27" 211.0</i>	<i>109.3</i>	<i>18 x 9</i>	<i>275</i>	<i>3.30, 1.90, 1.42, 1.00, 0.71, 0.61</i>	<i>3.46</i>	<i>F: 11.65 (vented) R: 11.0 (solid)</i>	<i>3300</i>	

3. #17326 (Touring Committee) Changes in T3

In T3, Ford Mustang V6 (11-14), reduce the weight as follows:

3475 3425

## T4

1. #17299 (Derrick Ambrose) Allow Rear Sway Bar

In T4, Mazda3 (2015), add to the notes as follows:

"25mm max rear swaybar allowed."

# COURT OF APPEALS

## Judgment of the Court of Appeals

Robert Dahl vs. SOM COA Ref. No 15-05-NP

July 9, 2015

### FACTS IN BRIEF

At Portland International Raceway on June 12, 2015, Tony Pinedo, FF, #8, protested Robert Dahl, FM #18, for violating General Competition Rule 6.11. (Rules of the Road). The Stewards of the Meeting (SOM) Ken Paton, George Harper, John Taylor, and Gary Van Horn, Chairman, heard testimony and reviewed witness statements. The SOM upheld Mr. Pinedo's protest and penalized Mr. Dahl with a three event probation that was to begin after Mr. Dahl submitted a certificate verifying he had successfully completed a SCCA accredited driver's school. Three (3) penalty points were assessed against Mr. Dahl's competition license. Mr. Dahl appealed the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) John Nesbitt, Laurie Sheppard, and Michael West, Chairman, met on July 2 and July 9, 2015 to review, hear, and render a decision on the appeal. Spencer Gorham, COA member, was an official at this event and did not participate in these deliberations.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Dahl, dated June 22, 2015.
2. Official Observer's Report and related documents, received June 26, 2015
3. Email witness statement from Gary Van Horn, SOM Chair, received June 30, 2015
4. Email witness statement from Tony Pinedo, received June 26, 2015
5. Email witness statement from Erin Ebelmesser, Impound Steward, received June 26, 2015
6. Email witness statements from Spencer Gorham, Chief Steward, received June 24, 2015

### FINDINGS

The Court of Appeals determines there is sufficient evidence to support the ruling by the SOM that Mr. Dahl violated GCR 6.11.1.C. during the race. The Court further determines the penalty imposed by the SOM, as stated in the ruling, is disproportionate to the protested incident and flawed in its delivery.

The SOM imposed the following penalty: "Probation for three (3) event weekends following a certificate of completion of D. S. from accredited school." The penalty does not stipulate a time frame for completing the driver's school nor does it suspend Mr. Dahl's competition privileges. Under the SOM's wording, Mr. Dahl is free to enter and compete in future events without attending a driver's school. The absence of enforcement wording (definitive time frame for completing the driver's school and/or limits on his ability to enter and compete at future events) effectively means he could choose to never complete a school and the probation period would never begin. The SOM ruling lacks the specificity required to compel Mr. Dahl to serve the penalty.

### DECISION

The Court modifies the ruling as follows:

- The SOM decision that Mr. Dahl violated GCR 6.11.1.C. is upheld.
- The penalty is modified as follows:
  - The driver's school requirement is rescinded;
  - The probationary period is amended to two (2) event weekends to begin with the next event he enters;
  - The three penalty points assessed against Mr. Dahl's competition license by the SOM remain in effect.

The appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | August 7, 2015

The RallyCross Board (RXB) met face-to-face on August 7 prior to the RallyCross National Championship in Indianola, Iowa. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley and Keith Lightfoot. Also in attendance were Tere Pulliam, BOD liaison, and Howard Duncan from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

### Old Business

- National Challenge changes for 2016: Although the plans are not set, the RXB is working to limit the number of National Challenge events to 4 or 5 in 2016. There will not be a requirement for each Division to organize one of the events. Locations for 2016 National Challenge events will be dependant on the results of any requests for proposal received and past performances. Although it will depend on budgetary and scheduling restraints, the RXB would like to have National office support at each National Challenge event.
- 2016 RallyCross Rules change submissions: The following RallyCross Rules change proposals have been submitted and will be available for member comment until September 15:
  1. **Restructure the current rulebook to put key event operations and vehicle classification sections in the front portion of the rules and move the administrative sections to the back.** This would make it easier for readers to access information about RallyCross events and vehicle preparation allowances. Submitted by the RXB.
  2. **Change maximum sustained speed from 60 mph to 50 mph.** "Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Stock category vehicles and should not normally exceed ~~50~~ 60 mph for any vehicle ..." This creates a more consistent speed progression with RallyTrials (60 mph) and RallySprint (70 mph) guidelines. Submitted by the RXB.
  3. **Allow non-competitor passengers at Divisional and National events.** Drivers would not be allowed to ride as passengers. This change would potentially increase participation at National-level events by allowing competitors to bring family and friends along for rides and help generate more interest in our sport.
  4. **Allow alternate wheel sizes in Stock classes.** "Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and width as the ~~OEM wheel~~ factory installed, port-installed option, or recommended size listed in the owner's manual. Wheel offset (backspace) must be within 0.394" (10mm) of the ~~original equipment wheel offset~~ factory installed, port-installed option, or recommend size listed in the owner's manual."
  5. **Clarify allowances for roll cage installation in Stock categories.** "Driver restraints and roll cage may be added. ~~Modification or removal of interior panels and seat parts necessary for proper safety equipment installation as per installation instruction is permitted.~~"
  6. **Allow the exhaust system to exit behind the driver (current rule) or exit the side of the car (proposed).** This would allow the exhaust to exit to the side of the vehicle ahead of the driver, such as immediately in front or behind the front wheels.
  7. **Allow tube framed vehicles to compete in Modified categories.** Provide further guidance on Modified preparation allowances.
  8. **Allow UTVs with specified safety equipment to compete, perhaps in a separate class.**
  9. **Provide more guidance on the general appearance of Modified category vehicles.** "Doors, hoods, trunk lids, sunroofs, hatchbacks, etc., need not function as originally designed; however, the driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality to allow safe ingress/egress. ~~Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.~~ Grilles and trim pieces may be modified, removed, or replaced with a replica of alternate material. Bumpers not integral to the bodywork, and their associated mounting hardware, may be modified or removed. Bumpers integral to the bodywork may be modified or replaced with replicas of alternate material. Modified or replica bumpers must be of similar shape as standard components, and not confuse the identity of the vehicle. Lights may be modified or removed, provided any remaining openings must be covered with a wire mesh screen or panel of fiberglass, metal, or similar non-flammable material. Side mirrors may be removed or modified."
- RXB and Divisional RallyCross Steward replacements: The RXB is continuing to search for a replacement Divisional RallyCross Steward in the Rocky Mountain Division. An upcoming vacancy on the RXB will also need to be filled. Resumes for either position can be submitted to [rxb@scca.com](mailto:rxb@scca.com).
- RallyCross National Championship event: The RXB discussed operational aspects of the 2015 event. Howard Duncan wants the event to be operationally clean. All course changes will be made clear to drivers with the use of large course drawings. The RXB also discussed and coordinated the True Grit and Team O'Neil awards to be presented.

- RallySprint / RallyTrials: With two events completed and another in the planning stages, a fourth event has been approved by the RXB in the Northwest Division. Hyatt requested that a definitive set of rules be completed soon. Blakely will use the Northeast rules as the basis.

Next meeting: September 1, 2015

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | July 20, 2015

The RoadRally Board met via conference call on July 20, 2015; meeting called to order at 7:36 CDT by chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, Jeanne English, John Emmons, Chuck Hanson, Len Picton, Board of Director liaisons Lee Hill and Terry Hanushek, and Deena Rowland from the national office.

June minutes were approved. This month's minutes will not be in the July Fastrack because our meeting is after their deadline, so they will be in the August Fastrack; they will be in the next RRENews (likely to be out before Fastrack).

### Front Burner Items:

1. RReNewsletter – Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...)
2. Road Rally Planning Calendar. (Jeanne)
  - a. Last posted calendar was dated May. Is it time for an update?  
Already posted to website
3. Regional Road Rally Rulebook (RRRRs?) (Rich)
  - a. Deferred to August meeting
4. 2018 USRRC Proposal – St. Louis
  - a. The RRB received an email from Jim Heine proposing that St. Louis host the 2018 USRRC. (Note: we are still soliciting proposals for 2016 and 2017; see Item 5 below for 2015 update.) St. Louis format/types of rallies are still up in the air. Motion: accept the St. Louis offer in principle, and have them advise us of their progress by the end of 2015. Rich/Clarence/pass
5. NEC Report (Chuck)
  - a. *AZB has changed their rally dates to Feb.*
  - b. *Sasha asked to have his Sept GTA be sanctioned as a national.*
  - c. The RRB received an email from Cheryl Babbe's about the USRRC, that there should be an effort made to have this annual event occur this year. Jeanne said that when they (Cal Club) were first talking about this year's Highway Robbery and Turkey Traps (Nov 7, 8) they discussed perhaps having their Nov 6 First Friday Niter be part of the weekend as a regional tour, sort of a mini-USRRC. They are still willing to do this. If they do this, none of the events would count triple points, and they do not want to pay the usual \$500 USRRC sanction fees. Motion: Cal Club be encouraged to pursue the idea of a mini-USRRC. Chuck/Rich/pass (Jeanne abstained).
  - d. Motion: appoint Chuck Larouere to the NEC. Rich/Jeanne/pass
  - e. Motion (from the RRB to the NEC): tie votes for motions do not pass, a simple majority is needed for a motion to pass. Rich/Clarence/pass
  - f. Action item from RRB to NEC: Ask NEC members to choose their own Chairman so that Chuck and John drop back to advisory.
6. 2016 Proposed Rules Changes

Action: Discuss and vote on proposed rule changes for 2016. Rules changes approved will be posted to the [www.scca.com](http://www.scca.com) forums for public comment. Deadline for comments (to the SCCA forum) is September 1. These are being posted for comments only! They have not been approved yet! Rich will post on the Yahoo list for people to go to the SCCA Forum to see the proposals and make comments.

The proposed changes are listed after these minutes.

7. Mike Thompson proposed mission statement/'policy' statement; it needs some rewording; table until next month
8. New Business  
Clarence reported that he was contacted by a group in Hot Springs, Ark, about putting on a British national meet; they want next year's event (June, 2016) to be a bigger event, with a rally open to all comers; looking for ways to bring in more people, fill the resort, collector cars, they have the support of the Arkansas State Park system; we will be in charge of the rally. More next month.

Meeting adjourned at 10:02 PM CDT

Next meeting August 11, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

### Proposed rule changes for 2016 and RRB comments:

**Change #1** - Article 1C5 - Change from "The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required." to "The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members

shall not be appointed to this committee, as the RRB is to serve as the final, independent authority for appeals on disciplinary charges.”

**Change #2** - Article 2E – Change from “All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified **RoadRally** Safety Steward.” to “All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified RoadRally Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the precheck.”

Rationale: This change makes the rule book consistent with the restriction which has existed on the sanction form.

**Change #3** - Article 4 B) 3) Revised Regional requirements

**Change #4** - Article 4 C)

Include Championship Regional events and RRRRs.

Limit how many events a Region may have per 7 day period

Revise calendaring rules

(Refer to proposed Mission Statement/Policy Statement on Regional events counting toward the championship from Mike Thompson).

**Change #5** - Article 8 A)

Set Nov. 1 as date to acquire membership

**Change #6** - Article 8 B) 3) Revise criteria for Class SP

**Change #7** Article 8 B) 4) Add: Competitor may only receive points on one event per day.

**Change #8** (same)

Add: Regional events are one equivalent (conformity to National / USRRC)

**Change #9** (same)

Add: Two sub-paragraphs for standard and SP Championships

**Change #10** (same)

Add: Sub-paragraph for SP Championship

**Change #11** Article 8 F)

Revise reporting requirements to 25 days and include Regional requirement

**Change #12** Article 11 D) Revise Class SP in accordance with Article 8

*OK to publish 1 – 12; these items have been through NEC process*

**Change #13**

Any proposal to change the pre-check requirement for Nationals? - not going to change; will follow RFOs procedures, no changes are being made to the RFOs

**Change #14** – Article 4 C) (Opposite of Change #4) No limit is placed on the number of events a region may have in a 7 day period or per day. *Not be put out for comment*

**Change #15**

Clarification of membership requirements: The rallymaster need not be an SCCA member for Regional events, but must be an SCCA member for National events. The Chair and Safety Stewards must be SCCA members for all events

**Change #16**

Proposal and comments from Rick Albrechtson; will be restated by Rich for publishing (regionals don't count, only 1 national per day, same equipment)

**Change #17**

Greg Lester's comprehensive email dated 7/7 - Not being released for comment

*Items 15-16: Rich will reformat for posting; these items have been suggested by others, but have not been vetted by the NEC, and therefore are not recommended by the NEC.*

No proposal about future of GTA, because the NEC decided not to do anything about GTAs (leave exactly as is)



# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | August 10, 2015

The Road Rally Board met via conference call on August 10, 2015; meeting called to order at 7:39 CDT by Chairman Rich Bireta. In attendance: Clarence Westberg, Chuck Hansen, Rich Bireta, Jeanne English, Len Picton, Deena Rowland from the National Office, and BOD liaisons Terry Hanushek and Lee Hill. Absent: John Emmons.

July minutes were approved. Chuck/Clarence/pass. The meeting was not early enough in the month to make the FastTrack deadline. They did appear in the August RReNewsletter and they will be in the September FastTrack.

### Front Burner Items:

1. RReNewsletter – Just came out yesterday; another fine job on the newsletter; kudos to Cheryl Babbe for her continued efforts. Thank you, Chuck, for reporting on the St. Louis National events. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...)
2. 2016 RRB Membership and Chair
  - a. Rich announced that he will not be serving on the RRB in 2016. His youngest child is 16 years old and has two years left in high school and Boy Scouts. Rich is devoting his discretionary time to launching the last of his six kids.
3. Road Rally Planning Calendar. (Jeanne)
  - a. Latest version (July 17, 2015). There will be another one soon.
4. USRRC Events
  - a. 2018 St. Louis – RRB positive response to St Louis proposal sent to Jim Heine. Target date for formal approval is June 2016.
  - b. 2015 – In an effort to provide continuity to the annual USRRC, Cal Club has proposed a 'USRRC Lite'; events would be a regional tour on Friday night, a National Course rally on Saturday, and a National GTA on Sunday; events can be run using local rules or the RRRs; entry fees will be substantially lower than usual; no hosted dinners/banquets; Championship points will be the usual regional and national points, not triple; Cal Club requests that they pay the standard sanction fees and not the \$500 USRRC sanction fee. Motion: The Cal Club November rallies be designated the 2015 USRRC. Rich/Chuck/pass. Motion: Championship points for the 2015 USRRC be 10 points for the Friday Regional winner, and 20 points for the winners of the two Nationals, and any other regional events being held that same weekend be scored with the usual points. Rich/Chuck/pass.
  - c. Discussion in Executive Session about 2016 and 2017 USRRCs.
  - d. For 2016 and further, should other events be allowed same weekend as USRRC?  
Tabled for future discussion.
5. NEC Report (Chuck)
  - a. Detroit, LaCrosse, and California Nationals on track for 2015. Arizona Border delayed their Oct events until Feb 27/28, 2016.
  - b. Prize for Sportsman class awards. It was mentioned at the town hall in St Louis that we needed to come up with a way to do something more definitive than just an acrylic/glass award for a trophy. Chuck, John Emmons, and Mike Thompson took this to NEC, to come up with some ideas about sponsorship for the award. Terry said that the concept of recognizing SP champions is good, but we still need to define SP. Rich encouraged Chuck to work on a proposal to provide SP awards, and report back to RRB when ready.
6. Mike Thompson's proposed policy / mission statement
  - a. Rich revised it from July meeting. Len asked how this relates to the reason that Regionals be included in the Championships. It is the way that Mike remembered it, and he was on the RRB at the time. Rich is revising it again and returning it to Mike for further comment. More next month.
7. 2016 Proposed Rules Changes

Action: Discuss and vote on proposed rule changes for 2016 to be put out for comments. Proposed rules changes will be posted to the [www.scca.com](http://www.scca.com) forums for public comment. Deadline for comments (to the SCCA forum) is September 1. These are being posted for comments only! They have not been approved yet! Rich will post on the Yahoo list for people to go to the SCCA Forum to see the proposals and make comments.

The proposed changes are listed after these minutes. Items 1-17 were voted on (to be put out for comments) in July. *Rich missed posting some of the proposals last month.* Items 18 and following will be discussed tonight.

8. New Business
  - a. British National Meet Rally in Hot Springs, Arkansas – Clarence said that they are mostly getting more sponsorship; he hopes to travel there in November; the event is scheduled for the first Friday, Saturday, and Sunday in June, 2016.
  - b. Sasha will be on the committee planning the 2016 SCCA Convention. John had raised the question as to whether the RRB will attend. Last year, the RRB was encouraged to meet face to face in the

field at a Divisional Convention. 2016 plans and preferences? The general feeling is that we should be at the convention. The downside is that going in a day early to have meetings means that we would be meeting without the BOD Liaisons because they will be in a full day meeting of the BOD. Terry will follow up with Lisa and John Walsh to see if a decision has already been made about having program boards attend the convention.

- c. St. Louis Town Hall – organized by the St. Louis rally folks, conducted by Peter Zeckert, BOD member; some of the items discussed:
  - i. Turn over all National Championship management to the NEC and fire the RRB.
  - ii. Appoint a new body charged with developing the Regional programs, and none of the usual suspects are eligible to be on the new body.
  - iii. Jack vonKaenel suggested that the best new Regional rally program receive a cash prize to use as they see fit.

Meeting adjourned at 9:46 PM CDT

Next meeting September 14, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

### Proposed rule changes for 2016 and RRB comments:

**Change #1** - Article 1C5 - Change from “The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required.” to “The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members shall not be appointed to this committee, as the RRB is to serve as the final, independent authority for appeals on disciplinary charges.”

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Rationale: This change makes the rule book consistent with the restriction which has existed on the sanction form.

**Change #3** - Article 4 B) 3) Revised Regional requirements

**Change #4** - Article 4 C)

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Limit how many events a Region may have per 7 day period

Revise calendaring rules

(Refer to proposed Mission Statement/Policy Statement on Regional events counting toward the championship from Mike Thompson).

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Set Nov. 1 as date to acquire membership

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**Change #17**

Greg Lester's comprehensive email dated 7/7 - *Not being released for comment*

*Items 15-16: Rich will reformat for posting; these items have been suggested by others, but have not been vetted by the NEC, and therefore are not recommended by the NEC.*

Change #18 and following

These are submissions from Bob Demerit, John Emmons and Jay Nemeth-Johannes that were omitted from last month's proposals.

Change #18	Bob Demerit: Reverse the Time Allowance rule such that mandatory, penalty free TAs be required on all events. <i>Not be put out for comment</i>
Change #19	John Emmons: Eliminate GTA Series from being awarded an SCCA national Championship series; the NEC voted 4-2 that GTA remain.
Change #20	John Emmons: Set minimal criteria for maintaining of National Championship, e.g., if <i>n</i> (5?) nationals are not offered in a year in a series, then that national championship will not happen the following year.
Change #21	(intentionally left blank)
Change #22	Jay Nemeth-Johannes: Revision of class structure <i>Chuck wants to give this to the NEC for 2017</i>

The revised class structure is inconsistent, difficult to explain and does not solve the intended problem.  
Proposal: The following class structure shall be implemented for all national events:

- E: Equipped. No limitation on equipment
- L: limited. Any odometer and any calculating equipment may be used. There can be no direct connection between the measuring and calculating equipment. Mileages must be entered manually into the calculating equipment.
- S: SOP. Limited to the stock odometer in the stock location. Calculations are limited to pencil and paper. No calculators, tables or pre-printed material allowed, except that provided by the event organizers. (this allows the committee to supply a seconds – hundredths table)

Change #23 Jay Nemeth-Johannes: multi-part comprehensive proposal for revising the national championship

*This proposal is too complicated and non-specific for consideration for 2016. We would like your opinions to help the NEC / RRB make these into a specific proposal for consideration for 2017.*

#### Description of Issue

The number of nationals has dropped below a critical point. Further, the number of competitors has dropped below critical mass and has not gained a serious team in 20 years. We are now at a point where we are looking at dropping series. This set of proposals looks at some alternatives that will either revitalize the championship or allow it to limp along for a few more years

Proposal #1: Conservative – This will keep the current championship alive a few more years

- Combine the various championship series: Tour, Course, and even consider bringing back GTA.
- Eliminate regionals from the championship. They are difficult to administer, and give unfair advantage to local teams
- Add a requirement that the sanction request contain a paragraph on event philosophy. This philosophy must be published with the event publicity.
- Championship is determined by the best 5 events no matter how many are sanctioned.
- The NEC is changed so that membership is the chairpersons of each scheduled national for that year. The NEC determines the rules, and those determinations are final. This allows the RRB to actually concentrate on the issue of mending a dying program.

Proposal #2: Preferred – This would be more in line with the rest of the club

- Optional: Eliminate the current championship
- Create and actually promote a runoff event
- Runoff would consist of three rallies. I would suggest that all three conform to tour standards. Again, remember our audience is not the 5 teams that currently run nationals. It is the local heroes that are looking to flex their muscles. Course rally rules are so different in each region that it is impossible to create a course event that does not favor one region.
- The RRB becomes the de-facto organizing committee. The event chair and rallymaster are given 1 year appointments to the RRB. Each RRB member takes on a significant organizing task.
- Optional: Consider organizing as a team event with best 3 car team representing a region. This allows the regions to compete for bragging rights. Rules can be worded to only allow one equipped car and one car with major LTP on a team.
- Work with the BOD to recognize and award the winning region at the awards banquet.

Proposal #3: The committee camel.

Implement both proposal #1 and proposal #2. Proposal #1 will be attended only by the declining number of septuagenarians and will eventually end when enough members die off. Proposal #2 should be given the bulk of the effort and energy by the RRB. Proposal #1 is allowed to continue to run without effort or interference.

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs:  
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:  
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:  
<http://www.scca.com/downloads/>

Technical Forms:  
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):  
<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:  
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

Forms:  
<http://www.scca.com/downloads/>

Rulebook:  
<http://www.scca.com/pages/solo-cars-and-rules>

### RALLY

Forms:  
<http://www.scca.com/downloads/>

RallyCross Rulebook:  
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:  
<http://www.scca.com/pages/roadrally-rules>

### SCCA NATIONAL CONVENTION

Event page:  
<http://www.scca.com/articles/1996422-jackpot-scca-national-convention-to-return-to-vegas>

### EVENT CALENDAR:

SCCA Events:  
<http://www.scca.com/events/>

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | August 26, 2015

The Solo Events Board met by conference call August 26th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Raleigh and Velma Boreen; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items for 2016

The following subject will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Street Touring

#16816 Move 2010 Genesis 2.0t from STU to STX

Move *from STU to STX*:

Hyundai

*Genesis (2.0T) (2010-2012)*

### Member Advisories

#### Street

#17152 Allowance for Sound Tube Deletion

The SAC would like to advise the membership that plugging a tube or disconnecting a plug-in that has the purpose of generating noise inside the passenger compartment, and serves no other purpose, is allowed under comfort and convenience. The removal of parts under comfort and convenience is explicitly not allowed.

### Change Proposals

#### Street

#17128 996 Turbo and Turbo S to SS

Per the SAC, the following class change proposal, effective 1/1/2017, is provided for member comment.

Remove from the exclusion list and *add to SS*:

Porsche

*996 Turbo, Turbo S (2001-2005)*

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RallyCross	13
Road Rally	15
<b>LINKS</b>	<b>17</b>

## **Street Touring**

#17171 Reclass E36 M3

The following proposal is submitted for member comment:

Move *from STU to STR*:

BMW

*M3 (E36, non-LTW) (1995-1999)*

## **Other Items Reviewed**

### **General**

#16981 Proposal #15047

Thank you for your input.

### **Street**

#17247, 17269, 17288, 17289, 17291, 17292 Ford Fiesta ST

Please see comments from item #17239 in the September Fastrack.

#17383 SSR as the elite street class.

Thank you for your input.

#17433 Keep SSR, remove 35 participant stipulation

Thank you for your input.

#17464 SSR Limitations

Thank you for your input

#17468 Keep C5 in B Street for 2016

Thank you for your input. The SAC will issue a recommendation after the Solo Nationals regarding C5 classing.

#17483 Proposal to move C5 FRC corvette to A Street

Thank you for your input. The SAC will issue a recommendation after the Solo Nationals regarding this proposal.

### **Street Modified**

#17370 Tire Weight Break

The SMAC thanks the member for their input.

### **Street Touring**

#17141, 17156, 17159, 17162, 17178, 17181, 17182, 171891, 17193, 17207, 17212, 17224, 17229, 17231, 17248, 17270, 17315, 17423, 17429 STU Proposal Feedback

Thank you for your comments. The STAC and SEB continue to review feedback regarding item #14254.

## **Not Recommended**

### **Safety**

#16610 Rollover guideline/vehicle eligibility clarification

The rollover rules are considered sufficient. The SSC will continue to review them.

#17336 Stainless Brake lines in Stock

The SSC does not consider stock brake lines a safety issue, primarily because of a lack of incident history.

## **Street**

### **#17279 2015 Scion FR-STRD 18**

Per discussion with Toyota USA, the TRD 18" wheels are not port installed options for a 2015 Scion FR-S and thus are not compliant for Street category.

### **#17305 Request to re-class 2008-2015 Audi TT Quattro**

The SAC feels that the Audi TT Quattro is classed appropriately at this time.

### **#17308 New street tire model deadline change (Street and ST classes)**

Thank you for your input.

### **#17335 Stainless Brake lines in Stock**

Thank you for your input. The SAC does not recommend an allowance for stainless brake lines in the Street category. See item #17336 for a related response.

### **#17369 Re-classing any car on a DOT-R tire**

The SAC does not recommend classing all cars in SSR at this time.

### **#17454 move the Porsche 997 Carrera base**

Thank you for your input. The SAC feels the Porsche 997 is classed appropriately in SS.

### **#17511 Audi S4 and S5 Street Classification**

The SAC feels that the S4 and S5 are appropriately classed. We will continue to monitor the competitive mix.

## **Street Touring**

### **#17126 2013 Mini Cooper JCW GP allowance in STX**

The STAC is not recommending classing the Mini Cooper JCW GP, due to its extremely low production volume. However, owners of these vehicles may be able to do an options package conversion to a non-GP spec making them eligible for competition in STX.

### **#17154 E36 M3 Move**

Please see item #17171 for a related proposal.

## **Street Modified**

### **#17477 seam welding being allowed in street mod class's**

There is no allowance in the current SM rule set for seam welding. Repairs to broken spot welds are permitted, as is minor reinforcement (16.1.P) of those areas immediately affected.

## **Modified**

### **#17474 Technology Advances and its Negative Impact on Prepared/Modified**

Thank you for your input.

## **Handled Elsewhere**

## **Street Touring**

### **#16884 Nissan Versa Street Touring classing**

Please see item #17074.

### **#17158 STU Proposal Feedback**

Thank you for your comments. The STAC and SEB continue to review feedback regarding item #14254.

## **Tech Bulletins**

### **Street**

#17300 2016 Audi TT and TTS

Per the SAC, add to Appendix A the following new listing, effective 1/1/2016:

AS

*Audi*

*TTS (2016)*

#17443 2015+ Ford GT350 Street Class Proposal

The SAC recommends the addition of the following new listings to AS and SS:

AS

Ford

*Mustang GT350 (2016)*

SS

Ford

*Mustang GT350R (2016)*

#17456 Class ND Miata

Per the SAC, add the following new listing to Appendix A, effective 1/1/2016:

CS

Mazda

*ND MX-5 Miata (2016)*

### **Street Touring**

#17074 #16884 Follow-up to Street Touring classing for Nissan Versa

Effective 1/1/2016, add the following new listings in class **STF**:

*Saturn Ion 2.2I*

*Pontiac G5 2.2I*

*Hyundai Elantra (2011-13)*

Nissan Versa (2007-13)

Scion xD (2008-13)

Effective 1/1/2016, add the following new listings in class **STX**:

*Saturn Ion NOC*

*Pontiac G5 NOC*

#17151 Change classing wording for STF Focus

Clarify the following listing in Appendix A, class STF

From:

Ford Focus (non-ST)



To:

Ford Focus (N/A)

Note: Previously the STAC was not aware of the existence of the previous generation naturally aspirated Focus ST trim. This clarification corrects that oversight.

