

## BOARD OF DIRECTORS

### SCCA Board of Directors Minutes | November 30 - December 1, 2012

The SCCA National Board of Directors met in Orlando in concurrence with the PRI show Friday, November 30 and Saturday, December 1. All Area Directors were in attendance : Jerry Wannarka, Chairman; Lisa Noble, Vice-Chairman; Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Bob Lybarger, Michael Lewis, Treasurer; R. David Jones, Robin Langlotz, Steve Harris, Brian McCarthy and newly elected director, Bruce Lindstrand.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President and CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services, Butch Kummer, Director, Club Racing and Aimee Thoennes, Executive Assistant.

The following guests participated: Jim Wheeler, CRB Chairman; Tony Ave, CRB Member; Peter Keane, CRB Member; Jim Averett, Chairman of the Stewards, and Erik Skirmants, President of SCCA Enterprises.

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 Chairman Wannarka.

### PRESIDENT'S REPORT

President Jeff Dahnert gave a brief overview of the staff's current and upcoming projects. The Insurance Committee for 2012 was chaired by Dan Helman, (Houston Region) and included members: Ed Locke (Chicago Region) , Michael Smith (San Francisco Region) and John Zuccarelli (Florida Region), as well as staff member, Richard Ehret, VP Finance, and Michael Lewis, Treasurer, providing oversight and guidance. This combined effort proved to be a successful model and will be used on future projects specifically an IT Committee.

Dahnert will serve on a panel at IMIS about motorsports and its future.

There was discussion about the frequency of face to face board meetings for 2013.

### FINANCE REPORT

Ehret gave an update on year to date financial reports and forecast for 2012 which is on target per the budget. On behalf of the Insurance Committee, Ehret presented the rates for 2013 with an approximate 20-25% reduction across the board. The rates are decreasing but the participation pool has also decreased. The new rate sheet will be distributed to Regions by December 14.

Discussion followed regarding insurance allocations across programs and across subsidiaries. The carrier's analysis of loss ratios has resulted in the savings. Lewis commended Ehret for his efforts in pursuing the reduction in insurance rates.

**MOTION:** To approve the Insurance rate plan as presented. Butler/Lybarger. PASSED unanimously.

**BOARD STATEMENT:** The Board of Directors extends its appreciation for the excellent work on the insurance program and thanks the committee members for their time, energy and efforts in securing a comprehensive plan with significant savings.

Lewis presented the proposed 2013 budget. The 2013 budget shows the full implementation of the Majors program and staff resource requirements to support the program. Aside from the Majors component, the budget is very similar to the 2012 operating budget. The 2013 budget delivers the insurance program savings with reduced rates to the Regions; however, there are some slight increases in sanction fees. Sanction fees for Club Racing have not increased since 2006. The current sanction

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fee increase is in response to the declining number of events and of inflation.

McCarthy raised discussion about the budgeting process. The Board understands that this is a difficult process as we are very dependent on entries and sponsorship.

**MOTION:** to approve the budget for 2013 as presented. Lewis/Walsh. PASSED 12-1. Opposed: McCarthy.

Langlotz expressed a desire to track the financial impact of the Majors program on the National Office.

#### **CLUB RACING REPORT**

Ozment gave a detailed review of the 2012 Runoffs. The board gave approval to revert to a 7 day schedule for 2013 to support the celebration of the 50<sup>th</sup> Anniversary of the Runoffs.

Ozment proposed the retention of the existing tow fund structure for 2013.

**MOTION:** To approve the recommended continuation of the 2012 Tow Fund Program through 2013. Lybarger/Harris. PASSED 11-0-2. Abstentions: Noble and McCarthy.

Appendix B.

##### **2.1.E. Tow Fund**

Upon conclusion of a National or Double National race, the organizing region will remit immediately to the SCCA the funds specified by the Board of Directors per paid entrant in National classes only for a fund authorized by the Board of Directors to be distributed to entrants in the Interdivisional Championship events. No further sanctions will be issued to a region until this has been paid.

Ozment explained a procedural change to the Event Audit for 2013. There will be no pre-payment requirements for sanctions and insurance fees. Instead all monies will be due at the time of the event audit which is due within 14 days post event. This change reduces reporting complexities and is more user-friendly to the Regions.

Ozment presented a motion to update GCR language to reflect the additional position and authority of the Director of Club Racing.

**MOTION:** To approve the following GCR change as recommended by staff. Langlotz/Walsh PASSED. 13-0.

##### **3.1.1.E.**

*For 2013, the VP of Club Racing or their designate, with the approval of the Chairmen of the Board of Directors, BoD Planning Committee, CRB and Stewards, may alter the GCR requirements for the conducting of an event as needed to support the Majors Program.*

A motion has been proposed to clarify the role of staff at championship events.

**MOTION:** To approve the following Operations Manual change as recommended. Kephart/Lybarger. PASSED 13-0.

#### **4.2.3 Vice President, Club Racing**

Basic Function: Plans, directs, and coordinates the activities of the Club Racing competition department. Develops new programs/products/services, as well as developing new approaches to existing programs/products/services. Coordinates strategic planning efforts between the Board of Directors, staff, and the Club Racing program boards. Serves as a member of the Executive Management Team in the establishment of strategic and operational plans for the organization. **With the event Chief Steward, is responsible for the operational aspects of the National Championship Runoffs.**

**MOTION:** To approve the 2013 Runoffs eligibility components as recommended. Kephart/Harris. PASSED 13-0.

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

Invitations are issued to all drivers in each Runoffs-eligible class in each Division Championship based on the following minimum qualifications:

1. The driver must start at least 4 National races, two of which must be in the driver's Division of record, and finish at least 4 National races, regardless of Division, in the current race season.

**Or the driver must participate in at least 3 Majors Weekends, regardless of division or conference in the current racing season. If the driver participates in 3 Majors Weekends, Item 2. Criteria below does not apply.**

2. The driver must satisfy one of the following requirements:

a. Finish in the top three in class for his Divisional Championship (3.9.1).

b. Any driver who scores points in the top 50% of National point standings (3.9.3) for entrants in his class.

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

c. Score enough class points in the current year National Points Standings to have placed in the top 50% in the previous year's National Points Standings for his class.

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.

d. Must finish at least eight national races (regardless of position).

3. He must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).

4. If a driver has designated a division/class combination for additional class qualification, he must meet the requirements of 3.9.1.A. and 3.9.1.F.3.

## **B. Defending National Champions**

**For 2013 only**, every current ~~defending~~ **and past** National Champion will be invited to enter the Runoffs under the following conditions:

1. The entry will not be included in the total count of Runoffs invitations.

2. The driver must hold a current SCCA National Competition License.

3. He may compete in any Runoffs eligible class.

4. He will not bump anyone from the field who was invited based on the qualifications in 3.9.2.A.

5. He will not receive Runoffs tow funds if he has not qualified under 3.9.2.A.

6. In addition, a current defending National Champion, who has not met the Runoffs invitation requirements in 3.9.2.A, may be accepted as an entrant even if he did not finish at least 4 National races in the same class during the current year.

~~7. The provisions of this section may not be invoked two years in a row, even if he repeats as National Champion.~~

**7. Drivers entering the Runoffs via the Past or Defending Champion criteria, must register by the late entry deadline of the event.**

**8. Matters of eligibility not covered by these criteria will be resolved by the CRB.**

## **C. Past Runoffs Participants**

**Any driver who hasn't held an SCCA National License since 1/1/2010, can be waived (participation requirements) back to a National License by submitting the paperwork for a competition license to the National Office in Topeka. They will then be eligible to participate in the event under the same criteria as noted in GCR 3.9.2.**

~~G.~~ **D.** Refusal of Entry

A competitor whose.....

~~H.~~ **E.** Number of Races

The number of .....

~~I.~~ **F.** Invited Runoffs Classes

All national classes.....

**BOARD STATEMENT:** The Board expresses its thanks to Lee Hill and Jim Creighton for their input developing the 2013 Runoffs eligibility requirements.

In an effort to fully update the GCR to reflect the impact of the Majors program on the point structure the following motion to update the GCR was presented. Note: the point structure was passed in October 2012 but the GCR language had not been specifically addressed. This motion will keep everything aligned.

**MOTION:** To approve the 2013 National Points standings in the 2013 GCR as recommended. Patullo/Jones. PASSED 12-1. Opposed: Langlotz.

### 3.9.1.B Race Points Chart

Points in SCCA National races are awarded to all finishers through 9<sup>th</sup> place as follows:

Position	Points (non-Majors)	Points (Majors)
1 <sup>st</sup>	12	22
2 <sup>nd</sup>	9	19
3 <sup>rd</sup>	7	17
4 <sup>th</sup>	6	16
5 <sup>th</sup>	5	15
6 <sup>th</sup>	4	14
7 <sup>th</sup>	3	13
8 <sup>th</sup>	2	12
9 <sup>th</sup>	1	11
10 <sup>th</sup>	0	10
11 <sup>th</sup>	0	9
12 <sup>th</sup>	0	8
13 <sup>th</sup>	0	7
14 <sup>th</sup>	0	6
15 <sup>th</sup>	0	5
16 <sup>th</sup>	0	4
17 <sup>th</sup>	0	3
18 <sup>th</sup>	0	2
19 <sup>th</sup>	0	1
20 <sup>th</sup>	0	1

### 3.9.3. National Point Standings

National Point Standings will be compiled for each National Class. The National Point Standings assigns base points on the same schedule as the Divisional Championships (3.9.1.B). A driver's best seven points races in the same class count in the National Point Standings, regardless of the Division in which the points were earned. **The National Championship Runoffs will serve as the tie breaker if needed.** ~~For all Super Tour Events, Bonus points will be available to all competitors, regardless of whether or not they have earned Base points.~~

Ozment gave an update on the Runoffs RFP Process. The response timeline has been extended . Ozment will provide more details to the Runoffs Committee at their next meeting. The goal from this process is to award three contracts for the next three years.

The TTAC structure was discussed. Ozment will work with the TTAC and board liaison to make a recommendation at the May board meeting.

**MOTION:** To approve TTAC recommended rule changes effective 1/1/2013. Patullo/McCarthy. PASSED 13-0. See Appendix A – TTAC Rule Changes.

### CRB Rules Package

CRB Chairman, Jim Wheeler with CRB Members Tony Ave and Peter Keane provided an overview of the Rules packages for 2013, 2014 and the GT2 new classification proposal. The GT Ad Hoc Committee and Touring Car reorganization drove the need to address GT2 cars and STO. The CRB recommends that the comprehensive GT2 package be effective in 2013 as opposed to handling car-by-car changes during the 2013 season. There was discussion on the timing of rules changes and the background leading to the GT2 proposal. The GTAC was unanimous to request this as a 2013 rules set. The CRB was unanimous to present this to the Board for December board approval recognizing that it is outside of the typical process.

**MOTION:** To approve the CRB recommended rule changes items #9700, #9586, #9328 effective 1/1/ 2013. Patullo/ Butler. PASSED 13-0. See Appendix B – CRB Rule Changes.

**MOTION:** To approve the CRB recommended rules changes #9237, #9236 and #8507 effective 1/1/2014. Patullo/Butler. PASSED 13-0. Note: Patullo abstained from voting on IT item #9237. See Appendix B – CRB Rule Changes.

**MOTION:** To approve the GT2 new classification proposal as presented effective 1/1/2013. Patullo/Lewis. PASSED 10-3. Opposed: Harris, Jones & Langlotz. See Appendix F – CRB Rule Changes GT2.

Note that the tech bulletin will be December 20.

There was discussion regarding the vacancies on the CRB for 2013. It was agreed that there is great value in being an advisory committee member before consideration for appointment to the CRB. The board thanked the CRB members for their contribution of service to the club.

**BOARD STATEMENT:** The Board of Directors recognizes Fred Clark and Mirl Swan for their valuable service as members of the Club Racing Board.

#### **PLANNING COMMITTEE REPORT**

Patullo discussed the progress of the “Barrier to Entry” Committee. The intent is to provide an SCCA path for controlled, low cost, wheel-to-wheel competition that is well supervised but with lower requirements with respect to entry. The barriers identified include licensing, car preparation, medicals, etc. The Committee is taking suggestions from around the country to simplify the processes.

BoD discussion centered around staff resources needed to develop rules and administrative guidelines/items required for success of the proposal. While the committee had put in considerable time and effort into developing the program, documentation supporting risk management and related coordination issues was not provided. Several of the Board members suggested that implementation of this program be delayed until this could be accomplished. Consensus was that delay would compromise the implementation of the program for 2013. In order to test this concept the club requests to solicit three or four regions to conduct a pilot event. The pilot regions will cooperate with a working group established by the club office to establish supplemental regulation for the event. There is a desire to test the concept in different environments such as a separate run group at a Time Trial event or Club Race or as a standalone event, if possible. Any regions interested would contact the Club Racing Department and they will be directed to the working group for vetting.

**MOTION:** to move to recruit and permit a number of regions to conduct pilot events to test the concept of SCCA Racing Experience events in 2013 using the guidelines below. Details of sanction and insurance requirements to be determined by the Club Racing Department for the pilots. Jones/Langlotz. PASSED 11-2 Opposed: Harris, Wannarka.

#### *SCCA Racing Experience guidelines.*

*It is the intent of this category of event to be a low risk “racing experience” event that provides an instructional environment to experience and learn about wheel to wheel racing in an easy to access format. These events shall be run as a separate run group with an SCCA Club Racing or SCCA Time Trial event, or as a standalone event. Events may be sanctioned by SCCA Regions or Chapters on race tracks approved for SCCA Club Racing or SCCA Time Trials.*

*Participation is open to any SCCA regular or weekend member. Members must possess and are responsible for recording participation in a SCCA Racing Experience Participation Log. Logs may be issued by SCCA licensed Stewards or Registrars. Participants must certify they have no known medical conditions that would cause them or others undue risk.*

*Vehicles are intended to be production based vehicles with a performance level equal or less than normal in Club Racing classes Spec Miata or Improved Touring A. Spec Racer Fords may also be included. Vehicles that demonstrate performance higher than those levels may be excluded by the Chief Steward of the event.*

*All vehicles must meet the safety and equipment requirements of GCR 9.3. except:*

*9.3.19 G, All driver restraint systems shall have been certified under one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/98 or 8854/98 and be in good shape with no signs of wear or fading,*

*And 9.3.20.C the use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 88598-2010 is strongly recommended.*

*All vehicles must meet the safety and equipment requirements of GCR 9.4. “Roll cages for GT and Production based cars” or Appendix I, “2007 Cage Rules”.*

*The Chief Steward may waive deviations of compliance requirements for a car for an event.*

*Officials required for an event are the Chief Steward, Safety Steward and Chief Instructor.*

*The Chief Steward and Safety Steward must have a current license as a Steward in either SCCA Club Racing or Time Trials. The Chief Instructor must have a Current Club Racing or Time Trial Competition License or equivalent experience.*

*On track behavior will be in the spirit of GCR section 6. Any participant found to be overaggressive or dangerous may be black flagged and counseled by the Chief Instructor or his designee or excluded from the event. At a minimum any participant being found at fault in an accident will be put on probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded for further participation in these events for 13 months.*

## **STEWARDS REPORT**

Jim Averett, Chairman of the Stewards attended to discuss the continued effort to change the program from being official oriented to being participant oriented. Averett would like to see more contact, involvement and coordination between the Chief Steward of an event with Race Chairs and Regions. The Chief needs to be cognizant of scheduling, class changes, etc. that may have financial impacts on the region. There is a need for better communication amongst the officials of an event.

Chairman Wannarka shared the Board of Directors charge to Averett and the Executive Stewards endorsing the above as well as emphasizing a continued training program and recruiting new stewards.

There has been good progress over the years but we need to continue to drive those changes. The Board offered a commitment to support the program with resources as needed.

## **RALLY AND SOLO REPORTS**

Duncan provided an update on entries for Solo up 1-2%, RX up 3%, RR down 17%. Duncan gave a status report on the Region Solo Development project. This project is to specifically address the overall decline in participation over the last several years. Areas of focus are: safety, site, leadership and motivation, customer service and marketing. Sponsorship negotiations are still underway for 2013.

Butler and Harris reviewed the Rules changes recommended by the RXB

**MOTION:** to approve the RallyCross rules package as proposed effective 1/1/2013. Harris/Butler. PASSED 13-0. See Appendix C – RX Rules Changes.

McCarthy and Walsh reviewed the SEB Rules changes regarding substance abuse and G prepared spec lines.

**MOTION:** to approve the SEB rules changes as proposed effective 1/1/2013. Walsh/McCarthy. PASSED 13-0. See Appendix D – SEB Rules Changes.

.Kephart reviewed the RoadRally rules changes Article 8.B.3 National Champions and Appendix T Lifetime Points.

**MOTION:** to approve the RRB rule changes as proposed effective 1/1/2013. Harris/Lybarger. PASSED 13-0 See Appendix E – RRB Rules Changes.

## **MEMBER & REGION SERVICES REPORTS**

Arnold presented YTD membership numbers. There is a slight increase in membership compared to this time in 2011. The efforts to increase membership are showing positive results. These efforts include automatic membership renewal, multi-year membership and multi-year competition licenses.

Arnold gave an analysis of the club racing participation data resulting from the data collection project which has been in progress over the past five years. 35% of all drivers enter only a single race weekend. 80% of drivers enter 4 weekends or less. The Board agreed to provide this data to regions to help them with decision making on retention and participation. Small incremental changes in participation would make a significant difference in program and financial viability.

A review of key technology needs and capabilities was given. Enhancement or development areas noted include: registration systems, participation and member satisfaction surveys, event results reporting and data roll up, region website templates, paperless check-in, self service capabilities, social media and video and internal automation efforts. There was discussion over how much needs to be driven by the national office versus how to leverage activities in regions/divisions. The Board discussed the technology priorities list and how priorities will be set.



Region website template is being developed to provide regions a user-friendly, cost effective tool as well as improving the branding of SCCA by highlighting a common look and framework across the country. This project will also require a hosting model which is in progress.

#### **MARKETING/COMMUNICATIONS REPORT**

Prill gave a status update on sponsorship and contingency programs. SportsCar has a new look and feel beginning with the January 2013 issue. The New Member Guide will be issued again in March 2013. This was a very successful piece and a valuable tool.

New outreach programs and how-to videos being developed and implemented. There is a continued effort to support the Majors program with sponsorship and the development, training and rollout of the CPO (Chief Participation Officer) role on participant satisfaction.

Bob Lybarger, Area 5 Director was thanked for his service to the club as a director for the past 6 years.

**MOTION:** to adjourn the 2012 Board Meeting. Kephart/Lybarger. PASSED 13-0.

The 2013 Board of Directors convened immediately following to install officers, approve program board appointments and determine their 2013 meeting schedule.

Bruce Lindstrand, Area 5 Director was welcomed to the 2013 SCCA, Inc. Board of Directors.

**Election of officers** followed with the results as follows: Chairman, Lisa Noble; Vice Chairman, Richard Patullo; Treasurer, Michael Lewis; Vice Treasurer, John Walsh and Secretary, Todd Butler. Jerry Wannarka was added as the 5<sup>th</sup> member to the Executive Committee.

The following appointments were made:

**SCCA Foundation Board:** Bev Heilicher, Dennis Dean, Penny Anderson, Raleigh Boreen, Arnie Coleman.

**SCCA Enterprises Board:** Chris Funk, Gary Pitts and Stephen Pence.

**SCCA Pro Racing Board:** Michael Lewis, Phil Creighton, Cary Agajanian and Bob Ruman.

**CRB:** Jim Drago, Chris Albin, Tony Ave, Jim Wheeler, Peter Keane, John LaRue.

#### **EXECUTIVE STEWARDS:**

Central: JoAnne Jensen

Great Lakes: Dan Hodge

Midwest: Scott Bowman

Northern Pacific: Ken Jones

Northeast: Earl Hurlbut

Rocky Mountain: Gloria Dickerson

Southeast: Bob Horansky

Southern Pacific: Barbara Knox

Southwest: Tom Brown

**BOARD STATEMENT:** The Board extends its appreciation to Gary Meeker and Ken Patterson for their service to the Club Racing program and the Executive Stewards.

**TTAC:** Central: Tony Machi

Great Lakes: Jerry Cabe as acting Chair

Midwest: Chuck DeProw

Northern Pacific: Dave DeBorde

Northeast: Matt Yip

Rocky Mountain: Dan Goodman

Southeast: Craig Farr

Southern Pacific: Roy Mallory

Southwest: Dr. Kent Carter

**BOARD STATEMENT:** The Board extends its appreciation to Tony Machi who served as Chairman of the TTAC and to Matt Rowe for his service both as past Chairman and Council member.

**COA:** A.G. Robbins, Tom Hoffman, Jack Marr, Jeff Niess, Sue Roethel as Secretary and Rick Mitchell as Chairman

**BOARD STATEMENT:** The Board extends its appreciation to Mike West who served as Chairman of the Court of Appeals.

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

**BOARD STATEMENT:** The Board extends its appreciation to Bryan Nemy and Erik Strelnieks for their service on the Solo Events Board.

**Divisional Solo Stewards:**

Southwest – Todd Farris  
Southeast – Robert Lewis  
Central – Steve Garnjobst  
Southern Pacific – Tom Berry  
Northern Pacific – Keith Brown  
Northeast – Dave Newman  
Rocky Mountain – Lindsay Wilson  
Midwest – Al Hermans  
Great Lakes – TBD

**BOARD STATEMENT:** The Board extends its appreciation to Scott Hearn for his service as the Great Lakes Divisional Solo Steward .

**Solo Safety Committee:**

Southwest – John Lieberman  
Southeast – open  
Central – Arouch Poonsapaya  
Southern Pacific – Brian Robertson  
Northern Pacific – open  
Northeast – Kathy Barnes  
Rocky Mountain – Cal Craner  
Midwest – Jan Rick  
Northeast – David Steger

**RoadRally Board**

Rich Bireta  
Jeanne English  
Sasha Lanz  
Bruce Gezon  
Clarence Westberg  
Charles Hanson  
Len Picton

**BOARD STATEMENT:** The Board extends its appreciation to Eva Ames and Jim Wakemen for their service to the RoadRally Board.

**Divisional RoadRally Steward**

Southeast – Bob Ricker  
Southern Pacific – Larry Scholnick  
Great Lakes – Mike Bennett  
Central – Mike Thompson  
Northeast – Steve McKelvie  
Midwest – Rich Bireta  
Rocky Mountain – Lindsay Wilson  
Northern Pacific – open  
Southwest – Sasha Lanz



## **RallyCross Board**

Ken Cashion, Chair  
Ron Foley  
Brent Blakely  
Karl Sealander  
Warren Elliott  
Stephen Hyatt  
Bob Ricker

## **Divisional RallyCross Stewards**

Southwest - Damon Cuccia  
Great Lakes - Z.B. Lorenc  
Central - Dustin Nevenon  
Midwest - Jim Rowland  
Northeast - Scott Beliveau  
Northern Pacific - Paul Eklund  
Rocky Mountain - Aaron Miller  
Southeast - Charles Wright  
Southern Pacific - Jayson Woodruff

## **2013 schedule of meetings for the Board of Directors:**

Feb 28-Mar1  
June 6-8  
October 10-12  
December 507

**MOTION** to adjourn Kephart/Lewis. Meeting Adjourned.

## **Appendix A: TTAC Rule Changes**

### **2.4 TIME TRIALS ADMINISTRATIVE COUNCIL REPRESENTATIVE(S)**

The individual selected by the Division and approved by the BOD 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(s) 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.

#### **2.4.1 TT DIVISIONAL PROGRAM MANAGER**

The individual (s) selected by the Division 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(s) has authority to approve Time Trials Officials Licenses and upgrades for TT Driver Licenses. Term of office is three years.

### **2.5. 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.

#### **3.1.3.E**

Drive a vehicle which meets the inspection required in TTR Section 9. Proof of current Annual Tech Inspection in Time Trials or Club Racing shall meet these requirements. Window net and arm restraint requirements are waived for cars that meet the definition of street legal. Street legal is defined as a car which meets local requirements for inspection (if applicable) and the car in question possess CURRENT, VALID license and registration. Vehicles that are not street legal must be eligible for classification in the GCR classes of Showroom Stock, Spec Miata, Touring, or Improved Touring, or the Solo classes of Stock, Street Touring, Street Prepared, or Street Mod. No vehicles that are prepared beyond these allowances shall be permitted to participate. Other vehicles may be approved by the event officials, the Chief Steward, Safety Steward, and Chief Instructor, if they meet the general safety rules for classes listed. (i.e.: vintage production cars). Open wheel cars are not allowed. All cars MUST have a passenger seat with a 3 point seat belt, both meeting DOT requirements as a minimum. Passenger seats with the same safety equipment as the driver seat are highly recommended.

#### **4.6. USE OF ALCOHOLIC BEVERAGES, NARCOTICS, AND DANGEROUS DRUGS - PROHIBITED**

A. No driver, entrant, or crew may consume alcohol until all practice, racing, or track time for his group is finished for the day.

No official may consume alcohol until his duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed until after all the day's on track activities are concluded.

B. The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Any participant who violates this prohibition

shall not seek to participate in the event and may be excluded from the event by the Chief Steward, Safety Steward, or the Chief of an official's specialty  
may be removed from the grounds by the order of the Chief Steward or Safety Steward.

As a condition of continued participation and/or retention of any SCCA license, the participant may be required to submit to such testing procedures that may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case.

#### **5.14.3. Corner Stations**

Personnel - Each corner station shall be staffed with a minimum of two (2) unless otherwise approved by the TT Safety Steward for the event. Personnel should be properly dressed while on station. This means no shorts, tank tops, halter tops, beach wear, etc. while the track is "hot". It is highly recommended that any person on station acting as a first responder should be wearing long sleeves and pants.

#### **7.4.1 ELIGIBILITY**

Entrants with other types of accepted competition licenses must be current SCCA members in good standing and shall have completed the minimum number of events required for the applicable competition license during the license year. SCCA members under the age of 16 who hold a valid Club Racing Novice Permit or higher are eligible to participate

#### **10.6. Ventilation**

All closed cars shall run with both front door windows fully open. TT Safety Steward may allow exceptions based on weather or other conditions

#### **10.8. REQUIRED DRIVER SAFETY EQUIPMENT**

All participants shall wear shoes which fully cover the foot at least to the ankle while on course. Helmets which meet the following requirements must be worn while on course. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, 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.

#### **11.1. PDX (LEVEL 1)**

At PDX (Level 1) events, any car that is street legal will NOT require a roll bar/roll cage, except for Convertibles and Targa\* top automobiles. These cars must have either a roll bar meeting the requirements of section 11 of the TTR, a factory roll bar/roll over protection, or a factory hard top using the factory mounting hardware and mounting points. Owners of cars equipped with factory roll bars/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle tech inspection (a factory issued Owner's or Shop Manual will fulfill this requirement.) Targa\* top (and T-top) automobiles may forgo the roll bar requirement under the condition that the Targa bar meets the height requirements set forth in 11.1.1.B. For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply.

\*Targa top, targa for short, is a semi-convertible car body style with a removable roof section and a full width fixed B-pillar and roof section. The rear window can be fixed or removable.

#### **10.11. FUEL CELLS**

Requirements for fuel cells are waived in Time Trials. Any car equipped with a fuel cell must meet all requirements of GCR section 9.3.26 and all its subsections.

## Appendix B: CRB RULE CHANGES

Effective 1/1/2013, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

### GCR

1. #9700 – (December Fastrack – John Bauer) Update Drug and Alcohol Rule  
Change GCR 2.3.1.B: B. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited. *Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event.* Any participant who

### SUPER TOURING

#### STL

1. #9586 – (December Fastrack – Club Racing Board) Transmissions  
Change 9.1.4.3.E.3: 3. Either the OEM *original* transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (i.e., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety; *any OEM gearsets that fit w/o any modifications to gears, shafts, and/or case* Retrofitting OEM complete gear sets in an alternate transmission case is *are* permitted.