**Street Modified**

#17390 Definition of front bodywork

Add to Appendix F under Street Modified Category Clarifications:

*The intent of the wording "front bodywork" in 16.1.M is to include all exterior body panels and attachments forward of the centerline of the front wheels.*

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | September 1, 2015

The Club Racing Board met by teleconference on September 1, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

### Compliance Review

The CRB offers official rule reviews. See GCR 8.1.4 for more details.

#### 1. #11 (John Gyann) P1/P2 Stohr WF1 Bodywork/Fenders

Review the compliance of the Stohr WF1 bodywork used in P1/P2. Do the front fenders comply with GCR P1 rules 9.1.8. C.C.2?

### **CRB Response**

In GCR section 9.1.8.C.2. of the P1 rules requires that "Fenders shall be firmly attached to the bodywork with no gap between body and fender." The WF-1 has a gap between the body and front fenders, which the P1 ad hoc unanimously believed is in violation of C.2. The CRB support the FSRAC and P1 ad-hoc's interpretation.

In GCR section 9.1.8.C.4. of the P1 rules governs body width and states, "The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the center-lines of the front and rear tires." Because of the gap between the WF-1's body and front fenders, the minimum body width between the front and rear wheels extends inwards beyond a vertical plane connecting the center-lines of the front and rear tires, which the P1 ad hoc unanimously believed is in violation of C.4. The CRB support the FSRAC and P1 ad-hoc's interpretation.

Although the WF-1's floor extends outward beyond a vertical plane connecting the center-lines of the front and rear tires, the floor is not part of the "body." Appendix F. Technical Glossary defines the term "Body" as: "All parts of the car licked by the air stream and situated above the belly / floor with exception of the roll bar or cage." Because the "body" is defined as being situated above the floor, the floor therefore cannot be considered part of the body.

The P2 rules contain similar wording with the same interpretation.

### Member Advisory

None.

### No Action Required

#### **GCR**

##### 1. #17200 (Ronald Ogletree) Data Technician

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

##### 2. #17280 (John Lehman) Response to Your Request for Comments on the AMA Sports Solo Box

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

##### 3. #17310 (Glen Thielke) Race Data Specialist

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

#### **T1**

##### 1. #17362 (Robert Bodle) 2015 Mustang

Thank you for your request. There are no years specified for the Mustangs in T1. Therefore, the car is already classified.

### Not Recommended

#### **GCR**

##### 1. #17314 (Harry Gentry) Allow Isaac Device

Thank you for your request. GCR 9.3.20.C.2 requires (among other things) that the Head and Neck restraint system must meet SFI 38.1. As stated in your letter and also on the Isaac website, the Isaac device does not meet SFI 38.1, Section 2.5, such that no additional motion other than the release of the seat belts is required to disengage the Head and Neck restraint system in an emergency situation. The SCCA has no plans to change this requirement.

## **GT2**

### **1. #17415 (Leroy Lacy) GT2 Sunbeam Tiger Crankshaft**

Thank you for your request. GT is not limited to OEM crankshafts. Custom Ford crankshafts are available from multiple suppliers for the stroke listed in your specification line and are in wide use in GT as well as other SCCA classes.

## **HP**

### **1. #17302 (William Trainer) Allow 1.8 Scirocco/Rabbit to Use Driver's Side VW OE Intakes**

Thank you for your request. The existing specified manifold can be adapted to the 52 mm throttle body.

## **Prd**

### **1. #17242 (Rick Haynes) Roll Cage Exceptions for Production Cars**

Thank you for your letter. The rules are adequate as written.

## **SM**

### **1. #17601 (Stephen Einhaus) Spec Miata Window Rules**

Thank you for your letter. Your request for polycarbonate windows is not within the scope of the class.

## **STL**

### **1. #17597 (Brad McCall) Reduce Scion FR-S Weight to Chart for 2.0 L Engine**

Thank you for your letter. The CRB will monitor the performance of the car for future consideration.

## **STU**

### **1. #17117 (Eric Heinrich) Add 2%-5% Weight to All Supercharged Engines**

Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars, as these are allowed on a case-by-case basis.

### **2. #17457 (Eric Heinrich) Remove All Supercharged Car allowances from STU, send to T1/STO**

Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars, as these are allowed on a case-by-case basis.

### **3. #17498 (Eric Thompson) Lotus Exige Adjustments or Re-Classification**

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### **4. #17534 (Robert Verenna) Supercharged Lotus Needs Adjustment**

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### **5. #17556 (Greg Goss) Allowable Cars in STU**

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### **6. #17646 (Chris Jurkiewicz) Limit Supercharged Compression Ratio**

Thank you for your letter. The CRB expects that competitors will build supercharged engines to the limit of the STCS (12:1); therefore, competition adjustments maintain parity.

## **T4**

### **1. #17420 (Anthony Cuthbert) Plug and Play Tuner**

Thank you for your letter. There are flash tunes available for this car.

## **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

## **SRF3**

### **1. #17630 (Erik Skirmants) SRF3 Mandatory and Optional Low dB Muffler**

The CRB recommends allowing an optional muffler kit for the GEN3/SRF3 cars to help them meet required sound limits.

## **Change 9.1.8.E.2.J. EXHAUST**

Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

~~For tracks mandating usage of a muffler, or low sound requirements, a Spec Muffler P/N G390523 is required.~~ **Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event.**

## GCR

### 1. #16998 (SCCA Staff) Race Starter-Finisher-Points Clarification

Change GCR sections 3.1.1.C., 5.10.4.B.3., 6.10 (Title), 6.10.2 , 6.10.3 (Title)

3.1.1.C. Points are awarded to the top 20 *finishers that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

5.10.4.B.3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A *finisher starter* is defined as any car that has taken the green flag in a race. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See ~~6.10.3.A.~~ *6.10.2.*

## 6.10.TIMING LINE; STARTERS, ~~FINISHERS~~ *AWARDING OF POINTS*, AND WINNERS

### 6.10.2 Race Starter

One of the following conditions must be met for a car to be considered a race starter *and receive credit for a finish*:

### 6.10.3. Race Finisher *Awarding of Points*

### 2. #17146 (Lindy Toland) Competition vs. Event

Change Appendix A. Administrative Glossary:

**12. Competition** A contest for driver and car, given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term "competition". A competition may also be referred to as a "race". ~~See also "speed event", "sanction", and "event".~~

**13. Event** An entire program of competitions. Also known as a "race event". This term includes all sessions run under a single, or multiple sanction numbers. ~~See also "competition", "speed event", and "sanction".~~

**16. Sanction** The documentary authority, granted by the SCCA, to organize and hold a competition. This term also is used to describe the event organized under a single sanction number, which is evidence of that documentary authority. ~~See also "competition", "speed event", and "event".~~

## SM

### 1. #16480 (Kyle Webb) Taping of Grill

Change 9.1.7.C.1.o.2 and .5:

2. Any radiator (*and mounting brackets*) may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and mounted in the stock location. ~~The fan shroud and brackets~~ may be modified for installation.

5. A radiator screen of ~~1/4~~ *.125* inch minimum mesh may be added in front of the radiator. The screen must be *a single layer and* installed behind the front bumper cover and attached to the air guide. ~~Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator.~~

## ST

### 1. #17492 (Eric Thompson) Variable Intake Runners

In GCR section 9.1.4.G.17, clarify the cam timing language:

17. Variable cam timing (VTEC, VANOS, etc.) and variable-length *geometry* intake manifolds may be partially, or wholly, *removed or* disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.

## T2

### 1. #17389 (CJ Moses) Return T2 Spec Line for Dodge Viper SRT-10 Incl. Coupe (03-06)

Re-Classify *Dodge Viper SRT 10 incl coupe (03-06)*

*Bore and Stroke: 102.4 x 100.6 8300*

*Wheels 18x10 (F) 19x13 (R)*

*Tires (F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspension package*

*Gears 2.66, 1.78, 1.30, 1.00, 0.74, 0.50*

*Final drive 3.07*

*Brakes (F&R) 355 Disc*

*Weight 3600*

*Notes: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one 36 mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed: Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.*

### **Taken Care Of**

#### **HP**

1. #17318 (William Trainer) Addition to Letter #17302

Thank you for letter. Please see the response to letter #17302.

#### **SM**

1. #16468 (Frank Todaro) Rule O. Cooling System, Section 5

Thank you for your letter. Please see the response to letter #16480.

2. #16482 (Todd Lamb) Change in Radiator Screen/Tape Rules

Thank you for your letter. Please see the response to letter #16480.

3. #16504 (Blake Clements) Tape Radiator

Thank you for your letter. Please see the response to letter #16480.

4. #16517 (Dave Wheeler) Allow Tape on Radiator Screen

Thank you for your letter. Please see the response to letter #16480.

5. #16518 (Dave wheeler) Outlaw Radiator Louvers

Thank you for your letter. Please see the response to letter #16480.

6. #16839 (Spec Miata Committee) Radiator Screen Mounting

Thank you for your letter. Please see the response to letter #16480.

7. #17430 (Steve Tynor) Allow Alternate Plug for Cam Sensor

Thank you for your letter. Please see the September 2015 Fastrack Technical Bulletin and Race Memo 15-08.

8. #17431 (Nic Piekarski) Cam Sensor/Plug

Thank you for your letter. Please see the September 2015 Fastrack Technical Bulletin and Race Memo 15-08.

### **What Do You Think**

#### **GCR**

1. #16154 (Jason Isley) Automatic/CVT Transmissions

Due to new transmissions provided by vehicle manufacturers, the CRB will look at rule changes with respect to automatic, dual clutch, and constant velocity transmission for all classes. Please submit your feedback about this subject through the CRB letter system at crbscca.com.

#### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2015

NUMBER: TB 15-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 10/1/2015 unless otherwise noted.

## American Sedan

### AS

#### 1. #17686 (SCCA Staff) Clarify Carburetor Vent Tubes

Effective immediately, in section 9.1.6.D.1.c.1.b, add the following language:

"Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Any butterfly attach screws can be used. Carburetors may be modified to allow "four corner" idle adjustment. A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862 (with the exception of Combined Throttle Shaft and Plate gauges 78623P and 78623S), may be used to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, visual inspection, and comparison to SCCA supplied Holley 600 carburetors). *Vent tubes may be modified or replaced and must be no taller than 2.0" when measured from the circular air cleaner mounting surface on the carburetor to the top most part of the tubes. The vent tubes shall not pass through the air cleaner. The vent tubes shall not be connected to each other.*"

Note: this was posted in the Racing Memo RM 15-09

## B-Spec

None.

## Formula/Sports Racing

### F5

#### 1. #17290 (Douglas Hargrove) CRB Findings Feedback Aerodynamics

Thank you for your letter. Diffusers are allowed in F5. The sentence quoted in your letter is in reference to the sentence immediately following it in the GCR - Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface - and refers to the bottom of the car between the axles and has no reference to the area before or after the axles.

In GCR section 9.1.1.D.9, add the following language to the end of paragraph two as follows:

*"Diffusers are allowed."*

Note: Refer to Racing Memo RM 15-11.

### P2

#### 1. #17518 (David Ferguson) Remove P2 Grandfathered Shifter Language

In GCR section 9.1.8.D.J.4, in the first paragraph, remove the last sentence as follows:

~~"Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50-lb weight penalty, but must remove the devices by September 1, 2014."~~

In GCR section 9.1.8.D.K. remove the next to last sentence as follows:

~~"Effective date March 1, 2014."~~

## GCR

None.

## Grand Touring

None.

## Improved Touring

### IT

#### 1. #17592 (Improved Touring Committee) ABS Rule Cleanup

In GCR section 9.1.3.D.6.c, clarify the ABS language as follows:

"Brake lines may be replaced with steel lines or Teflon-lined metal braided hose. Lines/hoses may be relocated and maybe given additional protection. Brake fittings, adaptors, and connectors are unrestricted. Brake system circuitry may be revised, but no modification or substitution of the original master cylinder, its location, or mounting is permitted. ~~Cars with antilock braking systems must disabled a minimum of three wheel speed sensors.~~ *Cars with antilock braking systems must completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors.* Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed."

### ITB

#### 1. #17481 (Raymond Blethen IV) Correct Weight on Audi Coupe

In ITB, Audi 5 + 5 (81-83), change the weight as follows: ~~2490~~ 2380

In ITB, Audi Coupe (81-84) change the weight as follows: ~~2490~~ 2380

## Legends Car

None.

## Production

None.

## Spec Miata

#### 1. #17428 (Dan Tiley) Add tolerance specification to the SM exhaust tubing diameter

Effective immediately, in GCR section 9.1.7.C.1.m.4.a, clarify exhaust tubing size as follows:

"The replacement system retains the original configuration (i.e., single tube design) and the tubing is an *absolute* maximum of 2.25 *2.3* inches outside diameter *as measured at least 6" from downpipe flange or muffler.*"

Note: See Racing Memo RM 15-10.

#### 2. #17700 (SCCA Staff) Clarify the Plunge Cut Language

In GCR section 9.1.7.1.f.3, add the following language

"The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375". This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point (*including OEM machine marks*). The intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below."

Note: See Racing Memo RM 15-13.

## Super Production

None.

## Super Touring

### STL

#### 1. #17145 (Alex Krugman) Allow Lotus Elise/Exige in STL

In GCR section 9.1.4.2.B.1, remove the Lotus Elise/Exige from the list of ineligible vehicles as follows:

Lotus Elise/Exige

Lotus 2 eleven

## Touring

None.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | September 9, 2015

### Participants:

Brian McCarthy, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory, Tony Machi

### Reports/ Information:

#### Board of Directors:

- Brian McCarthy
  - Time Trials entries (PDX and Time Trials) down slightly from 2014
  - TNiA entries slightly below expectations
    - Very location dependent
    - Portland International Raceway
      - 101 entries
    - Thunderhill – West Course
      - Increased participation from 20 to 50

### Ongoing Business:

Discussion regarding necessary updates to rule books

- Motion to approve revisions to SCCA Operations Manual - Section 5.6 – Time Trials Administrative Council and 2016 Time Trials Rules
  - Motion by Farr
  - Seconded by Yip
  - Approved - Unanimous

Request volunteer to lead web page direction

- Tabled to end of 2015
- Review changes completed during 2015

### New Business:

Discussions regarding election of chairman and secretary for 2016



# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | September 1, 2015

The RallyCross Board (RXB) met via conference call on September 1. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

- RallyCross Safety Committee (Chris Regan): Regan summarized three incident reports reviewed by the Safety Committee since the last RXB meeting. None were deemed to be major incidents or required further Safety Committee action. Lightfoot notified the RXB of a forthcoming incident report from Colorado that involved a cut finger from a vehicle door.
- Rules Committee (Keith Lightfoot): The proposed rule changes for 2016 have been posted to the forums and have received some feedback. The member comment period will be open until September 15. The RXB discussed usability of the SCCA website and forums, which seem difficult to use and navigate. Lee Hill will forward RXB comments and suggestions to the webmaster.
- RallySprint Committee (Brent Blakely): The Northwest Division has planned an event for December 12 at DirtFish Rally School. Blakely continues to work on the RallySprint and RallyTrials rules. Events are currently using the rules developed by the organizers in the Northeast Division.
- National Championship Committee (Stephen Hyatt): In a post-event evaluation of the 2015 RallyCross National Championship (RXNC) event, the RXB discussed those areas that were successful and those that need to be improved for 2016. Overall the RXB members felt the event was a success, and all were impressed with the work of the event chiefs and all aspects of the site. Currently, the plans are to return to the same site for 2016. The RXB will evaluate the RXNC survey results later in September to pinpoint additional ways to improve the event for 2016. The RXB plans to keep the National Championship Committee intact as much as possible, replacing any Committee members who choose to no longer participate and adding enough members to reach a Committee of five.
- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards (DRXS) did not have a meeting in August. Foley is currently evaluating several qualified candidates to replace Jon Olschewski as the Rocky Mountain DRXS. He plans to have a name and resume ready to submit for BOD approval by Oct. 1.

### Old Business

- Marketing plan lobbying efforts (Hyatt): A marketing plan for the RallyCross program needs to be developed and refined with help from the National office. Plans to meet with Howard Duncan at the 2015 RXNC to work out the details did not materialize and have been postponed to later in September. If it is ready, Hyatt will submit a RallyCross marketing plan proposal as an agenda item for the next BOD meeting.
- National Challenge events direction for 2016: The RXB continued discussions of the changes to the National Challenge events for 2016. It was agreed that the changes should be finalized no later than November. Further discussions will continue at the next RXB meeting, as those decisions will require the input from the National office staff not present at this meeting.
- New RXB members: The RXB anticipates one or two RXB vacancies in the next several months and encourages those interested in serving on the RXB to submit a resume to [rxb@scca.com](mailto:rxb@scca.com). The main qualification is an interest in improving the RallyCross program. A younger demographic is preferable while maintaining geographic diversity among RXB members.

## **New Business**

- Year-end RallyCross awards: Hyatt asked that the RXB begin considering recipients for the year-end RallyCross awards, which include the Dirty Cup, the Divisional RallyCross Achievement, the Regional RallyCross Achievement and the Spark Plug awards. Discussions regarding these awards will occur at the next RXB meeting, with a final vote in November.

Next meeting: October 6, 2015

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | September 14, 2015

The RoadRally Board met via conference call on September 14, 2015; meeting called to order at 7:40 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Jeanne English, Clarence Westberg, Chuck Hansen, John Emmons, and BOD liaisons Terry Hanushek and Lee Hill. Absent: Len Picton, and Deena Rowland from the National Office.

August minutes were approved. Chuck/Clarence/pass.

### Front Burner Items:

1. RReNewsletter – Last issue published September 8. Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...)
2. Road Rally Planning Calendar. (Jeanne)
  - a. Latest version (August 30, 2015).
3. Comments and Observations from the BOD Liaisons, Terry Hanushek and Lee Hill.

Terry: it's time to develop thoughts about the direction for moving forward; the RRB spends an inordinate amount of time discussing minutia about Nationals and the role of Regionals in the Championship; the BOD takes a longer view, and sees a wide range of activities, ranging from championship events to wider attendance at regional events; experiential aspect is crucial to the long term health of the rally program, to bringing new people in. The NEC was created to take over handling national events; the BOD proposes that a new committee be formed, the Regional Development Committee to focus on regional activities. They would like to see future RRB meetings be 1/3 national reporting, 1/3 regional reporting, 1/3 RRB business (front burner stuff). Terry sent an email suggesting that there be divisional rallies as intermediate rallies that are part of national championship, leaving regional rallies for regionals only (not involved in national championship); that nationals and divisionals be developed by the NEC and that regionals be developed by the RDC.

Lee: we both feel strongly that there is real potential for rally to be an entry to SCCA primarily because it does not require the time and money investment that racing and solo require; we've spent lots of time on the pointy end of the pyramid, and not nearly enough time on base of pyramid that the pointy end rests upon. Lee and Terry are both willing to continue as the RRB liaisons next year, and have told John Walsh (BOD Chairman).

To summarize: they've done two things – defined the new RDC committee, and taken regionals out of the national championship. Rich views these changes as positive; and that NEC has been partially successful in getting national things off of the RRB's hands; and feels strongly that having continuity in liaisons is a positive thing. Jeanne – agrees with Rich. Clarence – also agrees. Chuck – there are already divisionals out there in some divisions, but they are not defined in the RRRs or RFOs. Terry – the proposal is to have divisionals as midlevel events which are part of the championship, and that regionals not be part of championship. John – agrees with regionals not being part of the national championship. Terry –define two levels of rallies to count toward championship – nationals, and divisional (or 'district' or 'area'), with parameters defined as intermediate level; separate out regional development. The RRB should also become organizer friendly, not just competitor friendly. Terry is willing to write up what he has said tonight, to outline it so we can all see it in writing. Rich moved that: it is the intention of the RRB to terminate the blanket inclusion of ALL Regional events effective 1/1/16. A new definition of intermediate level events will be established for inclusion in the National Championship. Rich/John/pass (4-1, Chuck opposed).
4. USRRC Events
  - a. 2018 STL - Positive response sent to Jim Heine. Target date for formal approval is June 2016.
  - b. 2015 Cal Club (Jeanne) – on track, adding to the 'lite' theme there will be no official hotel since it is cheaper to make reservations directly online instead using a group rate.
5. NEC Report (Chuck)
  - a. St. Louis and Detroit events complete. LaCrosse and California Nationals on track for 2015. Arizona Border delayed their event until 2016. Dallas National GTA last weekend had 33 entries. Congratulations to Sasha and Texas Region on their very successful GTA rally.

6 Convention

- a. Sasha will be on committee planning 2016 SCCA Convention. John had raised the question as to whether the RRB will attend. The RRB was encouraged to meet face to face in the field at a Divisional Convention. 2016 plans and preferences? Pending. Terry has had email exchanges with Lisa and the plan is to budget one meeting for each of the program Boards. Lee and Terry would not be available for meetings during the convention because of their BOD responsibilities. If we meet at a different time than the convention, they would be available. In the latter case, there would probably be a couple of us who would be invited to the convention to support presentations. Terry asked if it would be OK to tell Lisa that the RRB is seriously considering meeting with a Divisional meeting. Yes.

7 2016 Proposed Rules Changes - Deferred to a future special meeting.

Meeting adjourned at 9:51 PM CDT

Next meeting October 12, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs:  
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:  
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:  
<http://www.scca.com/downloads/>

Technical Forms:  
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):  
<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:  
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

Forms:  
<http://www.scca.com/downloads/>

Rulebook:  
<http://www.scca.com/pages/solo-cars-and-rules>

### RALLY

Forms:  
<http://www.scca.com/downloads/>

RallyCross Rulebook:  
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:  
<http://www.scca.com/pages/roadrally-rules>

### SCCA NATIONAL CONVENTION

Event page:  
<http://www.scca.com/articles/1996422-jackpot-scca-national-convention-to-return-to-vegas>

### EVENT CALENDAR:

SCCA Events:  
<http://www.scca.com/events/>

# Fastrack® news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

November 2015

## BOARD OF DIRECTORS

### BOARD OF DIRECTORS | October 9-10, 2015

The SCCA National Board of Directors met in Kansas City, Friday, October 9 and Saturday, October 10, 2015. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, Reece White, Senior Manager of Marketing/Communications and Aimee Thoennes, Executive Assistant. Heyward Wagner, Director of Experiential Programs and Robert Clarke, SCCA Pro Racing participated via conference call.

Guests attending the meeting were Jim Wheeler, Chairman of the CRB, Brian Conners, Chairman of the SEB and Brent Seebohm and Ken Ungar of US/SA and Michael Daigneault, Quantum Governance.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Helman.

### Chairman's Update - John Walsh

On behalf of the Board, Walsh issued a general thanks to Staff and BoD for their support at the Club's multiple national championship events. Walsh provided a standard reminder regarding the process for BoD members about how to handle legal inquiries or challenges. The process is for Directors to forward incoming correspondence to BoD Chair Walsh and SCCA Legal counsel. Individual BoD members are not to engage in e-mail or conversation relative to legal inquiries or challenges. Walsh also noted that the BoD Handbook requires ongoing training for the BoD to assist in providing effective governance. To that end the BoD hosted a governance consultant to evaluate BoD activities for this meeting.

### Quantum Governance - Michael Daigneault

Quantum is a not for profit organization that helps non-profits to achieve more effective governance. Daigneault presented an overview of Quantum and its capabilities to assist governing boards. The first objective is to provide the BoD with recommendations that will make SCCA Inc. BoD more effective.

### U/S Sports Advisors - Brent Seebohm, Ken Ungar

U/S SA is a marketing and communication organization brought in to review, evaluate and recommend directions for SCCA marketing and communication efforts, including [SportsCar](#), web presence, social media, etc. The extensive review included benchmarking SCCA marketing/communications activities against other membership organizations such as American Motorcycle Association and Experimental Aircraft Association. [SportsCar](#) is viewed by U/S SA as an asset for communication with SCCA members with its own identity.

### Executive Team Report and Staff Action Items

Noble provided an update to the BoD on progress around core programs, change management for our 71 year old organization, expanding our enthusiast base and outreach to partners. SCCA will formally announce on 10/14 that the 2017 Runoffs will be at Indianapolis Motor Speedway. Update provided on partner and potential partner relationships. Presented an updated overview of the new SCCA registration system and issues around rollout as well as steps going forward to implement and correct issues. Noble briefly reviewed staff training and education opportunities, both formal classes as well as cooperative information sharing with other organizations.

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Wagner participated via conference call to share program updates on TNIA, Starting Line Solo, Starting Line Track School, Bracket Enduro, Time Trials, SCCA.com. TNIA update: 89 TNIA events completed, 4,182 total entries, 2,862 were unique participants and over 68% were non-SCCA members. Media reports have been universally positive. The program achieved financial break even.. 2016 plans to expand partner potential and reaching out to the high participation groups - millennials and novice. Wagner also expressed his plan to increase region involvement.

#### **Financial Update - Pfannenstiel**

As of August 31, SCCA Inc total revenue is within 1% of overall budget prepared in December 2014. Net operating income is slightly below budget but still positive. All variances are well understood. Projecting cash flow positive year end forecast. Currently working on insurance renewal program for 2016. SCCA Pro Racing and SCCA Enterprises have net positive income and are expected to meet budget. Joint effort underway with Staff and BoD (Treasurer and Budget and Finance committee members) to accurately provide cost allocation data for programs, activities and services. This will allow better data driven decisions by Staff and aid strategic decisions by BoD.

#### **Championship Season Report - Prill**

Prill reported on RallyCross, Solo Nationals and Runoffs. Both RallyCross and Solo Nationals broke competitor attendance records. Prill presented pros/cons of each event as well as solution planning for the cons. Friday Night Lights Presented by Mazda at Runoffs was a big success.

#### **Majors Report - Prill**

Highlighted changes coming for 2016 Majors. Event schedule flexibility planned to be more open to allow regional components and input. Event format suggestions for 2 and 3 day layout as well as minimum times for practice + qualifying and racing.

#### **Club Racing Motions:**

A coordinating position for specialties has not existed since the National Administrator position was eliminated some years ago. The following is designed to take a Divisional Administrator and have that person provide coordination and input for specialties. It does not create a new position or create a new hierarchy.

**Motion:** Patullo/Harris - Update the Operations Manual to recognize a new Divisional Administrator Coordinator roll as shown below. PASSED Unanimous

##### **5.3.2. Divisional Administrator Coordinator**

**Appointment:** A Divisional Administrator Coordinator for each specialty will be selected from the group of appointed Divisional Administrators. The DA's nomination for DA-Coordinator will be reviewed and PASSED by the Executive Stewards. The Divisional Administrator Coordinator will report to the Chair of the Executive Stewards. This is not an additional position.

**Duties:** Coordinate with the Road Racing department, the Executive Stewards, the Club Racing Board and Divisional Administrators. Ensure execution of their specialty's policies and practice. Collect and disseminate information related to policies, best practices and concerns to Divisional Administrators and specialty officials. Work with the other Divisional Administrators to ensure operational consistency across Divisions. Ensure that the Specialty Manual is updated and accurate.

**Motion:** Kephart/Butler - Change 3.3.3.E.2 in the following fashion: At least one race for each race group will be a minimum of ~~45~~ 50 miles. PASSED Unanimous

**Motion:** Patullo/Hill - As presented in briefing book, change all GCR references for Series Chief Steward to Race Director. PASSED Unanimous

**Motion:** Patullo/Hill - Change 5.12.2 to read as shown below. PASSED unanimous.

##### **5.12.2 US Majors Tour ~~Series-Chief Steward Race Director~~**

In addition to the Chief Steward's responsibilities and duties detailed in 5.12.3, the US Majors Tour ~~Series Chief Steward Race Director~~ has the power to change the Schedule and/or Race Groups, in agreement with the organizing Region, ~~and~~ to correct any typographical or clerical errors or omissions (see 3.1.1.D.2.d and 3.1.1.D.2.e), ~~or place a driver on probation per 7.2.G.~~

## Club Racing Rules - Wheeler

**Motion:** Butler/Lindstrand - Accept as presented CRB rules except for 16946, 17493, 17907. Effective 1/1/16 PASSED Unanimous. Note: Approved package is shown at the end of these Minutes.

Letter 16946 (Short Shift Kit) will be revised and come back to BoD for December 2015 meeting.

**Motion:** Butler/Lindstrand - Approve 17493 FF spec tire as presented. Effective 1/1/16. PASSED. 9-1-3. Against: Hanushek. Abstain: Kephart, Helman, Zekert. Note: Approved package is shown at the end of these Minutes.

**Motion:** Lindstrand/Helman - Approve 17907 FM spec tire as presented. Effective 1/1/16. PASSED 12-0-1. Abstain: Zekert. Note: Approved package is shown at the end of these Minutes.

Kephart brought up current GCR requirements that there must be 10 cars to Award a National Championship. Some discussion that this penalizes the wrong group, ie the attendees vs the non-attendees. This came up specifically regarding the T3 race in particular where race winner was awarded but not a National Championship. Some discussion that this is a function of small class counts for classes in question vs a Runoffs specific issue.

**Motion:** Kephart/Butler - Award National Championship retroactively to T3 race winner. FAILED 5-8 For: Kephart, Butler, Zekert, Walsh, Pulliam.

## Budget and Finance Report - Kephart/Hill

Kephart provided status update on financial reporting improvement project. Financials in use in the past, while numerically correct, did not provide the granularity needed to provide data driven decisions for spending on programs, services, activities. Treasurer created a B&F subcommittee to build tracking and allocation cost accounting methodology. Breakdown areas included staff salaries and benefits, building and IT infrastructure, fixed administrative costs etc. The Finance department is working towards preparing a P&L for each activity.

## Solo Events Board – Brian Conners

Conners provided an update to BoD on Solo. Solo held first online Town Hall using Gotowebinar. This event was successful, hosting over 200 people for 2 hours. SEB plans to continue use. Event was recorded for later listening as well. Presented overview of street tire class growth showing very good positive growth. Presented overview of 2016 rules season. Plans to move Solo Nationals rules ratification to December to allow more time for feedback after Solo Nationals and request extension of 6 year SEB term to 8 years in the Ops Manual to assist with continuity.

**Motion:** Hanushek/Christopher - Approve SEB rules package as presented with the exception of Item 17 (withdrawn), effective 1/1/16. PASSED Unanimous. Note: Approved package is shown at the end of these Minutes.

**Liaison Reports** - Exec Stewards: Pulliam/Christopher, RallyCross: Hill/Pulliam, Zekert:CoA. RoadRally: Hill/Hanushek, TTAC: McCarthy.

**Motion:** Pulliam/Hill - Nominate Will McDonald as the Rocky Mountain Divisional RallyCross Steward. PASSED Unanimous

McCarthy discussed TTAC reorganization proposal and rules changes and roll bar changes in Time Trials Rules.

**Motion:** McCarthy/Hill - Approve TTAC reorganization as presented in briefing book. PASSED Unanimous. Note: TTAC Reorg language and structure is shown at the end of these Minutes.

**Motion:** Patullo/Zekert - Approve TTAC roll bar changes as shown below. PASSED Unanimous

Under TIME TRIAL RULES, Track Trials & Hill Climb, Driver Information, Page 3 Roll Bar Specifications change:

All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop. It is strongly recommended that two such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. ~~It is required that roll bars include a transverse diagonal brace from the bottom of the hoop on one side to the top of the hoop on the other side.~~ *Diagonal lateral bracing of equal dimension tubing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient. Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative,*



*there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable.*

#### **SCCA Pro Racing Update - Clarke**

Presented SCCA Inc BoD with update on support for FIA Formula 4 in Pro Racing. Targeted as the first step formula for competitors coming out of karts. Car uses modern F3 carbon chassis with wings and crash structures, and production based, long life engine. Series will provide FIA Super License points. Drivers will have both SCCA Pro and FIA licenses. F4 presented as a very cost effective series with substantial manufacturer financial support.

#### **Executive Stewards Chairman Appointment – Steve Harris**

**Motion:** Harris/Zekert - Appoint Jim Rogaski as Executive Stewards Chairman for 2016. PASSED Unanimous.

#### **Planning Committee Report – Brian McCarthy**

Explained Champions Program to be called Help Desk to identify and provide subject matter experts in all regions to assist regions or programs in specific areas. Planning Committee is also investigating new technology and process that will assist regions.

#### **Insurance Discussion – Dan Helman**

Briefly reviewed insurance coverage renewal steps underway, types of insurance coverage, and risk management. Decision made to include risk management responsibility oversight into Budget and Finance committee responsibilities as opposed to identifying a specific risk management position in SCCA Inc staff.

**Motion:** Kephart/Christopher - Add risk management responsibilities oversight to B&F Committee duties. PASSED Unanimous.

**Motion:** Harris/Butler - Motion to adjourn. PASSED Unanimous.

Meeting adjourned.

## APPROVED OCTOBER 2015 SOLO EVENTS BOARD RULE CHANGES

Rules package below effective 1/1/16.

### Safety Items

#### ITEM 1) #13838

Change Solo® Rules Section 1.3.2.D (page 24):

“1.3.2.D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old *or is at least 57” tall;*
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet.”

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#### ITEM 2) #16864

Change Solo® Rules Section 1.3.2.D by removing the paragraph following section D.4 (page 24):

~~“In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted.”~~

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#### ITEM 3) #16947

Add to Section 1.3.2.M. (page 26):

“Pressurized gas and air bottles with a pressure in excess of 200 psi (1380 kPa) must have a protective structure around the gauge and valve assembly. *Prescribed medical oxygen bottles/tanks are exempt from this requirement.*”

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#### ITEM 4) #15820

Insert a new third sentence to Section 1.3.2.O (page 26):

“Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start, finish, and course areas. Drivers from five (5) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Section 19.2 are exempt from this prohibition during their run group. *Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding.* Otherwise, they also are prohibited from these areas. Furthermore, staging, grid, start, finish, and course workers should be at least sixteen (16) years of age. Drivers from eight (8) to sixteen (16) years of age should be assigned to other worker duties as outlined in Appendix H.II.B.4.”

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#### ITEM 5) #16563

Change the 2<sup>nd</sup> paragraph of Solo® Rules Section 2.1 (page 28):

“Generally, maximum speeds in the mid 50s to ~~low mid~~ 60s (mph) are contemplated for Street; *and* Street Touring®, ~~and~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving.”

Change Section 2.2.A (page 29):

“Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ 60s (mph) for the fastest Street; *and* Street Touring®, ~~and Street Prepared~~ category cars.”

NOTE: The intention of this change is not to speed up courses, but rather to update the Solo® Rules to reflect today's reality. The capabilities of the fastest Street Prepared cars have increased dramatically since this rule was written, which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.

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#### ITEM 6) #16984

Change Appendix E, Section V.E, Solo Safety Steward Guidebook (page 244):

~~“Following an initial one-year licensing as a SSS, SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. *Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.*”~~

NOTE: Because regular enforcement of the mandatory move to 3 year SSS licenses, the SSC and SEB recommend:

- 1) Elimination of the One Year license.
- 2) Issuing Three Year licenses to all new Safety Stewards.
- 3) Requiring all renewals to be for three years and meet the continuing education requirement.

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#### General Items

#### ITEM 7) #15749

Modify Section 3.3.3.B.2 (page 36):

“Pedal operation must not be impeded. Driver’s side floor mat must be removed *unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order.*”

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#### ITEM 8) #17064

Remove Section 7.5, Timer Failure (page 54):

~~*If the timer fails to start or fails during a run, the driver must be flagged off the course as soon as possible.*~~

NOTE: This section no longer reflects current practice at a majority of Solo® events.

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#### ITEM 9) #15275

Change the second paragraph under Appendix A, Automobile Classes (page 161):

~~“All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a “catch-all” description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. **Such unclassified cars will not be eligible for *National Solo® Events* or the Solo® National Championships. Members should look for a TechBulletin in an early current-year issue of the official SCCA® publication (Fastrack® News) at [www.scca.com](http://www.scca.com) for details or contact the National office.**”~~

In addition:

- Add a catch-all to Super Street as follows: “*All eligible unclassified cars not covered by another catch-all listing*”.
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

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#### ITEM 10) #15360

In Appendix C, Section B.2 (page 233), change the tubing size/car weight table:

“Under 1000 lbs: 1.000 x 0.060

1000-1500: 1.250 x 0.090, *1.375 x 0.080*

~~Over 1500~~ 1501-2500: 1.500 x 0.095, *1.625 x 0.080*

**2501+**: 1.500 x 0.120, 1.750 x 0.095, **2.000 x 0.080**"

NOTE: This brings Solo roll bar material standards in line with GCR roll cage material standards without affecting previously compliant roll bars.

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### Street Category

#### ITEM 11) #15307

In Appendix A (page 164), delete **from BS**:

BMW

**M5 (2004-10)**

Add **to FS**:

BMW

**M5 (2005-10)**

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### Street Touring Category

#### ITEM 12) #16978

Replace Solo® Rules Section 14.2.D (page 81):

**~~"Alternate steering wheels are allowed except that steering wheels with an integral airbag may not be changed. Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag but must weigh at least as much as the standard assembly. An alternate wheel is not required to have a horn button."~~**

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#### ITEM 13) #16682

Add a new section L to Section 14.10 (page 89):

***"Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:***

- 1. Radiator core dimensions (width, height, thickness) cannot be 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)."***

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#### ITEM 14) #16943

Amend Appendix A (page 176):

STF

MINI

Cooper (non-S)

to

STF

MINI

Cooper (non-S) **(2000-13)**

and add:

STX

**MINI**

**Cooper (non-S) (2014-15)**

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**ITEM 15) #14332**

In Appendix A (page 177), move *from STS to STX*:

Acura Integra (Non-Type R) (1994-2001)

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Fiat

500 Abarth

500 Turbo (2013-14)

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Lexus

SC300

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**ITEM 16) #16816**

In Appendix A (page 179), move *from STU to STX*:

Hyundai

Genesis (2.0T) (2010-12)

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**Street Prepared Category**

**Note: ITEM 17 was withdrawn**

**ITEM 18) #16965**

Modify Section 15.2.A (page 93):

"Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified *or removed* for tire clearance and for installation of fender flares as allowed herein."

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**ITEM 19) #14955**

Remove the last sentence of Section 15.8.H.4 (page 99):

"4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~"

And add new Section 15.8.H.5

*"Changes in suspension geometry are not allowed except as incidental to the effective arm length change."*

NOTE: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

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**ITEM 20) #15078 Oil Tank Clarification**

Add new Section 15.10.CC (page 105):

*“Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:*

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.”*

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**ITEM 21) #12572**

In Appendix A (page 182), move *from ASP to ESP*:

BMW  
M3 (2007-13)

NOTE: The SPAC feels that this car would not be an overdog in ESP.

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**ITEM 22) #13934**

In Appendix A (page 184), move *from CSP to FSP*:

Jensen-Healey

NOTE: The belief of the SPAC is that this car will not be a threat for FSP, and many of its contemporaries are already there.

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**Street Modified Category**

**ITEM 23) #16589**

Change Section 16.1.E (page 109):

*“Suspension components are unrestricted as long as they use the original attachment points. Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.”*

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**Prepared Category**

**ITEM 24) #16922**

In Appendix A, C Prepared (page 199), remove the last sentence of the 11<sup>th</sup> paragraph:

*“An alternate hood is allowed which has a bulge no more than 4” (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2” (50.8 mm) bulge, then an addition of 2” (50.8 mm) is allowed, if the base model has a 3” (76.2 mm) bulge, then 1” (25.4 mm) is allowed, etc. ~~There is no allowance for nonstandard heat extraction vents.~~”*

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**ITEM 25) #15583**

In Appendix A (page 217), move *from FP to EP*:

Volkswagen  
Corrado VR6 (1992-95).

NOTE: The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6-cyl engines to be a good fit in EP, without being an overdog.

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**Modified Category**

**ITEM 26) #14946**

Change the first paragraph of Solo® Rules Section 18:

“Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used. Engine RPM limiting devices (rev limiters) *and cooling fans* are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable Club Racing GCR (General Competition Rules) Section(s).”

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**ITEM 27) #15029**

Remove from Section 18.5, Formula SAE, Section 18.5.B:

~~Non-students may build, own, and compete in FSAE vehicles.~~

And Section 18.5.E.2:

~~Current year FSAE aerodynamic rules~~

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**ITEM 28) #15280**

Change Appendix A, C Modified, Section A, first sentence (page 220):

“A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~”

NOTE: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

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**ITEM 29) #15397**

(Changes from existing BM rules are in *red*. Deleted text crossed out in *purple*.)

**“B MODIFIED (BM)**

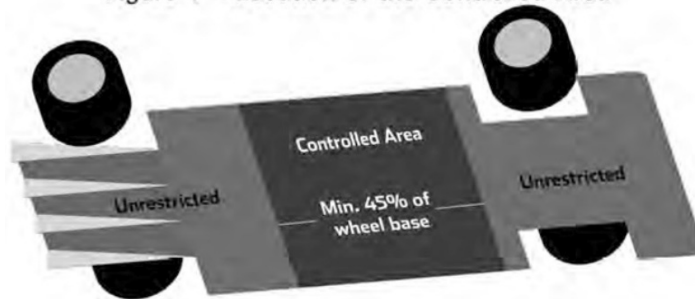
All Formula Cars or Sports Racers meeting requirements of the *current* Club Racing GCR *sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H* unless specifically classed elsewhere with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
  - 1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.  
Minimum weight with driver: 1020 lbs.
  - 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.  
Minimum Weight with driver: 1110 lbs.
  - 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.  
Minimum weight with driver: 1180 lbs.
  - 4. May use any naturally-aspirated engine up to 3000 cc.  
Minimum weight with driver: 1285 lbs.
  - 5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
  - 6. Minimum rim width: none.
  - 7. Maximum allowed rim width: 15 inches
  - 8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.*
  - 9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.*
  - 10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:*



- a. *All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.*
  - b. *Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.*
- D. Formula 2000, classed in Formula Continental per GCR/FCS:
  - 1. Minimum weight with driver: 1090 lbs.
  - 2. Rim width: unrestricted.
  - 3. Airfoil maximum size per Formula Atlantic rules.
- E. Aerodynamic restrictions for Sports Racers:
  - 1. The total area when viewed from the top of *front and rear* wings shall not exceed 8 square feet. *Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.*
  - 2. *Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of 50 lbs. and must be constructed within the following limitations:*
    - a. *For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.*

Figure 1 – Location of the Controlled Area



- b. *No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.*
- 4. The current GCR ~~CSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall ~~also~~ apply to *all Sports Racers ASR and* production cars as recognized in DM/EM running in BM as sports racers.
- 5. *Production cars* running in BM must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.
- F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing *FA* GCR with the following Solo® allowances:
  - 1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer *P2 GCR* maximum height (45.25 inches per *P2 GCR 9.1.8.C.1.D.2 Bodywork height*).
  - 2. Front wing width may match but shall not exceed overall front width as measured at the tires. *Front wing elements may not extend behind the front wheel centerline.*
  - 3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed *7 cm (2.756 inches)* additional width per side and shall not deviate more than 10° from vertical. *No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.*
    - a. *Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).*
    - b. *For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).*
  - 4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
  - 5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.



~~G. Formula S—Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F.~~

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#### ITEM 30) #16236

In Appendix A, D Modified, Section B (page 226), change:

“Weight w/ driver vs. *computed* Displacement:

*Normally-aspirated* piston engines up to & including 1800 cc.....1280 lbs.

*Normally-aspirated* 12A rotary engines w/ porting restriction.....1280 lbs.

*Normally-aspirated* piston engines 1801-2000 cc.....1380 lbs.

*Normally-aspirated* 13B rotary engines w/ porting restriction.....1380 lbs.

*All forced-induction engines with displacements per 18.0.B, up to  
2000cc (with inlet restrictor) .....1380 lbs.”*

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#### Kart Category

#### ITEM 31) #17195

Change Section 19.1.D.1.e (page 151):

“EXTERNAL MODIFICATIONS: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.

Change Section 19.1.D.1.f.1 (page 151) :

“OE IGNITION: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.”

Change Section 19.1.D.1.f.2 (page 151) :

“NON-OE IGNITION: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.”

NOTE: The SEB and KAC are recommending this allowance for adding onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start ([http://www.hegar4.com/zc150/index.php?main\\_page=product\\_info&products\\_id=472](http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472)).

Electric start is compliant in KM on existing ICC-TaG motors, for example the TM-K9ES.

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#### Informational Items

##### Junior Kart

#16325

Effective 1/1/2016, change Section 19.2.A.3.a, Junior class C (page 156):

“Age: 5 to ~~7~~ **8** years.”

NOTE: This allows an overlap between FJC and FJB consistent with the overlap for FJB and FJA.



## **APPROVED CLUB RACING RULES PACKAGE**

These rule changes will become effective 1/1/2016, unless indicated otherwise.

### **American Sedan**

None.

### **B-Spec**

#### **B-Spec**

1. #16450 (September Fastrack – Kyle Keenan) Allow Braided Stainless Steel Clutch Lines

Change 9.1.10.E.33: 33. Original brake *and clutch* hoses may be replaced by braided stainless steel brake lines *and clutch lines*.

### **Formula/Sports Racer**

#### **FF**

1. #17493 (September Fastrack – Club Racing Board) Spec Tires for 2016

Change 9.1.1.B.10: 10. Wheels *and Tires*

Wheels are unrestricted except that:

a. Material must be metal.

b. Diameter shall be thirteen (13) inches.

c. Rim width:

Formula F: shall not exceed 5.5 inches.

Formula Continental: shall not exceed 6.0 inches front and 8.0 inches rear.

d. All measurements shall be taken between the beads.

*e. Formula F shall be limited to the following tires (front tires may not be used as rears):*

*Dries:*

*Front-Hoosier Radial 43322 185/60R13*

*Rear-Hoosier Radial 43327 205/60R13*

*Wets:*

*Front-Hoosier Radial 44421 185/60R13*

*Rear-Hoosier Radial 44426 205/60R13*

#### **FM**

1. #17907 (November Fastrack - Club Racing Board ) Spec Tire

Per letter #15554, January 2015 Fastrack Minutes, the Club Racing Board proposes the below spec tire rule for Formula Mazda.

Change 9.1.1.E.14:

#### **14. Tires and Wheels**

##### *A. Formula Mazda Tire Specification -*

*1. Dry Tire - Goodyear 470 Compound Tire*

*Front Tire - Goodyear P/N D2659 - 20.0x7.0 - 13 - 470 Compound*

*Rear Tire - Goodyear P/N 2660 - 22.0x9.0-13 - 470 Compound*

*2. Rain Tires - open*

*A. B.* A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to *(eg. on the false grid)*, during, or immediately after *(eg. as the car leaves the track)* after a qualifying session. On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second race.

*C.* For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.

*D.* If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

*B. E.* If a tire is damaged during a qualifying session, the competitor may replace that tire with a used tire upon approval by the Chief Steward. Should a tire be replaced for any *other* reason, the competitor shall forfeit his grid position and start at the back of the grid.

*G. F.* Rain tires may be used at any time. In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or

sticks which are other-wise compliant.

F. **G.** Use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

D. **H.** Any competitors deemed to have taken steps to circumvent these rules, or deemed to have used a foreign substance on the tire in order to gain an advantage shall be immediately disqualified from that event.

E. **I.** All cars shall run BBS (8" x 13") front and (10" x 13") rear wheels as specified by the manufacturer. Alternate BBS wheel center (Moses Smith Racing P/N 000-143 & 000-1**04**) **are** permitted.

## P2

1. #17098 (September Fastrack - John Lisk) Clarification of P2 Section J, Para.4 and Section M  
Assisted shifting as delivered from the factory on Radical Spec Line Cars (Table 1) is compliant for 2015.

Change 9.1.8.D.J.4: 4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed **except as allowed by Table 1 Spec Line Cars**. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car **except as allowed by Table 1 Spec Line Cars**. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes are also prohibited. Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max		37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1005 < 1370 cc max		40.5mm	
Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	<i>Unrestricted</i>	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
Radical Club Sport, Pro- Sport, PR-6		Stock Engine 1000lb 1005cc		37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1370 cc max		40.5mm	

## SRF3

1. #17630 (October Fastrack - Erik Skirmants) SRF3 Mandatory and Optional Low dB Muffler  
The CRB recommends allowing an optional muffler kit for the GEN3/SRF3 cars to help them meet required sound limits.

Change 9.1.8.E.2.J. EXHAUST

Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

For tracks mandating usage of a muffler, or low sound requirements, a Spec Muffler P/N G390523 is required. **Standard Muffler**

*Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event.*

## GCR

2. #16791 (August Fastrack – Jim Wheeler) New Specialty: Race Data Technician

Add new section to 5.11 ADDITIONAL OFFICIALS and list the new section in the Table of Contents:

### *5.11.5. Race Data Technicians*

*Data Technicians are optional Officials whose duties include:*

*A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.*

*B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.*

*C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.*

3. #16998 (October Fastrack - SCCA Staff) Race Starter-Finisher-Points Clarification

Change GCR sections 3.1.1.C., 5.10.4.B.3., 6.10 (Title), 6.10.2 , 6.10.3 (Title)

3.1.1.C. Points are awarded to the top 20 *finishers that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

5.10.4.B.3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A *finisher starter* is defined as any car that has taken the green flag in a race. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See ~~6.10.3.A~~ **6.10.2**.

## 6.10.TIMING LINE; STARTERS, FINISHERS ~~AWARDING OF POINTS~~, AND WINNERS

### 6.10.2 Race Starter

One of the following conditions must be met for a car to be considered a race starter *and receive credit for a finish*:

### 6.10.3. Race-Finisher *Awarding of Points*

4. #17146 (October Fastrack - Lindy Toland) Competition vs. Event

Change Appendix A. Administrative Glossary:

**12. Competition** A contest for driver and car, given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term "competition". A competition may also be referred to as a "race". ~~See also "speed event", "sanction", and "event".~~

**13. Event** An entire program of competitions. Also known as a "race event". This term includes all sessions run under a single, or multiple sanction numbers. ~~See also "competition", "speed event", and "sanction".~~

**16. Sanction** The documentary authority, granted by the SCCA, to organize and hold a competition. This term also is used to describe the event organized under a single sanction number, which is evidence of that documentary authority. ~~See also "competition", "speed event", and "event".~~

## Grand Touring

### GT1

1. #17272 (August Fastrack – Club Racing Board) Recommended Portion of Letter #17030, GT1 Front Spoilers

Change 9.1.2.D.8.k.1:

#### k. Spoilers

1. A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to ~~two five (2-0-5.0)~~ *five (2-0-5.0)* inches. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 25.0 inch dimension.* The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved.

Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

### Improved Touring

#### 1. #16164 (September Fastrack – Matt Miskoe) Addition of Jack Points to Improved Touring Cars

Add 9.1.3.D.8.I: *1. A maximum of two (2) jacking points may be reinforced. The reinforcement may be no larger than 12x6x6 inches and may not serve any additional purpose. Any added material must fit within the minimum ride height.*

### ITC

#### 1. #17137 (September – Will Perry) 1984-1987 Honda CRX Plastic Body Panels

Change 9.1.3.D.8.i: i. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited. ~~In those circumstances where a~~ *Stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor. may be replaced with parts of alternate material provided they have the same dimensions as stock.*

### Production

None.

### Spec Miata

#### SM

#### 1. #16474 (September Fastrack – Ralph Provitz) Driver Seating Position

Change 9.1.7.C.7.a.: a. The driver's seat shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. The passenger seat must be removed. The transmission tunnel may be modified for the purpose of installing a competition driver seat. *The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 24" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .060". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

#### 2. #16519 (September Fastrack – Dave Wheeler) Allow Auxiliary Fan Switch for Radiator Cooling Fan

Add section 9.1.7.C.1.o.8.: *8. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the ECU. OEM control of the fan must remain functional.*

#### 3. #16480 (October Fastrack - Kyle Webb) Taping of Grill

Change 9.1.7.C.1.o.2 and .5:

2. Any radiator *(and mounting brackets)* may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and mounted in the stock location. ~~The fan shroud and brackets~~ *The fan* may be modified for installation.

5. A radiator screen of 1/4 *.125* inch minimum mesh may be added in front of the radiator. The screen must be *a single layer and* installed behind the front bumper cover and attached to the air guide. ~~Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator.~~

### Super Touring

#### ST

#### 1. #16858 (June Fastrack – Christopher Jurkiewicz) Driver Cooling NACA Duct Location

The removal of "NACA" from 9.1.4.F.7 and 9.1.4.F.10 can be found in letter #16938, Technical Bulletin.

Change 9.1.4.F.7: 7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the ~~front, lower, corner of the~~ window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

#### 2. #17028 (September Fastrack – Sean Reilly) Addition of Brake Cooling Ducts to Front Bumper

Replace 9.1.4.N.4:

~~4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.~~

*4. Brake duct inlets may be added, solely for the purpose of ducting air to the front brakes. These allowed ducts must be*

*incorporated in the front spoiler as standard, in light openings other than headlights, in an allowed air dam, and/or by the removal of the fog lights and/or stock false grills originally located in the front fascia.*

3. #17492 (October Fastrack - Eric Thompson) Variable Intake Runners  
In GCR section 9.1.4.G.17, clarify the cam timing language:

17. Variable cam timing (VTEC, VANOS, etc.) and variable-length **geometry** intake manifolds may be partially, or wholly, **removed or disabled**. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.

## **STU**

1. #17261 (September Fastrack – Eric Heinrich) Limit Alternate Turbos to One of Two Options for All of STU  
Insert 9.1.4.1.H.3. and re-number all subsequent: **3. Factory turbocharged cars must run the stock turbo or any turbo from the following list:**

**- KKK/Borg-Warner K04**  
**- IHI VF30**

**Additional alternate turbos with similar specifications may be considered at a future date.**

## **Touring**

### **T1**

1. #16997 (September Fastrack – Marc Hoover) Mazdaspeed Miata Alternate Throttle Body  
For T1 Mazdaspeed Miata, add to Notes: **Mazda #0000-06-5999 throttle body allowed.**

2. #17096 (September Fastrack – Scotty B. White) One Last Look at Viper(s) for 2015  
In T1, change the weight of the following Dodge Vipers:

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 OEM weight: ~~3550~~ **3475**  
Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 weight: ~~3500~~ **3400**  
Dodge Viper ACR-X 8400 OEM weight: ~~3700~~ **3600**

### **T2**

1. #16389 (June Fastrack – Kurt Rezzetano) Spring Rate Change for Mustang GT and Boss  
In Touring 2, please change the notes for the 2012 Boss 302 Mustang, the 11-14 Mustang GT, and the 05-10 Mustang Coupe GT and Shelby GT 5.0: **Maximum spring rate 500 lbs (front), 300 lbs (rear).**

2. #17389 (October Fastrack - CJ Moses) Return T2 Spec Line for Dodge Viper SRT-10 Incl. Coupe (03-06)  
Re-Classify **Dodge Viper SRT 10 incl coupe (03-06)**

**Bore and Stroke: 102.4 x 100.6 8300**

**Wheels 18x10 (F) 19x13 (R)**

**Tires (F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspension package**

**Gears 2.66, 1.78, 1.30, 1.00, 0.74, 0.50**  
**Final drive 3.07**

**Brakes (F&R) 355 Disc**

**Weight 3600**

**Notes: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one 36 mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed: Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.**

### T3

1. #16493 (September Fastrack – David Mead) Allow 99-04 Mustang GT/Bullitt to Run Springs as Coilovers  
99-04 Mustang GT/Bullitt  
Add to Notes:

Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. *Springs may be mounted as a "coil over" configuration.* Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted.



## APPROVED TTAC REORGANIZATION

### Director of Experiential Programs

The Director of Experiential Programs oversees both the Experiential Program and the Time Trial program, supports their goals and initiatives, and serves as their advocate to the Board of Directors. Responsibilities of this position include the oversight of all Time Trial and Experiential program proceedings and the intervention into any item believed to produce a negative consequence within another program.

**Time Trial** programs are defined as any PDX, Club Trials, Track Trials, or Hill Climb event operating under Time Trials rules and which is *sanctioned via submission by a region* of the SCCA.

**Experiential Programs** are defined as any event which is *sanctioned via submission by the experiential group*.

### National TT Committee (NTTC)

The NTTC shall consist of a total of 3-4 SCCA members selected by the Director of Experiential Programs who operate with a strategic view of the time trial program. Responsibilities include the promotion, marketing and growth for the TT programs and the implementation of proposed rule changes for all levels of time trial events.

All proposed rule language is to be developed and approved by the DTTC before submission to the Director of Experiential Programs. Prior to a rule being implemented and published, approvals must be obtained from the Board of Directors.