### PRODUCTION

#### HP

1. #9328 – (December Fastrack – David Ellenwood) Clarification/Possible GCR Error  
In HP, Volkswagen Golf (GTI, GT, GL) and Volkswagen Jetta 1780 (85-91) change the notes as follows: "Comp. Ratio limited to 14.5:1 *12.0:1.*"

Effective 1/1/2014, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

### GRAND TOURING

#### IMPROVED TOURING

1. #9237 – (December Fastrack – Matthew Green) Allow Aftermarket Coolant Overflow Tanks  
Thank you for your request. Add as new section 9.1.3.D.3.h: h. Non-pressurized coolant overflow tanks may be replaced with aftermarket units. These replacements must have a minimum volume of 1 pint, and a maximum not to exceed the larger of the stock tank or 2 quarts. Tanks may not be mounted in the driver/passenger compartment.

### PRODUCTION

#### HP

1. #9236 – (December Fastrack – Kevin Dennis) Brake Upgrade PL510  
Thank you for your request. In the specification line for the HP Nissan/Datsun PL510 add to the "brakes alt" column the following "Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted." Also add to the "Notes" column after the word "choke(s)" and before the word "allowed" the following "on I.R. manifold".

### AMERICAN SEDAN

1. #8507 – (December Fastrack – Dean Palmer) Allow 17x8 factory Mustang wheels.  
Thank you for your request. Effective 1/1/2014, please change 9.1.6.D.6.a.1: 1. Maximum wheel diameter is ~~46~~ *17* inches, unless *otherwise* indicated within the vehicle specification line.

## Appendix C: RXB Rule Changes

The following is a summary of changes to the RallyCross Rules for 2013 approved by the RallyCross Board on November 7, 2012.

1. Additional language to allow camber kits for double/unequal arm suspensions in Prepared Categories:

~~6.2.D.8. Any dampers may be used but the damper must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.~~ *Any dampers may be used. Damper attachment points on the body/frame/subframe/chassis/suspension member may not be altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). No damper may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle).*

**6.2.D.8.a.** Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson) suspensions, adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).
3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced. 4. The replacement arms or mounts must attach to the original standard mounting points. All bushings 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.

**6.2.D.8.b.** Springs may be replaced, but they must be of the same type and use original mounting points.

2. Allowance for audio system changes in Stock Categories:

**6.2.C.18.** Audio system components may be replaced with alternate components intended for the application (i.e. factory head unit may be replaced with aftermarket single--☐din head unit).

3. Allowance for oil cooler changes in Prepared Categories:

**6.2.D.22.** Oil cooling radiators for engine, transmission, or differentials; may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions:

- a. Fluid capacity and dry weight of any radiator being modified or replaced must be no less than that of the OEM standard part.
- b. Radiator(s) and their lines must be securely mounted, reside in the engine bay area, or the general location of the OEM part being replaced or modified. No lines may be routed through the passenger compartment.
- c. No body parts or structure may be altered in any way, except for the minimum holes to facilitate mounting brackets and fluid lines, for installation.

4. Alternative processes for Safety Steward licensing in case of conflict (RallyCross Safety Steward Training Program, Training Methodology, pg. 47):

- 4) If a Divisional Steward denies the application for a Safety Steward after the above steps have been followed and there is a request for a review of the application, a Review Committee of three members will be convened. The Review Committee will consist of: a RallyCross Divisional Steward, an RXB member, and a member of the RXB Safety Committee; all must be currently licensed RallyCross Safety Stewards. The committee will review the application and submitted qualifications. They may ask for additional information from the applicant and/or the Divisional Steward who denied the application. The Review Committee will either approve the application or deny it. If denied, the committee will provide recommendations as to what is required to have the application approved.

## **Appendix D: SEB Rule Changes**

### **Item 2) Alcohol and Drug Use**

The following is a revised Solo rule that was originally presented at your October meeting. The revisions from October are in bold.

Replace 1.3.2.K (adapted from the GCR):

1. No driver may consume alcohol until they have completed all their runs and completed their work assignment for the day. No official may consume alcohol until his duties have been completed for the day. Alcohol may not be consumed in the grid until after all the day's competition activities are concluded. Violators may be penalized as provided in Section 9.

Nothing in this section shall override site-specific alcohol restrictions.

2. The use at an event by any participant of any federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. **Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event.** Any participant who violates this prohibition

- shall not seek to participate in the event
- may be excluded from the event by the event chairman
- may be removed from the grounds by the order of the event chairman or chief steward
- may be penalized as provided in Section 9.

As a condition of continued participation, the participant may be required to submit to such testing procedures as may be established by SCCA in its sole discretion. Failure or refusal to submit to such testing shall be deemed a violation of the above prohibitions. However, SCCA assumes no obligation or duty to establish such testing procedures and/or to test participants on a random basis or in a specific case.

### **Item 3) Rule change to Appendix A for G Prepared.**

This proposed rule change was published in the November Fastrack.. The original proposal was published in the February 2012 Fastrack to provide a moderate competitive adjustment for Level 1 (Full Preparation) cars in GP. The proposal has been revised, based on member feedback and results from 2012 Solo Nationals to reflect an 8" maximum wheel width for all Level 1 vehicles, with corresponding increases in allowable track. The effective date of this proposal is 01/01/2013.

Change the listings for all LEVEL 1 (Full Preparation) vehicles in Appendix A for G Prepared as follows (#9225):

Make	Model (VARIANT)	Min Weight (LBS)	Wheels Max	valve head dia in/ex DIA/WIDTH	Max Track F/R (in)
INDUCTION SYSTEM (IF APPL)					
ALT SPEC (IF APPL)					
Alpine					
A108		1300	16x8		
1000		1300	16x8		
1100		1300	16x8		
Austin Morris					
Cooper 1275		1470	14x8	58/58	
Alternate engines (cc):					
850		1050			
970, 997, 998		1100			
1071, 1098		1200			
Austin-Healey					
100-4		2200	16x8	1.73/1.142	54.5/56.5
Alternate part: louvered hood					
Austin-Healey & MG					
Sprite/Midget 948		1125	14x8	1.10 or 1.16/1.00	52/50.5 (2) 1.25" SU or 1.25" Stromberg
Sprite/Midget 1098		1325	14x8	1.31/1.16	52.5/51 (2) 1.25" SU or Stromberg
Sprite/Midget 1275		1550	14x8	1.31/1.16	52.5/51 (2) 1.25" SU HS2 or 1.5" SU
Sprite/Midget 1500		1550	14x8	1.44/1.17	52.5/51 (1) 1.5" Zenith CD4, 1.5" Stromberg SD, or 1.5" SU
Fiat & Bertone					
850 all (inc. Abarth)		1125	14x8	1.146/1.028	51.5/53.5
One Weber 30 DICA downdraft, one Weber 4226434 1.18" pri/1.18" sec, or Weber 34 DMSA 1/100					
X1/9 1290		1500	14x8	1.43/1.21 or 1.23	58.5/59
One Weber 32DMTR (32mm pri & sec) or one Weber 32DATRA/100 (32mm pri & sec)					
X1/9 1498		1650	14x8	1.43/1.31	58/58.5
One Weber 34DMTR (34mm pri & sec)					
Alt carb: Weber 36DCNF w/ 34mm venturi & manifold adapter					

## MG

MGA Twin Cam	1588	16x8	1.59/1.44	52/53.5
Allowed to replace wood floorboards with metal				
MGA		16x8	1.56/1.34	52/53.5
1500 (1469cc)	1469			
1600 (1588cc)	1588			
1622 (1622cc)	1622			
Alt valve sizes: In 1.50", Ex 1.28"				
Replace wood floorboards with metal				
MGB, MGB-GT	1798	16x8	1.57 or 1.63/1.3	54/54.5

## Morgan

4/4 Mk 4 2138cc	2138	16x8	1.37/1.19	52.5/53.5
Alternate Specification: Replace wood floorboards with metal				
4/4 Mk V 2138cc	2138	16x8	1.44/1.19	52.5/53
Replace wood floorboards with metal				

## Opel

GT 1900	1897	14x8		61/61
Two (2) 45 mm sidedraft				
GT 1100	1350	14x8	1.26/1.06	54/55

## Porsche

356, except Carrera and 1500, 1600				
	1700	16x8	1.57 or 1.63/1.35	55/55.5
Two 1.5" SU HS-4 or Two SU or Stromberg				
1300	1550	16x8	1.50/1.20	57/56
2 Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				

## Saab

93 & 96 Sedan		16x8		61/61
843cc (2-stroke)	1200			
Sonett		16x8		61/61
1498cc	1600			
1699cc	1800			

## Sunbeam

Alpine		14x8		56.5/55
In valve dia: 1.500 or 1.480 or 1.432 or 1.436"				
Ex valve dia: 1.210 or 1.180 or 1.172 or 1.176"				

1494cc	1494
1592cc	1592
1725cc	1725

## Triumph

Spitfire 1147	1405	14x8	1.30/1.15	55/54
(2) 1.25" SU or Stromberg				
Spitfire 1296 MkIII	1550	14x8	1.30/1.17	56/55
(2) 1.25" or 1.50" Stromberg or SU or (1) 1.50" CDSE Stromberg or SU				
Spitfire 1296 MkIV	1550	14x8	1.44/1.17	56/57
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU				
Spitfire 1493	1550	14x8	1.44/1.17	56/57
(1) 1.5" Stromberg-type SU or SU				

TR-2 & TR-3	1991	16x8	1.56/1.30	54/53.5
TR-4 & TR-4A (beam axle)				
	2138	16x8	1.56/1.30	56/55
TR-4A (IRS)	2138	16x8	1.56/1.30	56/55
Turner				
950	1125	14x8	1.10/1.16	51/51



1500                      1550                      14x8                      1.45/1.20                      51/51

Carburetion: (1) 28/36DCD22, (1) 32/36DGN, (1) 36DCNF w/30mm choke(s), or (1) 40 DCNF w/ 30mm choke(s)  
Alternate crankshaft: 125 E

#### **Appendix E: RRB Rule Changes**

Art. 8,B,3

3) The SCCA shall recognize National **RoadRally** Champions in three categories each for Course, GTA, and Tour series. The category in which a member competes is based on Experience Points, a combination of all accumulated Lifetime Points plus Competition Points\* accrued after 2006, at the start of the competition year.

\*Competition Points are based on the first six overall positions (10, 8, 6, 5, 4, 3 points respectively) having 50+ points from all SCCA National **RoadRally** Championships within the same series conducted from 2007 through the preceding competition year. Any individual competing during this period but not positioned in the top six overall will receive 1 point for each year of competition.

Categories for **RoadRally** National Championships are:

Sportsman Category:        0 – 9 Experience Points  
Expert Category:            10 – 99 Experience Points  
Master Category:            100+ Experience Points

*The 3rd sentence of the preamble to Lifetime Points is modified slightly*

#### **Appendix T**

##### **T) LIFETIME POINTS STANDINGS**

Lifetime standings for TSD rallies are based on the first six overall positions (10, 8, 6, 5, 4, and 3 points respectively) on all SCCA sanctioned National **RoadRally** events (except NGR) conducted from 1958 to and including the USRRC events in 2012.

*The GTA Lifetime Points will be listed following the TSD Lifetime Points with the following short preamble*

Lifetime standings for GTA rallies are based on the first six overall positions (10, 8, 6, 5, 4, and 3 points respectively) on all SCCA sanctioned National GTA **RoadRally** events conducted from 2007 to and including the USRRC event in 2012.

#### **Appendix F: CRB Rules GT2 Package**

##### **GT2 New Classifications and weight/plate adjustments for 2013**

Due to the demise of the STO class for 2013, and the commitment by the GT Advisory Committee to include otherwise disenfranchised cars into appropriate GT classes, the CRB submits the following car classifications and competition adjustments for 1/1/2013. We understand that the CRB is free to classify cars at any time and to adjust minimum weights and restrictor plates on case-by-case basis. However, due to the scope of this proposal, we wanted to present to the BoD the overall plan for making these changes at this time.

In an effort to strengthen the GT2 class by incorporating the highly prepared ex-STO cars, and by positioning the class to be able to receive pro series cars in the future, we plan to execute a speed-up of the class for 2013. The CRB apologizes for the late notice of the change, but the opportunity to embrace these cars became available as a result of a cascading set of rule changes from the Touring reclassification just completed.

##### **Effective 1/1/2013:**

A. Classify the following list of ex-STO cars to compete in GT2.

1. Cars must be prepared to the 2012 STO rules.
2. Tires will be free
3. The following tables, listing restrictors and weights for classed cars, replace the 2012 STO tables.

The Advisory Committee will continue to work on incorporating the 2012 STO rules into the GT rule set. Although this will be completed for the 2014 season, the GTAC and the CRB felt it was important to include these cars immediately.

B. Modify the existing GT2 spec lines as follows:

1. All unrestricted and choke restricted cars get a 6% weight reduction rounded down to the nearest 10lbs
2. All SIR restricted cars get a 17% larger area (37mm to 40mm and 40mm to 43mm)
3. Porsche 997 Cup cars may remove the specified flat plate restrictor
4. Sunbeam Tiger restrictor plate is changed to 1.15" x 4

C. Other cars classed in GT2 that would like other considerations for executing the planned speed-up of the class should send letters to the CRB. In particular, we are seeking input from current 996 Porsche Cup owners on how to best provide them a speed-up for 2013.

D. Current TA2 and GTA cars will be included in GT2 as soon as possible. The TA2 cars will be classified according to current TA2 rules except there will be no spec tire.

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.				
GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Aston Martin DB9	6000	3300		
<i>Aston Martin GT 4</i>	<i>4700</i>	<i>2900</i>		
Aston Martin Vantage N24 (07-08)	4280	2800		
Aston Martin Vantage	6000	3300		
<i>Audi R8</i>	<i>5200</i>	<i>3200</i>	<i>40.5mm</i>	<i>Must meet February 2012 Grand Am Specs. Must meet 9.1.4.P.1 for tire requirements.</i>
BMW E46 M3 & E36 / <i>BMW Z3</i>	3200	2600		The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. The M5 5.0L is permitted at 3000 lbs. Flossman body kit is permitted. 4.0L V8 permitted at 2900 lbs.
BMW M3 E92 (08-09)	3999	2900		
Cadillac CTS/ CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird <i>Pontiac GTO</i> <i>Pontiac Solstice</i>				
	5733	2950		<i>GM V-8 engines with OEM specs 4.00" bore x 3.48" stroke; e.g., LT1, LT4, L98, etc</i>
	6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5665	2950		GM LS1, LS6
	5967	3240		<i>GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.</i>
	6162	3110		Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.
	6162	3350		GM LS3
	7011	3300	75mm flat plate or 45mm SIR	<i>GM LS7</i>
	7011	3500	80mm flat plate	GM LS7
	Chassis-specific notes: <b>Camaro/Firebird:</b> Aftermarket K members are permitted. <b>Corvette:</b> The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. <i>For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. For Pontiac Solstice: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.</i>			

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ACR-X	7990	3300		
	8000	3300		
	8300	3300	(2) 50mm flat plates	
	8400	3400	(2) 50mm flat plates	
	8400	3400	(2) 60mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.
Chassis-specific Notes: OEM fuel tank may be used.				
Ferrari 360	3600	2780		
Ferrari 430 Challenge	4310	2950		Must be prepared to the 2006 Ferrari Challenge engine and transmission specifications; DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted
Maserati Trofeo Light	4244	2900		
Panoz Esperante GTS	5800	3000		
Porsche Cayman (05-11)	3600	2875		
Porsche 944	2500	2700		May use Jayco super 50 Turbo.
Porsche 996	3600	2808		
Saleen SR	5800	3190		

## GT2 Cars - ACURA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
NSX	NA	2dr	RWD	99.6	The fuel cell(s) may be relocated to the front trunk area.
RSX	NA	2dr	FWD	101.2	No mid-engine mounting. Hood bulge permitted with no openings.

## Engines - ACURA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	87.0 x 84.0	1997	Alum, Crossflow	4	Automotive type sidedraft	1830	
	DOHC	87.0 x 90.7	2157	Alum, Crossflow	4	Automotive type sidedraft	1830	
	DOHC	89.9 x 78.0	2971	Alum, Crossflow	4	Automotive type sidedraft	2140	
	DOHC	93.0 x 78.0	3176	Alum, Crossflow	4	Automotive type <b>Unrestricted</b>	2190	
	SOHC	89.0 x 86.0	3210	Alum, Crossflow	4	40mm SIR	2280	
	SOHC	89.0 x 93.0	3471	Alum, Crossflow	4	40mm SIR	2280	

GT2 Cars - ALFA ROMEO								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
GTV	NA	2dr	RWD	94.5	Hood modifications allowed for carburetors.			
Engines - ALFA ROMEO								
Engine Family	En-gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc-tion	Weight (lbs)	Notes
	SOHC	88.0 x 68.3	2492	Alum, Crossflow	2	Unrestricted	1900	
	SOHC	93.0 x 72.6	2959	Alum, Crossflow	2	Unrestricted	2040	
GT2 Cars - AUDI								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
TT Coupe	NA	2dr	FWD	97.3				
Engines - AUDI								
Engine Family	En-gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc-tion	Weight (lbs)	Notes
	DOHC	82.5 x 92.8	1984	Alum, Crossflow	4	Unrestricted	1730	
GT2 Cars - BMC thru Rover Group								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
MGB GT V8 & RV8	NA	2dr	RWD	91.0				
TR8	NA	2dr	RWD	85.0				
Engines - BMC thru Rover Group								
Engine Family	En-gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc-tion	Weight (lbs)	Notes
	OHV	71.1 x 88.9	3528	Alum, Crossflow	2	41mm SIR	2280	Alternate induction: Holley P/N 0-80507-1 (390 CFM) on unrestricted manifold with a mandatory plate between the carburetor and plenum of 0.060" flat steel or aluminum plate with four (4) 1.15" holes. Spacer is unrestricted. The restrictor plate shall be positioned within 4" of the throttle butterflies. All inducted air shall pass through the specified restrictor plate.
GT2 Cars - BMW								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
325	84-91	2dr	RWD	101.2				
M3 (E30)	88-91	2dr	RWD	101.2				
M3 (E36)	95-99	2dr	RWD	106.3				
M3 (E46)	00-	2dr	RWD	106.3				
330ci (E46)	01-	2dr	RWD	107.3				
Engines - BMW								
Engine Family	En-gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc-tion	Weight (lbs)	Notes
S14	DOHC	93.4 x 84.0	2302	Alum, Crossflow	4	Unrestricted automotive type	1950	
M20	SOHC	84.1 x 75.0	2494	Alum, Crossflow	2	Unrestricted automotive type	1950	
M50	DOHC	84.1 x 75.0	2494	Alum, Crossflow	4	Unrestricted automotive type	2140	
S50	DOHC	86.0 x 85.8	2990	Alum, Crossflow	4	Unrestricted automotive type	2140	
S50B32	DOHC	86.4 x 91.0	3201	Alum. Crossflow	4	40mm SIR	2280	

S52	DOHC	86.4 x 89.6	3152	Alum, Crossflow	4	40mm SIR	2280	
S54	DOHC	87.0 x 91.0	3246	Alum. Crossflow	4	40mm SIR	2280	

## GT2 Cars - CHEVROLET

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Cavilier Z24	NA	2dr	FWD	104.0	
Monza	75-80	2dr	RWD	97.0	

## Engines - CHEVROLET

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	89.9 x 89.03	2210	Alum, Crossflow	4		1830	GM racing block #XGB615 and cylinder head #XGBH614 allowed.
	DOHC	92.2 x 85.09	2272	Alum, Crossflow	2		1950	
EcoTec	DOHC	88.9 x 94.6	2349	Alum. Crossflow	4		2080	
	DOHC	90.0 x 94.0	2392	Alum, Crossflow	4		1950	
	OHV	101.6 x 82.6	2679	Alum, Crossflow	2	Unrestricted automotive type	1900	
	OHV	89.0 x 84.0	3136	Iron, Cross-flow	2	42mm SIR	2150	

## GT2 Cars - CHRYSLER/DODGE/PLYMOUTH

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Breeze / Stratus	NA	2dr	FWD	108.0	
Neon	NA	2dr, 4dr	FWD	104.0	
Daytona / Laser	84-87	2dr	FWD	97.0	Turbo Z body panels allowed.

## Engines - CHRYSLER/DODGE/PLYMOUTH

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	87.5 x 83.0	1995	Alum, Crossflow	4	Unrestricted automotive type	1830	
	DOHC	87.5 x 83.0	1995	Alum, Crossflow	4	Unrestricted automotive type	1830	
	SOHC	87.5 x 92.0	2213	Alum, Non-Crossflow	2	(2) Automotive type	1950	

## GT2 Cars - FERRARI

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
308 GTB	76-	2dr	RWD	92.1	Fuel cell(s) must comply with GCR 9.3 Fuel Cell Specifications but may be relocated to front trunk or remain in OEM saddle tank locations.
288, 328, 348, 355	NA	2dr	RWD	96.5	Fuel cell(s) must comply with GCR 9.3 Fuel Cell Specifications but may be relocated to front trunk or remain in OEM saddle tank locations. Engine may be rotated longitudinally.

## Engines - FERRARI

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	81.0 x 71.0	2926	Alum, Crossflow	2	Unrestricted Automotive type	2140	
	DOHC	83.5 x 68.0	2980	Alum, Crossflow	4	40mm SIR	2280	

## GT2 Cars - FORD

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Capri I, II	NA	2dr	RWD	100.8	
Mustang	74-78	2dr	RWD	100.8	
Mustang	79-93	2dr	RWD	100.5	
Probe	NA	2dr	FWD	99.0/102.9	

Engines - FORD								
Engine Family	En- gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc- tion	Weight (lbs)	Notes
	SOHC	91.0 x 77.0	1993	Alum, Crossflow	2	(2) Automotive type	1830	
	DOHC	84.5 x 74.2	2496	Alum, Crossflow	4	Unrestricted automotive type	2105	
	OHV	90.0 x 66.8	2550	Iron, Cross- flow	2	Unrestricted automotive type	2040	
	OHV	93.0 x 68.6	2796	Iron, Cross- flow	2	Unrestricted automotive type	2040	
	OHV	93.0 x 72.6	2934	Iron, Cross- flow	2	Unrestricted automotive type	2040	World Products 2.9 OHV cylinder head allowed.
GT2 Cars - INFINITI								
Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes			
G20	99-02	4dr	FWD	102.4/97.5				
Engines - INFINITI								
Engine Family	En- gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc- tion	Weight (lbs)	Notes
	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	Unrestricted automotive type	1830	
GT2 Cars - HONDA								
Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes			
Prelude	93-	2dr	FWD	100.4				
Engines - HONDA								
Engine Family	En- gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc- tion	Weight (lbs)	Notes
	DOHC	87.0 x 90.7	2157	Alum, Crossflow	4	Unrestricted automotive type	2040	VTEC not allowed.
	DOHC	86.9 x 95.0	2252	Alum, Crossflow	4	Unrestricted automotive type	2090	
GT2 Cars - JAGUAR								
Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes			
XKE Coupe, Roadster	NA	2dr	RWD	96.0	Roadster windshield may be removed and a low front hoop roll cage fitted.			
Engines - JAGUAR								
Engine Family	En- gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc- tion	Weight (lbs)	Notes
	DOHC	87.1 x 105.9	3781	Alum, Crossflow	2	Unrestricted Auto- motive type	2110	
	DOHC	92.0 x 105.9	4235	Alum, Crossflow	2	Unrestricted Auto- motive type	2110	
GT2 Cars - LOTUS								
Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes			
Esprit	75-	2dr	RWD	96.0				
Engines - LOTUS								
Engine Family	En- gine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induc- tion	Weight (lbs)	Notes
	DOHC	95.3 x 76.2	2174	Alum, Crossflow	4	Unrestricted (2)Automotive type	2040	
GT2 Cars - MAZDA								
Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes			



MX-5 / Miata	90-	2dr	RWD	89.2	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
RX-7	NA	2dr	RWD	95.2 / 95.5 / 95.7	Downing GTS body kit allowed with 75 lbs. weight increase. This "one-off" body allowance is not meant as an open invitation for others to be classified. May run transaxle with 100 lb. weight penalty.
RX-8	NA	2dr	RWD	98.0	May run transaxle with 100 lb. weight penalty.

## Engines - MAZDA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
12A		Street Port	2292			Unrestricted Automotive type	1720	
12A		Street / Bridge / Peripheral Port	2292			Unrestricted automotive type	1810	
13B		Street / Bridge Port	2616			Unrestricted Automotive type	1810	
13B		Peripheral Port	2616			Unrestricted automotive type	1900	
Renesis		Street Port	2616			Unrestricted Automotive type	1810	
	DOHC	89.0 x 79.5	2967	Alum, Crossflow	4	Unrestricted Automotive type	2090	Hood bulge allowed.
20B		Street / Bridge / Peripheral Port	3924			43mm SIR	2230	

## GT2 Cars - MERCEDES BENZ

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
190E	85-92	4dr	RWD	104.9	

## Engines - MERCEDES BENZ

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	82.9 x 80.3	2599	Alum, Crossflow	2	Unrestricted automotive type	2060	

## GT2 Cars - MERCURY

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Capri	79-86	2dr	RWD	100.8	

## Engines - MERCURY

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	93.0 x 68.6	2796	Iron, Cross-flow	2	Unrestricted automotive type	2040	
	OHV	93.0 x 72.6	2934	Iron, Cross-flow	2	Unrestricted automotive type	2040	World Products 2.9 OHV cylinder head allowed.

## GT2 Cars - NISSAN

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
240Z / 260Z / 280Z	-78	2dr	RWD	90.7	Headlight covers allowed. Hood bulge allowed.
280-Z 2+2	NA	2dr	RWD	102.6	
280-ZX	79-	2dr	RWD	91.3	
240-SX	NA	2dr	RWD	97.5	
240-SX S13	NA	2dr	RWD	97.5	Hood bulge allowed.
240-SX S14	NA	2dr	RWD	99.4	Hood bulge allowed.
300-ZX Z31	-89	2dr	RWD	91.3	Hood bulge allowed.
300-ZX Z32	90-	2dr	RWD	96.5/101.2	Hood bulge allowed.
350Z	NA	2dr	RWD	97.5 / 99.4 / 104.3/90.7 / 91.3/102.6 / 104.3/91.3 / 96.5/101.2 / 104.4	Doors may be pinned from the bottom at door bar height. Hood bulge allowed.

Engines - NISSAN								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
SR20DE/VE	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	Unrestricted automotive type	1830	
L24	SOHC	83.0 x 73.3	2380	Alum, Non-Crossflow	2	Unrestricted Automotive type	1950	
KA24E	SOHC	89.0 x 96.0	2389	Alum, Crossflow	3	Unrestricted	1920	
KA24DE	DOHC	89.0 x 96.0	2389	Alum, Crossflow	4		1950	
QR25DE/DD	DOHC	89.0 x 100.0	2489	Alum, Crossflow	4	40mm SIR	2080	Direct injection not permitted.
VQ25	DOHC	85.0 x 73.3	2495	Alum, Crossflow	4	40mm SIR	2130	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.
L26	SOHC	83.0 x 79.0	2565	Alum, Non-Crossflow	2	Unrestricted Automotive type	1950	
VG30	SOHC	87.0 x 77.2	2754	Alum, Non-Crossflow	2	Unrestricted Automotive type	1950	
L28	SOHC	86.1 x 79.0	2760	Alum, Non-Crossflow	2	Unrestricted Automotive type	1950	
L28	SOHC	86.1 x 83.0	2899	Alum, Crossflow	2	Unrestricted Automotive type	2040	
VG30	DOHC	87.0 x 83.0	2960	Alum, Crossflow	4	Unrestricted Automotive type	2140 2230 w/ 40mm SIR	An SCCA approved F.I. kit of OEM origin is allowed. Contact the National Office for part numbers and specs.
VQ30	DOHC	93.0 x 73.3	2988	Alum, Crossflow	4	40mm SIR	2280	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.
VQ35 w/ VQ30 crankshaft	DOHC	95.5 x 73.3	3150.3	Alum, Crossflow	4	40mm SIR	2280	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.
VQ30 w/ VQ35 crankshaft	DOHC	93.0 x 81.4	3317.7	Alum, Crossflow	4	40mm SIR	2280	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.
VG33	SOHC	81.5 x 83.0	3275	Alum, Crossflow	2	40mm chokes or 40mm SIR	2090 2230	
VG33E	DOHC	91.5 x 83.0	3275	Alum. Crossflow	4	40mm SIR	2280	
VQ35	DOHC	95.5 x 81.4	3498	Alum, Crossflow	4	37mm SIR	2280	Nismo cyl head #11040RRZ30 and 11090RRZ30 allowed.