Additionally, NTTC members are tasked to explore the development of a National Time Trial Competition Program. The exploration process should address the formation of a national rules package (kept separate from divisional TT rules), the web presence, and the marketing required for implementation. If and when a national program is accepted, this committee would oversee the implementation of the program.

### Divisional TT Committee (DTTC)

The DTTC consists of the Divisional Time Trial Managers. Each Division participating in Time Trials will have a DTTC representative selected by the Division who is responsible for the operation of all Time Trial events sanctioned by any region within their division. Responsibilities include oversight of all regional and divisional Time Trial events, sanction approval, driver and worker licensing, and communications with the NTTC as necessary. The DTTC initiates language and forwards all requests for desired rule or policy developments to the National Time Trial Committee and coordinates TT operations. The DTTC is authorized to form additional subcommittees that operate for a finite period of time and that address a specific concern.

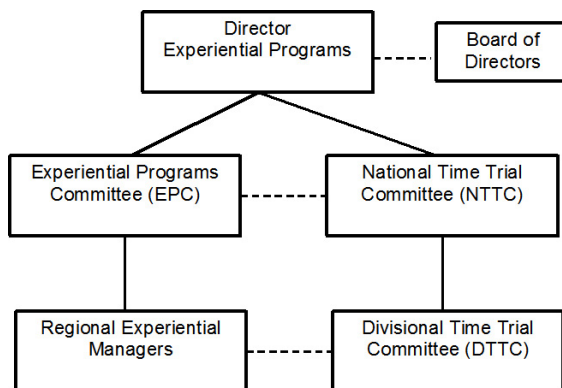
The responsibility of the DTTC is to develop the language for all rule changes and policy developments and to insure consensus of the finalized product from a majority of the divisional managers before forwarding to the National Time Trial Committee for implementation.

### Experiential Programs Committee (EPC)

Members of this committee are responsible for the overall operation of all Experiential Programs operating at the National, Regional and Divisional level. Responsibility includes collecting and distributing resources needed for but not limited to event operations, marketing, web presence, best practices and safety procedures. Proposed rule changes are to be developed from requests made by the Regional Experiential Managers. After acceptance by all Regional Experiential Managers and cleared by Director of Experiential Programs, finalized rule changes need approval from the Board of Directors before publication.

### Regional Experiential Managers

Oversee all regional and divisional Experiential events operating within their area and for the distribution of resources generated by the Experiential Programs Committee. Initiate and forward any requests for desired rule or policy developments and needed resources to the Experiential Programs Committee.



# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | September 23, 2015

The Solo Events Board met by conference call September 23rd. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### **Safety**

##### #16563 Course Speeds

Change the following in the 2nd paragraph of 2.1:

"Generally, maximum speeds in the mid 50s to ~~low mid~~ 60s (mph) are contemplated for Street; ~~and~~ Street Touring®, ~~and~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving."

Change the following in 2.2.A:

"A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ 60s (mph) for the fastest Street, ~~and~~ Street Touring®, ~~and~~ category cars."

Note: The intent of this change is not to speed up courses, but rather to update the rulebook to reflect today's reality. The capabilities of the fastest SP cars have increased dramatically since this rule was written which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.

##### #16864 Passengers

Change 1.3.2.D by removing the following wording from the paragraph following D.4:

~~"In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted."~~

##### #16947 prescribed medical oxygen tanks

Add the following sentence to 1.3.2.M.

~~"Prescribed medical oxygen bottles/tanks are exempt from this requirement."~~

##### #16984 Discontinue 1 year SSS licenses

Because we cannot regularly enforce the mandatory move to 3 year SSS licenses, the SSC and SEB recommend:

- 1) elimination of the One Year license
- 2) issuing Three Year licenses to all new Safety Stewards
- 3) requiring all renewals to be for three years and meet the continuing education requirement

This recommendation requires the changes to Appendix E indicated by strike-outs below, and dropping the One Year option from the Safety Steward Application and Renewal form dated 05/2010.

~~"E. Following an initial one-year licensing as a SSS, SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with~~

the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. ~~Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.~~

## General

### #15275 Fix catchall Appendix A wording

The previously-published proposal to change the unclassified cars / catch-all provisions at the beginning of Appendix A has been amended and is recommended as follows:

Change the second paragraph under APPENDIX A - AUTOMOBILE CLASSES as follows:

~~"All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. Such unclassified cars will not be eligible for **National Solo® Events** or the Solo® National Championships. Members should look for a Tech Bulletin in an early current year issue of the official SCCA® publication (Fastrack® News) at [www.scca.com](http://www.scca.com) for details or contact the National office."~~

In addition:

- Add a catch-all to Super Street as follows: "*All eligible unclassified cars not covered by another catch-all listing*".
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

### #17064 Remove Section 7.5

Remove Section 7.5 TIMER FAILURE

Note: This section no longer reflects current practice at a majority of events.

## Street

### #15307 E60 M5 Move to FS Proposal

The SAC recommends adding the following listing to FS and deleting from BS.

Delete *from BS*:

BMW

*M5 (2004-'10)*

Add *to FS*:

BMW

*M5 (2005-'10)*

## Street Touring

### #16682 Aftermarket Radiator Allowance Proposal

Add the following new language to section 14.10:

*"L. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:*

- 1. Radiator core dimensions (width, height, thickness) cannot be 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)."*

### #16943 2014+ Mini Cooper (Base model) Classing

Effective 1/1/2016, amend classing from

STF

MINI

Cooper (non-S)

to

STF

MINI

Cooper (non-S) ('00-'13)

and add:

STX

*MINI*

*Cooper (non-S) ('14-'15)*

#16978 Steering Wheel Rule (14.2.D)

Replace 14.2.D with the following:

*"Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag but must weigh at least as much as the standard assembly. An alternate wheel is not required to have a horn button."*

## **Street Prepared**

#14955 Non-OE dimension ball joints

Change 15.8.H.4 as follows to remove the last sentence:

*"4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~"*

And add the following new subsection 15.8.H.5

*"5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change."*

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

#15078 Oil Tank Clarification

Add new section 15.10.CC as follows:

*"CC. Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:*

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location."*

#16443 Touring Cars

Delete the following paragraphs from Section 15 Street Prepared introduction:

~~*"Cars listed as eligible in and prepared to the current Club Racing Improved Touring (IT) rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared."*~~

~~*"Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to*~~

~~interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.~~

~~Cars listed as eligible in and prepared to the current Club Racing Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.~~

~~Cars eligible for the current Club Racing Spec Miata rules are permitted to compete in Street Prepared class D- (DSP), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.~~

~~Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared."~~

Note: The SPAC and SEB have become aware of the changes to the scope of modification allowed in Club Racing's Touring category. The modifications now allowed in Touring represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This exemplifies the risk of providing "crossover" allowances such as these, which create dependencies on the GCR and may result in unintended competition impacts. For this reason, the SEB is proposing to remove these allowances from the category.

#### #16965 Fender Liner Removal Proposal

Modify 15.2.A as follows:

"Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified *or removed* for tire clearance and for installation of fender flares as allowed herein."

#### Street Modified

##### #16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Change the verbiage of 16.1.E to:

"Suspension components are unrestricted as long as they use the original attachment points. *Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.*"

#### Prepared

##### #15583 FWD VW Classing Proposal

The PAC Recommends the following classification change:

Move VW Corrado VR6 (1992-1995) *from FP to EP.*

Note: The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6cyl engines to be a good fit in EP, without being an overdog.

##### #16922 Hood louvers

The PAC recommends the following modification to the 11th paragraph under C Prepared in Appendix A:

"An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" (50.8 mm) bulge, then an addition of 2" (50.8 mm) is allowed, if the base model has a 3" (76.2 mm) bulge, then 1" (25.4 mm) is allowed, etc. *There is no allowance for nonstandard heat extraction vents.*"

The PAC thanks the members for their feedback in letters 17623, 17631, 17633, and at the Solo Nationals Town Hall.

## **Kart**

### **#17195 Proposal to allow non-OEM electric start for KM**

Change 19.1.D.1.e to read :

“External Modifications: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.”

Change 19.1.D.1.f.1 to read :

“OE Ignition: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.”

Change 19.1.D.1.f.2 to read :

“Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.”

Note: The SEB and KAC are recommending this allowance for adding onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start [http://www.hegar4.com/zc150/index.php?main\\_page=product\\_info&products\\_id=472](http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472)

Electric start is legal in KM on existing ICC-TaG motors for example the TM-K9ES

## **Member Advisories**

### **General**

The SEB will have openings for 2016. Interested members are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Tire Rack Solo Nationals**

Members who are interested in the position of Course Designer for the 2016 Solo Nationals are invited to submit their qualifications and relevant design experience history in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Awards**

Nominations are now being accepted for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards and past winners may be found in the Solo Rules Special Awards section in Appendix V. Please submit nominations in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Street Touring**

The SEB thanks Bill Bounds for his service to the Club as a STAC member.

### **Street Modified**

#### **#16721 Subframe Bushing Clarification**

Per the SMAC, the SP allowances of 15.2.D are intended to apply to SM subframe bushings. The SM content of the associated section (16.1.H) may be (incorrectly) interpreted to be more restrictive than the SP rule. A change proposal appears elsewhere herein to remove the conflicting section and resolve the confusion in this regard.

## **Change Proposals**

### **Street Touring**

#14254 RWD Wheel Width Limit Proposal

Change the following language in 14.4 WHEELS:

"STU -~~unlimited~~ 11inches

Change the following language in 14.3 TIRES:

*STU (2WD, Mid-Engine, Rear-Engine) - 255mm*

*STU (2WD, Other) - 285mm*

*STU (AWD) - 265mm"*

### **Street Modified**

#16721 Subframe Bushing Clarification

The SMAC has provided the following rule change proposal:

*Remove 16.1.H*

Note: see a related item under Member Advisories.

## **Not Recommended**

### **Street**

#14615 997 GT3 Classing Proposal

Per SAC recommendation, the proposal to remove the 997 GT3 from SSR is withdrawn.

#14979 SAC Proposed 2015 Moves

The pending proposal to move the non-Z06 C5 Corvette from BS to AS is withdrawn.

### **Street Touring**

#16409 RSX Type S Classing Comments

Per the SEB, the previously-published proposal to move the RSX Type S to STX is being withdrawn.

### **Street Prepared**

#14920 Move all BMW e30 & e36 4 cylinders to FSP

The SEB is withdrawing the following proposal:

Remove from *DSP*:

BMW

318 (16v)

Also amend *FSP* listing as follows:

BMW

318i (~~8V~~, E30 chassis)

## **Handled Elsewhere**

### **Street Touring**

#16926, 17068, 17327, 17329, 17331, 17333, 17334, 17337, 17350, 17351, 17352, 17359, 17364, 17365, 17372, 17387, 17400, 17438, 17471, 17473, 17479, 17594, STF Class Comments

Thank you for your comments. See letter #16409.

#17070, 17165, 17173, 17277, 17282, 17486, 17603, 17737, 17164, 17166, 17168, 17172, 17174, 17176, 17190, 17209,

17274, 17312, 17353, 17451, 17489, 17599, 17629, 17645, 17719, 17743 STP comments

Thank you for taking the time to write in a comment about STP. A variety of comments and suggestions were expressed about the proposed new class. The STAC has made some changes to the proposal in response and will consider other changes after one year. Please see item #16784.

#17134, 17332, 17340, 17344, 17358, 17436, 17440, 17356, 17375, 17377, 17379, 17380, 17381, 17385, 17386, 17388, 17398, 17403, 17412, 17417, 17426, 17434, 17555, 17635, 17636, 17654, 17669 Alternate steering wheel comments

Thank you for your comments. See letter #16978.

#17339, 17343, 17354, 17373, 17401, 17437, 17445, 17484, 17554, 17595, 17600, 17634, 17786 Radiator comments

Thank you for your comments. See letter #16682.

#17393 Radiators, Genesis and STF comments

Thank you for your comments. Please see letters #16409 and 16682 herein, and 16816 in the October Fastrack.

#17455 STU STP Comments

Thank you for your comments. Please see items #14254 and 16784 elsewhere herein.

#17522 Radiators and Steering Wheel comments

Thank you for your comments. See letters #16882 and 16978 elsewhere herein.

### **Street Modified**

#13595 Camber Plate Installation

See Item #16589 elsewhere herein.

### **Prepared**

#17623, 17631, 17633, 17775, 17783 Hood louvers

The PAC/SEB thanks the members for their feedback related to the #16922 proposal.

### **Tech Bulletins**

#### **Street**

#16834 Class request for Mercedes-Benz CLA45

Per the SAC, add a new listing in Appendix A as follows

BS

Mercedes-Benz

*CLA45 (2014-2015)*

Note: The SAC intended to recommend classing the Mercedes-Benz CLA45 (2014-2015) in BS instead of AS. The car was included in the SS catch-all phrasing and not officially classed, therefore BS will be the first classification for this car.

#### **Street Touring**

#16784 STP Supplemental class proposal

Effective immediately add the following new class, designated STP, for inclusion as a *Supplemental* class for all National level Solo events and optional inclusion in Regional events. The allowances will mirror those in the Street Touring category, with the following additions:

*Tires:*

*STP, Independent Rear Suspension: 285 mm maximum width*

*STP, Live Axle Rear Suspension: 315 mm maximum width*

*Wheels:*



*STP, Independent Rear Suspension: 10" Maximum Width*

*STP, Live Axle Rear Suspension: 11" Maximum Width*

*Differentials:*

*May use any mechanical LSD unit*

*Eligible Vehicles:*

*Chevrolet Camaro (2010 - 2014) (SS, V6, 1LE)*

*Chevrolet Camaro (1993 - 2002) (SS, Z28, V6)*

*Chevrolet Camaro (1982 - 1992) (N/A, fuel injected) (excluding 1LE)*

*Dodge Challenger (2008 - 2015) (N/A)*

*Dodge Charger (2006 - 2015) (N/A)*

*Ford Mustang (2015-2016) (2.3T, V6, GT)*

*Ford Mustang (2005 - 2014) (GT, V6)*

*Ford Mustang (1994 - 2004) (GT, V6)*

*Ford Mustang (1979 - 1993) (N/A, fuel injected)*

*Pontiac Firebird (1993 - 2002) (LT1, LS1, V6)*

*Pontiac Firebird (1982 - 1992) (N/A, fuel injected) (excluding GTA and Formula)*

*American RWD V8 powered sedans, must be naturally aspirated with a wheelbase greater than 100" and a listed curb weight greater than 3200#, NOC (not eligible for National level competition)*

## **Street Prepared**

#15489 2004-2008 Audi S4 Classing Proposal

Per the SPAC, modify the Audi RS4 listing in Appendix A to encompass a new listing for the '04-'09 S4, as follows:

ESP

Audi

*S4, RS4 (2004-09)*

Also add a new listing in ASP as follows:

ASP

Audi

*S4 (2010-15)*

Note: The previous ASP classing for the Audi S4 (2000-13) was an erroneous date range. This should be considered an initial classing for this vehicle.

## **Modified**

#17804 Typos in rule book

Per the MAC, update the following places where current reference wording is out of date:

18.0.C. Last sentence: "Section 12.9" replace with "Section 12, Wing Area Computation"

18.1.C.h. Third sentence: "Section 12.7" replace with "Section 12, Floor Pan"

18.1.C.i. First sentence: "Section 12.7" replace with "Section 12, Floor Pan"

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | October 6, 2015

The Club Racing Board met by teleconference on October 6, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. Dick Patullo was the guest from the BoD. The following decisions were made:

### Member Advisory

None.

### No Action Required

#### **GCR**

1. #17414 (Steven Pounds) Supports Data Technicians

Thank you for your support of the data technician program. The CRB encourages anyone who is interested in becoming a Race Data Tech, to be sure and ask that it be included on their membership profile.

#### **SM**

1. #17562 (Igor Levine) Regarding Results of 1.6 SM Engine Modification Tests

Thank you for your letter.

### Not Recommended

#### **GCR**

1. #17278 (Sterling Cole) Proposed Change to Window Net Rule

SFI spec 37.1 addresses inside (right side) nets and are designed to control head movement.

2. #17357 (Tom Masterson) Change to Flagging Rules

Thank you for your suggestion. The CRB has determined that the current rules are adequate as written.

3. #17572 (Brett Whisenant) Mandatory Contact Impound

Thank you for your suggestion. The rules as written provide adequate avenues for Stewards to take actions for contact on the track.

#### **GT2/ST**

1. #17589 (John Bauer) Differentiate Between C7 Corvettes

Thank you for your inquiry. 9.1.2.F.4.i.6 states "Supercharging/turbocharging is prohibited." Should a competitor wish to have this car classified, he/she should submit a letter to the CRB requesting classification and for which class (crbscca.com).

#### **STL**

1. #14472 (Kirk Knestis) Consider Differences Between Sports Cars and Touring Cars in STL

Thank you for your letter. This is not recommended at this time.

### Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

#### **FM**

1. #17907 (Club Racing Board ) Spec Tire

Per letter #15554, January 2015 Fastrack Minutes, the Club Racing Board proposes the below spec tire rule for Formula Mazda.

**This rule change has been approved by the Board of Directors in their October 9-10, 2015 meeting, effective 1/1/2016.**

Change 9.1.1.E.14:

#### **14. Tires and Wheels**

##### *A. Formula Mazda Tire Specification -*

*1. Dry Tire - Goodyear 470 Compound Tire*

*Front Tire - Goodyear P/N D2659 - 20.0x7.0 - 13 - 470 Compound*

*Rear Tire - Goodyear P/N 2660 - 22.0x9.0-13 - 470 Compound*

*2. Rain Tires - open*

A- B. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g., *on the false grid*), during, or immediately after (e.g., *as the car leaves the track*) after a qualifying session. On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second race.

C. *For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.*

D. *If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.*

B- E. If a tire is damaged during a qualifying session, the competitor may replace that tire with a used tire upon approval by the Chief Steward. Should a tire be replaced for any *other* reason, the competitor shall forfeit his grid position and start at the back of the grid.

G- F. Rain tires may be used at any time. In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or slicks which are other-wise compliant.

F- G. Use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

H- H. Any competitors deemed to have taken steps to circumvent these rules, or deemed to have used a foreign substance on the tire in order to gain an advantage shall be immediately disqualified from that event.

I- I. All cars shall run BBS (8" x 13") front and (10" x 13") rear wheels as specified by the manufacturer. Alternate BBS wheel center (Moses Smith Racing P/N 000-143 & 000-1504) *are* permitted.

## P2

1. #17098 (John Lisk) Clarification of P2 Section J, Para.4 and Section M

Thank you for your letter.

Assisted shifting as delivered from the factory on Radical Spec Line Cars (Table 1) is compliant for 2015.

Change 9.1.8.D.J.4: 4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed *except as allowed by Table 1 Spec Line Cars*. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car *except as allowed by Table 1 Spec Line Cars*. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes are also prohibited. Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max		37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1005 < 1370 cc max		40.5mm	

Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	<i>Unrestricted</i>	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
Radical Club Sport, Pro- Sport, PR-6		Stock Engine 1000lb 1005cc		37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1370 cc max		40.5mm	

#### GCR

1. #17121 (Greg Amy) Letter #16946, Transmission Short Shift Kits

Thank you for your suggestion, which the CRB agrees with. Assuming letter #16946 is approved by the BOD in their October 2015 meeting, the CRB recommends adding the following language to 9.3.49: "unless restricted by individual class rules."

**NOTE: Letter #16946 has been returned to the CRB for additional research and wording. This letter is also being returned to the CRB agenda as suggested additional words also need research and review.**

#### Taken Care Of

##### GCR

1. #17441 (Kyle Colbey) Please Clarify Inconsistent GCR Classification of a Finisher

Thank you for your request. Please see the response to letter #16998, October 2015 Fastrack Minutes.

##### STU

1. #15448 (Anthony Simmers) Sports Cars/Coupes/Roadsters

Thank you for your letter. Please see the response to letter #14472.

#### What Do You Think

##### AS

1. #17703 (Cheyne Daggett) Alt Transmission for 2011-14 Mustang GT RP

The CRB is seeking your feedback on the following proposal for the 2011-14 Mustang GT in Restricted Preparation.

The author requests an alternate transmission for this car due to transmission shifting problems (lockout or shifting into the wrong gear under hard braking ). Restricted Preparation rules currently require OEM transmissions. All potential modifications to the shifting process, as permitted by the AS rules, have not resolved the shifting issues for this transmission. The replacement suggestion is for the Tremec Magnum XL with gear ratios of 2.97, 2.07, 1.43, 1.00, .80, .62 (stock is 3.66, 2.43, 1.69, 1.32, 1.00, .68). Should alternate transmissions be approved on a case by case basis for Restricted Preparation cars? Should this request be allowed in AS? Please send your feedback through the CRB letter system at [www.crbscca.com](http://www.crbscca.com).

#### RESUMES

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2015

NUMBER: TB 15-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 10/30/2015 unless otherwise noted.

**NOTE:** This preliminary version of the Club Racing Technical Bulletin is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about October 20.

## American Sedan

### AS

1. #17893 (American Sedan Committee) Clarify Carburetor Base Gasket Definition

In GCR Section 9.1.6.D.1.c.1.a. clarify carburetor base gasket language:

"Only the approved carburetor (Holley #4776, 600cfm 4bll), insulator (Holley #108-12), and manifold (Edelbrock Performer RPM #7101-General Motors / #7121- Ford/Mercury) shall be fitted to cars. The carburetor shall be identified by the numbers "4776". Additional numbers stamped on the horn section of the carburetor, such as "-X" (indicating the die lot number for that carburetor) and "XXXX" (up to 4 digits indicating the day of the year the carburetor was produced along with the year in the decade it was produced) shall not be used to identify the carburetor. Two carburetor base gaskets (*each base gasket can be no thicker than .125 inches*) may be used, one on each side of the insulator."

2. #17894 (American Sedan Committee) Rear Axle Tube Welding

In GCR section 9.1.6.D.3.c.1., add the following language to the end of the section:

*"j. For any rear axle assembly, welding of the rear axle tubes is permitted."*

### B-Spec

None.

## Formula/Sports Racing

None.

### GCR

1. #17715 (John Bauer) 2015 Helmets

In GCR section 9.3.20.C.2 add the following language:

"Crash helmets approved by the Snell Foundation with Snell sticker 2005 or later Special Application (SA2005) (*SA2005 will no longer be accepted as of 1/1/2017*), or *SA2010/SAH2010*, or *SA2015/SAH2015*, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR. Each driver's helmet shall be labeled with a minimum of the driver's name. ~~Effective 1/1/12 to 1/1/17~~ The use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph.) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed."

## Grand Touring

### GT1

1. #17699 (Tony Stefanon) Classify the 2015 Cadillac CTSV in GT-1

In GT1, add the 2015 Cadillac CTS-V as follows:

*"General Motors Corporation - Cadillac  
2015 Cadillac CTSV 102.0"*

### GT2/ST

1. #17512 (Amir Haleem) Toyota Supra with 3UZFE V8 engine in GT2/ST, clarification needed

In GT2/ST, classify the 1993-1998 Toyota Supra as follows:

GT2/ST	Max Displ.	Min. Weight	Restrictor	Notes
<i>Toyota Supra (93-98)</i>	<i>4300</i>	<i>3000</i>		<i>Max. valve lift is .600". Max. compression ratio of 12.1:1. Must conform to Appendix K STO rules.</i>

### Improved Touring

None.

### Production

None.

### Spec Miata

None.

### Super Touring

#### ST

1. #16948 (Eric Heinrich) OEM ABS wording

In GCR section 9.1.4.N.8, make the following changes:

~~"8. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM ABS brake components as supplied."~~

CRB Note: this does **not** remove the ability for competitors to use ABS. See GCR section 9.1.4.A.

Renumber section 9.1.4.N.10 to 9.1.4.N.8.

2. #17721 (Greg Amy) E&O, Requirement for FSM

In GCR section 9.1.4.A., add a new paragraph below the paragraph that starts with "Vehicle modifications are limited to those listed herein":

*"To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop manual for each of the specific make, model, and year of the automobile and engine (if changed). This manual shall be presented when so requested at any technical inspection. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non-availability from the vehicle manufacturer. The proof of legality shall rest upon the protestor and/or protestee."*

In GCR section 9.1.4.G.1.f., delete the section in its entirety:

~~"Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers."~~

#### STU

1. #17814 (James Clay) Spec E46 Tire Choice

Changes can be viewed at <http://www.scca.com/pages/cars-and-rules>.

### Touring

None.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 47**  
**Jack Walbran vs. SOM, COA Ref. No. 15-01-RO**  
**September 23, 2015**

## FACTS IN BRIEF

In impound after Formula 500 (F500) qualifying session #2 at the 2015 National Championship Runoffs, Tech staff measured bodywork on Jack Walbran's #67 F500 including the nose/tire relationship as specified in GCR 9.1.1.D.9. Per this rule, the nose body work may not stand taller than the front tires. Tech measured the left front body to be 5/8 inch higher than the tire with the driver in the car, and the right front as 7/8 inch taller. A Chief Steward's Action (CSA) was filed removing his qualifying times for September 22, 2015.

Mr. Walbran protested the CSA penalty. He contended the rule does not indicate how compliance measurement should be done and is subject to interpretation. Per Mr. Walbran's testimony, on track the nose will drop 2 to 2.5 inches, thus making the body work compliant to 9.1.1.D.9. He further stated that a visual examination of the car at speed is possible.

The Stewards of the Meeting (SOM), Dan Hodge and Tom Brown, determined the only practical way to accurately measure the nose/tire difference is a static measurement with the car on a level surface. A definitive measurement of the nose at speed on the track is not possible. The SOM concluded the intent of GCR 9.1.1.D.9. is a static measurement rather than a dynamic (on track) measurement as suggested by Mr. Walbran.

Mr. Walbran appealed the SOM decision.

## DATES OF THE COURT

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 23, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Jack Walbran, Sept. 23, 2015
2. Protest document and SOM Ruling Summary, Sept. 23, 2015
3. Verbal testimony from Jack Walbran, Sept. 23, 2015
4. Written and verbal testimony from Jim Wheeler, Chairman of the Club Racing Board, Sept. 23, 2015
5. Written and verbal testimony plus pictures from Jeremy Morales, Sept. 23, 2015
6. Written and verbal testimony from Leon Mitchell, Sept. 23, 2015

## FINDINGS

Mr. Walbran contends that at speed his body is below the maximum height stipulated in GCR 9.1.1.D.9. He further contends GCR 9.1.1.D.9. does not specify any particular method for measuring body ride height. Therefore, his request to have his body measured while at speed on the track must be honored.

In his testimony Mr. Wheeler, Chairman of the Club Racing Board (CRB), stated measurements are, and have always been, as raced and as can be measured in Impound or the Paddock.

Mr. Morales and Mr. Mitchell provided testimony and documents on behalf of Mr. Walbran. The pictures provided by Mr. Morales clearly show the body ride height can be set at or below the top of the tires. Mr. Mitchell testified that the ride height is adjustable. Mr. Mitchell further stated the body ride height was set high at this event to keep the car from bottoming while accommodating Mr. Walbran's preference for a soft suspension set up.

## DECISION

Body ride height measurements, like all measurements, must be repeatable to ensure a fair and consistent application of the rule. A static measurement with the car at rest on a level surface is the only practical method for obtaining a true, accurate, and repeatable reading.

The COA does not agree with Mr. Walbran's assertion that measurements should be taken while the car is at speed on the track.

The Court finds Mr. Walbran's argument to be a strained interpretation and application of GCR 9.1.1.D.9. The COA disallows the Appeal.

The COA upholds the decision of the SOM in its entirety. Mr. Walbran's appeal is well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.



# COURT OF APPEALS

## SCCA National Championship Runoffs

### JUDGEMENT OF THE COURT OF APPEALS

#### CSOM Reference Number 30

#### Chief Steward vs. SOM, COA Ref. No. 15-02-RO

September 23, 2015

### FACTS IN BRIEF

On September 22, 2015, after Formula 500 (F500) qualifying session #2 at the 2015 National Championship Runoffs, Tech Staff filed a report that car #58, driven by Cory McLeod, had the balance pipe or plenum removed from the carburetor mounting and the ports in the inlet boots were plugged in violation of GCR 9.1.1.D. A Chief Steward's Action (CSA) was filed to remove his qualifying times for September 22, 2015. Mr. McLeod protested the CSA penalty.