GT2 Cars - PANOZ						Notes
Model	Years	Body Style	Drive-line	Wheel-base (in)		
Esperante GTS	NA	2dr	RWD	107.6	<p>Cars must be prepared to Panoz Esperante GTS specifications and competitors must have a copy of the current GTS rules in their possession. Wheels: (F) 18x10 (R) 18x11. Track (F) 64.0 (R) 67.8. Any tire with a diameter of 17" or 18" may be used provided the tire does not exceed a maximum cross section width of 11.5" in the front and 12.5" in the rear; <b>or may use conventional GT2 tires and wheels per GTCS 9.1.2.F.4.c.10.</b> Internal modification to stock Penske 7500 shocks are permitted. Shock seals are not required. <b>Brakes are unrestricted. Front and rear anti-roll bars are unrestricted.</b></p>	

Engines - PANOZ								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	101.6 x 88.9	5754	Alum, Crossflow	2	Holly 4bbl. 750 cfm #0-4779C. ProForm 67100C throttle body - Panoz part #GTS6-3349 allowed.	2880	Maximum compression ratio of 10.5:1. Fresh air intake air cleaner housing Panoz #GTS9-3348 allowed. Engine seals are no longer being installed; engines must comply with Panoz GTS engine requirements available at <a href="http://www.scca.com/clubracing/content.cfm?cid=44722">http://www.scca.com/clubracing/content.cfm?cid=44722</a> .

GT2 Cars - PONTIAC						Notes
Model	Years	Body Style	Drive-line	Wheel-base (in)		
Fiero	NA	2dr	FWD	93.4	May convert to front engine/rear wheel drive. If OEM engine location is used (i.e. rear-engine) IRS weight penalty is waived. Air cleaner may protrude through engine hatch.	
Grand Am	NA	2dr	FWD	103.4		
Sunfire GT	NA	2dr	FWD	104.0		

Engines - PONTIAC								
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Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	86.0 x 94.6	2198	Alum, Crossflow	4		1830	
LE5 Ecotech	DOHC	88.9 x 89.03	2210	Alum, Crossflow	4		1830	GM racing block #XGB615 and cylinder head #XGBH614 allowed.
	DOHC	92.2 x 85.09	2272	Alum, Crossflow	4	Unrestricted Automotive type	1950	
EcoTec	DOHC	88.9 x 94.6	2349	Alum, Crossflow	4		1950	GM racing block #XGB615 and cylinder head #XGBH614 allowed.
	DOHC	90.0 x 94.0	2392	Alum, Crossflow	4		1950	
	OHV	101.6 x 76.2	2471	Iron, Crossflow	2	Unrestricted Automotive type	1810	
	OHV	101.6 x 82.6	2679	Iron, Crossflow	2	Unrestricted Automotive type	1900	
	OHV	89.0 x 76.0	2837	Iron, Crossflow	2	Unrestricted automotive type or 42mm SIR	2080	Factory aluminum cylinder heads allowed.
	OHV	89.0 x 84.0	3136	Iron, Crossflow	2	Unrestricted automotive type or 42mm SIR	2150	
	OHV	92.0 x 84.0	3350	Iron, Crossflow	2	Unrestricted automotive type or 42mm SIR	2090	
	OHV	94.0 x 84.0	3498	Iron, Crossflow	2	Unrestricted automotive type or 40mm SIR	2140	
							2280	

## GT2 Cars - PORSCHE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
911 Coupe & Targa	68-	2dr	RWD	89.4	Factory spoiler: 930-512-023-00 & 530-512-021-00 (or kit #930-512-901-01), no reproductions. Windshield may be removed on Targa and a low front hoop roll cage may be fitted.
914-6	NA	2dr	RWD	96.5	Top panels may remain if bolted or pinned. Roof of alt. material allowed. Windshield may be removed and a low front roll cage may be fitted. 75-76 bumpers allowed.
944	NA	2dr	RWD	94.5	
968	NA	2dr	RWD	94.5	
Boxster	NA	2dr	RWD	95.1	Top panels may remain if bolted or pinned. Roof of alt. material allowed. Windshield may be removed and a low front roll cage may be fitted.
996/997 GT3 Cup	996: 98-05 997: 06-09	2dr	RWD	996: 92.5 997: 92.7	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 and windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. 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. Tires per GCR. 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. 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; 997 required gear ratios: Crown wheel and pinion 8/32; 1st gear 12/38, 2nd gear 15/32, 3rd gear 18/31, 4th gear 20/28, 5th gear 23/26, 6th gear 29/27.

## Engines - PORSCHE

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	SOHC	80.0 x 66.0	1991	Alum, Crossflow	2	Unrestricted (2) Automotive type	1900	OEM 2-valve air-cooled heads may be modified to utilize two spark plugs per cylinder. Alt. head: 911-104-302-OR (w/ sealed injector port).
	SOHC	84.0 x 66.0	2195	Alum, Crossflow	2	Unrestricted (2) Automotive type	1900	OEM 2-valve air-cooled heads may be modified to utilize two spark plugs per cylinder. Alt. head: 911-104-302-OR (w/ sealed injector port).
	SOHC	84.0 x 70.4	2341	Alum, Crossflow	2	Unrestricted (2) Automotive type	1900	
	SOHC	100.0 x 78.9	2478	Alum, Crossflow	2	Unrestricted Automotive type	1950	Alt. 4 valve head #944 104 013 03.
	DOHC	85.5 x 72.0	2480	Alum, Crossflow	4	Unrestricted Automotive type	1950	

	SOHC	104.0 x 78.9	2681	Alum, Crossflow	2		2020	
	DOHC	90.0 x 70.4	2687	Alum, Crossflow	4	40mm SIR	2180	
	SOHC	100.0 x 88.0	2766	Alum, Crossflow	2	39mm SIR	2180	
	SOHC	92.0 x 70.4	2808	Alum, Crossflow	2	Unrestricted (2) Automotive type	1900	
	DOHC	104.0 x 88.0	2981	Alum, Crossflow	4	Unrestricted automotive type	2040	
	SOHC	95.0 x 70.4	2992	Alum, Crossflow	2	Unrestricted (2) Automotive type	1950	
	DOHC	93.0 x 78.0	3179	Alum, Crossflow	4	Unrestricted Automotive type	2230	
	SOHC	Unspecified	3200	Alum, Crossflow	2	Unrestricted (2) Automotive type	2030	
	SOHC	Unspecified	3400	Alum, Crossflow	2	Unrestricted (2) Automotive type	2086	
	SOHC	Unspecified	3600	Alum, Crossflow	2	38.5mm SIR	2160	
	SOHC	Unspecified	3600	Alum, Crossflow	2	Unrestricted automotive type	2140	
	SOHC	Unspecified	3800	Alum, Crossflow	2	39.5mm SIR	2140	
	SOHC	Unspecified	3800	Alum, Crossflow	2	Unrestricted automotive type	2380	
	DOHC	100.0 x 76.4	3598	Alum, Crossflow	4	OEM fuel injection w/ stock, unmodified throttle body	996: 2730 997: 2775	996 and 997 Porsche Cup cars only.

## GT2 Cars - SUNBEAM

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Tiger	NA	2dr	RWD	86.0	Windshield may be removed and a low front hoop roll cage may be fitted.

## Engines - SUNBEAM

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	96.5 x 72.9	4265	Iron, Cross-flow	2	Ford C30 FAB, C30F-9510E, C40F-9519-1E*	2280	Cylinder Heads: Any Ford 260, 289, or 302 Windsor V-8 cast-iron production cylinder head, delivered on U.S. model cars or trucks, and bearing unmodified factory casting numbers beginning in C, D, E, or F are allowed. Competitor shall be able to provide documentation from the manufacturer identifying application(s), displacement, engine family, and casting identification. Ford Motorsport engine blocks P/N M-6010-A50, & M-6010-B50 and M6010-BOSS302 are allowed.
	OHV	101.6 x 72.9	4728	Iron, Cross-flow	2	*Manifold: Stock Sunbeam Tiger manifold only. Holley P/N 0-80507-1 (390 CFM) on unrestricted manifold. A restrictor plate between the carburetor and plenum is mandatory for cars running the 390cfm carburetor: 0.060" flat steel or aluminum plate with four (4) 1.15" holes. Spacer is unrestricted. The restrictor plate shall be positioned within 4" of the throttle butterflies. All inducted air shall pass through the specified restrictor plate.	2280	

## GT2 Cars - TOYOTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Celica incl. GTS	82-89	2dr	FWD	99.4	

Celica incl. GTS	90-05	2dr	RWD	93.7 /99.4	RWD only. Hood bulge permitted with no openings for 2000-2005.
MR-2	91-95	2dr	RWD	94.5	No factory rear spoiler/wing. Fuel cell may be relocated to front trunk area. 3S front engine/rear drive conversion @ 1950 lbs.
Solara	00-	2dr	FWD	107.1 / 102.4/97.0	
Supra	NA	2dr	RWD	94.5	

## Engines - TOYOTA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3S	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	Automotive type sidedraft	1830	
5S	DOHC	87.0 x 91.0	2164	Alum, Crossflow	4	Automotive type sidedraft	1830	
2RZ	DOHC	95.0 x 86.0	2438	Alum, Crossflow	4	40mm SIR	2080	
5M	DOHC	83.0 x 85.0	2759	Alum, Crossflow	2	Unrestricted Automotive type	2040	
1MZ	DOHC	87.5 x 83.0	2995	Alum, Crossflow	4	Unrestricted Automotive type or 40mm SIR	2140 2280	
2GR	DOHC	94.0 x 86.36	3594	Alum, Crossflow	4	40mm SIR	2280	

## GT2 Cars - VOLKSWAGEN

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Corrado	NA	2dr	FWD	97.3	
Golf incl. GTI	NA	2dr	FWD	97.3	

## Engines - VOLKSWAGEN

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	82.5 x 92.8	1984	Alum, Crossflow	4	Unrestricted (2) Automotive type	1860	
	DOHC	81.0 x 90.3	2782	Alum, Crossflow	4	Unrestricted (2) Automotive type	2140	

# CLUB RACING BOARD

## SCCA Club Racing Board Minutes | December 4, 2012

SPECIAL NOTE FOR THIS ISSUE OF THE MINUTES: There are numerous references to letters #9338, #6831, and #9599 in responses to letters herein. The location of these 3 letters can easily be found by searching for their number in bold red.

The Club Racing Board met by teleconference on December 4, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Fred Clark, Jim Drago, Peter Keane, John LaRue, Mirl Swan, and Pam Richardson, secretary. Also participating were: Todd Butler and Richard Patullo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Ryan Miles, Technical Coordinator, Club Racing. Bob Dowie participated as a guest. The following decisions were made:

### **SUGGESTED RULES FOR 2014**

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.

### **WHAT DO YOU THINK?**

None.

### **MEMBER ADVISORIES**

#### **Super Touring**

##### **STU**

##### **1. #9728 (Marc Hoover) Tire Rule**

Thank you for your letter. The 225/45-15 is within .2" in section width of the 245/40-17. The perception is that the competitor is reducing their tire size by "2" tire sizes. The reality is it isn't out of the realistic tolerance of a similar tire for most competitors in the class. The CRB is standing behind the decision to limit the max tire size for STU.

### **NOT APPROVED BY THE CRB**

#### **Formula/Sports Racer**

##### **CSR**

##### **1. #9730 (Jason Miller) Turbo Charged Engine in D & C Sports Racing**

Thank you for your concern. The DSR and CSR rules have already been set for the competition year 2013. As you know, for 2014, DSR and CSR will be combined into a single class SR1, and a new class SR2 will be formed with a performance envelope between SRF and the new class, SR1. Your concerns have been forwarded to both the SR1 and SR2 committees who will be working on the allowed engine induction system methods for both classes. The CRB anticipates a new and very much improved format for Sports Racing Cars beginning in 2014.

##### **FA**

##### **1. #9759 (Paul Morrison) Use of Table of Engines**

The FA engine table has been set for the 2013 racing season. Thank you for your concern regarding the restriction of engine options in the FA engine table; however, the CRB believes this new table will promote more competitive racing while still leaving open the option for competitors to propose engines not currently in use.

#### **Grand Touring**

##### **GT**

##### **1. #9419 (Peter Zekert) Allow Slide Type Throttle Plates for Carburetors in GT**

Thank you for your request. The CRB has no plans to approve this type of induction.

##### **GT2**

##### **1. #9333 (Rick Parker) Windshield Rule 9.3.56**

Thank you for your letter. In the notes of the specification line for the GT2 Porsche Cup, it says: "Cars may not be altered in any way except as authorized below." The authorized modifications below this statement say nothing about windshields. The CRB has no plans to make this change.



2. #9430 (Mark Langren) Classify the Base Model Porsche 996 with Aerodynamic Bodywork for GT2  
Thank you for your request. 2013 STO rules (note that STO is now part of GT2) allow your requested modifications.

## **GTL**

1. #9337 (Bob Dowie) Adjust 1397 Weight/Remove Restrictor

Thank you for your letter. This engine was recently (October 2012 Fastrack) given a non-SIR/weight option that the CRB wishes to monitor before considering additional changes.

2. #9636 (Bill Blust) Weight Adjustment for Sprite/Midget in GTL

Thank you for your letter. If you include in your calculations that the Spitfire running in GTL must add the 2.5% IRS weight penalty, the Spitfire must run at a minimum weight of 1722 lbs., while the Spridget weighs 1680 lbs.

## **Improved Touring**

### **ITB**

1. #9689 (Dave Gran) Honda Weight Review

Please see response to letter #9599.

2. #9770 (Russ Myers) Weight Reduction for Ford Pinto

Please see response to letter #9599.

3. #9771 (Russ Myers) Re-classify the Ford Pinto

Please see response to letter #9599.

## **Production**

### **EP**

1. #9532 (Dave Kavitski) Add Weight to Above Cars to Equalize EP

Thank you for your request. Slowing cars in EP would erode the historical difference in lap times between EP and FP. As evidenced by race times at the 2012 Runoffs, the cars at the front of the EP field are becoming increasingly closer in times. The car campaigned by the writer of the letter posted a time significantly faster in the race than in qualifying indicating continued improvement in this car.

2. #9632 (Jake Tesch) Allow 240/260 to Use 5 Speed Transmission

Thank you for your letter. This request is contrary to class philosophy. At a minimum, allowing a transmission with additional gears, would require the addition of weight or some other competition adjustment to this car.

3. #9634 (Jake Tesch) Allow Larger Front Brakes for 240 & 260 Datsun Z

Thank you for your request. This car is allowed alternate brakes of a size consistent (based on weight) with those listed for other cars in the class. Additionally, no other problems have been reported with the brakes for this car.

### **FP**

1. **#9338** (Rick Harris) Limited Preparation Aftermarket Rods

Thank you for your letter. This issue has been considered on a number of occasions. The car that is the subject of most of the current letters is the FP level 2 Miata. The failures cited appear to be primarily the result of over revving the engine as a consequence of a missed downshift. Although aftermarket rods may reduce the chance of rod breakage, in this situation, they are not a guarantee. There is also the issue that all cars have weak links. Once that part is strengthened and performance increased, there will be another part that is the next weak link. This type of incremental creep is what hurt production previously (before the advent of level two preparation rules). This is not a situation where the stock rod is inadequate for competition. It functions well other than in situations where the engine is over revved significantly. The CRB remains open to allowing an aftermarket part on a particular car where the stock part required by the rules is incapable of withstanding the stresses of competition.

2. #9691 (Inness Eisele) Reduce the Weight of the 1991 BMW 318

Thank you for your request. This car was just recently classed in its current configuration and the CRB will continue to monitor its performance.

### **HP**

1. #9102 (Keith Church) Allow Aftermarket Rods on LP Engines

Thank you for your letter. This issue has been raised several times in the last few years; however, to date, there has been no showing of overwhelming support for this rule change. One of the concerns of the CRB is that allowing one such aftermarket component will lead to requests for other aftermarket parts, with the ultimate result of significantly increasing costs.

2. #9722 (Dick Gagliardi) VW Scirocco Weight Adjustment

Thank you for your request. The rule change allowing electronic fuel injection is relatively new. The performance of cars using the original mechanical injection compared to cars using electronic injection will continue to be monitored to determine if an

adjustment is warranted.

#### **American Sedan**

1. #9539 (Tom Campbell) Alternate Connecting Rods

Thank you for your request. Allowing aftermarket connecting rods for Restricted Preparation American Sedan cars is not within the class philosophy. The CRB has no plans to make this change.

#### **Touring/Showroom Stock**

##### **T**

1. #9646 (Mark McCaughey) Prohibit the Use of Flat Plate Restrictors in Touring 4

Thank you for your request. The CRB has no plans to ban flat plate restrictors in T4.

2. #9647 (Mark McCaughey) Release Restrictor Data to Member When Implemented

Thank you for your request. The CRB has no plans to do this.

##### **T2**

1. #9679 (William Moore) New Touring Rules

Thank you for your request. When a car is classified in Touring, the OEM aerodynamic package that comes stock on that classified car is permitted. Allowing non-OEM aerodynamic packages for cars that do not come with them is outside the philosophy of Touring. Such OEM packages are taken into consideration for the car's overall performance capability when classifying the car. The CRB has no plans to change this philosophy for Touring.

##### **T3**

1. #9635 (Philip Royle) ECU Allowance in Touring

Thank you for your request. The CRB has no plans to allow piggyback ECU systems in Touring, as it is outside the philosophy of the Touring class structure.

#### **SSB**

1. #9536 (Stan Czacki) Camber

Thank you for your request. Some of the cars in T4 cannot get to -3.0 degrees of camber. Therefore, the CRB has no plans to make this change.

#### **B-Spec**

1. #9126 (Peter Schwartzott) Section 9.1.7 27.A Exhaust Double Standard

Thank you for your letter. The B-Spec manufacturers do not support this change. The CRB has no plans to make this change.

2. #9619 (Larry Mongillo) B-Spec Car

Thank you for your request. Only the Kia Rio 5 is classified in B-Spec.

#### **PREVIOUSLY ADDRESSED**

#### **Formula/Sports Racer**

##### **FV**

1. #9640 (Jess Valentine) Allow Aftermarket Pistons

Thank you for your letter. Please see the response to letter #8420 (Technical Bulletin).

#### **Grand Touring**

##### **GTL**

1. #9200 (Charles Leonard) Allow Cross-Flow Head for Mini

Thank you for your request. This was taken care of in the November 2012 Fastrack, letter #8971.

2. #9676 (Bill Blust) Allow Body Modification for Tall Drivers in a GTL Mark1 Sprite

Thank you for your letter. Per the GTCS, the interior bulkheads may be modified or removed in GT.

#### **Improved Touring**

##### **ITA**

1. #6988 (Ralf Lindow) Corrections

Thank you for your letter. Please see the December 2012 Technical Bulletin, letter #9201.

#### **Production**

##### **EP**

1. #9802 (Bill Blust) Weight Reduction on Spridget

Thank you for your letter. Please see the response to letter #9397, December 2012 Fastrack.

## **HP**

1. #9765 (William Trainer) 8v 1.8L VW Engines May Utilize Any O.E. Throttle Body  
Thank you for your letter. Please see response to letter #9797 (Technical Bulletin).

2. #9847 (William Trainer) Proposed HP Golf Compression Change #9328  
Thank you for your letter. Please see the response to letter #9797 (Technical Bulletin).

## **Touring/Showroom Stock**

### **T**

1. #7860 (Cheyne Daggett) 2013 Changes  
#7896 (Mark McCaughey) Proposing Additional 'Class 4' Cars  
#7897 (Mark McCaughey) Addition of XRS to the Proposed 'Class 3'  
#8335 (Joey Wang DeFilippis) Follow-up to: Changes to Mitsubishi Evo for 2013 Class Consolidation  
#8393 (Bob Henderson) Classify the 2013 Toyota Scion FRS  
#8508 (Mark McCaughey) 2013 Classification of Scion FR-S in SSB  
#8519 (Scott Ewing) Allow JCW GP Front Fascia  
Please see the response to letter #6831.

2. #8875 (Cheyne Daggett) Adjustments During the Season  
Thank you for your letter. The SCCA recognizes the extensive changes to Touring for 2013 and will make needed changes on a case by case basis during the year.

3. #8906 (David Mead) Allow alt Driveshaft Source for T2/T3 Mustangs  
#9033 (Christopher Childs) Reinstate the Open Sway Bars and Springs  
#9082 (Chris Dryden) Allow Alternate Suspension on the MX-5  
#9359 (John Steflik) Please Class this Car - Scion FR-s / Subaru BRZ  
#9559 (Barry Brown) Add 99 Honda Civic Si to T4?  
#9752 (Patrick Womack) Review the Z4M coupe  
Please see the response to letter #6831.

### **T1**

1. #8451 (Cheyne Daggett) Allow Clone Boss Mustang in T1  
#8504 (Marty Grand) Allocations for Evo T1 Placement  
#9065 (Joe Aquilante) Recent Proposed T1 rules for 2013  
Please see the response to letter #6831.

### **T2**

1. #7294 (Jeffery Kettman) VTS Submission Part 2 (2012 Camaro)  
#7296 (Jeffery Kettman) VTS Submission Part 1 (2012 Camaro)  
#8111 (David Muramoto) Spec Line Request (350 Z Nissan Motorsports Springs)  
#8330 (Joey Wang DeFilippis) Changes to Mitsubishi Evo for 2013 Class Consolidation  
#8543 (Cheyne Daggett) Proposed Spec for the 2011-13 Mustang V6 in 2013  
#8912 (Cheyne Daggett) Allow Alternate Bushings for Mustang  
#9442 (Christopher Childs) Allow the 996 Porsche More Front Camber  
#9448 (Christopher Childs) Springs and Sway Bars  
#9457 (Jim Leithauser) E46 M3 & MZ4 Coupe Weight Reduction  
#9458 (Jim Leithauser) MZ4 Tire Size  
Please see the response to letter #6831.

### **T3**

1. #8279 (Chris Dryden) Allow Cold Air Intake on the 06-08 MX-5  
#8476 (David Mead) Allow 275 Tire on Mustang V6  
#9084 (Steven Taake) Grant Alternate Suspension on the (NC) Mazda MX-5  
#9085 (Steven Taake) Allow the NC Mazda MX-5 to Remove Catalytic Converter  
#9086 (Steven Taake) Please Allow the 06-08 Mazda MX-5 a Cold Air Intake  
#9331 (Robert Schader) In Need of Additional Parts  
Please see the response to letter #6831.

## **SS**

1. #9513 (Keith Jones) SS-T4  
Please see the response to letter #6831.

## **SSB**

1. **#6831** (Joe Aquilante) Classify the 2012 Subaru BRZ

Thank you for your letter. Your changes were taken into consideration for the 2013 classing structure.

2. #8205 (Stan Czacki) Catch Up Adjustments

#9083 (Chris Dryden) Allow the MX-5 to Remove Catalytic Converter

#9486 (Mark McCaughey) Approve TRD parts for 2013 Scion FR-S

#9488 (Lee Niffenegger) Reduce weight of 2012-up Civic Si and Add New Springs Part Number to Specification Line

#9537 (Stan Czacki) Eliminate Catalytic Converters

Please see the response to letter #6831.

## **SSC**

1. #9435 (Ali Naimi) Work on Getting SSC cars into the New T3/T4

Please see the response to letter #6831.

2. #9564 (Ali Naimi) Headers and Catalytic Converter Mazda 3

Thank you for your request. The CRB has researched your tuning dilemma and found solutions on the internet. In addition, other changes have been made to improve the competitiveness of your car. Please see the approved ruleset for your Touring class at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

## **NO ACTION REQUIRED**

### **Formula/Sports Racer**

#### **S2**

1. #8821 (Erik Skirmants) Add ESR to S2 Class

Thank you for your letter. With the proposed new SR2 and SR1 classes for 2014 and the current S2000 class becoming a regional only class at that time, it is anticipated the ESR may well find a better home in SR2.

### **Grand Touring**

#### **GT**

1. #9407 (Peter Zekert) SIR Testing at Runoffs

Thank you for your suggestion.

### **Improved Touring**

#### **ITB**

1. **#9599** (Ralf Lindow) Reduce Weight of the 85-92 Golf and Jetta by 95 Pounds

Thank you for your letter. The CRB is currently reviewing all of ITB and will consider this car as part of that effort.

### **Production**

1. #9341 (Jesse Prather) Alternate Rods

Please see response to letter #9338.

### **EP**

1. #9345 (Brian Linn) Non-Stock Rods for LP Miata

Please see the response to letter #9338.

### **FP**

1. #9339 (Dean Manion) Alternate Connecting Rods for Miata/Capri

#9340 (Frank Fisher) Connecting Rods

#9342 (Donald Ahrens) Allow a Stronger Rod for Miata Motor

#9343 (Serge Lentz) OEM Rods

#9344 (Frank Churruca) Aftermarket Connecting Rods for Miata

#9346 (Ken Nesbit) Alternate Rod

#9349 (Weber Manning) Allow Alternate Racing Rods for FP Miata

#9354 (Michael Froh) FP Miata connecting rod issue

#9358 (Jess Heitman) Alternate Connecting Rods

#9361 (Eric Prill) Alternate Rod Request for Miata

#9380 (Phil Harris) Stock Rods in LP

#9386 (Jeffrey Norris) Allow Aftermarket Rod for Miata 1.6

#9451 (Sean Powers) Aftermarket Connecting Rods

#9511 (Sam Henry) Allow Alternate Rods in Limited Preparation

#9531 (Fred McConnell) Request for Alternate Rods in Limited Preparation Cars

#9597 (David Mead) Support for Aftermarket Rods

Please see the response to letter #9338.

2. #9538 (Tom Campbell) Clarify Undertrays with Air Dams

Thank you for your letter. The rule that permits air dam supports (GCR 9.1.5.D.9.a.9.) allows undertrays that do not extend aft of the forward most part of the front fender opening. The rule is adequate as written.

**HP**

1. #9648 (Bob Hess) Allow Aftermarket Rods for the 1275 BMC LP Engines

Please see the response to letter #9338. Additionally no prior problems have been reported with the rods in this engine.

2. #9674 (Meredydd Francke) Against Forged Rods for H Production Limited Preparation

Please see the response to letter #9338.

3. #9763 (Ron Bartell) #9684 Lightening of the Valance/Front Bodywork on a Spridget

Thank you for your letter. The CRB cannot provide an interpretation of the rules that is binding. However, the rules as written allow the lightening of the components referenced in the letter limited only by the requirement that the components cannot be lightened so significantly that they require additional support.

**Super Touring**

**STU**

1. #9830 (Colin Cohen) Clarification of Restrictor/Weight Classification

Thank you for your letter. Table A specs are allowances, not requirements. If you choose to run an allowance listed in Table A, you are subject to any listed restrictions. In the case of the Audi A4 turbo, if you choose to run the IHI VF30 turbo then you must run the TIR listed in the notes on that line. If you continue to run the stock turbo or the "allowed" K04 turbo then you must run the TIR per GCR 9.1.4.2.J.3.

**STL**

1. #9734 (Eric Rosenberg) Need to Know Where This Car Would Be Classified

Thank you for your letter. The K20A is a JDM engine. Please submit a classification for this engine. The CRB will then be able to determine whether or not to classify this car with this engine.

**Touring/Showroom Stock**

**SSB**

1. #9725 (Rick Shively) Clarification of Wheel Choice

Thank you for your inquiry. For 2013, there is no longer an SSB class. Your car is a limited preparation T4 car and as such, must run stock wheels unless otherwise specified in its specification line.

**SSC**

1. #9620 (Jason Isley) Exhaust/Sway Bar?

Thank you for your request. Removal of the catalytic converter requires a replacement pipe the same diameter as the inlet/outlet of the factory catalytic converter. The sway bar allowance permits fabrication of a sway bar up to the maximum diameter specified.

**RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2012

NUMBER: TB 13-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2013 unless otherwise noted.

## GCR

1. #9762 (dave wheeler) Clarify wording on seat belt mounting bolts.

Change all "SAE Grade 5" references in the GCR to "SAE Grade 5 *or Metric 8.8*".

## Formula/Sports Racer

### FV

1. #8420 (Phillip Holcomb) Allow 2.0mm piston ring grooves

In section 9.1.1.C.5.C.4, clarify the section by adding as follows:

4. Pistons and wrist pins minimum combined weight without clips or piston rings = 330.0 grams.

*a. Piston material shall be cast aluminum with steel inserts.*

*b. Maximum distance from bottom of wrist pin bore to top of #1 (top) compression ring groove: 1.655 inches (20 mm wrist pin bore assumed).*

*c. Width of #1 and #2 (compression) ring grooves: .100 +.003 inches or -.023 inches (2.0-2.5mm nominal).*

*d. Width of #3 (oil) ring groove: .158 +/- .003 inches (4.0mm nominal).*

*e. Wrist pin offset from centerline: .059 +/- .005 inches.*

*f. Eccentricity of piston below the oil ring groove: .012 +/- .008 inches. Eccentricity shall be defined as the difference between the largest diameter and smallest diameter measured at the same distance from the crown of the piston and below the oil ring groove.*

### FE

1. #9682 (Erik Skirmants) Clarify Front Sway Bars.

In section 9.1.1.J.8.f, update the part numbers as follows:

f. Anti-roll bars (sway bars) may be disconnected, but not removed.

Anti-roll bar sizes:

Front .875" OD  $\pm .005$ "

Top Tee .750" x .135" wall,  $\pm .005$ "

Top Tee Length: 7.5" maximum end to end

Rear lower stalk .615" Dia.  $\pm .005$ "

Upper stalk .765"  $\pm .005$ "

Arm length 5.470" shoulder to shoulder

Optional Front Sway Bar: Rotating blade style with or without

cockpit adjustment. Minimum blade thickness 0.155"  $\pm .005$ "

Main Shaft diameter 0.590"  $\pm .005$ ", Length 6.006"  $\pm .010$ ".

Cockpit adjustable full bar kit PN: WM1121008. Bar kit only (with set screw lock) PN: WM1121007

#### *Front*

*Main Shaft 0.875" OD  $\pm .005$ " Top Tee .750" x .135" wall,  $\pm .005$ "*

*Length: 7.5" maximum end to end*

#### *Rear*

*lower stalk .615" Dia.  $\pm .005$ "*

*Upper stalk .765"  $\pm .005$ "*

*Arm length 5.470" shoulder to shoulder*

*Optional: Front rotating blade Anti-roll bars*

*PN: WM201023 Blade Minimum thickness 0.155"  $\pm .005$ "*

*PN: WM201022 0.590"  $\pm .005$  Main Shaft Length 6.006"  $\pm .010$ "*

*PN: WM201029 0.875 +/- .005" Main Shaft Length 6.006"  $\pm .010$ ".*

*PN: WM1121008 0.590" Full Bar kit / Cockpit adjustable.*

*PN: WM1121010 0.875" Full Bar kit / Cockpit adjustable.*

*PN: WM1121007 0.590" Bar Kit / set screw lock.*

### FA

1. #7046 (Mark Milazzo) Request to strike incorrect info from GCR



In section 9.1.1.A, Table 2, Pro Star Mazda, change the notes as follows:

"Front Wing - Angle of attack for the front wing (main plane) is fixed. Front wing flaps may be adjusted within the range provided from an original STAR Mazda endplate. Secondary wing flaps may not be altered from STAR Mazda original part. Rear Wings - May be adjusted to include the following: Angle of attack of the lower element. Note: Rear wing endplates must be adjusted to within +/- 5 deg of vertical as measured at the trailing edge of the endplate. ~~All Cars must use all three upper elements. Angle of attack of the upper elements must have a minimum angle of 13 degs measured from the leading edge of the forward element to the rear edge of the trailing element. The zeroing point for checking the angle of the top three elements is the rollover block on the forward edge of the cockpit opening.~~ *All current and past Pro Star Mazda rear wing configurations are permitted.* No gurney tabs. ECU and Shocks shall be sealed as provided by Star Mazda. Engine shall be sealed by the Star Mazda approved engine builder or Daryl Drummond Enterprises, Inc."

2. #9764 (Steve Sanders (MAZDA MOTORSPORTS)) FC Mazda 2.0 MZR classification in FA for 2013 Classify USF2000 with the Mazda 2.0 MZR engine into FA as follows (No competition adjustments will be made and there is no guarantee that the car will be competitive in FA. Absolutely no guarantee of any further re-classification is offered):

Table 2						
Car	Engine	Wheel Width (in) +/- .060	Aero	Transmission	Weight	Notes:
USF2000	2.0 Liter Mazda MZR	see notes	see notes	see notes	see notes	Car must comply with the current Pro USF2000 rules. Competitor must have the current rules in their possession and present them upon request.

## F5

1. #9869 (SCCA Staff) Correct F500 restrictor thickness.

In section 9.1.1.E.14, add the following language to the first paragraph:

*"Alternate restrictor plate option allowed the Rotax 593 engine part number MA0242SP1063A."*

## Grand Touring

### GT

1. #9357 (Bobby Lentz) SIR testing for GT

In Appendix F, Technical Glossary, Single Inlet Restrictor (SIR), remove section D and add the following testing procedure to the definition:

~~D. Sealing the restrictor from its supply of air must cause the engine to stop within 4 seconds. This check is to be made at an engine speed of approximately 2500 rpm. The sealed airbox must withstand this test. Pressure sensors present inside the intake system must be disconnected during this check.~~

#### SIR testing procedure:

*The inlet side of the SIR can be cleared of debris that would hinder the proper sealing of the designated SIR Ball. The SIR stall test is to be administered with the idle of the vehicle set at 2500 RPM. The competitor must be prepared to set the RPM at a sustained 2500rpm. The competitor may not be inside the vehicle during testing. The competitor should be prepared to perform the test at full operating temperature or cold. Testing should be accomplished with a stopwatch and measured from the time of insertion of the SIR test ball to the time the crank stops moving.*

*If the vehicle stalls within 4 seconds, the vehicle is deemed compliant of the stall test. In the event of a failed stall test, run the engine to clear any accumulated fuel in the Plenum. At this point, the test is to be repeated two (and only two) more times and it must pass both times.*

*All parts of the intake system, must withstand all three of the possible stall tests without modification or repair to any part of the system. If the system suffers damage that prohibits the system from achieving a compliant result it cannot be repaired to conduct subsequent tests. The system is to be tested as is and the result is considered "as raced". It is the responsibility of the competitor to present a system that can withstand every possible scenario that would or could result in a failed SIR stall test.*

*The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR. Introduction of air behind the SIR by any means is prohibited.*

### GT1

1. #9433 (Club Racing Board) Classify STO Corvette, Dodge Viper and 996TT into GT1.

In GT1, create a new table following the eligible GT1 cars to allow ex-STO cars in GT1 as follows:

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.				
<b>GT1-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
Corvette	6178	2900		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5967	2900		GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6162	2950		GM LS3
	7011	3200		GM LS7
	Chassis-specific notes: <b>Camaro/Firebird:</b> Aftermarket K members are permitted. <b>Corvette:</b> The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. For Pontiac Solstice: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.			
Dodge Viper, incl Comp Coupe, ACR/ACR-X	7990	3300		
	8000	3300		
	8300	3300		
	8400	3400		
	Chassis-specific Notes: OEM fuel tank may be used.			
Ferrari 430	4310	3000		Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7.
Porsche 996 Turbo AWD		3050		<b>Intercooler:</b> ERP Intercooler kit complete with all ducting and components #ERP.DP996TT.1055.S. <b>Body:</b> L.F. fender #ERP.996.031; R.F. fender #ERP.996.032; Front bumper #ERP.996.311; Front splitter 2" #ERP.996.345; Rear bumper #ERP.996.211. <b>Engine:</b> Intake manifold R&L #997.110.619.90; Intake manifold center #997.110.120.53; Throttle body - single #997.110.039.93; Cylinder heads (non Vanos) #996.104.012.94; Intake cams #996.105.235.92 (0.484 lift); Exhaust cams #996.105.245.90 (0.440 lift); Cam housing R. (non Vanos) #996.105.040.91; Cam housing L. (non Vanos) #996.105.039.91; Garrett GT28 turbo chargers; 2 - 50 mm TIRs

## GTL

1. #9593 (Lans Stout) Wing rule clarifications

In section 9.1.2.14.B, clarify the paragraph as follows:

"The wing shall be mounted with two brackets. Each mounting bracket shall attach to the wing at least 2.0 inches inboard of the endplates. The brackets may protrude through the trunk/deck lid to allow the brackets to be fastened together **and/or to the chassis of the car** beneath the lid."

In section 9.1.2.14.C, clarify the paragraph as follows:

"The entire wing assembly shall be mounted **at least** 6.0 inches below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point."

## Improved Touring

### ITR

1. #9774 (Michael Sullivan) Classify 07-08 S-2000

In ITR, Honda S2000, (04-06), add the 2007-2009 models as follows:

"Honda S2000 (04-09) **(Exclude CR package)**"

### ITB

1. #6989 (Ralf Lindow) 85-92 Golf and Jetta brake sizes  
In ITB, Volkswagen Golf GTI/GT/GL (85-92), add brake sizes as follows:

*“(F) 239 x 20 ventilated Disc  
(R) 226 x 10mm Solid Disc or 180mm or 200mm Drum”*

In ITB, Volkswagen Jetta/GL/GLI (85-92), add brake sizes as follows:

*“(F) 239 x 20 ventilated Disc  
(R) 226 x 10mm Solid Disc or 180mm or 200mm Drum”*

## Production

### HP

1. #9484 (Mark Brakke) Classify Fiesta in HP  
In HP, classify the 2012-2013 Ford Fiesta as follows: see attached language

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>Ford Fiesta 2012-2013</i>	<i>2</i>	<i>2026 *</i> <i>2077 **</i> <i>2127</i>	<i>4 Cyl. DOHC</i>	<i>3.10x3.20</i>	<i>97.4 c.i.</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 1.19 (E) .96</i>	<i>Fuel injection</i>	<i>98</i>	<i>61.9/61.9</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Ford fiesta 2012-2013</i>	<i>15x7</i>	<i>5</i>	<i>(F) 10.2 vented (R) 7.99 drum</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .390”.</i>

2. #9797 (William Trainer) Throttle Body

In HP, Volkswagen Rabbit Cabriolet 1780, Volkswagen Rabbit GTI 1780 (83-84) and the Volkswagen Scirocco 1780 (8-valve) (83-88), add to the notes as follows:

*“Use of manufacturer’s 52mm throttle body permitted. Intake manifold inlet may be matched to throttle body mating surface to a depth of no more than one inch.”*

## Super Touring

### STU

1. #9365 (Thomas Martin) Proper procedure for non-USDM engine approval  
In section 9.1.4.G, make the following changes to the paragraph:

Change the second paragraph, beginning with “The chosen engine...” to become sub-section “2.”.

Change third paragraph, beginning with “Engine from vehicles not available in a car...” to become sub-section “3.”, and move all others down accordingly.

In new section 3 (currently, the third paragraph), delete the following:

~~“Engines from vehicles not available in a car delivered in North America will be considered and approved on a case-by-case basis for use in ST. For an engine to be considered, a member must submit to the GRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out. Copies of the appropriate factory shop manual are also useful for this consideration. Any deviations from the STCS that will be required for installation (e.g., trans adapter plate, alternate intake manifold, etc) must be noted in the “Requested Non-Stock Allowances” section, otherwise they will not be allowed. Once this information is received and considered, any approved engines will be noted in a separate table within the STCS.”~~

Replace the above struck through language with the following:

*“For an engine to be considered, a member must submit a classification request to the CRB with the following information:*

- Detailed request of the chosen engine (e.g., Honda K20A)*
- Make and model of car from which the engine originates (e.g., 2007+ JDM Honda Civic Type-R (FD2)*
- Manufacturer-stated power output specifications (e.g., 222hp@8000 RPM, 159ft-lbs torque@6000RPM)*
- Vehicle Technical Specifications (VTS) form (see [scca.com](http://scca.com) to obtain a copy) with all engine-related parameters filled out.*
- Copies of the appropriate factory shop manual (PDF and/or scanned to PDF) with all pages relevant to the specifications of the chosen engine.*
- Detailed list of any required/desired deviations from the STCS that will be required for installation (e.g., trans adapter plate,*

*alternate intake manifold, etc.) noted in the "Requested Non-Stock Allowances" section of the VTS.*

*g. Once this information is received and considered, any approved engines will be noted in a separate table within the STCS.*

*h. Note that unless otherwise approved and specifically listed in the table, all specifications of the engine (e.g., parts prep, valve lifts, compression ratio, etc.) must meet all STCS specifications."*

2. #9864 (ST Committee) Correction the Pontiac Solstice weight and restrictor.

In STU, Pontiac Solstice/Saturn Sky, change the restrictor from ~~35mm~~ to **34mm**.

## ST

1. #9705 (ST Committee) Correct rotary powered cars weight.

In section 9.1.4.3.J.2, change the rotary weights as follows:

The Mazda 12A is permitted at **2150** lbs.; Mazda 13B is permitted at **2589** lbs.; no porting is permitted in either engine. The 5th and 6th intake port actuators and valves may be removed or disabled. The Mazda Renesis engine is permitted at **2970** lbs. ITA and ITS RX7 can compete in STL at their listed IT weights.

## American Sedan

None.

## Spec Miata

1. #9362 (Mike Rossini) Allow alternate rod and main bearings

In section 9.1.8.C.1.c.2, clarify the paragraph as follows:

"Main and rod bearings must not be modified in any way. OEM **and non-OEM** bearings must be used from within the standard ranges as allowed in the Mazda factory service manual. The crank triggers must not be altered or modified in any way. The crank pulley/balancer must not be altered or modified in any way."

## Touring/Showroom Stock

### T

1. #9644 (Mark McCaughey) Add 00-05 Toyota Celica GT in Touring 4

In T4, classify the 00-05 Toyota Celica GT, copy all pertinent info from current SSC spec line with the following exceptions:

Weight ~~2530~~ **2400**

Add the following allowances to the notes:

***"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. Any spring up to a maximum spring rate of 800 pounds may be used. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed."***

2. #9686 (Jim Leithauser) BMW Restrictor size

In T3, BMW Z4 M coupe (2007), change the restrictor from ~~45mm~~ to **48mm**.

3. #9745 (T-SS Committee) Suspension rules

In section 9.1.10.D.5.b, correct the following paragraphs:

~~c. The placement of the spring shall remain as stock. The distance between the lower mounting bolt, or other system of attachment, to the bottom of the spring as it sits on the perch shall be the same as stock.~~ ***Minimum ride height is 4.5" inches, to be measured without driver at the lowest point of the rocker panel, but not to include welded seams or fasteners.***

~~d. Suspension geometry and range of travel shall not be altered.~~

4. #9746 (T-SS Committee) Intake rule

In section 9.1.10.D.1.b.1, clarify as follows:

"Air filter(s) elements (only) may be substituted. ***Unless listed on individual spec line.***"

5. #9747 (T-SS Committee) Catalytic converter

In section 9.1.10.D.h.1, clarify the paragraph 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. The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged. All Touring cars may replace any part of the exhaust system beyond the catalytic converter(s), provided:"

6. #9748 (T-SS Committee) Suspension omission

In section 9.1.10.D.5.a.1, clarify as follows:

~~“Adjustment is permitted with a maximum negative camber of 3 degrees.”~~

*1. T1, T2, T3 only- A maximum of 3.0 degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only.*

*2. T4 cars: A maximum of 2.5 degrees of negative camber is allowed on front and rear suspensions.*

7. #9750 (T-SS Committee) Missing verbiage for brake duct rule

In section 9.1.10.D.6.a.5, add the following:

*“Fender liners may be modified solely for routing and attachment of brake ducts.”*

8. #9781 (T-SS Committee) SSB notes to stock configuration

Add the following notes to the spec lines of the T4 cars that were moved from SSB:

*“The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below.”*

9. #9782 (T-SS Committee) T4 - minimum wheel weight

Add the following to the notes of the T4 cars that came from SSC:

*“Aftermarket wheels at a minimum weight of 15 lbs. each are allowed.”*

10. #9807 (T-SS Committee) Increase the Weight of the Celica GTS in T4.

In T4, Toyota Celica GTS (00-05), change the weight from 2725 to **2800**.

11. #9809 (T-SS Committee) Honda S2000

In T3, Honda S2000 (all) (00-09), change the wheel size from ~~18 x 8.5~~ to **17 x 8.5**.

12. #9810 (T-SS Committee) Parking brake removal

In section 9.1.10.D.h.6.a, add a new section 7:

*“Parking brakes, mechanisms, and actuating components may be removed.”*

13. #9848 (T-SS Committee) Correct error in wording in T4 Miata notes

In T4, Mazda MX-5/Miata (99-00) Mazda MX-5/Miata (01-05) make the following change to the notes:

~~“Rear sway bar must use middle hole.”~~

T2

1. #9628 (T-SS Committee) Allow restrictor placement in front of throttle body.

In T2, Porsche 997, add to the notes as follows:

*“Restrictor must be placed in the front of the factory throttle body manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.”*

In T2, BMW E92 M3, add to the notes as follows:

*“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.”*

2. #9779 (John Buttermore) Allow restrictor in front of the Corvette throttle body.

In T2, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12) and Chevrolet Corvette Z06 (2006-2012), after the LS3 restrictor plate requirement in the notes, add the following language:

*“and must be placed in the front of the factory throttle body manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.”*

3. #9808 (T-SS Committee) Bushing allowance for T2 cars

In section 9.1.10.2.d.5.c.1, correct as follows:

*"All T2 cars are allowed to replace OEM upper and lower A-arm bushings with polyurethane or delrin bushings."*

4. #9896 (T-SS Committee) remove redundant restrictor sizes

In T2, Pontiac Solstice GXP Coupe / Convertible (07-09), remove inlet restrictor as follows:

~~Turbo Inlet restrictor 43 mm.~~

In T2, Mitsubishi Lancer Evo X / GSR / MR (08-11), remove inlet restrictor as follows:

~~Turbo Inlet restrictor 45 mm.~~

B-Spec

1. #9533 (Lee Niffenegger) Addition of Front Helper Spring for Bearing Durability

In B-Spec, Honda Fit (09-12), add to the notes as follows:

*"51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted."*

2. #9894 (T-SS Committee) update B Spec from VIR testing

In B-Spec, make the following adjustments:

Chevy Sonic: ~~2800~~ **2650** lbs., ~~34mm~~ **37mm** restrictor

Kia Rio: ~~34mm~~ **35mm** restrictor

Fiat 500: add to the notes as follows: *"Cold air intake allowed."*

Honda Fit: ~~2500~~ **2575** lbs.

3. #9895 (T-SS Committee) correct 350 and 370 Z spec lines

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change the weight as follows:

DE Motor: ~~3200~~ **3300** lbs.

HR Motor: ~~3275~~ **3400** lbs.

In T3, Nissan 350Z Track/ Touring/Standard/ Nismo (03-08) Spec 350Z Spec change the weight as follows:

DE Motor ~~3250~~ **3350** lbs.

HR Motor ~~3350~~ **3450** lbs.

In T3, Nissan 370Z (09-11) / 370Z NISMO Edition (09-11):

Weight: ~~3275~~ **3400** lbs.

Restrictor ~~38~~ **47**mm

# CLUB RACING COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

George E. Hulse vs. SOM COA Ref. No. 12-22-NE

November 24, 2012

## FACTS IN BRIEF

Following race #2 on Sunday, November 21, 2012 at New Jersey Motorsports Park, Frank Sanchez, ASR #6, protested George Hulse, driver of SPO #9, for dangerous driving in violation of 2012 GCR 2.1.4, at the start of the race, resulting in a multi-car incident.

The Stewards of the Meeting (SOM), John Bornholdt, Russ Gardner and Peter Klein, Chairman, held a hearing, heard witnesses, viewed videos, and found Mr. Hulse in violation of GCR 2.1.4. Mr. Hulse's competition privileges were suspended for 9 months to be followed by 6 race event probation. Six (6) penalty points were assessed against his competition license. Mr. Hulse appealed the SOM ruling.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on November 8, 15, and 19, 2012 to review, hear and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from George Hulse received October 29, 2012.
2. Official Observers Report, related documents, and three (3) videos, received November 2, 2012.
3. E-mail statement from John Bornholdt (SOM), received November 5, 2012.
4. E-mail statements from Russell Gardner (SOM), received November 5, 2012.
5. E-mail statement from Peter Klein (CSOM), received October 31, 2012.
6. Video from Mr. Hulse's in-car camera, received October 29, 2012.

## FINDINGS

In his appeal Mr. Hulse asserts that at the start of the race he accelerated from his 6<sup>th</sup> grid position up through the pack and had the #32 Corvette of Joe Aquilante on his left. He had passed car #3 ITE Subaru of Kurt Rezzetano who was on his right and fading behind. Mr. Hulse stated that Mr. Aquilante's Corvette gave him a push to the right at which time he lifted off the gas and the Subaru #3, still having a full head of steam, tried to re-pass on his right side, misjudged the distance, and hit the leading edge of his right rear wheel. This damaged the suspension and caused Mr. Hulse to lose control and hit the inside wall.

The Court of Appeals reviewed the videos in the case, including the in-car video of Mr. Hulse that was not viewed by the SOM. The video evidence refutes Mr. Hulse's statement of the Subaru attempting a re-pass. The videos also do not indicate contact by Mr. Aquilante's Corvette. The COA concurs with the SOM on their conclusion that Mr. Hulse was responsible for the incident.

The SOM acted properly in hearing the case and the penalty was within their authority.

## DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Hulse's appeal is well founded and his appeal fee, less the administrative costs retained by SCCA, will be returned.



# CLUB RACING COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Wren Keith vs. Review Committee

COA Ref. 12-24-RI

November 29, 2012

## PRIOR PROCEEDINGS AND FACTS IN BRIEF

On or about November 5, 2012, Mr. Wren Keith requested a Rules Interpretation pursuant to 2012 GCR 8.1.4. His request was captioned "Radon Compliance Review" and sought a ruling on various components of the Radon Rn.10 formula car. This request involved various provisions of 2012 GCR 9.1.1.B, 9.1.1.D, 9.4.5. and other pertinent sections.

Specifically Mr. Keith asked for a compliance ruling on the following:

1. The rear roll hoop bulkhead location of the Radon Rn.10 FC car.
2. The meaning of "non-ferrous" in the chassis rules section. Per Mr. Keith, Radon Sport has argued that their carbon shock mount brackets are permissible per GCR 9.1.1.D.7.d. Per 2012 GCR 9.1.1.B.1., FC rules section, the use of carbon fiber is prohibited.
3. Front impact attenuation device construction – Per Mr. Keith the Radon, along with several other formula car manufacturers, does not have a front crush structure that meets any of the GCR criteria.
4. Diffuser design – That is, how the rules governing diffuser construction for FC given in the FF rules under 2012 GCR 9.1.1.D.8., GCR 9.1.1.D.8.c. are to be interpreted.

Mr. Keith submitted pictures of a Radon Rn.10 FC and drawings to illustrate his questions.

Jim Averett, National Chairman of Stewards, appointed Dan Hodge, Jim Rogaski, Don Denomme, Jim Christian, and Costa Dunias, Chairman, to a Review Committee to assess and respond to Mr. Keith's request. The Review Committee held a hearing, reviewed the documentation provided by Mr. Keith (Radon specific drawing, pictures, assertions, and other renderings), sought expert advice from the Club Racing Board and SCCA Technical staff, and issued a ruling.

The Review Committee noted that GCR 8.1.4. limits reviews under this provision to the competitor's own car or components from the competitor's own car. The Review Committee Chair acknowledged that Mr. Keith's request was not in agreement with 2012 GCR 8.1.4., but decided to provide a ruling to assist him in his FC car construction efforts. The Review Committee concluded Mr. Keith was actually requesting a clarification of GCR Section 9.1.1.B, 9.1.1.D, 9.4.5. and other pertinent sections of the 2012 GCR. The Chairman further stated the ruling made no direct reference to the compliance or non-compliance of any Radon Rn.10 component.

This decision was forwarded to the Court of Appeals (COA) for review as called for in 2012 GCR 8.1.4.A.

## DATES OF THE COURT

The SCCA Court of Appeals (COA), Rick Mitchell, Jeff Niess, and Michael West, Chairman, met by conference call on November 29, 2012 to review, hear, and render a decision on the report of the Review Committee.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Compliance Review request from Wren Keith
2. Review Committee report received November 20, 2012
3. Emails from Costa Dunias, Review Committee Chairman, November 27 and November 28, 2012
4. Email response from Wren Keith, received November 26, 2012
5. Wren Keith's email response to a question from the COA, received November 30, 2012

## FINDINGS

2012 GCR 8.1.4. enables a member to request a determination on the compliance of his vehicle or its components through the Club Racing Department. Mr. Keith's request is titled "Radon Compliance Review." His opening paragraph states he is writing to request a review of the compliance of the Radon Rn.10 FC car in four areas. He goes on to say that he is concerned about the legality of the Rn.10 FC under the 2012 GCR. He concludes this paragraph with, "I am currently constructing an FC car, and have some rules related issues where I want to make sure that I understand the interpretation. Mr. Keith then presents his questions and concerns using numerous pictures, descriptions, and drawings of a Radon Rn.10 FC. The majority of his entreaty specifically questions the compliance of the Radon Rn.10 FC car.

On November 30, 2012, Mr. Keith confirmed he does not own a Radon Rn.10 FC.

Based on the wording of Mr. Keith's request (Radon Compliance Review), that the car in question is not his, and his extensive reference to the compliance of the Radon Rn.10 FC components, the Court of Appeals has determined his request was not in accordance with 2012 GCR 8.1.4. He did not request a ruling on his car or components from his car, but the compliance of another competitor's car. Even if we accept his assertion that he sought guidance on GCR specifications, the COA concludes his methodology was a strained interpretation of 2012 GCR 8.1.4. and an improper use of the rule.

The Review Committee was aware that the request was not in agreement with GCR 8.1.4., but chose to accept, hear, and provide a judgment. Their actions were not in accordance with the rules governing Compliance Reviews. The request should have been returned unheard with a notification to Mr. Keith that the applicable GCR section limits the review scope to his car.

## **DECISION**

Mr. Wren Keith's compliance review request was not in compliance with GCR 8.1.4. The COA voids the Review Committee's ruling in its entirety. All copies distributed to parties outside the Court of Appeals and National Chairman of Stewards shall be destroyed. The Review Committee ruling may not be used or cited by any party in any proceedings that may come before any bodies within the Sports Car Club of America. Mr. Keith's request is returned as if it had never been heard or decided. His review fee is returned in its entirety.

## **CLUB RACING COURT OF APPEALS - 2013 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 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. Include any new evidence not seen by the SOM. 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 8.4.8.
4. Your request must be accompanied by a fee of \$175.00, payable to SCCA, Inc. A minimum of \$100.00 of the 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 should include all arguments why the SOM decision should be overturned, new evidence, and information you want the COA to consider. 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.

January 2013

## TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | November 14, 2012

### Participants

Tony, Dave, Chuck, Dick, Kent, Brian, Matt, Bob, Craig, and Roy

### Reports

- Approval of Minutes (OCTOBER, 2012)  
Approved as presented
- Report from the Safety Committee  
Postponed
- BOD director report  
Brian McCarthy Presented
- Chairman's comments  
Tony Machi Commented

### Old Business

- Operations Manual  
Dave Deborde presented progress, group discussion followed
- Strategic Plan  
Group briefly reviewed status  
Focus centered on the promotion and visibility of program
- Rule Changes for 2013  
Lengthy review and finalization of the 2013 TT rule changes to be submitted to the BOD.