The Stewards of the Meeting (SOM), Phil Shuey, Paul Gauzens, and Cathy Barnard met, reviewed the presented evidence, and heard testimony from three witnesses. The SOM determined that the GCR language is so ambiguous that any competitor could not, with certainty, comply with these rules as written. The SOM upheld the protest. The Chief Steward appealed the SOM decision.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Rick Mitchell, and Michael West (Chairman) met on September 23, 2015 to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Dennis Dean, Chief Steward, dated Sept. 23, 2015.
2. Documents from the SOM dated Sept. 22, 2015.
3. Witness Statement and verbal testimony from David Arken, Club Racing Board, dated Sept. 23, 2015.

### FINDINGS

Dennis Dean, 2015 Runoffs Chief Steward, appealed the decision of the SOM as he believed the rules as written inadequately define the proper carburetor intake configuration for the class.

The COA finds that the GCR allows the Rotax 593 engine that Mr. McLeod used. Late model versions of this engine came without a plenum/balance tube. GCR 9.1.1.D.14.A. permits "... no balance pipes, no plenums unless fitted as standard as on the 493 and 593 engine. 38mm intake boots, BPP 420867860 (last 6 digits 867860 are embossed on the boot) or Kimpex 07-100-33 shall be used for the 493 and 593 engines."

The required intake boots have molded ports to accept a plenum/balance tube. Since these intake boots were not used on the 593 late model engine, Mr. McLeod had to substitute them to be compliant. The manufacturer doesn't supply a plug for the required boot and adding the balance pipe/plenum to fill the holes is not permitted. The competitor supplied the plug.

The COA acknowledges the restricted nature of the class that no component of approved engines may be altered, modified, or changed, nor be of any other than original equipment manufacture unless specifically authorized. The COA further acknowledges the competitors dilemma in complying with the rules as written.

### DECISION

The COA disallows the Appeal and upholds the decision of the SOM in its entirety. The COA urges the CRB to review and update the GCR sections for F500. The Chief Steward's appeal was well founded.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 79**  
**Errors and Omissions, COA Ref. No. 15-03-RO**  
**September 24, 2015**

## FACTS IN BRIEF

In impound following Touring 4 (T4) qualifying session #4 at the 2015 National Championship Runoffs, Tech staff filed a Technical Investigation Report indicating that car #09, a 2015 Honda Civic Si driven by Philip Royle, had wheels that measured 18 X 7.5 inches, which exceeds the wheel size specified in GCR 9.1.9. T4 Spec Line. A Chief Stewards Action (CSA) was filed removing Mr. Royle's qualifying times for that session.

Mr. Royle and Aaron Hale, Senior Engineer for Honda Performance Development, met with Chief Steward Dennis Dean to discuss filing a protest of the CSA. Based on information provided by Mr. Hale, Mr. Dean filed an appeal requesting investigation of a possible Error and Omission (E&O) in GCR 9.1.9.D.7.a. (T4 Category rules) and the T4 Spec Line specifically related to Max Wheel Size.

## DATES OF THE COURT

The Court of Appeals (COA), Michael West, Rick Mitchell, and Laurie Sheppard, Chairman, met on September 24, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal (E&O) from Dennis Dean, dated Sept. 24, 2015
2. Technical Inspection Report, dated Sept. 24, 2015
3. Chief Stewards Action, dated Sept. 24, 2015
4. Written and verbal testimony from Jim Wheeler, Chairman of the Club Racing Board, Sept. 24, 2015
5. Written and verbal testimony from Aaron Hale, Sept. 24, 2015
6. Verbal testimony from Philip Royle, Sept. 24, 2015
7. 2015 Honda Civic Si OEM factory alloy rim specifications available from [www.hondapartworld.com](http://www.hondapartworld.com)

## FINDINGS

Mr. Hale confirmed the 18 X 7.5 inch wheel used by Mr. Royle is in fact the original wheel delivered on the 2015 Honda Civic Si. He also confirmed that the online specifications for the OEM factory alloy rim were accurate.

Mr. Wheeler confirmed that the Club Racing Board's (CRB) intent for the T4 2014-15 Honda Civic Si is to use the heavier stock wheel rather than a lighter replacement wheel. The T4 Spec Line correctly states: "The following items must remain stock:... original wheels...". The Max Wheel Size (inch) is specified for replacement wheels, but since only original wheels are compliant, the reference to 18 X 7 inch wheels is an error.

## DECISION

The COA determined that the wheel size listed for the T4 2014-15 Honda Civic Si in the T4 Spec Line is incorrect. The CSA is vacated based on an Error in GCR 9.1.9 T4 Spec Line. Mr. Royle's qualifying times are reinstated. The COA urges the CRB to amend the referenced wheel size on the 2014-15 Honda Civic Si T4 Spec Line to eliminate confusion. The Chief Steward's Error and Omissions appeal is well founded.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 89**  
**Chief Steward vs. SOM, COA Ref. No. 15-04-RO**  
**September 26, 2015**

## FACTS IN BRIEF

On September 25, 2015, following the Touring 4 (T4) race at the 2015 National Championship Runoffs, Tech staff filed a Technical Inspection Report stating the right rear wheel camber on car #21, driven by Michael Tsay, was set at negative 3.3 degrees and was not in compliance with GCR 9.1.9.D.5.a.1. (Suspension Adjustments). A Chief Steward's Action (CSA) was filed disqualifying Mr. Tsay.

Mr. Tsay protested the CSA penalty. He maintained his car was correctly prepared with the allowed sport suspension kit and springs listed in GCR 9.1.9. T4 Spec Line, which does not allow for, nor provide any means for camber adjustment.

The Stewards of the Meeting (SOM) Barb Knox, Pat McCammon, and Ken Jones, upheld the protest citing GCR 1.2.3.C.2. (Interpreting and Applying the GCR) which stipulates the order of precedence of rules within the GCR and which states the Spec Line is the most specific rule to be applied.

The Chief Steward appealed the SOM decision.

## DATES OF THE COURT

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 26, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Dennis Dean, Chief Steward, Sept. 26, 2015
2. Protest file documents and SOM Ruling Summary, Sept. 26, 2015
3. Testimony from Dennis Dean, Chief Steward, Sept. 26, 2015
4. Testimony from SOM, Sept. 26, 2015

## FINDINGS

The Chief Steward disagreed with the SOM ruling that GCR 1.2.3.C.2. places the Spec Line above the general class rules in order of precedence. He contended the Class Rules are composed of both the prose and the associated Spec Lines for the class and must be considered together. He is concerned that adopting the position of placing preparation authorities granted in the Spec Line above authorities stated in the General Class Rules will result in an "uneven playing field for our competitors."

The Chief Steward acknowledged the suspension kit supplied by Honda and listed in GCR 9.1.9. T4 Spec Line for Honda Civic Si (12-13), is non-adjustable. He further acknowledged the suspension kit pieces on the right rear were not removed in Impound and measured or compared to stock parts from Honda to determine if any had been altered, modified, or damaged. His CSA and the penalty were based solely on the camber measurement.

The COA notes the referenced T4 Spec Line does not list any maximum camber setting. The COA further notes the suspension parts were not examined to determine if any alternations or modifications had been made to the suspension parts that may have caused the out of compliance measurement. Absent any evidence that Mr. Tsay or racing damage altered the suspension parts it must be accepted that the kit was installed correctly. The resulting camber measurement must be accepted due to the absence of a stated maximum negative camber measurement on the Spec Line which takes precedence over the general rule.

## DECISION

The COA agrees that the hierarchical application of the rule set dictates that precedence is given to the Spec Line. The COA further determines that no evidence exists that would indicate any alteration/modification of the approved suspension kit occurred. The COA disallows the Appeal. The COA upholds the decision of the SOM in its entirety. The Chief Steward's appeal is well founded.

# COURT OF APPEALS

## **SCCA National Championship Runoffs**

### **Judgement of the Court of Appeals**

#### **CSOM Reference Number 90**

#### **Jason Isley vs. SOM, COA Ref. No. 15-05-RO**

**September 26, 2015**

### **FACTS IN BRIEF**

Following the H Production (HP) race at the 2015 National Championship Runoffs, Operating Steward Ken Patterson filed a Request for Action (RFA) to investigate all car to car contact between and among Cars #37 driven by Brian Linn, #99 driven by Jason Isley, and #137 driven by Alan Hulse II on the last lap of the race.

The Stewards of the Meeting (SOM), Kathy Barnes, Scott Bowman and Kevin Coulter, reviewed available video footage from SpeedCast TV, in-car video from Car #99 and in-car video from Car #137, as well as interviewed all drivers involved in the incidents and other witnesses. The SOM concluded that each contact occurrence investigated was a racing incident.

Mr. Isley appealed the SOM decision.

### **DATES OF THE COURT**

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 26, 2015 to review, hear, and render a decision on the appeal.

### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Jason Isley, Sept. 26, 2015
2. Request for Action file documents, including SOC interview forms and videos, dated Sept. 25-26, 2015
3. SOM Ruling Summary and Basis for Decision, Sept. 26, 2015
4. YouTube video taken from the Starters stand on Sept. 25, 2015

### **FINDINGS**

The COA reviewed the documentation and witness statements provided to the SOM as well as viewed all available video of the incidents. Mr. Isley provided no additional evidence.

After reviewing all available video evidence of the last lap incidents, a single cause could not be determined. Rather, the contact was a series of racing incidents occurring during very close wheel-to-wheel competition.

### **DECISION**

The COA agrees with the SOM that the contact was caused by a combination of factors with no single cause. The COA disallows the Appeal, upholding the decision of the SOM in its entirety. Mr. Isley's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 90**  
**Alan Hulse II vs. SOM, COA Ref. No. 15-06-RO**  
**September 26, 2015**

## FACTS IN BRIEF

Following the H Production (HP) race at the 2015 National Championship Runoffs, Operating Steward Ken Patterson filed a Request for Action (RFA) to investigate all car to car contact between and among Cars #37 driven by Brian Linn, #99 driven by Jason Isley, and #137 driven by Alan Hulse II on the last lap of the race.

The Stewards of the Meeting (SOM), Kathy Barnes, Scott Bowman and Kevin Coulter, reviewed available video footage from SpeedCast TV, in-car video from Car #99 and in-car video from Car #137, as well as interviewed all drivers involved in the incidents and other witnesses. The SOM concluded that each contact occurrence investigated was a racing incident.

Mr. Hulse appealed the SOM decision.

## DATES OF THE COURT

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 26, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Alan Hulse II, Sept. 26, 2015
2. Request for Action file documents, including SOC interview forms and videos, dated Sept. 25-26, 2015
3. SOM Ruling Summary and Basis for Decision, Sept. 26, 2015
4. YouTube video taken from the Starters stand on Sept. 25, 2015

## FINDINGS

The COA reviewed the documentation and witness statements provided to the SOM as well as viewed all available video of the incidents. In his appeal letter, Mr. Hulse also requested the COA review and consider additional references not previously available to the SOM, including video posted on YouTube that had been taken from the starters stand. He also suggested Mr. Linn and Mr. Isley had violated Supplemental Regulations 5.14 by making use of the Banking Apron during the final lap incident.

After reviewing all available video evidence of the last lap incidents, a single cause could not be determined. Rather, the contact was a series of racing incidents occurring during very close wheel-to-wheel competition.

The COA notes that consideration of violations of Supplemental Regulations 5.14 regarding use of the apron was not a part of the original RFA and is therefore not germane to the appeal.

## DECISION

The COA agrees with the SOM that the contact was caused by a combination of factors with no single cause. The COA disallows the Appeal, upholding the decision of the SOM in its entirety. Mr. Hulse's appeal is well founded and his fee, less the amount retained by SCCA, shall be returned.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**JUDGMENT OF THE COURT OF APPEALS**  
**CSOM Reference Number 105**  
**Jim Creighton vs. SOM, COA Ref. No. 15-07-RO**  
**September 27, 2015**

## FACTS IN BRIEF

On September 26, 2015, after the F Production (FP) race at the 2015 National Championship Runoffs, Tech staff filed a Technical Inspection Report indicating that car #7, driven by Eric Prill, had a thermal coating on the exterior of the intake manifold that was non-compliant with GCR 9.1.5.E.2.b.7. which states: "The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified." A Chief Steward's Action (CSA) was filed to disqualify Mr. Prill. Mr. Prill protested the CSA penalty.

The Stewards of the Meeting (SOM), Ken Jones, Pat McCammon, John Switzer, and Barb Knox, met on September 27, 2015, reviewed the presented evidence and heard testimony. The SOM determined the modification is specifically allowed per 9.1.5.E.2.a.3. The intake manifold is part of the drive train by the hierarchy of the GCR section and per Club Racing Board (CRB) witness testimony. The SOM upheld the protest.

Jim Creighton, Production Line Chief, appealed the SOM decision.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Rick Mitchell and Michael West (Chairman) met on September 27, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Jim Creighton, Production Line Chief, dated Sept. 27, 2015.
2. Documents from the SOM dated Sept. 27, 2015.
3. Phone call with Chris Albin, Club Racing Board, Sept. 27, 2015.

## FINDINGS

Mr. Creighton asserted that GCR 9.1.5.E.2.b.7. is specific to the intake manifold and takes precedence over GCR 9.1.5.E.2.a.3. which is more general, relates to the drive train, and states that "Stock and permitted alternate components of the drive train can have thermal barrier and friction altering coatings applied."

The COA agrees the intake manifold is a component of the drive train but as written the two passages are at the same level of priority, conflict with each other, and are ambiguous. GCR 9.1.5.E.2.b.7 specifically addresses mechanical changes (cutting, grinding, etc.) that are allowed for the Intake Manifold. The rule referenced by Mr. Creighton sets forth mechanical modifications (port matching, plugging, etc.) that may be made to the Intake Manifold. The sentence relied upon by Mr. Creighton when taken in context with the rest of the rule prohibits any further modifications to the flow of air and fluid through the manifold. Mr. Creighton's definition to the sentence is only applicable in context with the specific rule in which it appears.

Additionally, Chris Albin, speaking for the CRB, stated that thermal coatings are allowed on the intake manifold.

## DECISION

The COA upholds the decision of the first court. Mr. Creighton's appeal is well founded and his appeal fee will be returned. The COA urges the CRB to review and simplify the GCR 9.1.5.E.2.a.3 and GCR 9.1.5.E.2.b.7.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 99**  
**Charlie Campbell vs. SOM, COA Ref. No. 15-08-RO**  
**September 27, 2015**

## FACTS IN BRIEF

Following the F Production (FP) race at the 2015 National Championship Runoffs, Barbara McClellan, Operating Steward, filed a Request for Action (RFA) to investigate metal to metal contact between Charlie Campbell, #89 and Eric Prill, #7 at the Bus Stop Chicane.

The Stewards of the Meeting (SOM) Paul Gauzens, Cathy Barnard, and Phil Shuey, determined Mr. Campbell violated GCR 6.11.1.A (On Course Driver Conduct) and Supplemental Regulation 5.13 (Bump Drafting). The SOM assessed loss of one finishing position and a four race weekend probation to be served concurrently with any other probation penalty. Three penalty points were levied against Mr. Campbell's competition license.

Mr. Campbell appealed the SOM decision.

## DATES OF THE COURT

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 27, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Charlie Campbell, Sept. 27, 2015
2. Request for Action file documents and SOM Ruling Summary, Sept. 27, 2015
3. Testimony from Charlie Campbell, Sept. 27, 2015

## FINDINGS

Mr. Campbell asserted the Stewards of the Meeting did not rule correctly based on the evidence. He restated that he was not bump drafting at entry to the Bus Stop and gave Mr. Prill racing room. He also asserted that it was unfair that the same SOM panel heard and ruled on this action and another metal to metal incident in the same race. Other than his assertions, Mr. Campbell offered no additional evidence.

The COA reviewed all testimony and the video evidence, but does not agree with Mr. Campbell's arguments. In addition, it is neither prohibited nor unusual for the same court to hear and render a decision on multiple cases simultaneously when they involve the same competitor or competition.

## DECISION

The COA upholds the decision of the SOM in its entirety. Mr. Campbell's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 100**  
**Charlie Campbell vs. SOM, COA Ref. No. 15-09-RO**  
**September 27, 2015**

## FACTS IN BRIEF

Following the F Production (FP) race at the 2015 National Championship Runoffs, Barbara McClellan, Operating Steward, filed a Request for Action (RFA) to investigate metal to metal contact between Charlie Campbell, #89 and Gary Baucom, #189 at Turn 3.

The Stewards of the Meeting (SOM) Paul Gauzens, Cathy Barnard, and Phil Shuey, determined Mr. Campbell violated GCR 6.11.1.A. (On Course Driver Conduct) and 6.11.1.D (Responsibility of Overtaking Driver). The SOM assessed loss of two finishing positions and a six race weekend probation to be served concurrently with any other probation penalty. Three penalty points were levied against Mr. Campbell's competition license.

Mr. Campbell appealed the SOM decision.

## DATES OF THE COURT

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 27, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Charlie Campbell, Sept. 27, 2015
2. Request for Action file documents and SOM Ruling Summary, Sept. 27, 2015
3. Testimony from Charlie Campbell, Sept. 27, 2015

## FINDINGS

Mr. Campbell asserted the Stewards of the Meeting did not correctly rule based on the evidence. He stated Mr. Baucom's car was not handling well all week and that Mr. Baucom was not taking a consistent line through the infield turns. He further stated his car oversteered as Mr. Baucom turned into Turn 3 and his counter steer correction caused him to touch Mr. Baucom's right rear corner. Mr. Campbell feels it was an unavoidable racing incident. He also asserted that it was unfair that the same SOM panel heard and ruled on this action and another metal to metal incident from the same race. Other than his statements, Mr. Campbell offered no additional evidence.

The COA reviewed all testimony and the video evidence, but does not agree with Mr. Campbell's arguments. In addition, it is neither prohibited nor unusual for the same court to hear and render a decision on multiple cases simultaneously when they involve the same competitor or competition.

## DECISION

The COA upholds the decision of the SOM in its entirety. Mr. Campbell's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.



# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**JUDGEMENT OF THE COURT OF APPEALS**  
**CSOM Reference Number 106**  
**Susan Dixon vs. SOM, COA Ref. No. 15-10-RO**  
**September 27, 2015**

## FACTS IN BRIEF

On September 25, 2015, after the Spec Miata (SM) race at the 2015 National Championship Runoffs the SM Class Compliance Chief (CCC), John Bauer, filed a Technical Inspection Report indicating the compression ratio on Car # 118, driven by Jonathan Goring, was not compliant. Car #118 was disqualified under a Chief Stewards Action (CSA). Susan Dixon, entrant for Car #118, protested the CSA.

The Stewards of the Meeting (SOM), Morriss Pendleton, Tom Brown, Herb Shipp, and Dan Hodge reviewed available documentation and interviewed witnesses. They determined that the measuring process was conducted appropriately, the car was not compliant, and the disqualification would stand. Susan Dixon, entrant for Car #118, appealed the decision of the SOM.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Rick Mitchell, and Michael West (Chairman) met on September 27, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Documents from the SOM dated Sept. 27, 2015.
2. Witness statement from John Bauer, CCC for SM dated Sept. 27, 2015.
3. Interview with Frank Diringer, Tech Inspector, on Sept. 27, 2015.

## FINDINGS

As the Class Compliance Chief for Spec Miata, John Bauer said an error was discovered in the figures used to calculate the compression ratio on car #118. Mr. Bauer explained that a value used in the mathematical calculation of the compression ratio had been transcribed incorrectly. That value had been used in each subsequent calculation, resulting in a repeated incorrect determination of Car #118's compression ratio. Once the error was identified and the correct value substituted in the calculation, the compression ratio was determined to be within the factory and GCR limit. Mr. Bauer further stated the car was compliant.

## DECISION

The COA overturns the SOM decision in its entirety. The COA upholds the Appeal, and directs both Ms. Dixon's appeal fee and protest fee be returned in full.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | October 14, 2015

### Expected Participants:

Chuck Deprow, Craig Farr, Dave Deborde, Jim Cyle, Kent Carter, Lee Hill, Matthew Yip, Roy Mallory

### Reports:

Board of Directors Report

- None

### Ongoing Business:

- Time Trials Rule Book - 2015 revisions
  - Rollbar language acceptable as written
- Medical Requirements
  - Concerns raised at National
  - Contacting Insurance for clarification and direction
  - TTR - no changes required
  - TT License form - revisions required
- SA2015 Helmets
  - SA2005 helmets "expire" at the end of Jan 2017
- Open TTAC positions
  - Replacement Chairman - appointment requested
  - Membership changes
    - Jerry Cabe - resigning effective Summer 2015
    - Tony Machi - added effective September 2015

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | October 6, 2015

The RallyCross Board (RXB) met via conference call on October 6. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

- RallyCross Safety Committee (Chris Regan): The Safety Committee has reviewed two incidents since the last RXB meeting. One report was for a cut finger that required first aid. The second report involved a vehicle sliding into a ditch after the finish, but involved no damage or injury. The Safety Committee will monitor the Region to ensure such incidents aren't chronic. Hyatt requested that Regan submit to the RXB the composition of the Safety Committee for 2016 no later than the December meeting.
- Rules Committee (Keith Lightfoot): Lightfoot submitted the 2016 RallyCross Rules change proposals. Each proposal was reviewed, along with member and Rules Committee comments and adjusted as deemed appropriate by the RXB. The RXB voted on each proposal. The results are listed below. Those proposals that passed the RXB vote will be referred to the BOD for final approval before being added to the 2016 RallyCross Rules.

1. **Restructure the current rulebook to put key event operations and vehicle classification sections in the front portion of the rules and move the administrative sections to the back.** This would make it easier for readers to access information about RallyCross events and vehicle preparation allowances. Submitted by the RXB.

PASSED 5-0-1. Blakely absent.

2. **Change maximum sustained speed from 60 mph to 50 mph.** This creates a more consistent speed progression with RallySprint 1 (60 mph) and RallySprint II (70 mph) guidelines. (Comment: Speeds may momentarily exceed 50 mph for the fastest vehicles, but courses should be designed to avoid sustained speeds in excess of 50 mph.) Submitted by the RXB.

### 5.3 COURSE SAFETY AND LAYOUT RULES

Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Stock category vehicles and should not normally exceed ~~50~~ 60 mph for any vehicle.

PASSED 5-0-1. Blakely absent.

3. **Allow non-competitor passengers at divisional and national events.** Drivers would not be allowed to ride as passengers. This change would potentially increase participation at national-level events by allowing competitors to bring family and friends along for rides and help generate more interest in our sport.

### 5.2.C. EVENT OPERATING RULES

~~Competitors~~ Passengers are not allowed ~~as passengers~~ during competition runs in National Events.

FAILED 0-5-1. Blakely absent.

4. **Clarify that wheel spacers are considered part of the wheel in Stock classes.** (Comment: Backspacing must still be within +/- 10 mm of the OEM wheel backspacing in Stock classes. Wheel diameter and width in Stock classes are still limited to OEM dimensions as per factory or port-installed wheel options available for the vehicle.) Two options for allowing alternate wheel sizes in Stock class were considered but not approved.

### 6.2.C. VEHICLE CLASSIFICATION - Stock Category

12. Any type wheel may be used provided it complies with the following: Wheels must be the same diameter and width as the OEM wheel. Wheel offset (backspace) must be within 0.394" (10mm) of the original equipment wheel offset. ~~Wheel spacers are considered part of the wheel.~~

PASSED 5-0-1. Blakely absent.

5. **Clarify that interior components, including rear seats, panels and carpet, may be modified to accommodate the installation of roll bars/cages and driver restraints in Stock classes.** (Comment: Interior components may be

modified to the minimum extent needed to facilitate the proper installation of the roll bar/cage or restraint. For example, the rear seat, dashboard, carpet and/or interior side panels may be modified to accommodate a roll cage, but not removed. )

#### **6.2.C. VEHICLE CLASSIFICATION - Stock Category**

- 4.d. Driver restraints and roll cage may be added. **Modification of interior components to the minimum extent necessary for the proper installation of driver restraints and roll cage is permitted.**

PASSED 5-0-1. Blakely absent.

6. **Allow the exhaust system to exit behind the driver (current rule) or exit the side of the car (proposed) in Modified categories.** This would allow the exhaust to exit to the side of the vehicle ahead of the driver, such as immediately in front or behind the front wheels.

#### **6.2.E. VEHICLE CLASSIFICATION – Modified Category**

10. Exhaust systems may be replaced with any material with the following requirements:

- a. The exhaust must exit to the rear of the driver **or to the side of the vehicle.**

FAILED 0-5-1. Blakely absent.

7. **Allow tube framed vehicles to compete in Modified categories.** Provide further guidance on Modified preparation allowances. The RXB welcomes members' input to help guide the future direction of Modified preparation allowances.

FAILED 0-5-1. Blakely absent.

8. **Allow UTVs with specified safety equipment to compete, perhaps in a separate class.** Insurance underwriting review and approval will be needed for this change. RallyCross is currently based on passenger vehicles. Should we open the door to non-passenger type vehicles? This might be a good opportunity for a region to pilot a UTV class, including proposed safety requirements.

FAILED 0-5-1. Blakely absent.

9. **To help ensure compliance with the current Modified category requirement that “The shape of the body must remain recognizable as that of manufacturer’s make and model”, allow the modification but not removal of front/rear bumper covers and provide additional guidance on the removal or modification of trim pieces and lights. To allow competitors sufficient time to comply with this revision, in 2016 this rule change will apply only to the 2016 RallyCross National Championship event and for all other events beginning January 1, 2017.** (Comment: Bumper covers integral to the bodywork may be modified or replaced but must resemble the standard component. By way of example, the steel front bumper on a 1976 Triumph Spitfire may be removed, but the bumper cover on a 2002 Subaru WRX may only be modified or replaced. Lights, including headlights, turn lights and brake lights, may be removed but must be replaced with wire mesh or a panel of non-flammable material.)

#### **6.2.E. VEHICLE CLASSIFICATION – Modified Category**

3. All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or balance with the following requirements:
- d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc., need not function as originally designed; however, the driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality to allow safe ingress/egress. ~~Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.~~ **Grilles and trim pieces may be modified, removed, or replaced with replicas of alternate material. Bumpers not integral to the bodywork, and their associated mounting hardware, may be modified or removed. Bumpers integral to the bodywork may be modified or replaced with replicas of alternate material. Modified or replica bumpers must be of similar shape as standard components, and not confuse the identity of the vehicle. Lights may be modified or removed, provided any remaining openings must be covered with a wire mesh screen or panel of fiberglass, metal, or similar non-flammable material. Side mirrors may be removed or modified.**

PASSED 3-2-1. Sealander and Regan opposed. Blakely absent.

10. **Update helmet certification requirements.** Add Snell 2015 standard and drop Snell 2000 standard per most current SCCA requirements.

#### **6.3. VEHICLE/DRIVER SAFETY**

- P. All helmets meeting the latest or two immediately preceding Snell Foundation standards (**SA2015, SAH2015,**

SA2010, SAH2010, SA2005, ~~SA2000~~, **M2015**, M2010, M2005, ~~M2000~~, **K2015**, K2010, K2005, ~~K98~~), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

PASSED 5-0-1. Blakely absent.

- RallySprint Committee: A draft of the RallySprint rules has been submitted to insurance for approval. The RXB is planning to review and approve the final set of RallySprint rules at the next RXB meeting.

The final pilot event, scheduled for December 12 at DirtFish Rally School in Washington, has been sanctioned and insured. The organizers plan to have a full weekend of RallySprint and RallyCross activities.

- National Championship Committee (Stephen Hyatt): The RXB reviewed and discussed the survey results and comments. Those results will be posted at the SCCA RallyCross Facebook page for all membership to view.

The RXB is planning to add one or two more National Championship Committee members for 2016. Anyone who is interested may contact the RXB at [rxb@scca.com](mailto:rxb@scca.com).

- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards did not have a meeting in September. The RXB has approved and submitted a name and resume to the BOD for their approval of a new Rocky Mountain Division RallyCross Steward.

### Old Business

- Marketing plan lobbying efforts (Hyatt): Tabled until a later meeting.
- National Challenge events direction for 2016: The National office staff presented a proposal for making changes to the 2016 National Challenge program. The plan would reduce the number of events to two or three, with one in the East, one in the West and a possible third in the Central area of the country. Events would have support from the National office that would include timing and scoring, PA system, the National office timing and administration rig, registration and check-in, contingencies and trophies. Hosting Regions would be relieved of most of the responsibilities and liabilities of a National Challenge event while receiving a guaranteed base fee and marketing support. The National Challenges would stay consistent with 2- to 2 ½- day format. All events are planned to be run in the spring and summer months.