All new rules for 2013 were discussed, but the majority of time centered on clarification of 2.4 and 2.4.1 (Roles and responsibilities of TTAC Rep, Program manager, and Safety steward), 3.1.3 E (Allowing more flexibility of vehicles permitted to participate), 4.6 (Influences of alcohol and drugs), 10.8 and 11.1 (Required safety gear and vehicle equipment).

Note: Not all items are applicable to all 4 levels of the TT program.

### New Business:

- Convention:  
Reminder of awards submissions and of anything special for the convention.

Submitted by: R Mallory

## TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | December 12, 2012

### In Attendance

- Deanna Flannagan, Richard E. Patullo, John R. Walsh, Brian R McCarthy, Lisa Noble, Dr. Kent L Carter, Chuck DeProw, Scott Knauf, Matt Rowe, Craig Farr, Jerry Cabe, Matt Yip, Roy Mallory, Tony Machi.

### Reports

- Approval of November Minutes is delayed until next meeting after everyone has had a chance to review them.
- Safety Committee updated group on progress to date and on issues particular to safety and differences in relating it's application to the vehicles used in time trial events vs solo / road racing.
- BOD director reported that the 2013 budget was approved and with reductions in insurance costs.

### Old Business

- National Convention items included a request to finalize nominations for awards and a request to make voting available online, acknowledgement of the desire (need) to make more time available to get acquainted with each other, and a discussion of the operations manual.
- It was also noted that the drop down menu on the national site still does not recognize time trial activities on the what can I do with my car despite repeated efforts to correct.

### New Business

- Discussion of the benefit for us to more formally develop steps leading from Time Trials to Road Racing and to more formally encourage a participants' progress if they so desire.

- Matt Rowe, NEDIV, is leaving the TTAC.  
The TTAC would like to formally recognize Matts' efforts and accomplishments and to acknowledge that the Time Trials program would not be the same without his efforts, especially considering that he was the driving force behind the making, writing and interpretation of the rules.  
He will be replaced by Matt Yip.
- We wish to announce a changing of the guard with **Jerry Cabe** taking over the chairman position.  
The TTAC would like to formally recognize the leadership Tony has offered during his tenure as chairman, thank you Tony for your outstanding guidance and direction during your stewardship.

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | November 28th, 2012

The Solo Events Board met by conference call November 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## RECOMMENDED TO THE BOD

### Prepared

#9843 PAC recommendation for GP wheel width proposal

The following previously-published rule change proposal is being recommended to the BOD by the SEB:

Change all listings for Level 1 prep vehicles in class G Prepared such that the maximum wheel width is **8** inches.

This change results in the GP Level 1 prep listings being amended to reflect the maximum wheel width changes, and the resultant maximum track changes, as follows:

Make	Model (variant)	Min Weight (lbs)	Wheels max diam/wid	Valve head diam intake/exhaust (if applicable)	Max Track F/R (in)
	induction system (if appl.) alt spec (if appl.)				
Alpine					
	A108	1300	16x <b>8</b>		
	1000	1300	16x <b>8</b>		
	1100	1300	16x <b>8</b>		
Austin Morris					
	Cooper 1275	1470	14x <b>8</b>		<b>58/58</b>
	Alternate engines (cc):				
	850	1050			
	970, 997, 998	1100			
	1071, 1099	1200			
Austin-Healey					
	100-4	2200	16x <b>8</b>	1.73/1.142	<b>54.5/56.5</b>
	Alternate part: louvered hood				
Austin-Healey & MG					
	Sprite/Midget 948	1125	14x <b>8</b>	1.10 or 1.16/1.00	<b>52/50.5</b>
	(2) 1.25" SU or 1.25" Stromberg				
	Sprite/Midget 1098	1325	14x <b>8</b>	1.31/1.16	<b>52.5/51</b>
	(2) 1.25" SU or Stromberg				
	Sprite/Midget 1275	1550	14x <b>8</b>	1.31/1.16	<b>52.5/51</b>
	(2) 1.25" SU HS2 or 1.5" SU				
	Sprite/Midget 1500	1550	14x <b>8</b>	1.44/1.17	<b>52.5/51</b>
	(1) 1.5" Zenith CD4, 1.5" Stromberg SD, or 1.5" SU				

Fiat & Bertone				
850 all (inc. Abarth)	1125	14x8	1.146/1.028	51.5/53.5
One Weber 30 DICA downdraft, one Weber 4226434 1.18" pri/1.18" sec, or Weber 34 DMSA 1/100				
X1/9 1290	1500	14x8	1.43/1.21 or 1.23	58.5/59
One Weber 32DMTR (32mm pri & sec) or one Weber 32DATRA/100 (32mm pri & sec)				
X1/9 1498	1650	14x8	1.43/1.31	58/58.5
One Weber 34DMTR (34mm pri & sec)				
Alt carb: Weber 36DCNF w/ 34mm venturi & manifold adapter				
MG				
MGA Twin Cam	1588	16x8	1.59/1.44	52/53.5
Allowed to replace wood floorboards with metal				
MGA		16x8	1.56/1.34	52/53.5
1500 (1469cc)	1469			
1600 (1588cc)	1588			
1622 (1622cc)	1622			
Alt valve sizes: In 1.50", Ex 1.28"				
Replace wood floorboards with metal				
MGB, MGB-GT	1798	16x8	1.57 or 1.63/1.3	54/54.5
Morgan				
4/4 Mk 4 2138cc	2138	16x8	1.37/1.19	52.5/53.5
Alternate Specification: Replace wood floorboards with metal				
4/4 Mk V 2138cc	2138	16x8	1.44/1.19	52.5/53
Replace wood floorboards with metal				
Opel				
GT 1900	1897	14x8		61/61
Two (2) 45 mm sidedraft				
GT 1100	1350	14x8	1.26/1.06	54/55
Porsche				
356, except Carrera and 1500, 1600				
	1700	16x8	1.57 or 1.63/1.35	55/55.5
Two 1.5" SU HS-4 or Two SU or Stromberg				
1300	1550	16x8	1.50/1.20	57/56
2 Solex 40PBIC, 32PBIC, 32PBI, or 32mm Zenith DD carb				
Saab				
93 & 96 Sedan		16x8		61/61
843cc (2-stroke)	1200			
Sonett		16x8		61/61
1498cc	1600			
1699cc	1800			
Sunbeam				
Alpine		14x8		56.5/55
In valve dia: 1.500 or 1.480 or 1.432 or 1.436"				
Ex valve dia: 1.210 or 1.180 or 1.172 or 1.176"				
1494cc	1494			
1592cc	1592			
1725cc	1725			

## Triumph

Spitfire 1147	1405	14x8	1.30/1.15	55/54
(2) 1.25" SU or Stromberg				
Spitfire 1296 MkIII	1550	14x8	1.30/1.17	56/55
(2) 1.25" or 1.50" Stromberg or SU or (1) 1.50" CDSE Stromberg or SU				
Spitfire 1296 MkIV	1550	14x8	1.44/1.17	56/57
Two 1.25" or 1.50" Stromberg or two 1.25" or 1.50" SU				
Spitfire 1493	1550	14x8	1.44/1.17	56/57
(1) 1.5" Stromberg-type SU or SU				
TR-2 & TR-3	1991	16x8	1.56/1.30	54/53.5
TR-4 & TR-4A (beam axle) 2138		16x8	1.56/1.30	56/55
TR-4A (IRS)	2138	16x8	1.56/1.30	56/55

## Turner

950	1125	14x8	1.10/1.16	51/51
1500	1550	14x8	1.45/1.20	51/51
Carburetion: (1) 28/36DCD22, (1) 32/36DGN, (1) 36DCNF w/30mm choke(s), or (1) 40 DCNF w/ 30mm choke(s) Alternate crankshaft: 125 E				

## CHANGE PROPOSALS

### Stock

#### #9385 Shock Allowance Comments

Change 13.5.F as follows:

"A hole may be added to an interior body panel *and/or a strut bar* to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through *either* the exterior bodywork *or a strut bar*. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle."

Comment: the rule specifically called out strut bars as not allowed for holes, hence the SAC's interpretation of the rule. This adjustment will allow such holes.

### Street Touring

#### #9887 Z4 Roadster/Coupe in STR

The STAC would like member feedback on the possibility of classing the Z4-based M Roadster and Coupe in STR for 2012 (initial classing). These cars would have the best acceleration in the class, though would be hampered in handling by being among the heaviest.

### Street Modified

#### #8936 Tow Hook allowance

The SMAC agrees that removal of bolt on factory tow hooks and tie downs is within the spirit of the class and not a burden on competitors. The following rule change proposal is provided for member comment:

Add new section 16.1.U as follows:

*"U. Bolt on tow hooks and tie downs may be modified, removed, or replaced. Replacement pieces shall serve no other function other than as a tow hook or tie down point, but are not restricted to the original factory location."*

#### #9677 Trucks in SM/SSM Proposal

The SMAC is seeking member input on the possibility of classifying pickup trucks in SSM.

### Prepared

#### #9238 GP Limited Prep Adjustment Proposal



Per the PAC, the following rule change proposal is submitted for member review and comment:

Increase the Appendix A minimum weight for all G Prepared Level 2 cars with 3 valves and 4 valves per cylinder by **150 lbs.** above the currently listed minimum weights.

Comment: Based on multiple years of National Solo event results, it has become increasingly evident that the top Limited Prep cars in GP are out-performing the Level 1 cars. In addition, the performance gap has been increasing, as Level 2 cars become more fully developed. Therefore, the PAC and SEB feel a moderate minimum weight adjustment may be warranted.

## Modified

### #9251 Rear Spoiler Clarification

Per the MAC, the following change proposal is submitted for member review and comment:

Add new subsection 18.1.F.4.7 as follows:

***"7. Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate."***

### #9074 F600 in FM Proposal

Per the MAC, the following change proposal is submitted for member review and comment:

In Appendix A, under "Modified Class F (FM)" add the following new subsection B.2:

***2. Formula 600***

## MEMBER ADVISORIES

### General

The SEB is recommending to the BOD that Ray Jason be appointed as Divisional Solo Events Steward for the Great Lakes Division.

### Stock

#### #9690 SAC Application

The SEB has approved the appointment of Charlie Davis to the SAC.

### Street Prepared

#### SPAC Openings

The SPAC requests that members interested in serving on this committee submit their qualifications in writing via [www.sebscca.com](http://www.sebscca.com).

The SEB thanks Nathan Whipple and Matt Palombi for their service to the Club as members of the SPAC.

### Street Modified

#### #9735 SMAC Application

The SEB has approved the appointment of Martin Valent to the SMAC.

#### SMAC Openings

The SMAC requests that members interested in serving on this committee submit their qualifications in writing via [www.sebscca.com](http://www.sebscca.com).

### Prepared

#### #9737 PAC Application

The SEB has approved the appointment of Bryan Hayes to the PAC.

### Modified

#### #7078 MAC Application

The SEB has approved the appointment of Peter Raymond to the MAC.

## **NOT RECOMMENDED**

### **Stock**

#### **#9256 NSX Move to CS Proposal**

The SAC believes the NSX meets the current competitive balance of BS.

### **Street Modified**

#### **#9265 Tire Size Weight Adjustment Proposal**

The SMAC does not feel it appropriate to put out any proposals affecting SMF weights when a major change was just implemented. SMAC will observe SMF and revisit the topic at a later date.

#### **#9390 SMF Weight Comments**

The SMAC does not feel it appropriate to put out any proposals affecting SMF weights when a major change was just implemented. SMAC will observe SMF and revisit the topic at a later date.

### **Prepared**

#### **#9754 Windshield Clarification**

The proposed modification is already permissible under Section 17 of the Solo Rules as written.

### **Modified**

#### **#8929 FormulaCross Classing Proposal**

The MAC believes the rules for these cars would need to evolve and stabilize in order to form a set of specifications which would serve as a reasonable reference point. The committee is also concerned about the rollover potential of these types of cars as specified; they may be better suited to Rallycross than to Solo events. The committee may revisit this type of car in the future as its specifications undergo further evolution.

#### **#9034 (Wayne Nelson) D/E Mod Proposal**

The MAC does not feel that such sweeping changes are necessary at this time.

#### **#9714 DM/EM Classing Proposal**

The MAC has reviewed this proposal and prefers at this time to prioritize ruleset stability.

#### **#9715, 9718 Factory Five Racing 818 Classing Proposals**

Thank you for the information regarding this kit model. At this time it does not appear that there is sufficient data to determine if the car meets the requirements of 18.1.A.1, but the MAC will welcome the specifications and availability information when it becomes available, and when the kit is in full production. At present the car can run in A Modified under the provisions of 18.4.

## **OTHER MEMBER INPUT REVIEWED**

### **Stock**

#### **#8225 2013 Ford Focus ST Classing Proposal**

This vehicle was classed via a Tech Bulletin in the December Fastrack, associated with item #9321.

#### **#8886 RT Classing Proposal**

Thank you for your input.

#### **#8998, #9135, #9190, #9258, #9259 RT Comments**

Thank you for your input.

#### **#9162, #9163, #9192, #9202, #9317, #9334 MSR/ZOK Move to BS Comments**

Thank you for your input.

#### **#9179, #9262, #9267 M3 Move to FS Comments**

Thank you for your input.

#9255 Stock Classing Proposal, Street Tires

Thank you for your input.

#9272 Lexus SC300 Move Comments

Thank you for your input.

#9355 Mini Move to GS Proposal

Thank you for your input. This subject will be covered in a forthcoming proposal which is currently being finalized by the SAC.

#9723, #9729 Stock and RT classing Proposals

Thank you for your input. This subject will be covered in a forthcoming proposal which is currently being finalized by the SAC.

**Street Touring**

#8918 Toyo 195 Comments

Thank you for your input.

#9276 E85 Usage Proposal

This subject is addressed in a proposal which was published in the December Fastrack, associated with item #9305.

**Prepared**

#9239, #9242, #9243, #9639 GP Limited Prep Adjustment Proposals

The issues raised in these letters are addressed herein by a proposal associated with item #9238.

#9761, #9794, #9835, #9837 GP 8" Wheels and Weights Comments

The wheel width proposal as published has been recommended to the BOD. An additional relevant proposal is published herein with item #9238.

#9528, #9556, #9622, #9736 PAC Applications

The PAC and SEB thank these members for their applications; they will be kept on file for further consideration as openings warrant.

**Modified**

#6144, #6560, #6561 F600 Proposals

Thank you for your input. A proposal regarding this subject is published herein under item #9074.

#9070, #9189, #9197, #9223 FV to CM Comments

Thank you for your input.

#8659 Restrictor Comments

Thank you for your input. The MAC prefers to proceed with caution at this time, but will be monitoring developments in the class and may consider addressing the 1.4 displacement factor in a future proposal.

#9227 Aero Comments

Thank you for your input. The MAC continues to study this issue.

#9055 FV in CM Comments

Thank you for your input. The MAC notes that the likelihood of creating a new class in the Modified Category is very small, given the pre-existing participation level expectations which accompany such initiatives. Therefore the committee feels it must attempt to make the best use of the classes which currently exist.

#6534, #8533 MAC Applications

The MAC and SEB thank these members for their applications, and the information will be kept on file for consideration when future openings arise.

## TECH BULLETINS

### Stock

#### #9542 Chevy Volt Classing

The following new class listing is effective upon publication:

Chevrolet Volt (2012-2013) - HS

#### #9460 Audi RS5 Classing

The following new class listing is effective upon publication:

Audi RS5 (2010-2013) - BS

### Street Touring

#### #9268 Z4 M Roadster Classing

Add the 2001-2002 model years to BMW M Roadster and M Coupe listing in STR. It will then read as follows:

BMW

M Roadster and M Coupe (1998-~~2002~~)

### Prepared

#### #9322 MazdaSpeed Miata Classing

Per the PAC, '99-'05 Miata chassis are considered "equivalent" for a Mazdaspeed Miata build in F Prepared. The PAC advises competitors to ensure all vehicle sub-systems are in compliance with Section 17 rules.

Comment: The PAC has reviewed detailed manufacturer technical specifications and diagrams, and found the model-year differences between NB-series Miata chassis' to be very minor, and inconsequential in terms of vehicle performance when Prepared modification allowances are applied.

### Modified

#### #9031 Number of Wheels Clarification

The following set of clarification items has been provided by the MAC:

Change 18.4.B.5 to read:

5. All four wheels will be sprung from the chassis. *An A Modified car may have more than four wheels.*

Change 18.4.B.2 to read:

2. Minimum wheelbase is 72 inches, *measured from frontmost to rearmost axle centerline.*

#### #9252 Radiator Ducting

In response to an inquiry regarding radiator airflow as implemented for specific vehicles in DM, the particular examples provided by the member are not considered to be in violation of 18.1.F.1. Other such configurations would need to be evaluated on a case-by-case basis. Competitors are reminded to heed the cautions of Appendix F with regard to clarifications and advisories.

#### #9253 Rear Diffuser Clarification

The MAC has provided a set of clarifications regarding this subject, as follows:

Revise the first sentence of 18.1.B.1 to read:

*"Bodywork may be modified beyond the allowances of Section 17.2, but must comply with all constraints of 18.1.F; however, the shape of the body must remain recognizable as that of the approved make and model."*

and add to the end of 18.1.F.5 as follows:

*"The dimensions of underbody modifications, e.g. trunk floor shaping and/or removal, which integrate with and thus contribute to the effect of the diffuser must be counted in determining the overall length of the diffuser (which as stated elsewhere herein is limited to 25 inches)."*

#### #9284 Electronic Devices Clarification

Per the MAC, Section 18.0 (first paragraph) prohibits the use of active (including electronically-controlled) differentials

and stability control units unless they are the unmodified OE systems on the particular model.

#### #9695 Front End Plate Clarification

Per the MAC, as addressed in 18.1.F.7, end plates may be used with a front spoiler/air dam/splitter assembly, and shall be located at the lateral ends of the splitter portion of the assembly. Ramps which join such an assembly to the front fender flares are only permitted under the conditions specified by 18.1.F.2.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | December 5, 2012

The RallyCross Board (RXB) met via conference call on December 5. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were 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 (Bob Ricker): The Safety Steward Training presentation is now available in the Member Login sections under File Cabinet of the SCCA website. Current availability is in a PDF format with a PowerPoint version coming soon.

Ricker reported that the Safety Committee received a number of incident reports during the past month which addressed a couple of mechanical issues, one vehicle contacting a solid object and one rollover. To improve incident reporting Ricker stressed the use of the latest version of the Incident Report and the inclusion of a map of the site and a diagram of the incident. Cashion requested that the Divisional RallyCross Stewards (DRXS) send reminders of these guidelines to their Regions.

The RXB discussed the Safety Steward licensing of Aaron Miller, Rocky Mountain DRXS. Based on his experience, RXB consensus is that he qualified to be a licensed RallyCross Safety Steward. Ricker will sign off on Aaron Miller's licensing once he receives an application.

- RallyCross Rules Committee (Warren Elliott): The BoD has approved the 2013 RallyCross Rules (RXR) changes. An omission of language allowing threaded collars has been discovered within the rule change allowing camber kits for double/unequal arm suspensions in Prepared and will be added to the published version of the 2013 RXR.

Elliott reported that Jon Simmons has tendered his resignation from the Rules Committee and that Keith Lightfoot has requested to be on the committee.

**Motion:** Accept Keith Lightfoot as a member of the Rules Committee. Hyatt/Ricker. **PASSED unanimously.**

A tech bulletin has been issued clarifying tire allowances in the Stock Category and can be found under Car and Rules of the RallyCross section of the SCCA website. A forum post with the same information has been made a sticky.

- National Championship Committee (Brent Blakely): Blakely reported that Mark Walker from the Nebraska Region has joined the Committee. Cashion suggested a forum post requesting more committee volunteers in general.

The RXB has tentatively scheduled the 2013 National Championship at Tulsa Raceway Park, Tulsa, OK, for October 4-6. Confirmation of this date is forthcoming.

- Marketing Committee (Ron Foley): The 2013 National Challenge scheduling has four Divisions with National Challenge events scheduled—Southwest, April 13-14; Southern Pacific, May 17-19; Northeast, May 17-19; Great Lakes, June 22-23. Other Divisions have been encouraged to schedule their National Challenge events by the first week of February 2013.

Foley stressed that having National Office coordination of National Challenge trophies would help the events feel more important and lend continuity between the events. The RXB discussed how deep the trophies would go and requested feedback from the DRXS.

- Divisional Steward Liaison (Stephen Hyatt): The last DRXS meeting was productive with 8 (6 stewards and 2

deputies) attending. Items discussed include the Safety Steward Training presentation, 2013 National Challenge dates, possible winner subsidies at the National Championship, a request for National Championship class inspections on Saturday morning, and a request for more incident report information and guidelines from the Safety Committee and the RXB.

- Forum Activity: Notable activity on the forums was the discussion of the omission of language allowing threaded collars within the new rule change allowing camber kits for double/unequal arm suspensions in Prepared. This was addressed in the Rules Committee report above.

### **Old Business**

- TripleCross Award details: Winners of the award have yet to be determined. Brian Harmer will send an email each of the nine National Champions requesting results from National Challenge and Regional events. With those results, any TripleCross Award winners will be announced immediately with the awards being presented at the National Convention in March.
- New site acquisition project: The RXB discussed a site acquisition project proposal received from an SCCA member. Coordination work will begin following the Holidays with the goal of a formal proposal meeting a month or two later.
- National Convention sessions and meeting times: Howard Duncan will distribute a preliminary schedule of RallyCross session topics. Finalization of the schedule will be completed at the next RXB meeting in January.

### **New Business**

- 2013 calendar: Dates for the National Championship and National Challenges are being set, as noted above. The National Convention will feature several RallyCross sessions designed to inspire growth of the program. Getting the schedule and other information to the membership will be first priority within the next few months. The Regional programs conference calls will continue in 2013, starting on February 17<sup>th</sup>. Elliott will use the RallyCross forums to remind the membership of the Rules submission schedule for 2013.
- Convention awards: The RXB is considering nominations for its annual Convention awards—the Dirty Cup, the Divisional Achievement Award, and the Regional Achievement Award. Award recipients will be finalized at the next RXB meeting in January.
- 2013 SCCA season preview article for SportsCar: The editor of SportsCar requested information from the RXB regarding the 2013 RallyCross season for an upcoming season preview article. Cashion requested that Sealander provide a bulleted list of items from this and previous meetings that would highlight the RallyCross program plans for 2013.
- Bob Ricker resignation: Ricker has tendered his resignation as an RXB member pending the appointment of his replacement. A motion was made and passed recommending a replacement.

Next meeting: January 2, 2012

Submitted by Karl Sealander, RXB Secretary



# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | December 4, 2012

The RoadRally Board met via conference call on December 4, 2012; called to order at 7:30 pm CDT.

In attendance: Chairman Rich Bireta, Jeanne English, Clarence Westberg, Chuck Hanson, Sasha Lanz, Deena Rowland from the National Office, guests Len Picton and Bruce Gezon; not in attendance: Jim Wakemen, Jr, Howard Duncan from the National Office, and BOD Liaisons Steve Harris and Bob Lybarger.

November minutes approved (Chuck/Sasha/passed).

Rich welcomed new RRB appointees for 2013 Len Picton and Bruce Gezon, who introduced themselves; Len is a longtime SCCA member with widespread experience; Bruce's experience is primarily in road rally, and he wants to focus on growing regional programs. Rich made a motion to thank and express appreciation for their work to outgoing RRB members Eva Ames and Jim Wakemen, Jr.: Jeanne/Sasha/passed. The BOD approved the RRB members and DRRS for 2013.

Old business:

- 1) 2013 Rules Change: Experienced-Based Classes proposal:  
Assume this was approved by the BOD; how do we get RRRs updated? Dave Kolb is the 'keeper of the RRRs', Jeanne will notify him to get this updated as well as getting the appendices updated. National GTA points will be listed separately.
- 2) Road Rally Planning Calendar (aka 'Jeanne's calendar'):  
This calendar will be placed on the SCCA website in an easier to find location.
- 3) USRRC Future Format:  
Rich – current format is targeted at the current competitors, does not serve as a focus for more than the usual national competitors; what if we change it to a Road Rally Festival, with the target audience being first time people; have it be a destination event – e.g. Indy could go to the race track, or auto museums. Clarence – other clubs (mini, alfa, porsche, bmw, mustang, etc) have destination events, e.g. Eureka Springs, Arkansas, that have big turnouts. Jeanne – destination events need rallymasters which likely are not in the destination area; how big a problem is this? Rich – we need to get word out to the rally community, to target new entrants, the format not necessarily national events, not locked in to specific weekend. Len – has been talking to DC region BOD about multi-discipline events based at Summit Point. Bruce – publicity and organization are the key basis for this type of event, if either lacking, the event won't work, we have to have the right people to do this; do we have contacts for other marquee clubs? Sasha – there are 50 forums that he posts on regularly. Rich will draft an invitation outlining what we are looking for.

Committee Reports:

- 1) National Events Committee (NEC) – Clarence:
  - a) Clarence has solicited info from National Event organizers for 2013 events – Ron Ferris has said he will likely do events in June, Dave Head is working on events for October. Len – when is the road rally calendar finalized? Jeanne replied that calendar is fluid, that events are added throughout the year; we would like to have all events calendared early, but it just doesn't happen.
  - b) Chuck – suggested that all national rallies be on the same weekend every month, so that other events can be on other weekends; Jeanne said that this would be very hard to implement, that often regions have other activities that rallies have to schedule around.
  - c) There was much discussion about setting clocks; some organizers are not doing as the RRRs require; clocks should be set to WWV, lead car should verify the checkpoint clocks are properly set; Bruce said that he does not see this as a problem, why make a big deal of it? Dave Head has submitted a proposal about this (we have read it, but due to time constraints it is being tabled until next month's meeting. We should send a memo to organizers to make sure clocks are set per RRRs.
  - d) Arizona Border has submitted calendar requests for May 31/Jun 1/Jun2 to have two regionals and two nationals; we have the same concerns as for their USRRC proposal; Rich – request denied for same reasons as their USRRC; Chuck – copy to the AZ Border RE; Bruce – don't deny sanction, but insist on them showing that they can meet the organizational requirements; demonstrate they can do

it on March regionals.

- 2) Publicity Committee – Sasha:
  - a) We need to replace Eva as our 'social media coordinator' to update the SCCA Forum, our Facebook page, and such; Rich will solicit for someone on the SCCA Forum.
  - b) Official unofficial road rally Facebook page has been renamed as SCCA Road Rally; Clarence has been posting, and activity has gone up.
- 3) Regional Development Committee (RDC) – Rich:

Rich had a productive phone meeting with committee member Patrick Strong, and has scheduled another call with Patrick and Len on Dec 13.

#### New Business:

- 1) Sessions for 2013 SCCA Convention:

Rich – starting a regional rally program; Jeanne – Road Rally Safety Steward training; Town Hall; Bruce – should we ask Las Vegas Region to put on a rally? problem is getting vehicles; Jeanne will do walking rally; there may be a short presentation to REs; we will have our March RRB meeting.
- 2) Regional and Divisional Awards for 2012:

Deena has National Course & National Tour winners; Bruce has sent out first place awards to class winners; Regional and Divisional awards – we will vote on these at our January meeting, Deena will send us her spreadsheet to look at for suggestions.
- 3) Rules Committee Composition for 2013:

Bruce has expressed interest; Jeanne will ask current members if they want to stay on the committee
- 4) 2014 Rules Changes:

Read the suggested changes that are in the Dropbox, submit comments to the Dropbox, be prepared to discuss them at the convention.
- 5) Weekend Membership Fees: tabled until next month.

#### Closing:

What's your one RRB task this month? Bruce – points keeping, Rich – regional meeting, Len – questionnaire for chairmen and rallymasters to get some idea what regions need and how can RRB help; Sasha – weekend membership; Jeanne – minutes earlier; Clarence – focusing on Yucatan.

Meeting adjourned at 9:30 pm CDT

Next meeting Tuesday, January 1, 2013

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 Web site at the following links:

### CLUB RACING

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

40th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## CLUB RACING BOARD

### SCCA Club Racing Board Minutes | January 3, 2013

The Club Racing Board met by teleconference on January 3, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Bob Dowie, guest. Peter Keane was absent. The following decisions were made:

### SUGGESTED RULES FOR 2014

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).