**Motion:** Adopt the 2016 National Challenge proposal as presented and authorize the National office to move forward with it. Lightfoot/Regan. PASSED 5-0-1. Blakely absent.

- Year-end RallyCross awards: Hyatt asked that the RXB consider recipients for the year-end RallyCross awards, which include the Dirty Cup, the Divisional RallyCross Achievement, the Regional RallyCross Achievement and the Spark Plug awards. He also requested input on these awards from the Divisional RallyCross Stewards. Plans are for the RXB to vote on the awards no later than the December meeting.

### New Business

- RXB face-to-face meeting: The RXB has decided to conduct a face-to-face meeting at the 2016 National Convention. Hyatt will request an additional day before the National Convention for the meeting. He would also like to schedule a day before the 2016 RallyCross National Championship for an additional meeting.
- The RXB conducted a short executive session discussing personnel matters.

Next meeting: November 3, 2015

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | October 12, 2015

The RoadRally Board met via conference call on October 12, 2015; meeting called to order at 7:43 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Chuck Hanson, Len Picton, Jeanne English, Clarence Westberg, John Emmons, Deena Rowland from the National Office, BOD liaisons Terry Hanushek and Lee Hill, NEC Chairman Mike Thompson.

September minutes were approved. Len/Clarence/pass.

### Front Burner Items:

1. RReNewsletter – Latest issue published October 4. Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. Cheryl is the only person to consistently get out a newsletter; others have tried in the past, and did it for a few issues, but then stopped. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...)
2. Road Rally Planning Calendar. (Jeanne)  
Latest version is September 30, 2015; Deena will update it on the SCCA website.
3. Last week's SCCA BOD Meeting: Comments and Observations from the BOD Liaisons, Terry Hanushek and Lee Hill:  
Terry and Lee talked about the new Regional Development Committee, and the RRB's new strategic view; the BOD was pleased, emphasizing that the experiential side of the sport is very important
4. NEC Report (Mike)
  - a. Requirements for Divisional events in 2016:  
Mike – the NEC set up a chart defining the differences between national, divisional, and regional events as an easy reference guide; will be published soon
  - b. *Motion*: The GTA National Championship be sunsetted according to a schedule to be determined. *Len/John/pass (5-1, Chuck dissenting)*. Discussion: GTAs make fine regionals, but there are not enough events for a championship. The RRB wants to clarify that there can still be GTA rallies, they will just not be part of a championship.
  - c. *Motion*: It is the intent of the RRB to sunset the GTA National Championship at the end of the 2016 season unless there are 4 national events and at least 10 cars at each of those events. *Rich/Chuck/pass (5-1, John dissenting)*. Discussion: John thinks we should end it now; Rich thinks this motion puts the GTA community on notice, and gives them a chance to get more people out to support GTA events; Jeanne thinks it is too late to tell people that this is the last year.
  - d. *Motion*: It is the intent of the RRB to sunset the GTA National Championship at the end of the 2015 season. *John/Clarence/fail (3-3, Jeanne, Chuck, Rich dissenting)*. Discussion: see previous motion.
  - e. *Motion*: Change the minimum length of National rallies from 200 miles to 180 miles, and also eliminate the requirement for an OBS control. *Clarence/Rich/pass*. Discussion: OBS controls have outlived their purpose, and currently are often used for traps on course rallies and not used at all on tour rallies. Mike will talk to the NEC about implementing these changes.
  - f. *Motion*: That the RRB accepts the new chart describing the requirements for the three types of competitive SCCA rallies (nationals, divisionals, regionals). *Clarence/Jeanne/pass*. Discussion: The RRB asks that the NEC be extremely liberal in dealing in dealing with events in the 2016 transitional year; divisionals will be approved by the NEC (as nationals are currently); the RRB and NEC ask that calendar requests be sent in as early as possible; Clarence asked that conflicting date requests for divisionals be allowed; the NEC will look at this issue.
  - g. NEC Membership changes for 2016: *Motion*: Add Ron Ferris, St. Louis region, to the NEC, effective immediately. *Rich/Clarence/pass*. Rich would like to invite the NEC chairman to future RRB meetings for NEC items.
5. USRRC Events
  - a. 2018 St. Louis - Positive response sent to Jim Heine; target date for formal approval is June 2016.
  - b. 2015 Cal Club (Jeanne) - coming along
6. 2016 Proposed Rules Changes
  - a. Action: Discussion and final approval on changes #1, 2, 5, and 15:  
*Motion*: Accept and adopt proposals 1 and 2 (see below for final wording). *Rich/Jeanne/pass*.  
*Motion*: Accept and adopt proposal 5 (see below). *Chuck/Rich/pass (4-2, Clarence and John dissenting)*. Discussion: John thinks that contestants should be SCCA members all year, not weekend members during the year and then joining at the end of the year.  
*Motion*: Accept and adopt proposal 15 (see below). *Rich/Jeanne/pass (4-2, Len and Chuck dissenting)*. Discussion: Clarence and others thought that rallymasters for national and divisional rallies should be SCCA members, but not for regionals since they are often written by local rallyists; all felt that chairmen and safety stewards needed to be SCCA members; for 2016, rallymasters for

divisional rallies do not have to be SCCA members, but starting in 2017 they do.  
b. Discussion and final approval of other items – deferred to November meeting.

7. New Business

John asked about when the RRB would have its face to face meeting. Suggestions included having it at the NE divisional conference (in March in the Poconos), at the SCCA convention in Las Vegas (time with RRB liaisons would be very limited), at the SE divisional conference (Valentine's weekend), having it somewhere convenient to RRB members (Madison?) not in conjunction with any divisional conference. John said that if the point is to rollout/sell regional programs, then it would be a good idea to meet with folks who don't currently have rally programs. Rich – further discussion deferred to next month.

Meeting adjourned at 10:12 PM CDT

Next meeting November 9, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

Proposed rule changes for 2016:

(full list of proposed changes was in the August RRB minutes)

Change #1 - Article 1C5 - Change from "The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required." to "The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members shall not be appointed to this committee."

Change #2 - Article 2E – Change from "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified **RoadRally** Safety Steward." to "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified RoadRally Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the precheck."

Rationale: This change makes the rule book consistent with the restriction which has existed on the sanction form.

Change #5 - Article 8 A)

Set Nov. 1 as date to acquire membership

Change #15

Clarification of SCCA membership requirements:

For all National, Divisional, and Regional rallies: Chairman - yes, Safety Steward - yes

For 2016 – rallymasters of National events

For 2017 and beyond – rallymasters of National and Divisional events

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs:  
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:  
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:  
<http://www.scca.com/downloads/>

Technical Forms:  
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):  
<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:  
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

Forms:  
<http://www.scca.com/downloads/>

Rulebook:  
<http://www.scca.com/pages/solo-cars-and-rules>

### RALLY

Forms:  
<http://www.scca.com/downloads/>

RallyCross Rulebook:  
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:  
<http://www.scca.com/pages/roadrally-rules>

### SCCA NATIONAL CONVENTION

Event page:  
<http://www.scca.com/events/1979922-2015-scca-national-convention>

### EVENT CALENDAR:

SCCA Events:  
<http://www.scca.com/events/>



## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | October 28, 2015

The Solo Events Board met by conference call October 28th. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Dave Hardy, Eric Hyman; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### Street

#16801 Air Oil Separator

Per the SAC the following previously-published change to 13.10.E is recommended to the BOD:

"E. The installation of water expansion tanks is allowed. The installation of oil catch tanks *or oil separators* is allowed provided the PCV system *remains functional*."

#### Street Touring

#14254 RWD Wheel Width Limit Proposal

Change the following language in 14.4 WHEELS:

STU - ~~unlimited~~ *11inches*

Change the following language in 14.3 TIRES:

*STU (2WD, Mid-Engine, Rear-Engine) - 255mm*

*STU (2WD, Other) - 285mm*

*STU (AWD) - 265mm*

### Member Advisories

#### General

#17747 Sound limits at the Pro Finale

The SEB and Staff wish to clarify that the sound regulations do apply to all run groups at the Pro Finale and Solo Nationals. There was an oversight in the administration of that area at the Pro Solo Finale this year.

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## SDC Vacancy

The Rocky Mountain Division Solo Development Coordinator position is anticipated to have an opening for 2016. Members interested in serving the club in the capacity are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

## Advisory Committee Vacancies

Advisory committee openings will be impending for a variety of categories. Members with interest in serving on a particular AC are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com), in case a vacancy does arise on that committee.

In particular at this time the SEB is seeking someone for the STAC with "pony car" experience, and someone for the SPAC with SSP/ASP experience.

## Street

### #17475 Comment on proposal #16834

Errors and Omissions: It was the SAC's intention to class the CLA45 AMG in BS instead of AS. Please see TB item #16834 in the November Fastrack.

### #17835 BRZ-FRS Twins

Under the current wording of port installed options, the SAC cannot make an exception for the BRZ to install the TRD springs and bars.

## Street Touring

### #15277 Clarify if caster is allowed to be changed in ST

In the opinion of the STAC, caster is an alignment parameter and is specifically allowed to be changed per 14.8.J.

## Street Prepared

### #17108 Street Prepared Spoiler Clarification

Per the SPAC, spoiler curvature following the rearmost portion of the body is considered acceptable per rule 15.2.I.2.b.

## Street Modified

### #17676 request clarification on legality of touring class cars.

Super Touring cars (STO, STU, STL) are not eligible for Street Prepared. Therefore, they are not included in 16.1.A and are not eligible for Street Modified unless all Street Modified allowances/restrictions are met.

### #17704 Radiators in SM Clarification

Per the SMAC, the cooling system is a drivetrain component and is therefore unrestricted in accordance with 16.1.d

## Prepared

### #17714 PAC Resume

The SEB has approved the addition of Matt Tuhro to the PAC.

## Change Proposals

### General

#### #17773 Prohibit Tire Warmers before first runs

Add to Supplemental Regulations for Solo Nationals:

*"No tire blankets, or tire insulation of any type, may be used before the car has taken a competitive run in the run group for which it is gridded."*

## Street

### #15730 Non-factory/Non-standard Body Reinforcement Allowance Proposal

In accordance with the recommendation of the SAC, the SEB proposes adding a new paragraph to 13.1, as follows:

*"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 provided they do not serve any other purpose. Modifications that change the exterior appearance in any way are not permitted."*

### #17179 Porsche Boxter/Cayman Street Classing

The SAC would like member feedback on moving the Porsche Boxster (non-S, non-Spyder) (2009-2012) and Porsche Cayman (non-R, non-S) (2009-2013) from AS to BS.

### #17748 Reclass base c7 Corvette to AS

The SAC would like to request member comment on a proposal to move the 2014-2015 Corvette Stingray (non-Z06) to AS.

### #17901 2010 Porsche Cayman S still in SS for 2016

The SAC would like member feedback on moving the Porsche Boxster S (2009-2012) and Porsche Cayman S (2009-2013) from SS to AS.

## Street Prepared

### #17104 BMW 128i to DSP

The SPAC agrees with splitting the BMW 128 from the 135 in ASP, but does not agree that DSP is the proper destination.

The SPAC is seeking member input regarding a proposal to class the 128 in BSP.

## Street Modified

### #17411 Request for modification on mirror size

Per the SMAC, the following rule change proposal is submitted for member review and comment:

Update 16.1.R to say

"OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than **13.5** sq. in. (**87.1** cm<sup>2</sup>) per mirror"

## Prepared

### #14325 VW in EP Proposal

The PAC recommends publishing for member comment the following listing change for 2017, in Appendix A, E-Prepared:

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (A1 chassis, **8v**) (1975-92)

Note: The PAC/SEB believe that this brings E-Prepared into conformity with the F-Street Prepared rules, clarifies a potential path from FSP into EP for the VW vehicles utilizing the A1 chassis, and provides members with multiple competition opportunities. The compression ratio and cylinder head update/backdate changes among the models sharing this chassis do not appear to upset the competitive balance of Preparation Levels 1 (Full-prep) or 2 (Limited prep) in the EP class.

### #17410 Class Progression (SP/SM-compliant convertibles in P)

The PAC recommends the following revisions to Section 3.3.2 for membership comment. The intent of this rule change, outside of Section 17, is to permit open car competitors to participate in Prepared and Modified classes at Local, Regional, and National Touring/Series events where their base class is under attended without negatively impacting Safety Inspections under 3.3.3.

### “3.3.2 Roll Bars

**A.** Roll bars or roll cages are strongly recommended in all cars. *Open cars which do not exceed the preparation allowances of the Street, Street Touring®, Street Prepared, or Street Modified category may participate in the appropriate Prepared Category, and in D Modified (DM) or E Modified (EM) class without a rollbar or hardtop, provided they comply with all allowances of the applicable Street, Street Touring®, Street Prepared, or Street Modified class, including using DOT-approved tires.*

**B.** A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of the Club Racing General Competition Rules (GCR Section 9.4, Roll Cages For GT And Production Based Cars, and/or GCR Section 9.4.5, Roll Cages For Formula Cars and Sports Racing Cars) is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and **all** open cars *competing using non-DOT racing slicks* in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars *competing using DOT-approved tires* in the Street, Street Touring®, Street Prepared, and Street Modified categories, *and under 3.3.2.A, the Prepared category, D Modified (DM) and E Modified (EM) classes*, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place. Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car.”

## **Other Items Reviewed**

### **General**

#17342 Fix your identity management.

Thank you for your input; this matter is under discussion.

#17346 Include names of submitting members in Fastrack

Thank you for your input; this and related areas are under discussion.

#17347 Prevent witchhunts by keeping Fastrack letter writers anonymous

Thank you for your input; this and related areas are under discussion.

#17367 Fastrack publishing letter authors

Thank you for your input; this and related areas are under discussion.

#17448 Database for Member Suggestions, and Decisions.

Thank you for your input; this area will be a subject of future discussions.

#17754 Add affirmation / oath as part of national-level tech inspection

Thank you for your input.

### **Street**

#14994 Corvette Classing Comments

Thank you for your input. The subject proposal was withdrawn.

#17731 Fiesta ST and Abarth

Thank you for your input. Please see the response to letter 15002.

#17616 SPEC ND Miata

Thank you for your input.

#17718 Engine Performance Info for Audi FSI and TSI 2.0L Ref: Letter #17

Thank you for your input.

#17766 17128, Feedback, Ref: 996 Turbo and Turbo S to SS

Thank you for your input.

#17780 Cayman GT4

Please see the response to letter 17912.

### **Street Touring**

#15806 2015 WRX Classing Comments

Thank you for your comments. The STAC feels that the 2015 WRX is appropriately classed in STX.

### **Street Prepared**

#16805 Porsche Boxster/Cayman classing

Thank you for your input. The SPAC will continue to evaluate Porsche classing in SP.

#17160 16443 - remove touring cars from SP

Thank you for your input. A proposal addressing this issue was published by the SEB but withdrawn before being voted on by the BOD. A revised proposal will be forthcoming.

#17163 16443 Touring Car Clarification

Thank you for your input. Please see item 16443 in November Fastrack. This proposal was withdrawn before being voted on by the BOD; a revised version will be forthcoming.

#17167 Feedback on #15078

Thank you for your input, please see Letter 15078 in an upcoming Fastrack.

#17395 Proposal #16965

Please see FasTrack for an update on letter 16965. Thank you for your input.

#17416 E30 16v to FSP

Thank you for your input. Please see the November Fastrack, item 14920.

#17427 Feedback on BMWs to FSP

Please see the November Fastrack, item 14920. Thank you for your input.

#17458 Support for the Fender Liner Removal Proposal #16965

Please see the November Fastrack for an update on letter 16965. Thank you for your input.

#17612 Proposal 14920

Please see the November Fastrack, item 14920.

### **Street Modified**

#17177 #16721 Subframe Bushing Clarification

Thank you for your input.

### **Not Recommended**

#### **Street**

#17551 Wheel width

The SAC feels that the current wheel width rules are appropriate for Street, the entry level category.

#17558 OEM size wheel usage in any location for staggered diameter/width

The SAC feels that the current wheel allowance is appropriate.

#17723 new MINI (F56) to HS

The SAC feels that the Mini (F56) is appropriately classed.

#17752 Broaden stability control disablement rule phrasing

The SAC continues to monitor the state of electronics with regards to vehicle stability and performance.

#17756 Remove allowance for disabling stability and traction control

The SAC continues to monitor the state of electronics with regards to vehicle stability and performance.

#17772 Fiesta ST Classing

The SAC believes these cars are both appropriately classed.

#17813 Solo, TNIA and Oil Coolers

The SAC does not feel that an oil cooler allowance is appropriate for Street, which is the entry level category.

#17837 Change wheel allowance to +1/-2

The SAC feels the current wheel allowances are appropriate.

#17881 GS and HS proposals

Thank you for your input. The SAC is currently monitoring the competitive mix and participation levels in HS and GS.

#17911 Move 2015+ WRX to BS

The SAC feels the 2015+ WRX is appropriately classed at this time. Thank you for your input.

### **Street Touring**

#15802 2015 WRX Classing Comments

Thank you for your comments. The STAC feels that the 2015 WRX is appropriately classed in STX.

### **Street Prepared**

#17140 Lexus IS300 Move to ESP Proposal

The SPAC believes that classing for the IS300 is correct in DSP.

#17355 Make CSP Interesting

The SPAC believes that the Honda Civic, CRX, and del Sol classing is appropriate. Thank you for your input.

#17491 Move 128 and 328 to DSP

Thank you for your input. Please see item 17104.

#17506 Reclassification

Per the SPAC, the current SP classing for the first generation z31/z32 300zx is appropriate.

#17782 Move Mitsubishi Evo's to SSP

The SPAC feels that the Mitsubishi Evo is classed appropriately at this time. Thank you for your input.

#17812 Coil Overs

Please see item 17521 regarding spring relocation.

#18039 Request to have Nissan Juke classed in Street Prepared

Section 3.1 currently precludes the classing of any vehicle classified as an SUV, such as the Nissan Juke.

### **Street Modified**

#17371 Tire Size Weight Break

At this point the SMAC has seen healthy growth within the SSM class. We are watching current results, but at this time does not see a need to adjust weights.

#17376 Mid Engine Modifier

At this point the SMAC has seen healthy growth within the SSM class. We are watching current results, but at this time does not see a need to adjust weights.

## **Prepared**

### **#17374 Tire modifier**

The PAC and SEB note that Street Modified and other Prepared classes have single wheel/tire width "maximums" that incur weight penalties. However, graduated wheel/tire width penalties are NOT believed to be appropriate for XP. The PAC and SEB are open to suggestions regarding other methods of improving competitive balance.

### **#17774 Supercharged MR2 classing**

The PAC and SEB believe that the 1988-89 Toyota MR2 SC (SuperCharged) is appropriately classed in F-Prepared and does not require further engine allowances. The member is thanked for their input.

## **Junior Kart**

### **#17210 Comer K-80 clutch**

The KAC believes changing the allowed clutches for the K-80 would not be consistent with the intended direction for the JB program. Thank you for your input.

## **Handled Elsewhere**

## **Street**

### **#17316 CLA45 class change request to BS**

Please see the comments with item #16834 in the November Fastrack. Thank you for your input.

### **#17584 Classing change question**

Please see the response to letter 17723.

### **#17608 Please move the C5 to AS**

Thank you for your input. Please see the response to letter 14979.

### **#17660 Chevrolet Corvette C5**

Thank you for your input. Please see the response to letter 14979.

### **#17831 Add an R. since there is no option to do so.**

Please see the response to letter 17796.

### **#17725 Move C5 Corvette out of BS to AS**

Thank you for your input. Please see the response to letter 14979.

### **#17726 Classification of 2016 Audi TTS**

Please see the response to letter 17300.

### **#17744 Non-Z06 Corvette C5 should stay in B-Street**

Thank you for your input. Please see the response to letter 14979.

### **#17781 Please keep 99-04 C5 in B Street.**

Thank you for your input. Please see the response to letter 14979.

### **#17784 Keep Non-Z06 in B Street**

Thank you for your input. Please see the response to letter 14979.

### **#17793 Request to class 2013 Audi S6**

Please see the response to letter 17807. Thank you for your input.

### **#17905 987.1 Porsche Boxster/Cayman S in AS**

Please see comments on letter 17901.

## Street Modified

#17384 Weight modifier

Please see the response to item #17371.

## Tech Bulletins

### Safety

#17801 Can we add ECE R22-05 helmets as allowed?

The SSC recommends approval of the ECE R22-05 rated helmets for Solo. Thus section 4.3.1 of the Solo Rules is amended as follows:

“All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, SA2000, M2015, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, *ECE R22-05*, or British spec BS6658-85 type A/FR are acceptable.”

In addition, the SEB has approved an extension of eligibility for Snell 2000 helmets to 1/1/2017, so the “SA2000” and “M2000” references in the above rule will remain in place for 2016.

### Street

#17348 2016 Viper ACR - please allow into SS

The SAC would like to make the following adjustments to the listings in SS.

SRT

Viper/Viper GTS (*non-ACR, non-TA*) (2013-14)

Dodge

Viper SRT (*non-TA2.0, non-ACR*) (2015-16)

#17598 Classing 2016 VW Golf GTI

The SAC would like to add the 2016 model year to the GS listing for the VW Golf GTI.

#17807 I need a classification for an Audi S6

Per the SAC, add the following new listing in Appendix A, Street Category:

BS

Audi

*S6 (2013-2016)*

#17912 Classing for the 2016 Porsche GT4

Per the SAC, the following is added as a new listing in Appendix A class SS:

SS

Porsche

*Cayman GT4 (2016)*

Note: with regard to SSR, please see the response to item 14979 under Member Advisories in the November 2014 Fastrack.

#17921 Classing the 2016 Audi TT Quattro

Per the SAC, the following new listings are added in Appendix A:

BS

Audi

*TT Quattro (2016)*



DS

Audi

*TT (2WD) (2016)*

### **Street Prepared**

#16851 S2000 hardtop/soft top clarification

Add to Appendix F under Street Prepared Category Clarifications:

*On the S2000, Honda considers the soft top and hard top are equivalent parts and the tray and the tonneau equivalent parts. Per 15.1.C, the soft top can be swapped to the hard top and/or the tonneau can be swapped to the tray.*

By Honda documentation, this allows an S2000 owner to run the car with the rear tray in place, with either the soft top or hard top. Letter #9431's earlier clarification ([SCCA Fastrack News, August 2013, page 13](#)) is reversed per the Honda parts assembly diagrams and assembly details.

#17943 Classify the Audi R8 into SSP

Initial classing into SSP:

*Audi R8 (2008-2015, all except GT)*

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | November 3, 2015

The Club Racing Board met by teleconference on November 3, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

### Member Advisory

None.

### No Action Required

#### **FM**

1. #18222 (Moses Smith) FM Track Records Reset

Thank you for your suggestion. The SCCA will request that Timing and Scoring officials in all regions remove old FM track records and to establish new ones in 2016.

#### **FV**

1. #17575 (Guy Bellingham) Valve Adjuster Screws

Thank you for your letter. Alternative adjuster screws, like a ball socket type, offer no performance advantage. They are easier to use and, therefore in this application, considered a fastener covered under sub section 10, Non Standard Parts.

#### **P1**

1. #17760 (Bill Crowley) P1 Rules Clarification

Thank you for your letter. Group CN cars are eligible to compete in the P1 class in the Group CN-compliant bodywork configuration in which they were manufactured. The P1 bodywork rules are intended to ensure that single-seat cars maintain the appearance of sports prototype racing cars.

#### **GCR**

1. #17897 (Lans Stout) Runoffs Format

Thank you for your suggestion. The CRB has shared this proposal with the Board of Directors Planning Committee.

2. #17913 (Rob May) Approve Recaro P1300 GT for Use With Sliders

Thank you for your letter. Any seat/slider combination assembly currently certified by the FIA is approved.

#### **GT3**

1. #17805 (Jared Still) Why Not an SCCA Sanctioned iRacing Series?

Thank you for your suggestion. The CRB has forwarded your idea to the SCCA staff.

#### **EP**

1. #17792 (Wayne Hussey) Aftermarket Fuel Injectors - Unrestricted As to Size

Thank you for your letter. Aftermarket fuel injectors may be used and the rules do not limit their capacity.

#### **FP**

1. #17717 (Jared Cromas) Participation

Thank you for your letter. Based on the rule adopted earlier this year, IT cars may compete in the production classes for which those IT cars are listed, using the IT preparation rules.

#### **SM**

1. #18025 (Kyle Webb) Not in Favor of Changing Tire Size

Thank you for your letter. The CRB has no plans to change the specification on tire size.

2. #18090 (Sean Hedrick) Delete the Redundant Lubrication Language

Thank you for your letter. The rule is adequate as written.

#### **STU**

1. #17679 (Alan Leshner) Supports Removal of Twin Turbo Cars

Thank you for your letter.

#### **T1**

1. #15294 (Bill Capogeannis) Weight INCREASE to Solstice/Sky for Competitiveness

The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #17559 (Alan Kossof) Porsche 996/997 Needs Immediate Change for Runoffs - Gear Ratios  
No action required.

3. #17705 (Preston Calvert) Proposed Weight Changes for the Viper  
Thank you for your letter. The CRB appreciates the time you took to write the letter.

#### **T2-T4**

1. #13214 (J. Robert Henderson) Classify Hyundai Genesis Coupe  
The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #18180 (David Mead) Clarification of OE Aero Allowances  
Thank you for your letter. The rule is properly written. If no specific model or options are listed on a car's specification line, the classified car shall be the base model with no options. Unless listed on the specification line, no models or factory options are eligible.

#### **T3**

1. #16152 (Derek Kulach) Classification of 2014-2015 Kia Optima  
The CRB attempted to contact the author. There has been no response. Please resubmit the letter if there is further action necessary.

2. #17879 (Eric Heinrich) Umm, What Happened to T3?  
Thank you for your letter. The CRB is looking at T3 to determine how to increase participation.

#### **T4**

1. #17485 (Matt Downing) Allow Aftermarket Wheels for T4 Pontiac Solstice  
Thank you for your letter. Please see the response to letter #16712, May 2015 Fastrack Minutes. This change has been approved by the Board of Directors for implementation 1/1/16.

2. #17513 (Anthony Cuthbert) Allow Alternate Wheel Size for Fiat 500 Abarth  
Thank you for your request. A 17x7 maximum wheel size is allowed. Your 16x6.5 is already a permitted wheel size.

3. #17624 (Ralph Porter) Letter # 17243  
Thank you for your request. Camber plates are already permitted for T4.

#### **Not Recommended**

##### **AS**

1. #17701 (Cheyne Daggett) 2011-14 Mustang GT - RP  
Thank you for your request. The CRB believes no weight change is required for this car.

2. #17703 (Cheyne Daggett) Alt Transmission for 2011-14 Mustang GT RP  
Thank you for your request. The CRB has offered suggestions for shifter changes to solve the author's shifting issues and does not recommend allowing alternate transmissions for Restricted Preparation American Sedan cars.

3. #17902 (Cheyne Daggett) Lexan Windshields  
Thank you for your request. The CRB has no plans to approve Lexan style windshields for American Sedan.

##### **FV**

1. #17822 (Bruce Fuchiwaki) Rear view monitors  
Thank you for your letter. Back-up video monitors or any other type of video device are not recommended in place of rear view mirrors. Mirrors are required per GCR 9.3.35.

##### **P1**

1. #17732 (Ralph Provitz) P1-P2 Weight Allowance/Adjustment for Smaller Wheel Widths  
Thank you for your letter. The CRB does not recommend this change. P1 and P2 are new classes and, where possible, SCCA data boxes will be used to monitor performance. Competitors are encouraged to assist by requesting the SCCA data boxes be at a specific Majors event where they have arranged for a class specific volunteer group to install and remove the data boxes. Over time it is planned for the newly created Data Specialty to take on this role and responsibility.

2. #17918 (Garrett Kletjian) Addition of 1150cc Motorcycle Engine to the Table at 1050 lbs  
Thank you for your letter. At this time the CRB does not recommend adding a new specification line to the P1 Engine Table for the engine configuration requested. Please see the response to Letter #18024, Technical Bulletin for changes.

## **GCR**

### **1. #17844 (Greg Amy) Please Clarify/Codify PUY**

Thank you for your letter. The current rules are adequate as written when applied appropriately. The CRB believes this would be a good training item for the Stewards Program.

### **2. #17953 (Dave Gran) Revision in the Protest Procedures for Driver Misconduct**

Thank you for your letter. The proposal recommends that a protest could be filed as late as 5 days after an event. This would create a logistical nightmare attempting to gather information after all evidence pertaining to the protest would have left the event.

## **GT2**

### **1. #17710 (David Seuss) Clarify the GCR Regarding Porsche Cup 3.8L Engines**

Thank you for your letter. The 997 is classified in GT1 because it exceeds GT2 performance perimeters.

### **2. #17891 (Richard Smith) GT2 Rule Change**

Thank you for your letter. This car is competitive as classified.

## **GT2/ST**

### **1. #17817 (Amir Haleem) Allow OEM ABS Retrofitting**

Thank you for your letter. Your request is against the GT2/STO philosophy which does not allow swapping parts between manufacturers.

### **2. #17868 (Craig Anderson) Corvette Competition Adjustment**

Thank you for your letter. This car is competitive as classified.

### **3. #17883 (Jorge Nazario) Remove Restrictor or Increase Diameter for LS6 engines**

Thank you for your letter. This car is competitive as classified.

## **GT3**

### **1. #17915 (Steven Wright) Disenfranchised GT2 Mazda RX7 Moving to GT3**

Thank you for your letter. To run in GT3, you must add 150 lbs. to the GT2 specified weight for this car or convert to full GT3 specifications.

### **2. #17954 (Wolfgang Maike) GT3 Weight Reduction for the Small Bore Piston Engines**

Thank you for your letter. The small bore GT3 cars seem to be competitive across a wide range of tracks.

## **LC**

### **1. #16595 (David Parker) 9.1.C.2.b**

Thank you for your request. The rule is adequate as written.

## **EP**

### **1. #17713 (Aaron Anselm) Alternative Engine for BMW E30**

Thank you for your letter. This request involves an engine change which is contrary to class philosophy and not recommended.

### **2. #17904 (Scott Lunder) Z4 Wheel Size**

Thank you for your letter. The stock wheel for the base model is 7" wide. The GCR lists a maximum wheel width of 8". This car, therefore, already has wheels larger than the base model. The GCR is correct and the CRB has no plans to increase this wheel size.

### **3. #18059 (Sam Halkias) Competition Adjustment for Triumph TR6**

Thank you for your letter. The requested increase in choke size will provide this car with too great a power increase. With respect to caliper selection, the CRB remains willing to consider any alternative OEM style caliper suggested by the competitor.

### **4. #18110 (Dave Kavitski) Removal of 1994 Mazda Miata Weight Penalty of 75lbs**

Based on the performance of this type of Miata during the past three seasons, the CRB believes the weight of this car is appropriate. However the CRB will monitor the performance of this type of Miata based on competition results for 2016.

## **FP**

### **1. #17665 (Curtis Wood) FP Alfa Spider and MGA Displacement Alternative Request**

Thank you for your letter. The request involves engine changes for two cars. This is contrary to class philosophy and is not recommended.

### **2. #17964 (Kevin Ruck) Fix OEM valve size specs for FP Integrals**

Thank you for your letter. The sizes listed are the correct dimensions.

## **HP**

### **1. #18055 (Keith Church) Competition Adjustment**

Thank you for your request. With the recent allowance of aftermarket rods for this and other HP cars, the CRB believes the performance of this car should be monitored to determine if other competition adjustments are warranted.

## **Prd**

### **1. #17586 (Mike Ogren) Air Dam Simplify Please..**

Thank you for your letter. The rule is appropriate as written and does not impose an inconvenience on competitors.

### **2. #18058 (Keith Church) Cowl Induction**

Thank you for your letter. The CRB believes that the wording of the involved rules: 9.1.5.E.9.a.1, 2 and 6 are adequate to address this concern.

## **SM**

### **1. #17301 (Brandon Fetch) Permit Aftermarket Rings**

Thank you for your concern. Parts are now available through Mazda.

### **2. #17682 (Ralph Provitz) Hard Top Mounting to Cage**

Thank you for your letter. The rules are adequate as written.

### **3. #17935 (Mark Nichols) Raise the Rev Limiter for 94-97 1.8 Cars**

Thank you for your request. Modifying the ECU is not in the spirit of the class. The CRB will continue to monitor parity among the various model years.

## **ST**

### **1. #17240 (Chris Jurkiewicz) Weight Adders for OEM Aero Non Compliance**

Thank you for your letter. The CRB has no plans to change this.

## **STL**

### **1. #17933 (Buzz Marcus) Weight STL**

Thank you for your letter. The CRB will continue to monitor performance.

### **2. #17946 (Marc Crellin) Nissan 200 SE-R**

Thank you for your letter. The 2L SR20DE Nissan 200 SE-R must meet all STL specifications, or it can compete meeting all Improved Touring A specifications.

### **3. #17963 (David Lempert) Make RWD More Competitive VS. FWD**

Thank you for your letter. The CRB will continue to monitor performance.

## **STU**

### **1. #17267 (Eric Heinrich) Classify Touring 3 Audi S4/S5 in STU**

Thank you for your request. The CRB does not recommend this classification at this time. The author plans to gather data and re-submit in the future.

### **2. #17460 (Eric Heinrich) Increase TIR Chart 1mm for Turbos in STU for 2016**

Thank you for your request. Based on the performance of turbocharged cars from the 2015 season, the CRB does not recommend changing the TIR chart at this time.

### **3. #17711 (Michele Abbate) Weight Requirement**

Thank you for your request. Additional composite body panels are not recommended at this time.

### **4. #18050 (Dale Shoemaker) 1.8L N/A Miata TB and Intake Modification**

Thank you for your request. The CRB does not recommend alternate intake manifolds in Super Touring at this time.

## **T1**

### **1. #17696 (Ian Stewart) Increase Performance For S2000**

Thank you for your request. The CRB does not recommend this change and suggests looking at GT2 or one of the existing classification allowances for this car already permitted in T1.

### **2. #18036 (Cheyne Daggett) Cars Without ABS Weight Break**

Thank you for your request. The CRB does not recommend this change.

## **T2**

### **1. #18221 (CJ Moses) Evo Adjustments in T2/T3**

Thank you for your letter. The Evo is currently classed in T1 with any alternate turbo permitted. There has not been a precedent to change a component such as a turbo. It is against the category specs to do so. If you want to run an alternate turbo, may we suggest T1.

For T3, there has been a recent weight change to increase performance. The power potential for the car (HP/TQ) is on par with the current classifications in the category.

## **T2-T4**

### **1. #18034 (Lynne Griffiths) SMG to T3?**

Thank you for your request. SMG cars have too many modifications that do not fall within T3 rules.

## **T3**

### **1. #17424 (Chad Gilsinger) Reduce Weight on Acura TL SH-AWD**

Thank you for your letter. The car is competitive as classed.

## **T4**

### **1. #17955 (Don Knowles) Request Competition Adjustment**

Thank you for your letter. The CRB will continue to monitor performance.

### **2. #17993 (Christopher Childs) Solstice Exhaust Header**

Thank you for your request. The CRB does not recommend this change.

### **3. #18198 (Toby Grahovec) Request for Non Adjustable Shocks/Struts for BMW Z4**

Thank you for your letter. The CRB will continue to monitor the performance of the class.

## **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

## **AS**

### **1. #17874 (Philip Smith) Reduce Dog Box Weight**

Thank you for your request. Testing and data gathered throughout the 2015 season show that, due to the wide stock gear ratios, the benefit of the dog box is minimal and the appropriate penalty weight should be 50 lbs. Although the dog box may show reduced maintenance costs, it should not show a performance advantage at the 50 lb. penalty.

Change 9.1.6.D.3.a.1.a.: a. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at an ~~80~~ **50** lb. weight penalty. Any first gear ratio greater than 2.5 is permitted.

### **2. #18208 (American Sedan Committee) VIN Requirement for Restricted Preparation AS cars**

Add 9.1.6.C.2.a.: *a. Restricted Preparation American Sedan cars must provide their Vehicle Identification Number (VIN), upon request from any SCCA official, for the purpose of identifying the year in which the car was built. The VIN number shall not be used for any other purpose.*

## **GCR**

### **1. #16946 (Club Racing Board ) Transmission Short Shift Kit**

Change 9.3.49 and re-number 9.3.49 through 9.3.55 to 9.3.50 to 9.3.56:

#### **9.3.49. TRANSMISSION SHORT SHIFT KITS**

*Transmission short shift kits are allowed on all cars unless restricted by individual class rules.*

Add to Appendix F. Technical Glossary:

*Transmission Short Shift Kit - A mechanical modification or replacement of shift lever or shift linkage parts to modify the throw of the shifter. It does not change the pattern from its original.*

### **2. #17613 (John Bauer) Change the Scale Certification Time Period**

Thank you for your suggestion. Change 5.9.4.C.1: 1. On-site certification by a commercial scale service within ~~90 days~~ **one calendar year** prior to the event, OR

## **GT2**

1. #16385 (James Goughary) Option for SIR Restricted GT2 Cars

Thank you for your letter. Add to 9.1.2.F.4.L GT2 Rules Concerning alternate weights and SIRs:

**2. Traditional GT2 cars that currently run an SIR may add 1.0 mm with an additional 100 lbs. added to the base weight before any percentage adjustments for options such as sequential gearbox/IRS etc.**

The CRB thanks the following authors for their comments on this WDYT:

16385 Goughary, 16807 Myer, 16878 Nazario, 16986 Lentz

## **GT2/ST**

1. #17968 (Amir Haleem) Allow Ridox Body Kit for 1993-1998 Toyota Supra

Thank you for your letter. Add parts as listed to specification line Notes:

**Front Bumper - RDT0-001**

**Side Skirt - RDT0-002**

**Front Fenders - RDT0-006**

**Front Splitter - RDT0-007**

**Rear Fenders - RDT0-009**

**Front Fender Panel - RDT0-013**

## **FP**

1. #17875 (Kolin Aspegren) Move EP Neon to FP

Reclassify the following vehicles from EP to FP:

Dodge Neon (95-99) SOHC:

Weight: "~~2000, 2050, 2100~~ **2200, 2255, 2310**"

Notes: "Comp. Ratio limited to ~~42.0:1~~ **11.0:1**, Valve lift limited to ~~.500~~ **.450**."

Dodge Neon (95-99) DOHC:

Weight: "~~2000, 2050, 2100~~ **2250, 2306, 2363**"

Notes: "Comp. Ratio limited to ~~42.0:1~~ **11.0:1**, Valve lift limited to ~~.500~~ **.450**."

Dodge Neon ACR (01-02) SOHC:

Weight: "~~2000, 2050, 2100~~ **2275, 2332, 2389**"

Notes: "Comp. Ratio limited to ~~42.0:1~~ **11.0:1**, Valve lift limited to ~~.500~~ **.450**."

The CRB thanks the following authors for their feedback on this topic: #17876 (Greg Anthony), #17880 (Tim Myers), #17882 (Darryl Pritchett), #17896 (James Wetter), #17898 (Joseph Leonard), #17928 (Mark Andy), #17992 (Christopher Childs), #18185 (Eric Sernau).

## **Prd**

1. #18029 (Christopher Childs) 2.3 Mustang 79-93

Thank you for your letter. Reclassify this car to FP. All specifications will be the same except weight which will be **2200, 2255 and 2310**, compression ratio which will be **11.0:1**, and valve lift which will be **.450**.

## **SM**

1. #17222 (Eric Matoy) 1.6 L SM Intake Air Temperature

Thank you for your request.

The CRB thanks the below authors for their feedback on this topic:

David Dewhurst (17432, 17593, and 17727), Dave Wheeler (17548 and 17690), Charles Singletary (17557), Michael Babcock (17568), Jerry Rigoli (17571), Justin Casey (17596), Dennis Mathias (17689), Taylor Ferranti (17691), Tom Scheifler (17693), Steve Scheifler (17693), Jim Morris (17694 and 17734), Jim Drago (17695), Will Schrader (17697), Gary Bockman (17702), Andrew Devoto (17706), Tom Fowler (17716), Callum Hay (17720), Charles Mathes (17722), Dennis Mathias (17728), Mark McCallister (17729), Patrick McFall, Sr. (17736), Mike Higgins (17739), Alan Cross (17742), Manny Platis (17742), Richard Powers (17751), Geoff Cochran (17787), Andrew Cremins (17948), Tom Fowler (17967).

In order to establish parity for the 1.6L engines, the CRB recommends:

Change 9.1.7.C.1.m.1:1. The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used. *1.6L (1990-1993): The exhaust manifold internal factory welds may be ground from the interior of the OEM exhaust manifold up to 1" from the mounting surfaces of the cylinder head and the collector. A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.*

*All other years:* The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

Change 9.1.7.C.1.k.1.a.:a. 1.6L (1990-1993) cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted., *however, the forward-facing driver's side turn signal indicator may be removed. The stock plastic air tubes between the AFM and the throttle body may be covered or wrapped.*

2. #17569 (Cameron Conover) Allow Removal of EVAP Components

Add 9.1.7.C.1.l.2: *2. Fuel filler tube venting may be defeated (loop or block vent lines in trunk).*

3. #17931 (Ralph Provitz) Shifter and Linkage to Be OE

Add 9.1.7.C.2.f.: *f. Updating or backdating of transmissions (inclusive of shifters) from 90-05 is permitted; OE shifters must be retained.*

## ST

1. #18011 (Super Touring Committee) Additional Engine Prep Rules

Delete 9.1.4.2.B.7

~~7. Rotary engines: Alternate rotor seals and springs are permitted.~~

Add to 9.1.4.G Engines

*25. Piston rings are free.*

*26. Rotary engines: Alternate rotor seals and springs are permitted.*

*27. Engine bearings are free.*

*28. Engine coatings are free.*

*29. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).*

Add to 9.1.4.L Drivetrain

*3. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).*

*4. Drivetrain coatings are free.*

## STL

1. #16326 (Christopher Blough) Add Valve Lift Exception to ST

Add 9.1.4.2.B.4.a: 4. Compression ratio is limited to 11.0:1.

*a. In those cases where the stock compression ratio of an engine is greater than allowed above, stock compression ratio may be used. 1.5% shall be added to the engine base weight for every 0.50 of additional compression ratio (e.g., 11.01:1-11.50:1=+1.5%, 11.51:1-12.00:1=+3%). Competitor must provide proof of stock compression ratio being greater than 11.0:1 in order to utilize this allowance.*

Add 9.1.4.2.B.5.a.: 5. Valve lift is limited to .425 inch for 4 or more valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines.

*a. In those cases where the stock valve lift of an engine is greater than allowed above, stock camshafts may be used. 0.5% shall be added to the engine base weight for every .025 inch of additional valve lift (e.g., .426-.450=+.5%, .451-.475=+1%). Competitor must provide proof of stock valve lift being greater than allowed above in order to utilize this allowance.*

Add 9.1.4.1.B.5.a: 5. Compression on Spark-Ignition engines is limited to 12.0:1, Compression Ratio on compression ignition engines is unrestricted.

*a. On Spark-Ignition engines, in those cases where the stock compression ratio is greater than allowed above, stock compression ratio may be used. 1.8% shall be added to the engine base weight for every 0.50 point of additional compression ratio (e.g.,*



12.01:1-12.50:1=+1.8%, 12.51:1-13.00:1=+3.6%). Competitor must provide proof of stock compression ratio being greater than 12.0:1 in order to utilize this allowance.

## STU

### 1. #16949 (Eric Heinrich) Oil Storage Tank

Remove 9.1.4.1.B.8 and .9 in their entirety and re-number appropriately.

~~8. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.~~

~~9. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.~~

~~10~~8. Clutch and pressure plate is free. Carbon clutch components are prohibited.

### 2. #17135 (Chris Jurkiewicz) Change Weight Multiplier for Normally Aspirated Cars

Change 9.1.4.1.H.1: 1. Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is the ~~factory~~ **stock** displacement for the installed engine. For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc). ~~Normally aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight by 9%.~~

Add before 9.1.4.1.H.2, after weight table:

**2. Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight 9%.**

**3. Engines 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%**

**4. Engines 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%**

Renumber subsequent sections appropriately.

### 3. #17262 (Eric Heinrich) Remove Allowances for Twin Turbos on a Case by Case Basis

Change 9.1.4.1.B.2.: 2. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only; contact the Club Racing Technical Office for details. **Twin turbo engines may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3).**

### 4. #17560 (Peter Federlin) Clarification to STU Single Turbo ruling

Thank you for your request. Letter #17261 (September 2015 Fastrack Minutes) was approved by the Board of Directors in their October 2015 meeting effective 1/1/2016. Please add the below to the turbo list in the already approved letter:

Add to 9.1.4.1.H.3:

**Garrett GT2254R, p/n 471171-3**

### 4. #17919 (Super Touring Committee) Adjust S/C Pulley Size on Lotus

Change 9.1.4.1

Table B

Lotus Elise SC/Lotus Exige SC / 1796 / 2200 / Stock supercharger pulley and injectors **required** permitted at 2200lbs.

/2400/ Minimum **3.1"** supercharger pulley, stock OEM camshaft **required**, open injectors **allowed** at 2400 lbs

## **T1**

1. #17517 (Amir Haleem) Toyota Supra Turbo Bodywork Allowance

T1: Add to Toyota Supra notes:

*Shine Auto Project: Front bumper (p/n: JZA80-FB-R), Front splitter (p/n: JZA80-FD-R), Sideskirts (p/n: JZA80-SS-R), Front Fenders (p/n: JZA80-FFND-R), Rear fenders (p/n: JZA80-RFND-R) are permitted.*

## **T2**

1. #18276 (Club Racing Board) 2016 SMG Rules

The proposed changes for SMG in 2016 can be found at: <http://www.scca.com/pages/cars-and-rules>.

## **T2-T4**

1. #16944 (Dave Wheeler) Allow Mazdaspeed Hardtop in Place of OEM Hardtop on 2006

Add to notes for T4 Mazda MX-5 / Club Model (06-14): *Mazdaspeed MX-5 Roof permitted #0000-07-5901 with +20lb increase to base weight.*

2. #17854 (John Buttermore) Allow Removal/Modification of Inner Fender Liners

Thank you for your letter. Add to 9.1.9.D.8.5: *Non-metallic inner fender liners may be removed.*

## **T4**

1. #17708 (Anthony Cuthbert) Front Sway Bar for Fiat 500 Abarth

Thank you for your request. Add to the specification line notes: *Front sway bar up to 25mm allowed.*

2. #17929 (Derrick Ambrose) Alternate Mirror for the 2014+ Mazda 3

Thank you for your request. Add model year for Mazda 3: *2014-2015*. Add to Notes: *Any year OEM Mazda 3 mirrors allowed.*

3. #17938 (Derrick Ambrose) 2014+ Mazda 3 Request

Remove from Notes for 2015 Mazda 3:

~~Eibach 5557.140, 5557.320. OR Mazdaspeed suspension# (part TBA).~~

Add to Notes for 2015 Mazda 3: *Any spring up to 500lb front and 800lb rear springs may be used.*

4. #18179 (David Mead) FRS/BRZ Rear Upper Shock Mounts

T4 Add to specification line Notes:

Subaru BRZ (2013-)

*Raceseng, part # raceseng-ft86-r-shock-top permitted.*

Scion FR-S (2013-)

*Raceseng, part # raceseng-ft86-r-shock-top permitted.*

## **Taken Care Of**

### **AS**

1. #17956 (Cheyne Daggett) WDYT - RP 11-14 Mustang Transmission

Thank you for your letter. Please see the response to letter #17703.

2. #18010 (Mark Wheaton) Alternate Transmission for 2011 - 2014 Mustang

Thank you for your letter. Please see the response to letter #17703.

3. #18026 (Ted Warning) WDYT 11 - 14 Mustang GT in Restricted Preparation

Thank you for your letter. Please see the response to letter #17703.

4. #18028 (Christopher Childs) Tremec 6060 for LP Mustang

Thank you for your letter. Please see the response to letter #17703.

### **FF**

1. #17615 (Garey Guzman) Supports FF Spec Tire

The CRB would like to thank the following authors for their input on the spec tire proposal for FF:

17615 Guzman, 17617 Rice, 17618 Wright, 17619 Duncan, 17620 Roux, 17621 Brumbaugh, 17622 Horan, 17625 Cerveny, 17627 Lee, 17628 Fritz, 17632 Robinson, 17640 Mackey, 17643 Maisey, 17644 Valet, 17647 Lee, 17648 Valet, 17649 Walthew, 17651 Zemke, 17652 Grooms, 17655 Valet, 17657 Brumbaugh, 17658 Reineck, 17659 Sauce, 17662 Davison, 17685

Hendrickson, 17688 Hazelton, 17811 Livingston, 17815 Scanlan, 17858 Livingston Sr. 17972 Erlandson.

2. #18230 (Steve Roux) Increase Minimum Weight to 1110 Pounds  
Thank you for your letter. Please see the response to letter #18229.

#### **P1**

1. #18009 (Chris Young) 1150 Engine at 1050 lbs  
Thank you for your letter. Please see the responses to Letter #17918 (Minutes) and Letter #18024 (Technical Bulletin).

2. #18018 (George Dean) P1 Additional Engine Size and Weight  
Thank you for your letter. Please see the responses to Letter #17918 (Minutes) and Letter #18024, (Technical Bulletin).

#### **P2**

1. #18212 (Gary Hutchinson) Paddle Shifters  
Thank you for your letter. Factory installed assisted shifting for the Radicals only has been recommended by the CRB. Please see the response to letter #17098 November 2015 Fastrack.

#### **GCR**

1. #17121 (Greg Amy) Letter #16946, Transmission Short Shift Kits  
Thank you for your letter. Please see the response to letter #16946.

2. #17764 (David Gomberg) Response to WDYT #16154  
Thank you for your letter. The CRB agrees with you that Sports Racer and Formula classes should be excluded from this potential rule change.

3. #18027 (Christopher Childs) Short Shifter  
Thank you for your letter. Please see the response to letter #16946.

#### **EP**

1. #17908 (Rick Harris) Equality in E Production  
Thank you for your letter. Please see the response to letter #18005, Technical Bulletin.

2. #17932 (Darryl Pritchett) Porsche 944 S2 Competition Adjustment  
Thank you for your letter. Please see the response to letter #18005, Technical Bulletin.

#### **STL**

1. #16418 (Bobby Beyer) Engine Allowance  
Thank you for your letter. Please see the response to letter #16326.

2. #16614 (Christopher Blough) Response to WDYT #16326 Add Valve Lift Exception to ST  
Thank you for your letter. Please see the response to letter #16326.

3. #16719 (Eric Heinrich) Allow 2015 Honda Fit in STL  
Thank you for your letter. Please see the response to letter #16326.

4. #16733 (Adam Jabaay) Remove Toyota 2zz Engine Compression Exemption  
Thank you for your letter. Please see the response to letter #16326.

5. #16829 (Brad McCall) Response to Letter #16326  
Thank you for your letter. Please see the response to letter #16326.

6. #17724 (Bobby Beyer) Please Allow Toyota Atkinson Cycle Engines  
Thank you for your letter. Please see the response to letter #16326.

#### **STU**

1. #16309 (Michele Abbate) Car Classing  
Thank you for your letter. Please see the response to letter #16326.

#### **T2-T4**

1. #18100 (David Ray) Spec Mustang in Touring Classes  
Thank you for your letter. Please see the response to letter #18034.

2. #18122 (Mitch Marvosh) Consider Moving SMG to T3  
Thank you for your letter. Please see the response to letter #18034.

### **T3**

1. #17906 (Matt Slavens) Allow Spece46 Cars in T3  
Thank you for your letter. Please see the response to letter #17979.

2. #18128 (Donald Van Nortwick) Consider Allowing SMG to Run in T3  
Thank you for your letter. Please see the response to letter #18034.

3. #18135 (Darrell Anderson) Consider Allowing Spec Mustang to Move to T3  
Thank you for your letter. Please see the response to letter #18034.

4. #18136 (Sean Wheeler) Proposal to Move SMG/T2 Spec Cars to T3  
Thank you for your letter. Please see the response to letter #18034.

### **T4**

1. #17707 (Anthony Cuthbert) Smaller Standard OEM wheels for 2012+ Fiat 500 Abarth  
Thank you for your letter. This is already permitted. Please see the response to letter #17513.

2. #17802 (Tim Wise) Slow the Honda Civic Si SIGNIFICANTLY  
Thank you for your letter. Please see the response to letter #17989.

### **What Do You Think**

#### **FV**

1. #17504 (James Phoenix) Supports Spec Tire  
The CRB has received a large number of letters on spec tires in FV however, with all of the different opinions there is no clear consensus on what the class wants. The CRB recommends a formal survey through the Club Racing Department to get a better understanding of what the class desires.

The CRB thanks the following letter writers for their input:

17504 Phoenix, 17505 Bowman, 17507 Pastore, 17508 Meyer, 17510 Galuardi, 17519 Hinkle, 17520 McCarthy, 17523 Kittell, 17524 Henley, 17525 Pitman, 17527 Maloney, 17528 Roche, 17531 Posner, 17532 Meyer, 17533 Styczynski, 17535 Kujat, 17536 Madrid, 17537 Meyer, 17538 Isley, 17539 Davis, 17540 Posner, 17541 Tatum, 17542 Swinehart, 17543 Bruns, 17544 Satterly, 17545 Rehm, 17546 Bacon, 17547 Metcalf, 17549 Edwards, 17550 Blanak, 17552 Thompson, 17553 Rice, 17564 Kleinklaus, 17565 Farnham, 17573 Davis, 17574 Clark, 17576 Thalheimer, 17578 Sullivan, 17579 Dennis, 17582 Fuchs, 17583 Spadin, 17585 Cheamitru, 17587 Landon, 17591 Bass, 17602 Saslow, 17637 Stalvey, 17687 Schuler and 17709 Yaccarino.

#### **GCR**

1. #18099 (Todd Butler) Spec Tire Contingencies - What Do You Think

The SCCA supports the concept of spec tire designations for specific classes to reduce costs to competitors where feasible (example single make, similar chassis, SCCA Enterprises etc). Historically, contractually obligating a tire vendor to pay tire contingencies adds \$5-7/per tire for all competitors. The SCCA is considering a general policy in the interest of keeping cost to the majority of class competitors lower, that when/if a spec tire is declared for a class SCCA will not require contingencies as part of the tire contract. This principal should apply to spec tire contracts going forward, recognizing that there are current contracts in place which may not adhere to this principal.

Please send your comments in support or against requiring contingencies when a spec tire is declared for a class through the CRB letter system at [crbscca.com](http://crbscca.com).

#### **SM**

#### **What Do You Think**

#### **SM**

1. #17680 (Ralph Provitz) 1.6 to 1.8 Clone  
The CRB is seeking member input on the proposal below. Please provide feedback on [crbscca.com](http://crbscca.com).

1. 1990-1993 cars with the 1.6L engine may be updated to 1994-1997 cars (the source vehicle) with the 1.8L engine, provided:

a. Cars updated in this manner shall be re-classified to the model year corresponding to the source vehicle dash VIN plate.

b. A new log book shall be issued using the source vehicle dash VIN along with the source vehicle model year.

c. This updated car must conform to all rules governing the source vehicle's model year, including, but not limited to updating the following: complete engine assembly (from airbox to downpipe), ECU, wiring harness (in its entirety), dash including VIN plate, brakes, and differential.

2. #17843 (Jim Drago) Compliance Program

The CRB is seeking member input about the possibility of re-establishing a compliance fee on Spec Miata entries in 2016. Please comment on the following to [crbscca.com](http://crbscca.com)

Establishment of a Spec Miata compliance fee:

1. Should a compliance fee be established? Yes or No
2. If Yes, should fee be charged at both Majors and Regionals and be used for compliance checks at all events?"
3. Should fee be charged at Majors only, and be used for compliance checks at Majors only?
4. Majors only - What fee would be appropriate?
5. Majors and Regionals - What fee for Majors and what fee for Regionals?

Use of funds:

1. Should part of the fund be used to compensate competitors for extended tech teardowns if they are found compliant?
2. Should fee be used to increase frequency of tech at more events?
3. Should a sealed motor program be instituted and funded by the fees?
4. Who should administer the program?

**RESUMES**

1. #17590 (Alex Krugman) Resume Submission - Alex Krugman

Thank you for submitting your resume. It will be kept on file for future consideration.

# CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2015

NUMBER: TB 15-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 12/1/2015 unless otherwise noted.

## American Sedan

### AS

1. #18209 (American Sedan Committee) Combine 04-05 and 06-07 Cadillac Specification Lines

In AS, combine the (04-05) and (06-07) Cadillac spec lines as follows:

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/ cylinder  Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/ cylinder	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	LS6 275 Tire: 3470, 295 Tire: 3520  LS2 275 Tire: 3520, 295 Tire: 3570	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column). Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than <b>17 x 8</b> . Installation of Full Preparation brakes requires the use of <b>wheels no larger than 17 x 8</b> . <b>LS6 engine: Compression Ratio, 10.7:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm)</b>  <b>LS2 engine: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm)</b>  <b>Either engine may be used in any car in this specification line, at the appropriate weight.</b>

### B-Spec

1. #17076 (Brian Kelm) Rear Axle Stiffener/Sway Bar for Ford Fiesta B Spec

In B-Spec, Ford Fiesta, add the following to notes:

***"Rear axle bushing #000-04-2203-RR allowed."***

2. #17136 (Lee Niffenegger) 2015 Honda Fit VTS Update  
In B-Spec, Classify the 2015 Honda Fit as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Honda Fit (2015)</i>	<i>73.0 x 89.55 1499</i>	<i>2530</i>	<i>3.46, 1.87, 1.235, 0.95, 0.81, 0.73</i>	<i>4.63</i>	<i>(F) 10.3 (R) 7.9 drum</i>	<i>2575</i>	<i>32mm Flat Plate Restrictor. Damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring FR 51401F23SA20, Spring RR 52441F23SA80, Helper spring FR 5 1 4 0 2 F C 4 Y A 0 0 , Spring spacer FR 5 1 4 0 3 F C 4 Y A 0 0 , Spring adjust assy RR 52691F23SA80, Bushing Comp, Damper RR TBD, Camber Adjuster Comp, Damper 51920F23SA82, Damper wrench kit 89211F23SA80, Hose Set, FR &amp; RR Brake 0 1 4 6 4 F 2 3 S A 8 1 0 , Pad Set, XR2 D948 54022F27SA81, Disk, FR Brake 45250F23SA80, Air cleaner element assy 17220FC4YA80, Exhaust pipe assy 18300F23SA81, ACG belt (6PK858) 31110FC4YA80</i>

3. #17234 (Chi Ho) Sonic B-spec Restrictor  
In B-Spec, Chevrolet Sonic (2012), change the restrictor size in the notes as follows:

*"33 mm 36 mm flat plate restrictor required."*

4. #17478 (Derrick Ambrose) Allow Open ECUs  
In GCR section 9.1.10.E.37., make the following changes:

*"ECU/PCM: OEM ECU/PCMs is required. ~~Manufactures may provide an approved ECU/PCM re-flash for off non road use.~~ Alternate engine calibrations are allowed. The car may meet federal emission standards, but shall provide OBD II compliant data to the data link connector. Manufacturers may provide a stability control override procedure or module."*

5. #18301 (Lee Niffenegger) 2009-2013 Honda Fit FR Damper Mount  
In B-Spec, Honda Fit (09-12), add language to the notes as follows:

*"Front Damper Mount P/N 51920-F23S-A30 is allowed."*

6. #18359 (B-Spec Committee) Update Mini spec lines with part numbers  
In B-Spec, add the following to the notes:

Mini Cooper (07-10)

*"Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed."*

Mini Cooper (2011-)

*"Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed."*

## Formula/Sports Racing

### F5

1. #17826 (James Weida) Restrictor change  
In F500, make the following changes:

Honda CBR600RR (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor  
Suzuki GSXR600 (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor  
Yamaha R6 (03-13) ~~34mm~~ **30mm** Flat Plate Intake Restrictor

Note: the CRB is forming an ad hoc committee made up of active F5 competitors to work on parity between the multiple engines allowed in the class along with other issues that have been mentioned this year.

### FF

1. #18109 (Brandon Dixon) Please Include the F1600 Pro Series Tire Numbers  
In GCR section 9.1.1.B.10.e., add the F1600 Pro Series tire as follows:

Dries:

Front-Hoosier Radial 43322 **or 43321** 185/60R13  
Rear-Hoosier Radial 43327 **or 43326** 205/60R13

2. #18229 (Steve Bamford) Spec Tire Weight Increase

In GCR section 9.1.1.B.20, adjust weight as follows:

Ford Cortina Engine: ~~4050~~ **1060** lbs.

Ford Kent and Honda Fit Engines: ~~4400~~ **1110** lbs.

### P1

1. #18024 (David Locke) Adjust Minimum Weights for 1355cc and Unrestricted 1455cc Lines

In P1 Engine Table, Spec Line E, change the minimum weight as follows: ~~4425~~ **1075**.

In P1 Engine Table, Spec Line F, change the minimum weight as follows: ~~4225~~ **1175**.

### P2

1. #18035 (Jay Novak) Errors in P2 Engine Table

In the P2 Engine Table, Spec Line B.4, correct the minimum weight as follows: ~~4300~~ **1100**.

In the P2 Engine Table, Spec Line B.5, correct the minimum weight as follows: ~~4300~~ **1200**.

### GCR

None.

### Grand Touring

None.

### Improved Touring

None.

## Production

### EP

1. #17246 (Zach Arnold) Classify the 01-05 BMW E46 330i

In EP, classify the BMW E46 as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<b>BMW E46 328i (2001-2006)</b>	<b>2</b>	<b>2775</b> <b>* 2844</b> <b>**</b> <b>2912</b>	<b>6 Cyl. DOHC</b>	<b>3.31"x3.31"</b>	<b>170.37</b> <b>c.i.</b>	<b>Alum or Iron</b>	<b>Alum</b>	<b>(I) 1.30"</b> <b>(E) 1.20"</b>	<b>Fuel injection</b>	<b>107.3"</b>	<b>61.2"/62.7"</b>



EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>BMW E46 328i (2001-2006)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 12.79" vented (R) 12.60" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

## 2. #18005 (Darryl Pritchett) GCR Mistake on Porsche 944S2/Needs Correction

In EP, Porsche 944S2 (89-91), change the valve sizes as follows:

Porsche 944S2 (89-91) (I) 4.52" *1.46"* (E) 4.48" *1.30"*

## HP

### 1. #17816 (JOHN Kish) ADD 2011-15 FORD FIESTA TO HP

In HP, Ford Fiesta (12-13), add the following model years:

Ford Fiesta (12-13 *11-15*)

## Spec Miata

### 1. #17818 (Ralph Provitz) Throttle Body/Restrictor Gaskets

In GCR Section 9.1.7.C.1.k.1.d., add the following language:

"....and must not be modified. *An OE (or equivalent) gasket shall be used on both sides of the restrictor plate.*"

### 2. #17821 (Jim Drago) Compression and Carbon

In GCR section 9.1.7.C.1., remove section j. (compression ratio table) and re-letter the following sections.

In SM spec line, add "*(without carbon)*" to the Bore x Stroke column.

## Super Touring

### ST

#### 1. #17673 (Michael Holland) Clarify Intake Rule

In GCR section 9.1.4.G.3.21., remove the following redundant language:

~~"All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free."~~

Note: section 9.1.4.G.1.e allowance applies only to situations where the vehicle is using an allowed alternate engine. Otherwise, per 9.1.4.A, the stock intake system must be used.

## STU

### 1. #17823 (Greg Amy) Basic Scrutineering Measurement for FRS SC Kit

In STU, Table B, Subaru BRZ/ Scion FRS, add to the notes as follows:

"Jackson Racing S/C Kit, part # 000-07-300 *and 2130-07-R01 SC Pulley, 110mm, FR-S/BRZ* permitted."

## Touring

### T1

#### 1. #17735 (Steven Pounds) BMW E92 M3 Clarification

In T1, BMW M3 E92 (08-09), make the following changes:

Add model years: (08 - 09 *13*).

Add to chassis notes: "*Factory DCT transmission allowed.*"

#### 2. #18132 (Cheyne Daggett) Ford Mustang Coyote/Boss Aftermarket K-Member

In T1, make changes as follows:

Ford Mustang/Ford Mustang Challenge/ Thunderbird,

Delete from Chassis Notes: "~~OEM independent rear suspension is permitted.~~"

Ford Mustang/ Thunderbird ("Cobra Jet" engine),

Delete from chassis Notes: "~~OEM independent rear suspension is permitted.~~"

Ford 5.0L "Cammer",

Add to Chassis Notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird (pushrod),

Delete from Engine Notes: "~~Aftermarket K members are permitted. OEM independent rear suspension is permitted.~~"

Add to Chassis Notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird (Boss 302 & Coyote),  
Delete from Engine Notes: "~~OEM independent rear suspension is permitted.~~"  
Add to chassis notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird,  
Delete engine notes: "~~Aftermarket K members are permitted. OEM independent rear suspension is permitted.~~"  
Add to chassis notes: "*Aftermarket K members are permitted.*"

Ford Mustang/ Thunderbird,  
Delete from Chassis Notes: "~~OEM independent rear suspension is permitted.~~"

3. #18176 (david mead) Allow all T1 Cars Above 2800 lbs to Flare Fenders  
In GCR section 9.1.9.1.A.1., add the following language:

"OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, doors and/or trunk/deck lid with nonmetallic composite parts *provided that the panel maintains the OEM profiles. Wheel arches may be flared up to 3" and must maintain the OEM profile.* The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified."

## **T2**

1. #17307 (Peter Lewis) Z/28 Aero Package Unavailable  
In T2, Chevrolet Camaro SS 1LE (10-14), add to notes:  
"*ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13.*"

2. #18062 (Harley Kaplan) Upright Modification Request  
In T2, BMW E92 M3 (08-14), add to the notes as follows:  
"*Rear upright may be reinforced so that the lateral arm is mounted in a double shear mount.*"

## **T2-T4**

1. #18192 (Michael West) Error in T4 Spec Line  
In T4, Honda Civic Si (14-15), change the wheel size as follows:  
18 x 7 *7.5*

2. #18228 (James Leithauser) Sunroof Panel Language  
In GCR section 9.1.9.2.D.8.a.4.a., add the following language:

"Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. *The glass sunroof may be replaced with a metal panel and all its associated mechanical components may be removed; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color.*"

## **T3**

1. #17653 (Mazda Motorsports) 2016 MX-5 Cup car classification request for T3  
In T3, classify 2016 Mazda MX-5 Global Cup as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Mazda MX-5 Global Cup Miata (2016)</i>	<i>2000</i>	<i>90.9</i>	<i>NA</i>	<i>17 x 7</i>	<i>205/45/17</i>	<i>5.087, 2.035, 2.035, 1.594, 1.286, 1.00</i>	<i>2.866</i>	<i>280mm Front Vented 280mm Rear Solid</i>	<i>2370</i>	<i>Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix.</i>

2. #17808 (Robert Van Epps) BMW 330i Sway Bar

In T3, BMW 330i/Ci (01-03), make the following changes to the notes:

~~"Racing Dynamics sway bar set (24mm & 21mm bars (one each)) is permitted."~~ *27mm F max, 24mm R max sway bars are permitted."*

3. #17809 (Robert Van Epps) BMW 330i/Ci

In T3, BMW 330i/Ci (01-03), make the following change:

(01-03 *06*)

4. #17979 (Charles Hurley) Add SpecE46 to T3

In T3, classify the SpecE46 as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW SpecE46</i>								<i>2900</i>	<i>Must conform to all SpecE46 rules in Appendix N.</i>

Add a new Appendix N to the GCR for SpecE46:

<http://www.scca.com/downloads/10024-spec-e46-rules-and-regulations-10-5-15/download>

In section 15.6, unstrike as follows:

~~6. Toyo RR or RA1 size 235/40-17 must be used.~~

5. #17995 (Christopher Childs) Mitsubishi Evo Weight Reduction / Restrictor Reduction

In T3, Mitsubishi Lancer Evo 8/9/ RS/GSR /MR (03-06), change the weight as follows:

~~3400~~ *3300*

In T3, Subaru WRX STI (03-07), change the weight as follows:

~~3600~~ *3500*

6. #18246 (Touring Committee) Classify T3: 2016 Mazda MX5 Miata

In T3, classify 2016 Mazda MX-5 as follows:

T3	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Mazda MX-5 Miata (2016)	2000	2309	NA	17 x 7	245	5.09, 2.99, 2.04, 1.59, 1.29, 1.00	2.87	280mm Front Vented 280mm Rear Solid	2520	Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Header permitted. Cold air intake permitted. Front strut brace permitted. Front and rear sway bars permitted up to 35mm, Springs 800 front and 800 Rear max permitted.

#### T4

1. #17983 (Touring Committee) Track Measurements and Alternate Wheels  
In T4, remove the Track specification column.

2. #18245 (Touring Committee) Classify T4 2016 Mazda MX5 Miata  
In T4, classify the 2016 Mazda MX-5 as follows: see attachment

T4	Bore x Stroke (mm) / Disp. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
	2000	2309	NA	16 x 6.5	215	5.09, 2.99, 2.04, 1.59, 1.29, 1.00	2.87	280mm	2650	Detachable OEM hard top allowed, part # from Mazda TBD. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation.

# COURT OF APPEALS

**Judgment of the Court of Appeals**  
**Mark Johnston vs. SOM**  
**COA Ref. No 15-06-NE**  
**October 15, 2015**

## **FACTS IN BRIEF**

At the Summit Point Raceway MARRS 8 event on September 7, 2015, Assistant Chief Steward, Steve Pence, submitted a Request for Action (RFA) requesting that the Stewards of the Meeting (SOM) investigate contact at Turn 4 between ITA cars #17, driven by Mark Johnston, and #82, driven by Ted York. The SOM: Matias Bonnier, Jim Harrison (SIT), Jim Shoemaker, and Sara Snider, Chairman, heard testimony, viewed evidence and reviewed witness statements. The SOM found that Mr. Johnston (#17) violated GCR 6.11.1. (Rules of the Road) and penalized Mr. Johnston with a three (3) event probation. Three (3) automatic penalty points were assessed against Mr. Johnston's competition license. Mr. Johnston appealed the decision of the SOM.

## **DATES OF THE COURT**

The Court of Appeals (COA) Laurie Sheppard, Rick Mitchell, and Spencer Gorham, Chairman, met on October 8 and 15, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal from Mark Johnston, dated Sept. 15, 2015.
2. Official Observer's Report and related documents, received Sept. 21, 2015.
3. In-car video from Car #18.

## **FINDINGS**

The COA determines there is sufficient evidence to support the ruling by the SOM that Mr. Johnston (#17) violated GCR 6.11.1. during the qualifying session. Mr. Johnston's witness statement showed that he left the racing surface off driver's right. After recovering control he reentered the racing surface at a slower speed. He noticed a faster car (#18) passing him on his left. He continued to move to the left into the path of car #82 that was following car #18. The car-to-car contact occurred on the left half of the racing surface. The contact could be plainly seen in the video from car #18. Mr. Johnston did not allow racing room to car #82 and initiated the contact between the two cars.

Mr. Johnston asserted that car #18 was guilty of GCR 6.11.D (overtaking drivers responsibility to pass safely). The COA sees no merit in this argument.

Mr. Johnston also claimed that procedural irregularities occurred during the SOM hearing. The COA determines that the SOM conducted a fair and equitable hearing.

## **DECISION**

The COA upholds the decision of the SOM in its entirety. Mr. Johnston's appeal is well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | November 11, 2015

### Participants:

BOD: Brian McCarthy, Lee Hill

EP: Heyward Wagner

DTTC: Chuck Deprow, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory

### Reports:

- Heyward Wagner initiated a program to identify representatives from each SCCA Division who would then be included in the DTTC informational flow. Communication of all TT information to all the SCCA Divisions whether they have an active TT program or not is felt to be an important part of growing the SCCA TT Program.

### Ongoing Business:

- Medical Requirements for a TT license can be met by completing the Applicant's medical history. A Doctor's examination is not necessary unless there are extenuating medical conditions. These new requirements are reflected in the TT License application instructions.
- The TTAC reorganization will become effective in January 2016. Thus this committee formerly known as the TTAC will henceforth be known as the Divisional Time Trials Committee (DTTC).

### New Business:

- The 2016 Time Trials Rules Driver's Information for PDX/CT and TT/HC were reviewed and approved for submittal to the BOD. The vote was unanimous. The TTR updates reflected the Snell 2015 helmet requirements and retaining the Snell 2000 helmets due to the unavailability of the Snell 2015 rated helmets.
- A discussion was begun to review the roll bar requirements for Time Trials. Currently, the roll bar requirements more closely follow those of SOLO than of Club Racing.
- DTTC will begin to address the development of National Car Classifications exclusively for Time Trials.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | November 3, 2015

The RallyCross Board (RXB) met via conference call on November 3. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

- RallyCross Safety Committee (Chris Regan): The RXB discussed an incident in which a car struck an object that was too close to the course. There were no injuries. The Safety Committee will monitor the Region to ensure safety improvements have been implemented. Regan will issue a reminder to the RallyCross Safety Stewards to be vigilant in maintaining safe courses and events.
- Rules Committee (Keith Lightfoot): The proposed 2016 RallyCross Rules changes, as published in the previous Fastrack, erroneously referred to RallySprint I and RallySprint II. It should have referred to them as RallyTrials and RallySprint.

As the result of the decision by the RallyCross Court of Appeals, dated October 30, 2015, regarding DOT tires in the Stock categories and a member's questions regarding convertible hardtops, the RXB has released the following errors and omissions rules clarifications:

### 2016 RALLYCROSS RULES: ERRORS & OMISSIONS RULE CLARIFICATIONS

#### 3.3 VEHICLE CLASSIFICATION

##### C. Stock Category Preparation allowances:

2. Tires must be U.S. Department of Transportation (DOT) approved and display the applicable DOT symbol and Tire Identification Number label. Tires marked "For competition only", "Not for street use" or similar are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted at National events unless ice or snow is present; Regional and Divisional events may allow studded tires any time. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Alternate tire sizes are allowed but tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc). Inner tubes are considered an integral part of the tire.

##### E. Modified Category Preparation Allowances

3. All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or balance with the following requirements:
  - e. Side and rear windows may be removed or replaced with Lexan or equivalent; however, a convertible hardtop must retain the OEM rear window ~~removal of the rear window from a convertible hardtop is prohibited~~. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.

Another change that will be made to the rules approved at the last meeting is the helmet allowances. The RXB has decided to follow Solo and extend the expiration date of "2000" rated helmets until December 31, 2016.

Lightfoot reported that the Rules Committee is fully staffed and that there would be no expected changes to its composition through 2016.

- RallySprint Committee (Blakely): The RXB approved a set of rules for RallyTrials and RallySprint. Once approved by the Board of Directors, these rules will go into effect January 1, 2016. Please watch Fastrack, the SCCA website and the Facebook page for more information as it becomes available.

**Motion:** Accept the RallySprint Rules as presented. Lightfoot/Regan. PASSED unanimously.

Composition of the RallySprint Committee for 2016 will consist of Scott Beliveau, Chairman, Kito Brielmaier and one additional member yet to be determined.

- National Championship Committee (Stephen Hyatt): Brian Harmer has been in contact with the National Championship site representatives and is hoping for a date confirmation soon. Plans for more community involvement for the 2016 event may include a cruise-in or parc expose. Harmer also reported that following the 2015 National Championship a trophy of

appreciation was sent to the Balloon Festival representatives, along with thank-you letters to the Balloon Festival board members.

Two new members are needed for the Committee. These positions need to be filled as soon as possible so that the Committee can begin work and finalize the 2016 Supplemental Regulations prior to the first National Challenge event.

- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported on the Divisional RallyCross Stewards' meeting on October 22. Four stewards were in attendance. Discussions centered around rally tire allowances, RallySprint rules and National Challenges events. Those Divisions not involved with National Challenge events in 2016 were encouraged to host Divisional championships or other large events instead.

#### **Old Business**

- 2016 National Challenge plans and scheduling: Scheduling of 2016 National Challenge events will be planned around Solo Match Tour dates in an effort to keep within budgets. The National office will make contact with previous National Challenge organizers to coordinate sites and dates. The current plans are to finalize the schedule at the December RXB meeting.
- Year-end RallyCross awards: The RXB discussed and voted on the recipients of its annual awards to be presented at the 2016 National Convention. Those awards are the Regional RallyCross Achievement, Divisional RallyCross Achievement, Sparkplug Award and Dirty Cup. Recipients were chosen from several nominations.
- New RXB members: The RXB discussed and approved the recommendation to the BOD of two individuals for positions on the RXB.

**Motion:** Recommend the members of the 2016 RXB, including two new members. The members' names will be released after the SCCA BOD approves the list. Lightfoot/Foley. PASSED unanimous.

- 2016 National Convention: The RXB will conduct a full day of meetings on Wednesday prior to the Convention. Hyatt reminded RXB members to make travel plans accordingly. Planning is underway for the RallyCross sessions and presentations.

Next meeting: December 1, 2015

Submitted by Karl Sealander, RXB Secretary



# RALLYCROSS COURT OF APPEALS

## DECISION OF THE SCCA RALLYCROSS COURT OF APPEALS

October 30, 2015

### OVERVIEW

During the 2015 SCCA RallyCross National Championship event in Iowa the weekend of August 7-9, Car #331 in Stock Front Wheel Drive (SF) was the subject of an inquiry and formal protest. An inquiry was submitted alleging that Car #331 was equipped with "illegal rally tires". The Chief Steward inspected the tires and issued a decision stating that the tires had DOT labels and were not marked "for competition use only" and were therefor approved for use in SF.

After the inquiry decision was posted, five competitors submitted a formal protest alleging that the tires on Car #331 were not "DOT approved" because the tires did not conform with the federal tire labeling requirements of 49 CFR 574. The Protest Committee conducted a review and provided the driver of Car #331 with the opportunity to submit documentation from the tire manufacturer confirming that the tires were DOT approved. The driver was not able to provide verification from the manufacturer. The committee found that the tires in question did not meet the federal labeling requirements (DOT stamp followed by Tire Identification Number (TIN)) and were therefor not legal for use in Stock categories. Car #331 was disqualified and moved to last place in the final SF standings.

Following the decision of the Protest Committee, the driver of Car #331 submitted an appeal to the Court of Appeals. There are currently three members serving on the Court of Appeals. Two of these members participated in the 2015 R-X National Championship event and were thereby not eligible to hear this appeal. Two new members were appointed as replacements for this appeal. The COA met via conference call and follow-up emails to review this appeal. The COA reviewed the appeal information submitted by the appellant, the background information submitted by the Chief of Protest, the applicable federal regulations on DOT tire labeling requirements, and the websites for the tire manufacturer (MaxSport) and one of the tires' distributors (Demon Tweaks). In addition, the COA contacted MaxSport and Demon Tweaks to request confirmation as to whether the tires in question were U.S. DOT approved.

### QUESTION TO BE DECIDED

The question before the COA is whether the tires on Car #331 were "DOT approved" per Article 6.2.C.2 of the SCCA RallyCross rules. As noted in the appeal document, the driver of Car #331 takes the position that the tires are "DOT approved" because the tires are not sold in the United States and therefor the "DOT" stamp alone, without the TIN, is sufficient to prove DOT certification.

### FINDINGS

In reviewing this appeal, the COA reached the following findings:

1. "DOT approved" means the tires must meet applicable federal (U.S.) regulatory requirements, including the requirement that the label include the DOT stamp and the tire identification number in the prescribed format per 49 CFR 574. Although the tires have "DOT" stamped on their sidewalls and, in another location on the tire, what appears to be a European TIN, and in yet another location, what appears to be a date of manufacture, the labeling does not conform with the U.S. DOT labeling format.
2. Per the manufacturer's website, the tires are remanufactured/remolded tires. 49 CFR 574 requires that remanufactured tires are labeled with an "R" in the DOT stamp ("DOT-R"). The tires in question do not have the "R" label and therefor appear to not be properly labeled.
3. The tires are not sold in the United States, which may reasonably be interpreted to support the claim that the tires are not U.S. DOT approved.
4. While the manufacturer did not respond to the COA's inquiry regarding whether the tires are DOT certified, the distributor did respond and confirmed that "no MaxSport tire has DOT approval."

### DECISION

Based on the findings above, the COA affirms the decision of the Protest Committee that the tires were not DOT approved and were not legal for use in Stock classes. Since the manufacturer's website states that "All our tyres are "E" marked and road legal" and the tires had "DOT" stamped on the sidewall, a reasonable person, without further inquiry, might interpret this information to mean the tires were DOT approved. As a result of this ambiguity, the COA authorizes the return of 50% of the appeal fee to the appellant.

For the Court of Appeals: Paul Eklund, Nathan Usher, Eric Genack

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | November 16, 2015

The RoadRally Board met via conference call on November 16, 2015; meeting called to order at 7:36 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Jeanne English, Clarence Westberg, Chuck Hanson, John Emmons, Len Picton, BOD liaisons Terry Hanushek and Lee Hill, NEC Chairman Mike Thompson; not present: Deena Rowland from the national office.

October minutes were approved. Chuck/Rich/pass.

### Front Burner Items:

1. RReNewsletter – Last issue published November 6. Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. Road rally organizing committees should be encouraged to distribute it at the start of their events, and solicit subscriptions. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...).
2. Road Rally Planning Calendar. (Jeanne)
  - a. Latest version (October 31, 2015). Next one end of the month
3. USRRC Report (Jeanne) people seemed to enjoy the rallies, said they had fun; what about the 'Lite' concept? Jeanne thinks it is easier for committees; Mike said that he liked the 'laid back aspect' of the weekend; Clarence commented that this is what the original USRRC concept was – to have fun in a laid back atmosphere. There were 11 cars on the Friday rally (RT), 13 on Saturday (NC), and 8 on Sunday (NGTA).
4. 2016 Rules Changes Package
  - a. See attachments to agenda email – Terry formatted rules changes for BOD presentation, includes Appendix A which describes rally requirements by type; Mike said that the GTA divisionals should be 3 hours, not 4, and that he did some reordering to the table. Terry said that in formatting to the RRRs, he took some things out of Article 4 and put them in Appendix A, and renamed the current Appendices A and B to B and C.

Motion: Amend GTA divisional length to 3 hours. Jeanne/Chuck/pass (6-0)

Motion: Approve the changes, including reformatted Appendix A, and that they be sent to the BOD for their approval at their December meeting. Rich/Len/pass (5-1)
  - b. There was discussion about the sunseting of the GTA championship; this was a policy decision, a statement of intent, not a rule; should not the same standards be applied to the tour and course championships? Terry said that the BOD looks for fairness in programs, and would like to see equalness between the types of rallies. Rich – defer this to next month.
5. NEC Report (Mike) - the NEC feels that the proposed SP class is too complicated and will not be implemented at this time; they proposed that it be replaced with an SOP class; Clarence felt that with GPS, apps, and car on-board computers becoming more standard that they fit better with class S, not SOP; Len also said that SOP should be for regional rallies first to see how the class works; we will come back to this for future discussion. The NEC also felt that the 'no synching' of competitor's clocks rule should not be implemented for 2016, but the RRB disagreed primarily because not all clocks can be synched; WWV is the standard for setting clocks; no action is taken, i.e. the 'no synching' of competitor's clocks rule stands as is.
6. USRRC Events
  - a. 2018 STL - Positive response sent to Jim Heine. Target date for formal approval is June 2016.
7. New Business

RRB face to face meeting – after some discussion of various options, the RRB would like to meet on Sunday, Jan 24, in Las Vegas as part of the SCCA convention; Terry will get more info about the convention and send it to the RRB.
8. It's time to vote for the Gervais Award and the Best Tour Rally Award; Chuck will compile a list of eligible voters and send the list to Deena for processing.

Meeting adjourned at 9:34 PM CDT

Next meeting December 14, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs:  
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:  
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:  
<http://www.scca.com/downloads/>

Technical Forms:  
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):  
<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:  
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

Forms:  
<http://www.scca.com/downloads/>

Rulebook:  
<http://www.scca.com/pages/solo-cars-and-rules>

### RALLY

Forms:  
<http://www.scca.com/downloads/>

RallyCross Rulebook:  
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:  
<http://www.scca.com/pages/roadrally-rules>

### SCCA NATIONAL CONVENTION

Event page:  
<http://www.scca.com/events/1979922-2015-scca-national-convention>

### EVENT CALENDAR:

SCCA Events:  
<http://www.scca.com/events/>