#### **Spec Miata**

1. #9589 (David Wheeler) Allow Removal of Vibration Damper from 1.8 Pinion Flange

Thank you for your letter. Please add 9.1.7.C.3.f: f. The rubber vibration damper may be removed from the pinion flange on 1994 and newer differentials.

#### **Touring**

##### **T4**

1. #9943 (Mark McCaughey) In T4: Add Front Sway Bar to Toyota Celica GTS

Thank you for your request. Add to the specification line for Touring 4, Toyota Celica GTS 00-05: Front sway bar, Hotchkis Sport Front Sway Bar Part: SKU:22400.

### WHAT DO YOU THINK?

#### **Formula/Sports Racer**

##### **FE**

1. #9681 (Erik Skirmants) Add Optional Wickers/Gurney Flaps

Member input is requested to determine if the CRB should allow wickers/gurney flaps in FE. If they are allowed the rule will be written similarly to:

1. Gurney flaps (wicker) are permitted as an option for installation on the trailing edge upper surface of the wing element.
2. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware (maximum size of #8 (.156")). The maximum number of mounting locations is: 2 on front flaps and 5 on rear elements.
3. Only a .500" total height on front flaps.
4. Only a .250" total height on one or both rear elements.
5. Gurney flaps, where attached, shall be 90 Degrees and the upper surface of the wing element and the Gurney flap must be parallel to the trailing edge of the wing element.
6. They must be one piece. No tapered or saw tooth Gurney's are permitted.

NOTE: The intent would be to use tape; however, the maximum number of fasteners indicated above may be used if tape is not sufficient.

Please respond with a yes or no vote via the CRB letter system at [www.crbacca.com](http://www.crbacca.com).

##### **FF**

1. #9633 (Steve Newey) Side Pod Width for F1600 Input

Member input is requested on whether or not to allow FF cars built to and complying with the British 2010 FF Duratec chassis

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and bodywork rules, to run in SCCA Club Racing. The primary difference is the width of the British side pods and the increased impact absorption material there in.

Basic premise:

1. All FF cars running in SCCA must meet all mechanical, engine and safety rules, as specified in the GCR.
2. All FF cars must comply with either the British 2010 FF chassis and bodywork specification OR current SCCA chassis and bodywork specification rules. Engine specifications and weight are per current SCCA GCR requirements for both.

Please provide a yes or no vote via the CRB letter system at [www.crbscca.com](http://www.crbscca.com).

## **MEMBER ADVISORIES**

None.

## **NOT APPROVED BY THE CRB**

### **GCR**

1. #9150 (John Nesbitt) Clarify GCR section 6.1.1.E White Flag  
Thank you for your letter. The rule is adequate as written.

2. #9719 (Kirk Knestis) Strike "Except IT" from National Class Participation Requirements  
Thank you for your letter. IT classes will remain permanent GCR Regional classes. IT cars have opportunities to run National/ Majors races as ST classed cars in their standard IT form.

### **Formula/Sports Racer**

#### **S2**

1. #9888 (Stu Hanssen) Do Not Change the Weight  
Thank you for your request. The weights with different cylinder head and cam options have been derived to equalize performance between these options. Upgrading is not mandatory and not everyone will or can spend the money for the upgrade. The rules are adequate as written.

#### **F**

1. #10038 (Mike Williams) Pro Formula Mazda Engine Builder  
Thank you for your letter. This inquiry should be submitted to the Pro Formula Mazda sanctioning body rather than to Club Racing.

### **Grand Touring**

#### **GT**

1. #9901 (Len Gilmore) Access Point to Fuel Cell  
Thank you for your letter. The CRB has no plans to allow holes in rear windows for any purpose.

#### **GT2**

1. #9854 (Michael Sullivan) Competitive Balance in GT2  
Thank you for your letter; however, major changes to GT2 for 2013 have just been implemented and the CRB would like to monitor these changes before considering any additional changes.

#### **GT3**

1. #9760 (Mark Ward) Weight Request  
Thank you for your letter, however, the CRB does not feel that this request is in the best interest of GT3 at this time.

### **Production**

#### **EP**

1. #9868 (Guy Ruse) Allow LEVEL 1 Prep 9.1.5.E.1.b.4. for 1986-1991 Mazda RX7  
Thank you for your request; however, it is not consistent with class philosophy.

### **Spec Miata**

1. #9741 (David Wheeler) Allow Aftermarket Engine Parts  
Thank you for your suggestion.

### **Touring**

#### **T**

1. #9877 (Charlie James) Reduce the Weight of the 03-08 Hyundai Tiburon  
Thank you for your request. The CRB will monitor the performance of this car before considering changes.

**2. #9914 (Mark McCaughey) Leave Weight at 2725lbs It hasn't Even Raced Yet**

Thank you for your input. Your car and the Corolla were classified at the same weight and power. The Celica is a better platform and has more potential, which is why there is a weight increase.

**T2**

**1. #9861 (Bradford Neff) Allow Replacement of OEM Upper and Lower A-Arm Bushings**

Thank you for your request. T2 allows the modifications you listed. T3/T4 do not. There are no plans to change this.

**T3**

**1. #9853 (Aaron McSpadden) Need Car Classification for 2004 Mustang GT**

Thank you for your letter. Due to the modifications permitted in the other sanctioning body, your car is too modified to classify in Touring. The CRB recommends that you look at other classes listed in the GCR to find a class in which your car would be compliant.

**PREVIOUSLY ADDRESSED**

**GCR**

**1. #8403 (Anne Kumor) GCR 5.10.4:**

Thank you for your letter. A steward is responsible for identifying the proper GCR citation on results.

**2. #9323 (JIM DENTICI) BRING TECHNICAL INTEGRITY BACK TO CLUB RACING**

Thank you for your letter. After the 2012 Runoffs, a new SIR testing procedure was written and is now in effect for all classes. Please see the January 2013 Fastrack Technical Bulletin, letter #9357.

**3. #9376 (Eric Heinrich) Runoffs Split Schedule - Put Test Day in Middle Next Year**

Thank you for your letter. The 2013 Runoffs has returned to a full week schedule for the 50th anniversary.

**4. #9408 (Peter Zekert) SIR Penalties in Runoffs Supplemental Regulations**

Thank you for your letter. Please see the response to letter #9323 (Minutes).

**5. #9428 (Chuck McAbee) Runoffs Qualification**

Thank you for your letter. The 2013 Runoffs qualifications have been recently published on [scca.com](http://scca.com).

**6. #9595 (Dave Wheeler) Majors Program**

Thank you for your letter. It has been passed along to the BoD Planning Committee for further consideration as they determine the direction of the Majors program beyond 2013.

**Formula/Sports Racer**

**DSR**

**1. #9918 (Michael Devins) Turbos/TIR Input**

Thank you for your letter. Please see letter #9956 (Technical Bulletin).

**FB**

**1. #7130 (David Gomberg) FB Engine Restrictions**

Thank you for your letter. The FSRAC has formed a sub-committee to address these issues and is working on them for 2014.

**2. #9740 (David Gomberg) Result of #7130 and #8109?**

Thank you for your letter. Please see the response to letter #7130 (Minutes).

**FC**

**1. #9133 (Blake Teeter) Opposition to Proposed FF/FC Rules Change (Letter #5636)**

Thank you for your letter. Please see the approved rule changes for 2013 located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

**FV**

**1. #8463, 8472, 9437, 9624, 9625, 9627, 9673 (Palermo, Palermo, Posner, Dykstra, Schings, Isley, Rogers) FV Pistons**

Thank you for your letter. Please see letter #8420, January 2013 Technical Bulletin.

**Grand Touring**

**GT**

**1. #9059 (Michael Mills) BMW E36/E46 M3 Weight and Restrictor Adjustment**

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

2. #9444 (Rob May) Classify STO cars into GT1/GT2

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

**GT2**

1. #8390 (Keith Gillespie) Allow TA2 cars in GT2

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

2. #9310 (David Pintaric) Viper in GT2

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

3. #9311 (Cheyne Daggett) Classify for 2013

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

4. #9487 (Craig Anderson) Classing of STO Cars

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

5. #9550 (Mitchell Bender) Add Howe TA 2 Camaro to GT2 with 2013 SCCA Pro TA 2 Car specifications

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

6. #9688 (Jerry Onks) Classify the C6 Z06 in GT2.

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

7. #9704 (Rob May) Add BMW M3 to GT2.

Thank you for your letter. This has been taken care of. Please see the 12/7/12 Racing Memorandum at: <http://scca.cdn.racersites.com/prod/assets/RM%2012-101.pdf>.

**Production**

**HP**

1. #9979 (Bob Hess) Response to item #9338, Jan 2013 Fastrack

Thank you for your letter. Please see the January 2013 Fastrack Minutes, letter #9338.

**Touring**

**T**

1. #9846 (Mike Ogren) Please Standardize the MX5 Cold Air Allowances

Thank you for your letter. A cold air intake is permitted on the specification line for this car.

2. #9910 (Charlie James) Approve Cold Air Intake for 03-08 Hyundai Tiburon

Thank you for your letter. The 2013 GCR has this listed on the specification line.

**NO ACTION REQUIRED**

**GCR**

1. #9219 (Paul Subject) Adding Additional Engine Builders for Formula Mazda

Thank you for your recommendation. The CRB does not plan to add engine builders at this time.

2. #9370 (Elizabeth Miller) Encourage Split Starts When SRFs Are Placed With Other Classes

Thank you for your letter. Split starts are at the discretion of the Chief Steward. The CRB supports the use of split starts whenever appropriate.

3. #9373 (Robert Devol) Separation of SRF into Its Own Race Group

Thank you for your letter. Grouping classes is dependent on local participation levels which differ across the country. Please consult with your Region.

4. #9375 (James Regan) SCCA Class Groupings

Thank you for your letter. Grouping classes is dependent on local participation levels which differ across the country. Please



consult with your Region.

5. #9416 (Ron Leiferman) Allow E85 in Prod and GT

Thank you for your letter. E-85 is still under discussion by the CRB. Please check a future Fastrack.

6. #9426 (Bill Lamkin) Tighten Tow Fund Requirements

Thank you for your letter. Tow funds are paid to qualified Runoffs entrants for every class in which they qualify and in which they actually race at the Runoffs.

7. #9440 (Kyle Disque) 50th Runoffs Input

Thank you for your suggestion. For 2013 only, all past licensed National Champions are eligible to compete in the 2013 Runoffs. See GCR 3.9.2.B. Additional information is available from SCCA Club Racing.

8. #9594 (Harley Johnson) Allow E85 to the Approved Fuels List

Thank you for your letter. Please see the response to letter #9416 (Minutes).

9. #9601 (Richard Crowell) Wing Measurements

Thank you for your letter. Wing dimension requirements are class specific.

10. #9720 (Brian Ghidinelli) Future Points System to Encourage Local Participation

Thank you for your suggestion. Your ideas are being forwarded to the Board of Directors and Butch Kummer, who are developing the Majors Program.

11. #9721 (Bowie Gray) Change 9.1.13.C

Thank you for your letter. Please see the response to letter #9719 (Minutes).

12. #9726 (Stephen Patterson) IT Cars Classified as a National/Majors Class

Thank you for your letter. Please see the response to letter #9719 (Minutes).

13. #9739 (Rocky Entriiken) Regional Races in 2014

Thank you for your letter. The Board of Directors and the SCCA staff are working this for 2014. The 2013 rollout of the Majors program nationally, along with its results, will be taken into consideration for SCCA Club Racing in 2014.

### **Spec Miata**

1. #9743 (Dave Wheeler) Provide Appropriate Tools and Techniques for Inspecting Heads

Thank you for your suggestion. The CRB is coordinating the development of standard cylinder head go/no-go gauges that will be available through the SCCA.

### **Touring**

#### **T**

1. #9645 (Mark McCaughey) Correct Weight on 05-06 Toyota Corolla XRS in T4

Thank you for your request. The CRB will monitor the performance of this car before considering weight changes.

2. #9845 (Mike Ogren) Standardize the Shock/Spring Rate Permissions for the MX5 in T4

Thank you for your request. The CRB will monitor the performance of this car before considering changes.

3. #9900 (Philip Royle) Touring 4 "Non-Adjustable Shock" Definition

Thank you for your inquiry. Non-adjustable means no external adjustments.

4. #9913 (Jason Isley) Exhaust Manifold and Catalytic Converter

Thank you for your letter. The CRB asks that you submit a specific part you are interested in getting approved.

### **B-Spec**

#### **B-Spec**

1. #9944 (Theodore Goddard) Details About B-Spec and Sub-Committee

Thank you for your letter. The CRB will keep it on file.

### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2013

NUMBER: TB 13-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2013 unless otherwise noted.

## GCR

1. #9456 (Basil ("Butch") O'Connor) listing of vintage group as approved license

In section 3.1.9.6 and 3.1.5.C.15, clarify as follows:

"Vintage Motorsports Council (VMC) *and VMC member organizations*"

A list of organizations can be found here: <http://the-vmc.com/>

2. #9509 (Michael Greuter) Alternate Windshields /Rear Windows GCR 9.3.56

In section 9.3.55 (paragraph 2), clarify the rule as follows:

"Windshield safety clips and rear window safety straps shall be installed on all closed cars (except American Sedan, Spec Miata, Touring, Improved Touring, and Super Touring). *Alternatively, no clips or straps are required if polycarbonate windshields and rear windows are securely bolted to the frame.*"

3. #9600 (Richard Crowell) Cool Suit Hoses

In section 9.3.28, clarify as follows:

"All fuel, oil, and water lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or bulkheaded (*Cool suit lines are exempt*). The driver shall not be exposed to header tanks. Heat shielding between fuel/oil lines and fuel/oil filters and exhaust components is strongly recommended."

## Formula/Sports Racer

### CSR

1. #9955 (David Arken) Add new CSR Classification for DPO2 Club car

Create a new classification in CSR as follows:

*H. Club Elan Van Diemen DP02 Sports Racer Classed in CSR*

#### *1. Definition*

*A one design, fixed specification, open cockpit, single seat sports racer as supplied by Elan Motorsports Technologies (EMT).*

#### *2. No Modifications*

*No modifications are allowed to any part of the car as delivered by EMT except as permitted in these specifications. Adjustments of suspension components and air foils within the delivered range of adjustment is allowed. Maintenance, repair and painting are allowed. Instrumentation is free. Bodywork may be modified within the CSR rules (9.1.9.A.2.d).*

#### *3. Engines*

*The only engines permitted are the Ford 2.3 liter Duratec or Mazda 2.0 liter MZR as supplied by Elan Power Products (EPP). No modifications are permitted. The engine must have the four (4) EPP numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by EPP.*

#### *4. Transmission*

*Any transmission and rear end gear ratios are permitted within the supplied transmission.*

#### *4- 5. Wheels and Tires*

*Thirteen (13) inch diameter wheels with a maximum rim width of 9 inches front and twelve (12) inches rear are the only wheel sizes permitted.*

*Material is unrestricted providing it is metal. Tire brand and compound is unrestricted.*

#### *5- 6. Minimum weight*

*Minimum weight is 1350 lbs. The CRB may adjust the minimum weight at any time.*

## S2

1. #9890 (Anthony Sleath) Mazda MZR rule corrections

In section 9.1.9.B.6.h, correct the rule as follows:

"The Jenvey SCCA-S2 intake kit including intake manifold, o-rings, throttle bodies, throttle position sensor, air horns, and fuel rail must

be used. ~~with no modifications of any kind.~~ *Only non-performance modifications may be made for installation in the race car.* Fuel injectors must be *Mazda L3G5-13-250 or Bosch 0 280 155 868.* ~~The provided, continuous o-rings must be fitted to each intake runner groove between the intake manifold and cylinder head to ensure that no air bypasses the o-ring seal.~~ Intake air filters are unrestricted. *All air entering the engine must pass through the throttle bodies."*

## FC

### 1. #8964 (John D'Addario) ECU Map change

In order to allow the Pro Zetec map in Club Racing, effective 1/1/13, change section 9.1.1.B.16.j as follows:

"ECU: The Pectel T2 unit is required. The current specification "SCCA Club" map *or "2013 Pro" map as published by SCCA* is required. Failure to use the current "SCCA Club" *or "2013 Pro"* map will result in an automatic penalty of 1 year suspension from SCCA club racing. The *"SCCA Club" and "2013 Pro"* map *are* is available on the SCCA website."

Note: this was also posted in RM 13-01

## FA

### 1. #9978 (SCCA Staff) Update the USF2000 spec line in the 2013 GCR

In FA, clarify the USF2000 spec line notes as follows:

Car must comply with the 2012 Pro USF2000 rules. The following sections of the 2012 Pro rules do not apply:

14.1.1 thru 14.1.4

14.12.2 thru 14.12.13

14.13.1

14.13.2

14.13.5

14.18 in its entirety

14.19 in its entirety

14.27 in its entirety

13.34 in its entirety

## DSR

### 1. #9956 (David Arken) Add TIR for 670cc Turbo.

In 9.1.8.A.2.b, add a restrictor to forced induction cars as follows:

"DSR induction: Carburetion and fuel injection are unrestricted. Turbocharging and supercharging are restricted to engines less than 670cc with four valves or fewer per cylinder. *Turbocharged/Supercharged engines must use a 32mm TIR.*"

## Grand Touring

### GT

#### 1. #9347 (Phil Lasco) handling adjustments panoz gts

In GT2, Esperante GTS, add to the notes as follows:

Cars must be prepared to Panoz Esperante GTS specifications and competitors must have a copy of the current GTS rules in their possession. Wheels: (F) 18x10 (R)18x11, Track (F) 64.0 (R) 67.8. Any tire with a diameter of 17" or 18" may be used provided the tire does not exceed a maximum cross section width of 11.5" in front and 12.5" in rear. *Shock and springs are free, transmission type and ratios are free, differential gear ratio only is free (all GT2 transmission rules apply), roof vents allowed per GTCS.*

#### 2. #9936 (GT Committee) Add missing sentence in new SIR wording.

In Appendix F Technical Glossary, clarify the definition of SIR as follows:

"The inlet side of the SIR can be cleared of debris that would hinder the proper sealing of the designated

SIR Ball. *Pressure sensors present inside the intake system must be disconnected.* The SIR stall test is to be administered with the idle of the vehicle set at 2500 RPM. The competitor must be prepared to set the RPM at a sustained 2500rpm. The competitor may not be inside the vehicle during testing. The competitor should be prepared to perform the test at full operating temperature or cold. Testing should be accomplished with a stopwatch and measured from the time of the SIR test ball is seated to the time the crank stops moving."

## Improved Touring

None.

## Production

### FP

#### 1. #9967 (David Strittmatter) Spec Line change requested Lancia Scorpion - Maintenance item

In FP, Lancia Scorpion (1976), add to the notes as follows:

*"The plastic front valence may be replaced by a component of alternate material provided its appearance remains stock."*

## Super Touring

None.

## American Sedan

1. #9951 (AS Committee) E&Os/Clarifications for 2013 Approved Spec Lines

In AS, Ford Mustang Cobra (94-95) Restricted Prep., add the GT model as follows:

Ford Mustang Cobra *and GT* (94-95) Restricted Prep.

In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep., add to the notes as follows:

*1998-2002 stock brakes and/or spindles/knuckles may be used.*

2. #10028 (AS Committee) Clarification of Spoiler Rule

In section 9.1.6.D.7.b.3, clarify as follows:

"The front spoiler/air dam shall be mounted to the body, and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. *No part of the front spoiler/air dam shall be lower than three (3.0) inches from the ground. OEM (factory) front spoiler/air dam systems are permitted and if mounted in the stock location, have no height restrictions.*"

In section 9.1.6.D.7.b.7, delete paragraph and renumber sections as follows:

~~7. No body component, including the spoiler/air dam, shall be lower than the lowest part of the wheel rims. OEM (factory) radiator baffle is permitted and may extend below the lowest part of the wheel rims only if installed in the stock location.~~

87. Rear spoilers or wings shall be as originally fitted or as specifically authorized on the classification line for that vehicle.

## Spec Miata

None.

## Touring

1. #9942 (Jason Fitzpatrick) T4 - 1996-2005 Volkswagen Passat 2.8 V6; ref. 1996-2001 Audi A4

in T4, Audi A4 V-6 (96-01), add the Volkswagen Passat as follows:

Audi A4 V-6 (96-01) / *Volkswagen Passat 2.8 V6 (96-05)*

## T2

1. #9857 (Aaron Coalwell) Please classify 2013 Corvette Grand Sport

In T2, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12), add the 2013 model to the Grand Sport.

2. #9860 (Bradford Neff) Allow removal of front door window T2-T4

In section 9.1.9.1.C.2 (T1), clarify as follows:

"Headliner, sun visor, carpeting, carpet pad and/or insulation, sound- proofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, *front door windows*, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers."

In section 9.1.9.2.D.9.d.2 (T2-T4), clarify 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."

3. #9919 (Brendon Short) Reclassify

In T3, classify the Infiniti G35 (03-08) by duplicating the specs of the Nissan 350Z Track/Touring/Standard/Nismo.

4. #9962 (T-SS Committee) Fix error on tire size on Mustang Boss 302

In T2, Ford Mustang Boss 302 (2012), correct the tire size as follows:

315/35 (F) 315/35 (R) *max.*

## T3

1. #9938 (david mead) allow 18x10 wheels

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

~~18 x 9.5~~ *18 x 10*

## B-Spec

None.

# TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | January 9, 2013

## **Teleconference Attendees:**

Representing the TTAC - Jerry Cabe, Tony Machi, Kent Carter, Dave Deborde, Roy Mallory, Craig Farr, and Dan Goodman. (Note that teleconference connectivity issues prevented other TTAC members from participating). BOD Liaisons – Brian McCarthy and John Walsh. SCCA National Staff – Terry Ozment and Deanna Flanagan.

## **Reports:**

Prior TTAC Minutes (11/14/12 & 12/12/12) approved.

BOD Liaison Report presented and new member John Walsh welcomed.

TTAC Chairman's Report presented emphasizing the need for continued growth of the program.

## **Old Business:**

The 2012 TT Event of the Year and TT Participant of the Year Awards have been selected and will be presented at the National Convention.

A tentative Convention and TTAC Schedule was presented - items discussed include:

- > TTAC Working Sessions
- > TTAC discussion with BOD
- > TT Town Hall Forum format
- > Separate TT Program education session
- > TTAC/TTSC discussion with Risk Management
- > SCCA Technical Department meeting

## **New Business:**

TTAC Secretary/Scribe for 2013 will be Roy Mallory.

The following TTAC Initiatives for 2013 were discussed. Growth of the TT Program will be the focus of the TTAC Working Sessions at the National Convention.

- > Develop and empower the TTSC
- > TT Program growth in each division
- > Initiate Action Item listing and tracking
- > Complete and issue TT Operation Manual
- > Improvements to TT Program Logistics
- > Targeted investigation on Miata Roll Bars
- > Items for BOD Briefing Book due into National before Feb 11<sup>th</sup>

A brief description of the newly announced SCCA Racing Experience pilot program was presented by Dave Deborde.

The approved 2013 Time Trial Rules are being formatted and will be posted on the SCCA website soon.

Submitted by: Roy Mallory

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 17th, 2012

The Solo Events Board met by conference call December 17th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Richard Holden, and Dave Hardy; incoming SEB members Mark Andy and Brian Conners; John Walsh of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## RECOMMENDED TO THE BOD

### #9305 E85 usage proposal

The following updated version of a previously-published rule change proposal is being recommended to the BOD by the SEB:

Replace the last sentence in 3.6.A with the following:

*"Fuels comprised of more than 15% Ethanol may only be used when specified by the manufacturer (e.g. in the owner's manual for Flex-Fuel vehicles)."*

Comment: Per the STAC, the use of E85 is becoming more and more widespread within the Street Touring category. In some vehicles it can enable significant power increases, while in others it cannot. Cars have not been classed with this in mind. With inconsistent availability across the nation, it gives significant advantage to those willing to trailer their cars, as opposed to those who choose to daily-drive them. Unlike high octane pump fuels, E85 is relatively easy to police as its use is quite obvious due to smell. Ethanol content in a fuel sample can also be tested easily in the field.

In the Stock category, there is no option to retune a car for the use of E85 so only those designed as Flex-Fuel vehicles can use the fuel anyway. This change will have no effect there.

## CHANGE PROPOSALS

### Kart

#### #9363 KML Weights Comments

The following set of proposals has been recommended by the KAC and is published here for member review and comment:

Change 19.1.A.4 as follows:

"4. Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender ~~or class entered~~. Weights for entrants with karts having other engines are as listed in Section 19.1.D.3."

Change 19.1.D.1 as follows:

"1. Moto: Engines must be mass-produced, single cylinder, motocross motorcycle engines up to 125cc displacement and of the current year's production or older. No prototype, preproduction, "works type motors," or road race engines are allowed. Engines may be liquid or air-cooled. Induction may be piston port or case reed type only. OE parts can be interchanged from any year model of the same brand name and similar model of motor (i.e., CR to CR, YZ to YZ, etc.), provided that these parts are normally commercially available over the counter in the USA to all competitors. *Ladies' class may run with a 20lb weight reduction.*"

Change 19.1.D.2 as follows:

"2. KZ (ICC): All current or prior approved CIK/FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK/FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the Section 19.1 and ~~incur an additional 25 lb weight adjustment~~ *must run at 410lbs. Ladies' class may run with a 20lb weight reduction.*"

## Street Touring

### #9146 Boxster(s) Classing Proposal

The SEB is seeking member comment regarding possible classing for the 1997-2004 Porsche Boxster (986 chassis, non-S) in the Street Touring Category. Input is specifically requested regarding potential interest in and/or suitability of these cars for either STU or STR. The SEB is also interested in member feedback regarding the possibility of preparation adjustments (for example, tire width limitations for mid-engine RWD cars), in order to address possible competition imbalances.

## Street Prepared

### #9228 Alfa Romeo Move to FSP Proposal

The SPAC submits for member comment the following reclassification:

*Move from D Street Prepared to F Street Prepared:*

*Alfa Romeo*

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders(all)*

### #9961 Differential Allowance

The SPAC and SEB would like member feedback as regards allowing alternate differential covers, either (1) for all cars via adding a new **15.10.CC: "Differential covers and attaching hardware may be replaced."** or (2) only for solid axle cars via adding a new **15.8.1.6: "Differential covers and attaching hardware may be replaced."**

## MEMBER ADVISORIES

### Stock

#### #9221, 9803, 9883 SAC Applications

The SEB has appointed Tom Reynolds, Mark Pilson, and Chris Fenter to the SAC.

#### #9930 SAC Chair

The SEB has concurred with the SAC's recommendation of Jeff Cashmore for chair of that committee.

### Kart

#### #9824 Electric Shifter Allowance

The use of an electric shifter on a kart by a disabled person is permitted under section 3.1; the last paragraph states:

"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® Technical Services Department is required for the use of such equipment in National Solo® events. Requests will be handled on a case-by-case basis."

## NOT RECOMMENDED

### Street Touring

#### #9551 Civic Move to STS Proposal

The STAC does not believe this change is necessary at this time. Participation levels in both STC and STS are considered adequate.

#### #9814 Airbag Steering Wheel Proposal

The STAC believes this change is not consistent with Street Touring philosophy.

### Street Prepared

#### #9604 Hardtop Allowance Proposal

The SPAC does not believe such a change is necessary. There is no requirement to run with the hard top in place. A non-conforming hard top can be removed during competition.



#### #9778 Body Allowance Proposal

This is closely related to the changes to the aero allowances proposed last year, that were opposed by a majority of the membership feedback received.

### OTHER MEMBER ITEMS REVIEWED

#### Stock

##### #9184 Camber Comments

Thank you for your input.

##### #9269 Strut Top Comments

Thank you for your input.

#### Street Touring

##### #9806, 9816, 9825, 9931, 9784, 9785, 9788, 9789, 9795, 9799, 9805, 9813, 9818, 9819, 9829, 9832, 9834, 9838, 9842, 9851, 9856, 9865, 9870, 9878, 9909 E85 Comments

Thank you for your input. A proposal regarding this subject has been recommended to the BOD, as shown elsewhere herein.

##### #9925 370Z Classing Proposal

This subject is addressed by a Tech Bulletin elsewhere herein, under item #9283.

##### #8962 Boxster Classing Proposal

This subject is addressed elsewhere herein under item #9146.

#### Street Prepared

##### #9489, 9490, 9671, 9693, 9694, 9831 Alfa Move to FSP Proposal

This topic is addressed by a proposal elsewhere herein, under item #9228.

#### Kart

##### #9638 Distance from Solid Object Clarification

Per the KAC, there is no requirement, just because solid objects are less than 50' away (not including curbs), to disallow karts. It is believed the intention of the rule is to give the SSS the discretion to modify the course or disallow karts if deemed necessary.

This topic was also addressed in the December Fastrack, via item #9439.

##### #9793, 9796, 9801, 9812, 9815, 9817, 9820, 9822, 9823, 9826, 9828, 9841, 9852, 9791, 9929 KM Age Comments

Thank you for the feedback. This topic is still under consideration and will be addressed with item #9526.

##### #9587, 9591, 9612 KML Weight Comments

Thank you for your input.

### TECH BULLETINS

#### Stock

##### #9863 2013 Camaro Classing Proposal

Per the SAC, add "(incl. 1LE)" to the FS listing of the '10-'13 SS Camaro, so that it now reads:

Camaro SS (*incl. 1LE*) (2010-13)

##### #9924 Camaro ZL1 Classing Proposal

Per the SAC, the following new classification is effective upon publication:

*Camaro ZL1 (2012-13)*

*AS*

## #9921 Classing updates

Per the SAC, add the following new listings, effective upon publication:

<i>BMW 135is (2008-13)</i>	<i>DS</i> on same line as the 128i and 135i ('08-'13)
<i>BMW 335is (2007-13)</i>	<i>DS</i> on same line as 335i et.al. for '07-'13
<i>Chrysler 300 (incl. SRT8) (2010-13)</i>	<i>FS</i>

## Street Touring

### #9698 Strut Brace Clarification

Add to the Street Touring Category subsection of Appendix F:

*"On the Subaru BRZ/Scion FRS, the pair of OE strut tower-to-firewall braces are not considered to be a strut bar (per 12.18), and as such are not allowed to be removed, modified or substituted (per 14.2.G)."*

### #9283 370Z Classing Proposal

Per the STAC, this is addressed by two separate Tech Bulletins:

- 1) Add to STR: '09-'12 Nissan 370Z (except NISMO)
- 2) Clarify 14.4 by adding: *"Standard equipment wheels exceeding these maximums are not permitted."*

### #9872 2013 Focus ST classing

Effective upon publication, add the following new listing in class STX:

*Ford*  
*Focus ST*

## Street Prepared

### #9615 VW Golf R Classing Proposal

Per the SPAC, the following new listing is added, effective upon publication:

<i>Volkswagen Golf R (2012-13)</i>	<i>BSP</i>
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### #9767 Watts Link Clarification

There is no allowance to replace the differential cover. Modifications to the original differential cover are permitted, but replacing the entire differential cover would be outside the scope of the current allowance, which is intended to permit any method of attachment, not wholesale replacement of parts to which the attachment is made.

### #8969 Audi S4 Classing Proposal

Per the SPAC, the following new listing is added, effective upon publication:

<i>Audi S4 (2000-03)</i>	<i>ASP</i>
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# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | January 2, 2013

The RallyCross Board (RXB) met via conference call on January 2. Attending were Ken Cashion, Chairman, Bob Ricker, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Stephen Harris, BoD liaison, Brian Harmer from the National office, and Jerry Doctor.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

- RallyCross Safety Committee (Bob Ricker): No incidents were reported from the Regions or Divisions during the month of December.

The incident reporting guidelines discussed in the December RXB meeting were given to the Divisional RallyCross Stewards (DRXS) in their December meeting. The DRXS will forward those guidelines to their respective Regions.

Licensing of the Rocky Mountain DRXS as a Safety Steward is ongoing and will be completed when all necessary contacts have been made.

- RallyCross Rules Committee (Warren Elliott): The 2013 RXR is nearly ready to be published with only a language adjustment specifically allowing threaded collars the Prepared Categories and some remaining information for the Champions List.
- National Championship Committee: The 2013 RallyCross National Championship has been confirmed for October 4-6 at Tulsa Raceway Park. Cashion expressed a desire to have the 2014 event site confirmed and announced by June of this year.
- Marketing Committee (Ron Foley): Scheduling continues in the Divisions for 2013 National Challenge events with the following dates (note changes from what was reported last month): Southwest, March 23-24; Southern Pacific, May 17-19; Northeast, May 17-19; Rocky Mountain, May 31-June 2; Northern Pacific, June (unspecified dates); Great Lakes, July 20-21; Midwest, September 14-15.

Foley updated the RXB on National Challenge trophies. The plan is to have a representative trophy at each of the events, and then ship the actual trophies to the winners after the events. Brian Harmer is working with the trophy supplier to finalize the trophy design.

- Divisional Steward Liaison (Stephen Hyatt): The last DRXS meeting was well attended with only 2 stewards not in attendance.

Hyatt is concerned with a possible low turnout at the National Convention by DRXS. Travel cost seems to be the main issue. Hyatt requested that the BoD approach their respective Divisions regarding possible funding of travel costs to the National Convention for their DRXS. Light attendance at the National Convention by the DRXS may hamper RXB plans for a face-to-face meeting with them.

Hyatt reported that the DRXS are happy with the availability of the Safety Steward Training Presentation at the website.

Hyatt also clarified that Weekend Members are not eligible for contingencies at the National Challenge events.

- Forum Activity: There has been little activity on the RallyCross forums during the last month. Elliott did post that the submission period is now open for 2014 rules.

### Old Business

- TripleCross Award winners finalization: Three individuals have won the TripleCross Award for 2012: Warren Elliott, Jan Gerber, and Will MacDonald. The awards will be presented at the 2013 National Convention and will include a special trophy and a free, non-transferrable entry to the 2013 National Championship event in Tulsa, Oklahoma.
- New site acquisition project: Tabled until Howard Duncan can attend the RXB meeting.
- 2013 National Convention sessions and meeting times: Currently three RallyCross sessions are scheduled for the National Convention: *RallyCross: Why Start a Program?* | *Town Hall: RallyCross* | *RallyCross Regional Workshop*. Presentation details will be finalized at the next RXB meeting. Cashion also requested follow-up on the scheduling of the meeting with the BoD.

- Convention awards: The RXB discussed and voted on the winners of the RallyCross awards to be presented at the National Convention. Those awards are the Dirty Cup, the Divisional Achievement Award, and the Regional Achievement Award.
- New RXB member discussion: The RXB discussed and voted to present to the BoD a replacement for Bob Ricker on the RXB. Also discussed was adding an advisory position on the RXB as a competitor representative. Further discussion will continue at the next meeting.

Next meeting: February 6, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | January 7, 2013

The Road Rally Board met via conference call on January 7, 2013; meeting called to order at 7:30 pm CST.

In attendance: Chairman Rich Bireta, Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Deena Rowland from the National Office, and Board of Directors Liaison Bruce Lindstrand. Not in attendance: Len Picton and BOD Liaison R David Jones (both due to an administrative mixup), and Howard Duncan from the National Office.

Rich welcomed new RRB members Bruce Gezon and Len Picton, and BOD Liaisons Bruce Lindstrand and R David Jones; Bruce introduced himself as a member of the Milwaukee Region, a new BOD member, and said he brings an outside point of view. (Len and R David were welcomed in abstencia.)

December minutes approved (Chuck/Sasha/passed).

### Old Business:

- 1) 2013 Rules Change - Experience-Based Classes proposal.  
We inadvertently left off the part of the proposal dealing with the 70 point rule; through "errors and omissions" we can put it in as intended: Revise Article 8 B) 4) Regional rallies may count for a maximum of 70 points in each series for competitors in the Master Category. **Motion** to do this: Chuck/Jeanne/passed.
- 2) Appendix B Program Awards also needs to be updated.
- 3) Road Rally Planning Calendar at [www.scca.com/rally](http://www.scca.com/rally) - Jeanne will get this updated.
- 4) 2014 USRRRC Invitation for Proposals – Rich has written a invitation for proposals for the 2014 USRRRC 'for an event that is significantly different from the current USRRRC format', to be distributed to the rally community through the SCCA Forum and the Yahoo rally group as an option to the existing format; after proposals are received, we can then see if any changes to the RRRs need to be made; deadline for proposals is May 1<sup>st</sup>. **Motion** to do this: Bruce/Sasha/passed.
- 5) SCCA Convention Sessions:
  - a. March RRB Meeting I – 2013 RRB Priorities/Backlog (closed to public)
  - b. March RRB Meeting II – 2014 National Rules Changes (open to public?)  
(These first two meetings will constitute our regular monthly meeting.)
  - c. Road Rally Board Town Hall
  - d. Road Rally Safety Steward Training – Jeanne English
  - e. Starting a Regional Rally Program – Rich Bireta
- 6) Status of tiered SCCA membership initiative: Deena reported that as of now, this is not going to be done, instead they may offer multiple year memberships and may raise the age for the First Gear program.

### Committee Reports

- 1) Publicity Committee (Pubcom) – Sasha requested that we read the report from Dave Head which is in the Dropbox. Bruce suggested putting together a rally community calendar of all events in US, we need a social media expert to do this; he wants to make a posting on Forum seeking someone to do this; Bruce will come up with wording and send to us.
- 2) Regional Development Committee (RDC) – Rich  
There have been two meetings since last RRB meeting; they had two dozen items, pared down to six; a report has been put in Dropbox. Len created survey sent to rallymasters from last year; he has gotten some responses, waiting for more, will have a report next month
- 3) National Events Committee (NEC) – Clarence.  
Two items for discussion/action; see email from Clarence, in Dropbox
  - a) APP class - what to do about it; Clarence suggested putting it in Class S, Bruce thought it should be Class L; send to rules committee that we would like to see 'Richta'-type device in Class S, but not Curtas. Also, what about using GPS for mileage? Bruce asked that Clarence put together some wording for the RRB to then go to rules committee.
  - b) Indy rallies – the NEC committee received a request from an Indy competitor to limit the sanction for the Indy weekend to two national rallies each of which can be one of a GTA, NTR or NCR but not a combination. The reasoning was that the committee wasn't up to the task of administering such an event. An out of region pre-check was also requested. The Indy committee really wants to do combined format events. We are still soliciting comments from other contestants; further discussion tabled to next month.

### New Business:

- 1) 2012 Road Rally Participation Study – Rich reported that Howard had made a comment (at the most recent BOD meeting) that rally participation was down 17 %; didn't seem right; observations: 2011-2012 road rally was flat, 33% of regions had at least one rally (see Dropbox report), 11% had healthy programs, only 2 regions down; Bruce said

his numbers came up to an increase, not decrease, in people involved in competitions. Rich said he would like to add Bruce's statement about numbers in the next BOD briefing packet; Bruce Lindstrand would like to take to next BOD meeting to champion road rally to the Board. **Motion:** emphasis that analysis of actual results shows an increase of 12.2%, not decrease of 17%, and send this to next BOD meeting. Chuck/Sasha/passed.

- 2) Weekend Membership Fees – see email from Sasha Jan 2, 2013; it has been suggested we find a way to cut down paperwork and fees – we're not seeing any results: BOD member Lisa Noble said last year that WM fees are something we can talk about; waiving them would solve one problem – cooperative events with other clubs would be simpler if we can just waive the fees for rallies. **Motion:** ask the BOD to remove WM fees; Sasha will draft the proposal. Chuck/Jeanne/passed.
- 3) Other new business. Dave Head proposal regarding time reference; tabled until next month due to time restraints.
- 4) 2013 USRRC Proposal – Washington DC Region  
The proposal from Steve Gaddy is in Dropbox; there is general agreement about liking and accepting the proposal. **Motion:** accept the 2013 USRRC proposal from WDC Region. Bruce/Sasha/passed. Dave Teter is appointed as liaison.
- 5) Rules Committee –  
Membership – same as last year, adding Bruce Gezon, who will be chair; Jeanne still liaison (but not member). **Motion:** accept these appointments. Jeanne/Sasha/passed. See the recurring calendar (in Dropbox) for 2014 rules deadline timeline,
- 6) National Sanction Fees – reduce to match Regional fees? tabled until next month due to time restraints.

Closing - What is your "one RRB-task" this month?

Rich – respond to WDC's 2013 USRRC proposal; put out solicitation for 2014 USRRC proposals

Deena – get PIN numbers for conference calls

Jeanne – get with Dave Kolb for RRRs updates; get minutes out quicker

Sasha – draft memo about WM fees

Clarence – doing LOL stuff

Chuck – keep Indy program on track

Bruce – rules committee organization; work on post re social media; catch up on scoring

Bruce Lindstrand – take percentages of road rally participation to the BOD, as well as our feelings about WM fees

Meeting adjourned at 9:30 pm (when phone call ended)

Next meeting Tuesday, February 5, 2013

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 Web site at the following links:

### CLUB RACING

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

40th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>



## BOARD OF DIRECTORS

### SCCA Board of Directors Minutes | January 28, 2013

SCCA Board of Directors held a conference call Monday January 28, 2013 commencing at 8PM CDT. All Directors participated: Dick Patullo, Jerry Wannarka, Robin Langlotz, Steve Harris, Bob Lybarger, Lisa Noble, R. David Jones, Bill Kephart, John Walsh, Phil Creighton, Brian McCarthy, Todd Butler and Michael Lewis. Jeff Dahnert, President and CEO also participated.

#### Chairman Noble called the meeting to order.

Lewis presented the capital budget requests for 2013. These are normally approved as part of the SCCA Inc. budget in December. However this year Treasurer (Lewis) requested additional time to review proposed capital budget with Staff. It was withdrawn from consideration in December meeting and now presented for approval after review. Budget line items were presented separately and ahead of meeting to BoD for review.

**Motion:** Lewis/Kephart - To accept the 2013 capital requests as presented and instruct staff to pursue implementation in a timely manner. Approved: 13-0 Unanimous.

Kephart explained that the Colorado Region is seeking flexibility in race format for upcoming races at High Plains. Format flexibility is desired depending on worker count to run same or similar courses and to include PDX -Time Trials run groups. Formal approval was inadvertently missed at the December 2012 BoD meeting and deferred until this conference call.

**Motion:** Kephart/ Wannarka - That for the May, 2013 Colorado Region SCCA race at High Plains Raceway, the Board of Directors allow the following waivers:

- GCR Appendix B, 1.2.D. to allow the Region to conduct 4 National Championship events.
- GCR Appendix B, 1.2.E. to allow 4 National Championship events at High Plains Raceway.
- GCR 3.1.1.A to allow 4 race groups.
- GCR 3.1.1.B.1 to allow two groups to participate in the same practice session.
- GCR 3.1.1.B.4 to allow simultaneous National and Regional qualifying.

Approved: 12-1. McCarthy - Abstain

RallyCross Board has a vacancy as of late 2012. RXB did not have a recommended appointment at December 2012 BoD meeting. Recommended RXB new member is Jerry Doctor (resume on file). Mr. Doctor's appointment is supported by the SCCA Inc BoD Liaison to RX (Harris) and the Rally/Solo Staff (Duncan).

**Motion:** Harris/Butler - Appoint Jerry Doctor to RallyCross Board effective immediately.  
Approved 13-0.

**Motion:** Wannarka/Lewis - To adjourn meeting. Approved 13-0

**Meeting Adjourned 8:45PM CST**

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# CLUB RACING BOARD

## SCCA Club Racing Board Minutes | February 5, 2013

The Club Racing Board met by teleconference on February 5, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Club Racing Technical Services Assistant; David Arken, CRB member nominee; Kevin Fandozzi, CRB member nominee; and Bob Dowie, consultant. The following decisions were made:

### SUGGESTED RULES FOR 2014

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. #9563 (Bob Clark) Competition Licensing Renewal Changes

Thank you for your letter. Change Appendix C, 2.2.B.: ~~A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number.~~ *A licensed competitor or a Novice Permit holder may enter one car in multiple groups or multiple cars in multiple groups, but will earn license credit for only one entry for each race group for each sanction number.*

##### 2. #10322 (Club Racing Board) Definition of "Ferrous"

In the GCR, Appendix F. Technical Glossary change: Ferrous - An *metal* alloy containing more than 50% iron. *Non-ferrous - A metal alloy containing less than 50% iron.*

### WHAT DO YOU THINK?

None.

### MEMBER ADVISORIES

#### **GCR**

##### 1. #10326 (Club Racing Board) Log Books in 2013

With many cars moving to different classes due to recent changes in the rules, the CRB wants to make it clear that you may use existing log books for your new class. Simply change the specifications and photos on the front pages of the log book to show the new class.

### NOT APPROVED BY THE CRB

#### **GCR**

##### 1. #9642 (John Nesbitt) Clarify Relationship Among 5.9.3.C., 7.4.D., and 8.3.3.C.

Thank you for your letter. The rule is adequate and clear as written.

##### 2. #10074 (Darryl Wills) Formula Groupings

Thank you for your letter. The CRB recognizes that this is a Regional concern. All race groups have the potential for multiple classes racing together. Every Region deals with these issues on a per race basis. Please consult with your Region's leadership regarding race groupings. It is also the responsibility of drivers to make safe passes. The GCR is specific about those responsibilities and the consequences of not driving safely.

##### 3. #10288 (Dave Wheeler) Allow Tape/Decals on Radiator Screen to Control Water Temperature

Thank you for your request. The CRB has no plans to include a rule in the front part of the GCR, which would apply to ALL classes, because this is a class specific issue. Please direct your request to the specific class/Advisory Committee that you wish to consider your request.

##### 4. #10306 (Jim Cozzie) Request for Bolt-in Roll Bar Specification

Thank you for your request. The SCCA will not submit a letter to request an SFI certification for bolt in roll bars.

### **Formula/Sports Racer**

#### **FA**

##### 1. #10114 (Chris Fahan) Increase Swift 016 Restrictor Size

Thank you for bringing this to the attention of the CRB. The CRB is monitoring this situation and will make recommendations

as needed.

## **Grand Touring**

### **GT**

1. #10036 (David Patten) Change Rim Width Maximum Limit to a Tire Width Maximum Limit

Thank you for your request. The CRB has no plans to make this change.

### **GTL**

1. #10039 (Curtis Wood) GTL Wheel Diameter Penalty Reconsideration

Thank you for your letter. The CRB feels that the weight penalty between 15" and 13" wheels/tires is appropriate.

## **Improved Touring**

### **ITS**

1. #10034 (Alex Phelps) Reduce Weight of MX5 by 40 lbs.

Thank you for your letter. This car was recently moved from ITR to ITS based on member input. The CRB feels the car is classified correctly and will continue to monitor its performance.

### **IT**

1. #9915 (Steven Elicati) Allow Addition of Insulation to Firewall, etc.

Thank you for your letter. The rule is adequate as written. Exhaust rules already allow for added heat shields and further states that stock heat shields and insulation may be retained.

2. #9927 (Dedrick Medina) Reduce the Weight of 88-91 Civic Si by 100 lbs.

Thank you for your letter. The car's weight is correct as classified.

## **Production**

### **EP**

1. #9867 (Guy Ruse) Reduce Weight of 1986-1991 Mazda 13B RX7 by 100 lbs.

Thank you for your request. Based on the differences between the brakes and the suspension designs of the first and second generation RX-7s, the different weights specified for these cars are appropriate and the equalization of the weights for the 13B engined first and second generation cars is not warranted.

2. #9950 (Dave Kavitski) Weight Addition to 99 Miata, 240Z and RX3

Thank you for your letter. The SCCA understands that production classes involve amateur racing. However, development of cars in amateur racing is part of the racing process, just as it is in the professional venues. One of the challenges of the production classes is the mix of relatively high horsepower cars with cars that produce less power but are more nimble. As shown by the results of the 2012 Runoffs, these different types of cars can race competitively. Development and track time are key to the continued success of the mix of cars involved in the production classes.

## **Super Touring**

### **STU**

1. #9902 (Eric Thompson) Allow non-OEM Front and Rear Bumpers

Thank you for your request. This kind of modification is not within the class philosophy.

### **STL**

1. #10085 (Michael Head) Allow Larger Brakes on Mazda Protege

Thank you for your request. The CRB has no plans to make special allowances for brakes in STL.

## **Touring**

### **T**

1. #9959 (Lowell Huston) Allow Brake Cooling Shields

Thank you for your request. The new Touring rules allow brake ducting which should improve brake cooling issues moving forward.

### **T2**

1. #10035 (Joey Wang DeFilippis) Wheel Fitment Safety on Mitsubishi Evolution 8/9

Thank you for your letter. Please see the answers to your requests below:

1. Rolling fender and quarter panel lips is against Touring rules. The CRB has no plans to change this rule.
2. Relocating the battery is against Touring philosophy. The CRB has no plans to change this philosophy.
3. Please see the response to letter #9992 (Technical Bulletin).

### **T3**

1. #10030 (Tim Myers) Allow Big Brake Kit for Audi S4 (10-11)

Thank you for your letter. This request is outside the philosophy of the class.

**2. #10050 (TC Kline) Re-evaluate the Weight of the BMW 135i**

Thank you for your request. The potential of the twin turbo engine is too great to allow a lower weight. The CRB will continue to monitor the performance of this car.

**3. #10051 (Tim Myers) Allow T3 Dual Classed Cars (T2/T3) OEM Bushing Replacement**

Thank you for your request; however, it is against T3/T4 philosophy. The CRB has no plans to change this philosophy.

**4. #10112 (Tim Myers) Correct Size of Wheels to 18" instead of 19", Reduce Weight**

Thank you for your request. 19 inch wheels are the maximum diameter permitted, which means any wheels smaller in diameter than 19 inch are permitted. The CRB has no plans to make weight adjustments in T3 for cars with wheels smaller than the maximum diameter.

**T4**

**1. #10081 (Jason Isley) Allow Header for Nissan Sentra SER Spec-V**

Thank you for your request. Exhaust headers are against T4 philosophy.

**2. #10192 (James Place) Reduction of Weight and Performance Enhancement for Acura Integra**

Thank you for your request. The CRB will continue to monitor the T4 re-class for parity.

**PREVIOUSLY ADDRESSED**

**GCR**

**1. #10304 (Jason Isley) Do Not Allow E85 in Club Racing**

Thank you for your letter. E-85 is still under discussion by the CRB (Please see letter #9416, February 2013 Fastrack).

**2. #10316 (SCCA Staff) F&C Manual for Approval**

The CRB approves the F&C Manual for posting and thanks all those that worked to develop the Manual and reviewed it, for their excellent work.

**Grand Touring**

**GT2**

**1. #9926 (Matthew Miller) Weight/SIR on VQ engines**

This was corrected in the 2013 February GCR.

**Improved Touring**

**IT**

**1. #10307 (IT Committee) Pontiac Firebird 87-92**

Please see letter #9371 (Technical Bulletin).

**Super Touring**

**STU**

**1. #9891 (Clint deWitt) Reduce TIR/Increase Weight for Pontiac Solstice**

Thank you for catching this. Please note that this has already been corrected in the 2013 GCR.

**STL**

**1. #9893 (Carl Young) Classify the 2013 Dodge Dart 2.0L in STL**

Thank you for your request. The Dodge Dart with a 2.0L engine is already eligible for STL provided that the compression and cam lift meet the specifications in the rules.

**Touring**

**T**

**1. #9876 (Charlie James) Proper Weight Assignment on 00-05 Toyota Celica GTS**

Thank you for your letter. Please see the response to letter #9807 January 2013 Fastrack (Technical Bulletin).

**T3**

**1. #10012 (Tim Myers) Classify Solstice GXP in T3**

Please see letter #9892 (Technical Bulletin).

**NO ACTION REQUIRED**

**GCR**

1. #9773 (Eric Heinrich) Runoffs at Circuit of the Americas in Austin TX?

Thank you for your enthusiastic suggestion. Multiple tracks are under consideration for the location of the 2014 Runoffs.

2. #9923 (Brian Ghidinelli) Update to letter #9720

Thank you for the update. These are subjects that are under thorough review by the Board of Directors and Club Racing Board.

3. #10102 (Rob May) FIA Homologated Sliders

Thank you for your inquiry. Per GCR 9.3.41, "Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA standard 8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible." This would include seats mounted to homologated sliders.

### **Formula/Sports Racer**

#### **FV**

1. #10103 (Stevan Davis) Class Groupings FV vs. Wings or fenders (INCLUDING SR)

Thank you for your letter. Please see the response to letter #10074.

### **Improved Touring**

#### **ITR**

1. #10014 (Jay Troxell) Confirm weight of BMW 328i/is and BMW 325i/is

Thank you for your letter. The CRB will continue to monitor the car's performance and does not recommend a change at this time.

#### **ITS**

1. #9880 (Daniel Upton) Impreza Eligibility

Thank you for your letter. The IT ruleset allows any chassis that is identical to a classified car to be used, regardless of VIN#. It is the responsibility of the competitor/entrant to ensure complete compliance with the rules.

#### **ITB**

1. #10196 (Chris Schaafsma) Correct Power Factor Used to Set Spec Weight to 25%

Thank you for your letter. The CRB is currently reviewing all of ITB and will consider this car as part of that effort.

### **Super Touring**

#### **STU**

1. #10119 (Eric Thompson) Allow Use of NA 3sge intake Manifold to Eliminate Lean Condition

Thank you for your inquiry. It is permitted to use the intake and throttle body from either the installed engine or the chassis. If your vehicle was built with either a turbocharged engine or non-turbocharged engine, you may use the intake and throttle body from either engine.

### **Touring**

#### **T2**

1. #10148 (Joe Aquilante) Classify the C7 Corvette

Thank you for your request. When the C7 Corvette is available for sale through a dealership, the CRB will classify it in the appropriate class.

### **RESUMES**

1. #10267 (John Bauer) Resume for David W. Woodle

Thank you for your resume. The CRB will keep it on file.

# CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2013

NUMBER: TB 13-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2013 unless otherwise noted.

## GCR

1. #9608 (Kevin Coulter) Additional recognized licenses in regional races

In section 3.1.5.C, add a new section as follows:

**21. Autobahn Country Club Level 1/Level 2**

2. #10126 (Paul Gauzens) Correct 2013 GCR 3.1.8.D

In section GCR 3.1.8.D, remove the entire section.

~~"Provided all safety equipment is in order, a Showroom Stock car ineligible for other kinds of race events because of the model year is allowed at an SCCA Drivers' School."~~

Thank you for catching this.

3. #10139 (SCCA Staff) Clarify 9.3.55 Windshield Clips

Change GCR section 9.3.55: Windshield safety clips and rear window safety straps **are required** ~~shall be installed~~ on all closed cars, ~~(except on American Sedan, Spec Miata, Touring, Improved Touring, and Super Touring);~~, **where they are optional**.

## Formula/Sports Racer

### FA

1. #9897 (Lee Niffenegger) Honda FA Engine Homologation Request

In FA, add the Honda K20Z3 as follows:

Spec Line	Engine	Max. Displ.	Max Valves/cyl	Notes	Restrictor	Weight
L.	Honda K20Z3	2000	4	see section 2c	NA	1200

In section 9.1.1.A.2, create a new section as follows:

### 1. Honda Civic (K20Z3) Engine

#### a. General

- No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Civic factory service manual, Honda PN 61SNA05 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.*
- Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.*
- All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber coolant lines.*
- No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.*
- Only stock Honda manufactured gaskets and seals as specified in the Honda Civic factory service manual are permitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).*
- For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.*

#### b. Block

- The only permitted cylinder block is Honda PN: 11000-RRB-810*
- Honing of cylinders is permitted to a maximum diameter of 86.070 mm (3.3886 inches). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.*
- Block must use stock main bearing caps, girdle and hardware as supplied.*
- Minimum deck height from crank centerline: 211.95 mm (8.3445 inches).*



**c. Crankshaft**

1. The stock Honda Civic crankshaft, Honda PN: 13310-PRB-A00, must be used with no modifications allowed.
2. Minimum weight: 37.5 lbs. No pilot bearing or bushing.
3. Maximum stroke at piston: 86.1 mm (3.390 inches)
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Civic factory service manual.
5. The crank pulser must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
  - a. Minimum weight: 3.90 lbs.
  - b. Honda PN: 13810-RRB-A01.

**d. Connecting Rods**

1. Stock Honda Civic connecting rod must be used PN: 13320-PRB-A01.
2. Minimum connecting rod weight with cap and bolts: 580.0 grams (20.45 ounces).
3. Maximum connecting rod length center to center: 138.95 mm (5.470 inches).

**e. Pistons**

1. Honda Civic OEM standard size pistons, PN: 13010/13020-PRB-A01, must be used.
2. The use of oversize pistons is not permitted.
3. Piston dimensions and weights:
  - a. Maximum standard piston diameter, measured at a point 11mm from the bottom of the skirt: 85.990 mm (3.3854 inches).
  - b. Centerline of wrist pin to crown maximum: 32.7 mm (1.287 inches).
  - c. Maximum overall height from skirt to crown edge: 52.1 mm (2.051 inches).
  - d. Minimum weight: 320 grams (11.287 ounces).
  - e. Minimum weight of piston pin: 87 grams (3.07 ounces).
  - f. Combined minimum weight of piston, piston pin and connecting rod: 973 grams (34.32 ounces).
4. Piston rings must be as used in the K20Z3 engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
  - a. The standard ring pack PN 13011-PRA-E02.
  - b. No modification of the piston is permitted for the installation of rings.
  - c. Ring groove widths.  
Top ring groove: 1.240mm (0.0488 inches) +/- 0.01mm.  
Middle groove: 1.235mm (0.0486 inches) +/- 0.01mm.  
Oil ring groove: 2.015mm (0.0793) +/- 0.01mm.

**f. Cylinder Head**

1. The only permitted heads are Honda PN: 12100-RBC-000.
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008 inches) based on a height of 140mm (5.511 inches).
3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
4. Head gasket to be stock Honda Civic PN: 12251-RBC-004. Minimum compressed thickness of 0.70 mm +/- 0.05mm.

**g. Camshaft**

1. The only permitted camshafts are PN: 14110-RRB-A00 (Intake) & 14120-PRB-A01 (Exhaust); must not be modified.
2. The Cam, TDC, & Crankshaft pulse plates must be as supplied, Honda PN 14113-PNA-003 (Cam), 14114-PNA-003 (TDC) & 13622-RAA-A01 (Crankshaft).
3. The camshaft and crankshaft sprockets must be as supplied, Honda PN: 14310-RBC-003 (Intake VTC Actuator Sprocket), 14210-PRB-A00 (Exhaust Camshaft Sprocket) and 13620-RAA-A02 (Crankshaft Sprocket). Cam timing must not be altered; the timing chain must be installed as specified in the Honda Civic factory service manual. The timing chain cover and crankshaft pulley may not be altered. With the engine at TDC (No. 1 cylinder), the TDC marks on the camshaft sprocket must line up with the each other horizontally and the indicator on the crankshaft sprocket or crank pulley should line up with the arrow on the cylinder block or timing chain case (respectively).
  - a. Timing chain Honda PN: 14401-PNA-004.
  - b. Cam Chain Case PN: 11410-RRA-A00
  - c. Pulley comp, crankshaft, PN: 13810-RRB-A01
  - d. Cam timing at 1mm after opening to 1mm before closing on center / VTEC lobes (+/- 2.0 degrees):
    - i. Exhaust:
      1. Open: 139 degrees ATDC
      2. Peak Lift: 258.5 degrees ATDC (total cycle) or 101.5 degrees BTDC (partial cycle degree wheel indication)



3. Closing: 377 degrees ATDC (total cycle) or 11 degrees ATDC (partial cycle degree wheel indication)
  - ii. Intake
    1. Open: 15.5 degrees ATDC
    2. Peak Lift: 135.5 degrees ATDC
    3. Closing: 253 degrees ATDC (total cycle) or 107 degrees BTDC (partial cycle degree wheel indication)
4. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
5. Cam lobe heights:
  - a. Exhaust PRI (front): 32.772 mm
  - b. Exhaust MID: 34.768 mm
  - c. Exhaust SEC (rear): 32.661 mm
  - d. Intake PRI (front): 32.791 mm
  - e. Intake MID: 35.534 mm
  - f. Intake SEC (rear): 32.678 mm
6. Maximum valve lift measured at the retainer:
  - a. Exhaust PRI (front): 6.90.
  - b. Exhaust MID: 10.70
  - c. Exhaust SEC (rear): 7.10
  - d. Intake PRI (front): 7.20.
  - e. Intake MID: 12.00.
  - f. Intake SEC (rear): 7.00
7. Valve Duration above 1mm measured at the retainer (+/- 2 degrees):
  - a. Exhaust PRI (front): 94 degrees
  - b. Exhaust MID: 116.5 degrees
  - c. Exhaust SEC (rear): 96.5 degrees
  - d. Intake PRI (front): 90.5 degrees
  - e. Intake MID: 118.5 degrees
  - f. Intake SEC (rear): 92.5 degrees
8. Valve rockers must not be modified in any way.
  - a. Honda PN: 14620-PNA-040 Arm Assy, rocker.
9. The VTEC system must be stock. The VTEC activation valve must be stock. The HPD ECU will activate the VTEC at 4000 RPM. Honda PN: 15810-PRB-A03.

#### **h. Valves**

1. OEM valves must be as used in the Civic.
2. Dimensions
  - a. Inlet PN: 14711-PRB-A01, Exhaust PN: 14721-PRB-A00
  - b. Maximum diameter:
    - i. Inlet: 35.15mm
    - ii. Exhaust: 30.15mm
  - c. Maximum overall length:
    - i. Inlet: 109.10mm
    - ii. Exhaust: 109.00mm
  - d. Minimum stem diameter:
    - i. Inlet: 5.445mm
    - ii. Exhaust: 5.420mm
3. Valve location or angle must not be moved.
4. Reshaping of the valves is strictly prohibited.
5. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.
  - a. Inlet PN: 12204-PNA-305 (over size)
  - b. Exhaust PN: 12205-PNA-305 (over size).
6. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Civic factory service manual.
7. Valve stem installed height must be per the Honda Civic factory service manual:
  - a. Intake maximum: 44.7mm.
  - b. Exhaust maximum: 44.8mm.
8. Valve stem seals must be Honda OEM parts.
  - a. Honda PN: Intake: 12210-PZ1-004 seal A.
  - b. Honda PN: Exhaust: 12211-PZ1-004 seal B.

#### **Valve Springs**

1. Valve springs are Honda OEM as specified in the Honda Civic factory service manual.

- a. Intake PN: 14761-PRB-A02, free length: 49.77mm.
  - b. Exhaust PN: 14762-PRB-A02, free length: 50.39mm.
2. Valve spring shims are not permitted.

**j. Compression Ratio**

The maximum compression ratio is 11.0:1 utilizing Honda Civic factory service manual limits. Carbon may be removed.

**k. Intake Manifold and Fuel System**

- 1. The intake manifold and throttle body assembly must be used as delivered from HPD.
- 2. The fuel rail and fuel injectors must be stock Honda Civic OEM parts (PN 16450-RBB-003).

**l. Fuel Pump**

The fuel pump is unrestricted.

**m. Exhaust Manifold**

- 1. The Lambda sensor placement must be within 24 – 48 inches from the head mating surface.
- 2. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.

**n. Lubrication System**

- 1. The oil sump and pump must be as supplied by HPD. No modifications are permitted.
- 2. Hose routing and filter system are unrestricted.

**o. Cooling System**

- 1. Water pump and water pump pulley must be stock Honda Civic parts. No modifications are permitted.  
Honda PN: 19200-RBC-013 Pump, Water.
- 2. Thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged using the HPD Mechanical Water Pump Dress Kit PN: 19220-F25S-A200.
- 3. Drive belt manufacture is unrestricted.
- 4. Radiator is unrestricted.

**p. Electrical Equipment**

- 1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
- 2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
- 3. Ignition coils must be stock Honda Civic, PN: 30520-RRA-007. No modifications are permitted.
- 4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors, their locations and mounts, and their wiring harness leads may not be altered or “piggy backed”. Any sensors required for analog type gauges must be in addition to the HPD supplied sensors.
- 5. The alternator must be stock Honda Civic. PN: 31100-RTA-023. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials.

**q. Miscellaneous**

- 1. All emission control devices must be removed and blocked off by the blanking hardware provided by HPD, except the VTEC activation solenoids. The VTEC & VTEC activation solenoids must be retained and functioning in the original conditions.
- 2. Air filter is unrestricted.
- 3. The use of unleaded premium “pump” gas with a minimum of 91 RON is required. Leaded race fuel is not allowed and can cause serious damage to the engine.
- 4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.
  - a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt may be substituted by sufficiently designed, direct, of the shelf replacements.
  - b. Gaskets and seals, except those specified in the above rules.
  - c. Spark plugs.
  - d. Mechanical tachometer and analog gauges.

Oil and lubricants are unrestricted. HPD strongly recommends the use of oil and lubricants as described in the Honda Civic factory service manual.

2. #9780 (Ahsen Yelkin) Mazda Miata / Ford Duratec Based Race Engines.

In FA, classify the destroyed Ford Duattec/Mazda MX-5 2000cc engine as follows:

Spec Line	Engine	Max. Displ.	Max Valves/cyl	Notes	Restrictor	Weight
<i>M.</i>	<i>Ford Duratec/ Mazda MX-5 2.0L</i>	<i>1615</i>	<i>4</i>	<i>2.0L engine destroked to 1615cc.</i>	<i>NA</i>	<i>1250</i>

## FC

1. #10224 (james hanrahan) Status of grandfathering Radon

In FC, add an alternate table allowance as follows:

Alternate Vehicle Allowance		
Car	Class	Notes:
<i>Radon FN-10-2000 (2011)</i>	<i>FC only</i>	<i>Cars bearing the following homologation numbers: 110056, 110057, 110058, 110059, 110060, 110061, and 110062 must comply with 2012 GCR FC rules, must be "as delivered" from the manufacturer and must meet current safety and weight requirements.</i>

## Grand Touring

None.

## Improved Touring

### ITR

1. #9371 (Matthew Green) Please reprocess the 87-92 Camaro and Firebird

In ITR, Chevrolet Camaro (87-92) (exclude 1LE & BC4 Package) and Pontiac Firebird (87-92) (exclude 1LE & BC4 Package), classify the 1LE package and correct the first gear ratio as follows:

Chevrolet Camaro (87-92) (exclude ~~1LE~~ & BC4 Package)

Pontiac Firebird (87-92) (exclude ~~1LE~~ & BC4 Package)

Brakes: (F) ~~301~~ or 267 x 37 (vented)

Gear Ratio: 2-75 ~~2.95~~

Add to Notes: "~~1LE package allowed.~~"

2. #9374 (Matthew Green) Please classify the 1983-86 Camaro/Firebird 305

In ITR, classify the Chevrolet Camaro and Pontiac Firebird 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>Chevrolet Camaro (83-86)</i>	<i>V-8 OHV</i>	<i>94.9 x 88.4 5000</i>	<i>(I) 1.84 (E) 1.50</i>	<i>9.5:1</i>	<i>101.1</i>	<i>17</i>	<i>2.95, 1.94, 1.34, 1.00, .73</i>	<i>(F) 267 x 37 (vented) (R) 296 x 21 (vented) or 242 x 51 (drum)</i>	<i>2890</i>	<i>No fuel injection or engine parts specific to the fuel injected models allowed.</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>Pontiac Firebird (83-86)</i>	<i>V-8 OHV</i>	<i>94.9 x 88.4 5000</i>	<i>(I) 1.84 (E) 1.50</i>	<i>9.5:1</i>	<i>101.1</i>	<i>17</i>	<i>2.95, 1.94, 1.34, 1.00, .73</i>	<i>(F) 267 x 37 (vented) (R) 296 x 21 (vented) or 242 x 51 (drum)</i>	<i>2890</i>	<i>No fuel injection or engine parts specific to the fuel injected models allowed.</i>

## ITB

1. #10059 (Chip O'Toole) Remove old brake listings for Golf and Jetta

In ITB, Volkswagen Golf GTI / GT / GL (85-92), remove the following brake specifications:

~~(F) 244 Disc (R) 244 Disc or Drum~~

In ITB, Volkswagen Jetta/ GL / GLI (85-92), remove the following brake specifications:

~~(F) 244 Disc (R) 244 Disc or Drum~~

## Production

1. #10128 (Ken Brewer) Classify the 1991-1995 Toyota MR2 Non-Turbo

In FP, classify the Toyota MR2 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.)
<i>Toyota MR2 (1991-1998)</i>	<i>2</i>	<i>2300 * 2358 ** 2415</i>	<i>4 Cyl. DOHC</i>	<i>3.425"x3.583"</i>	<i>132 c.i.</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.26" (E) 1.063"</i>	<i>Fuel injection</i>	<i>94.5"</i>	<i>62.1"/61.3"</i>

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Toyota MR2 (1991-1998)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 10.16" vented (R) 10.35" vented</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450".</i>

## FP

1. #10320 (SCCA Staff) Add Jetta III to Golf III spec line

In FP, Volkswagen Golf III (93-98), add the Jetta III classification as follows:

Volkswagen Golf III / *Jetta III* (93-98)

Add to the brake specs: *or (R) 200mm drums*

## HP

1. #10195 (Chris Schaafsma) Correct 85-92 VW Golf and Jetta spec lines

In HP, VW Golf (GTI, GT and GL), add model years *(85-92)*

In HP, Volkswagen Jetta 1780 (85-91), change model years as follows:

Volkswagen Jetta 1780 (85-94 *92*)

Notes: Comp. Ratio limited to ~~11.5:1~~ *12.0:1*

In HP, VW Golf (GTI, GT and GL), add the following to the notes:

*VW cyl. heads 026103373G, AA, H and F permitted.*

In HP, Volkswagen Jetta 1780 (85-91), add the following to the notes:

*VW cyl. heads 026103373G, AA, H and F permitted.*

In HP, Volkswagen Rabbit Cabriolet 1780, add the following to the notes:

*VW cyl. heads 026103373G, AA, H and F permitted.*

In HP, Volkswagen Rabbit GTI 1780 (83-83), add the following to the notes:

*VW cyl. heads 026103373G, AA, H and F permitted.*

In HP, Volkswagen Scirocco 1780 (8-valve) (83-88), add the following to the notes:

*VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Golf 1.8 (85-92), add the following to the notes:

*VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Jetta (includes GLI) (82-84) (but only for the 1780 engine), add the following to the notes: *VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Jetta 1.8 (85-92), add the following to the notes:

*VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Rabbit (includes Convertible) 1715 / 1780 (but only for the 1780 engine), add the following to the notes:  
*VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Scirocco 1715/1780 (but only for the 1780 engine), add the following to the notes:  
*VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible, add the following to the notes:  
*VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Rabbit 1588 (includes Cabriolet /Convertible, add the following to the notes:  
*VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Scirocco 1457/1471, add the following to the notes:  
*VW cyl. heads 026103373G, AA, H and F permitted.*

In FP, Volkswagen Scirocco 1588, add the following to the notes:  
*VW cyl. heads 026103373G, AA, H and F permitted.*

### Super Touring

1. #10289 (Greg Amy) E&O Dry Sump References

In section 9.1.4.J, remove the following sections

~~1. 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.~~

~~2. 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.~~

~~3. Accusump-type systems may be used.~~

In section 9.1.4.1.B, add two new sections as follows:

*7. 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.*

*8. 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.*

In section 9.1.4.G, add a new item as follows:  
*"23. Accusump-type systems may be used."*

2. #10276 (ST Committee) Heim Joints

In section 9.1.4.N.5 remove the following language:

~~"Suspension components shall be the stock OEM parts, but they may be reinforced. Heim joints are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings."~~

In section 9.1.4.1.D, create a new section as follows:

*6. Spherical bearings are permitted on suspension components.*

### STU

1. #9710 (ST Committee) Classify the Mini Cooper SC

In STU, classify the Mini Cooper S SC in Table A as follows:

*Mini Cooper S SC*

Max Displacement: *1598*

Minimum Weight: *2100*

Notes: *JCW Pulley permitted, injectors open.*

In STU, Mini Cooper S SC (currently classified), adjust the weight as follows:  
*2500 1900*

2. #10200 (Charlie Clark) Add Toyota 4AGZE Specs

In STU, add to the STU alternate vehicle allowance chart as follows:

*Toyota 4AGZE 1587 cc with stock supercharger. Weight 1955 lbs.*

## American Sedan

1. #10136 (AS Committee) E&Os/Clarification for 2013 Approved Specification Lines

In AS, Ford Mustang Cobra (96-98) Restricted Prep., add the GT model as follows: Ford Mustang Cobra **and GT** (96-98) Restricted Prep.

2. #10137 (AS Committee) Classification of Ford Mustang GT (99-04) Restricted Prep.

In AS, classify the Ford Mustang GT (99-04) Restricted Prep. as follows:

AS	Wheelbase	Gear Ratios	Brakes	Weight	Notes
<i>Ford Mustang GT (99-04) Restricted Prep.</i>	<i>101.3</i>	<i>3.37, 1.99, 1.33, 1.00, 0.68</i>	<i>(F) 276 Vented Disc (R) 266 Vented Disc</i>	<i>3250</i>	<i>Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of Full Preparation brakes requires the use of 16 x 8 wheels.</i>

## Spec Miata

None.

## Touring (All touring classifications are effective 2/20/13)

1. #10111 (Tim Myers) Clarify brake duct rule, make it simple. Allow cut openings.

In section 9.1.9.2.D.6.a.5, clarify the brake duct rule as follows:

*"Any brake ducts are permitted, but they must serve no other purpose. Fender liners may be modified solely for routing and attachment of brake ducts. Duct intake openings may be created by the opening of 2 sections up to 14.5 square inches in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches of stock false grills originally located in the front fascia."*

## T2

1. #9849 (David Jones) Inlet restrictor size on 2012-13 Camaro SS-1LE

In T2, Chevrolet Camaro SS, 1LE (10-13), change notes as follows:

"1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, ~~72~~ **67** mm restrictor required. Springs up to 800#/in front and rear allowed."

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

"Flat plate restrictor ~~70~~ **65** mm."

In T2, Ford Mustang Boss 302 (2012), change the notes as follows:

"Flat plate restrictor ~~65~~ **60** mm."

2. #9991 (CJ Moses) Poly/Delrin Bushing allowance clarification

In section 9.1.9.2.D.5.c.1, clarify alternate bushing allowance as follows:

"All T2 cars are allowed to replace OEM upper and lower ~~A-arm~~ **control arm** bushings with polyurethane or delrin bushings."

3. #9992 (CJ Moses) Remove Redundant Restrictor size(s) - Evo

In T2, Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06), remove redundant restriction size from notes:

~~"Turbo Inlet restrictor 45 mm required."~~

4. #10005 (CJ Moses) Mitsu Lancer Evo 8/9 - Spec Line Clarification

In T2, Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06), correct the following:

Mitsubishi Lancer ~~Evo~~ **Evo** 8/9 / RS / GSR / MR (03-06)

Brakes: (F) ~~276~~ **320** / ~~320~~ **350** Vented Disc (R) ~~284~~ **300** / ~~300~~ **330** Vented Disc

Weight: 3200 (~~3275 with paddle shift~~)

Replace the notes in their entirety as follows:

*"AMS front and rear springs #AMS-SCCA01 or #AMS-SCCA02 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."*

5. #10011 (Tim Myers) Add 12-13 Nissan 370z model years.

In T2 and T3, Nissan 370Z (09-13) / 370Z NISMO Edition (09-11), add the 2012-2013 model years.



6. #10040 (John Bauer) Look at the Porsche designations/years  
In T2, Porsche 911/ 997 GT3 (03-05), correct the years as follows:  
Porsche 911/997 GT3 (03-05) **(06-08)**

7. #10052 (Tim Myers) Correction: Remove the Sky restrictor to match Solstice GXP  
In T2, Saturn Sky / Convertible (07-09), change the notes as follows:  
~~Turbo Inlet restrictor 43 mm~~

8. #10077 (John Bauer) Add the 05-10 Mustang 5.0L back into the T2 class.  
In T2, reinstate the Ford Mustang Coupe GT & Shelby GT 5.0L (05-10) as follows:

T2	Bore x Stroke	Wheelbase	Max Wheel Size	Tire Size	Gear Ratios	Final Drive	Brakes	Weight	Notes:
<del>Ford Mustang Coupe GT &amp; Shelby GT 5.0L (05-10)</del>	<del>(92.220) x (92.7) (4957)</del>	<del>2720</del>	<del>18 x 10 (F &amp; R)</del>	<del>255/40 (F&amp;R) or 255/45 (F) 285/40 (R)</del>	<del>3.38, 2.00, 1.32, 1.00, 0.675</del>	<del>3.55 or 3.73</del>	<del>(F) 316 / 355 Vented Disc (R) 300 Vented Disc</del>	<del>3480</del>	<del>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; if done, all drivetrain components must be updated to the later model; VIN number will be disregarded for this conversion.</del>

9. #10094 (carl fung) Allow rear wheels on front to reduce costs  
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to the wheel size column as follows:  
**Stock Z06 wheels allowed.**

10. #10140 (Christopher Childs) Please reduce weight of base 996  
In T2, Porsche 911 / 996 (98-05) reduce the weight as follows:  
~~3200~~ **3150**

### T3

1. #9892 (David Woodle) Classify the Solstice/Sky in T3.  
In T3, Classify the Pontiac Solstice / Saturn Sky as classified in T2 class with the following changes:  
Weight: **3200 lbs**  
Notes : **Add 31 mm inlet restrictor required.**  
Tires: **245-45-18 max**  
Wheel: **18 x 8**

2. #10013 (Tim Myers) Remove weight V6 Mustang  
In T3, Ford Mustang V6 (11-13), change the weight as follows:  
~~3450~~ **3400**

### T4

1. #9994 (Jason Isley) Correct weight for Nissan Sentra SER Spec-V  
In T4, Nissan Sentra SER Spec-V (02-06), change the weight as follows:  
~~2950~~ **2900**

2. #10080 (John Bauer) Correct the Ford Mustang V6 spec line notes.  
In T4, Ford Mustang V6 (05-10), remove the following language from the notes:  
~~The ECU may be re-flashed by a Ford dealer to disable the speed limiting function; a letter from the dealer stating that this, and only this change, has been made shall be made available to race officials on demand.~~

3. #10138 (SCCA Staff) Correct Toyota Celica GTS spec line notes  
In T4, Toyota Celica GTS (00-05), correct the following:  
Notes:

~~"The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential -- unless specified below. TRD Sway Bars Part #PTR06-20002-01 permitted. TRD Limited Slip Part #41301-ST804. ABS option allowed. Canton Accusump #24-026, install sandwich #24-700, valve #24-260, and related hoses and brackets allowed. 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. Any spring up to a maximum spring rate of 800 pounds may be used. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.~~



*Aftermarket wheels at a minimum weight of 15 lbs each are allowed."*

4. #10193 (Lee Niffenegger) Update specifications and add part number

In T4, Honda Civic Si (2012), make the following changes:

Honda Civic Si (~~2012~~) *(12-13)*

Notes: "H&R Sport Springs P/N 51891 *and HPD part number (P/N 51410F23SA00)* allowed."

5. #10250 (alan lesher) Classify the 95-99 Dodge/Plymouth NEON ACR

In T4, classify the 95-99 Neon by copying the Chrysler Neon ACR SOHC (4 door) (01-02) spec line with the following exceptions:

SOHC: *2450 lbs.*

DOHC: *2500 lbs.*

**B-Spec**

None.

# CLUB RACING COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

Wren Keith vs. Review Committee

COA Ref. 12-26-RI

January 24, 2013

## PRIOR PROCEEDINGS AND FACTS IN BRIEF

On or about December 18, Mr. Wren Keith requested a Rules Interpretation pursuant to Section 8.1.4 of the GCR, specifically, various provisions of Sections 9.1.1.B, 9.1.1.D, 9.4.5, and other pertinent sections of the 2012 GCR.

Specifically, Mr. Keith asked for a compliance ruling on the following:

1. The rear roll hoop bulkhead location.
2. The meaning of "non-ferrous" in FF/FC chassis rules section. Mr. Keith inquires about constructing various brackets for his car (including brackets for shock mounting) from carbon fiber, essentially seeking a clarification of **Section 9.1.1.D.7.d** which defines brackets. Per 2012 GCR 9.1.1.B.1, FC rules section, the use of carbon fiber is prohibited.
3. Diffuser design, i.e., how the rules governing diffuser construction for FC given in the FF rules under 2012 GCR 9.1.1.D.8, GCR 9.1.1.D.8.c are to be interpreted.

Mr. Keith submitted pictures and drawings to illustrate his questions.

Jim Averett, National Chairman of Stewards, appointed Dan Hodge, Jim Rogaski, Don Denomme, Jim Christian, and Costa Dunias, Chairman, to a Review Committee to assess and respond to Mr. Keith's request. The Review Committee held a hearing, reviewed the documentation provided by Mr. Keith (drawings, pictures, assertions, and other renderings), sought expert advice from the Club Racing Board and SCCA Technical staff, and issued a ruling.

The decision was forwarded to the Court of Appeals (COA) for review as called for in 2012 GCR 8.1.4.A.

## DATES OF THE COURT

The SCCA Court of Appeals (COA), Tom Hoffman, Jack Marr, and Rick Mitchell, Chairman, met by conference call on January 17 and 24, 2013 to review, hear, and render a decision on the report of the Review Committee.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Compliance Review request from Mr. Keith.
2. Review Committee report received December 31, 2012.
3. Testimony from John LaRue and Jim Wheeler, Club Racing Board, January 24, 2013.

## FINDINGS

### 1. Rear Roll Hoop Bulkhead:

Mr. Keith submits a proposed chassis design that has two roll over hoops. The forward roll over hoop in the design complies with the requirements set forth in the GCR for the "Main Roll Hoop." A rear roll hoop in the design does not satisfy the material requirement. It is to the forward hoop that Mr. Keith proposes attaching a bulkhead that will be the "rear roll hoop bulkhead" as used in 2012 GCR **Section 9.11.D.7.a**.

The rear roll hoop bulkhead must logically be that bulkhead defined by the rear-most roll over hoop. In this two roll over hoop design, Mr. Keith's intent to consider the front hoop as the rear roll hoop bulkhead location is non-compliant.

### 2. The Meaning of Non-Ferrous in the Chassis Rules Section:

Mr. Keith makes inquiry about constructing various brackets for his car (including brackets for shock mounting) from carbon fiber. **2012 GCR 9.1.1.D.7.d** says brackets may be made of "non-ferrous" material, while 2012 GCR 9.1.1.B.1 specifically states, "The use of composite materials using carbon and/or Kevlar reinforcement is prohibited."

The Review Committee found that GCR 9.1.1.B.1 prevails. Accordingly, The use of composite materials using carbon and/or Kevlar reinforcement in or about a damper/shock mount or otherwise is prohibited.

### 3. Diffuser Design:

Mr. Keith proposes a diffuser design that appears to have straight outer vertical walls, but has inner walls that are tapered. The tapered internal walls as proposed would be considered to be "Body" as defined in the GCR

Technical Glossary since they are licked by the airstream and are situated above the belly/floor. This design is not in compliance with 2012 GCR 9.1.1.D.8.c.

## **DECISION**

The Court of Appeals upholds the above decisions of the Review Committee in their entirety. The COA approves the publication of this decision in accordance with 2012 GCR 8.1.4.D.

The COA recognizes the thoroughness of Mr. Keith's presentation as well as the diligence of the Review Committee in their consideration of the inquiry.

## **JUDGMENT OF THE COURT OF APPEALS**

**Robert Schader vs. Review Committee**

**COA Ref. COA 12-25-RI**

**February 7, 2013**

## **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On or about November 28, 2012, Robert Schader requested a Rules Interpretation pursuant to Section 8.1.4 of the 2012 GCR; with regard to the provisions of Section 9.1.9.A.2.d.2 of the 2012 GCR.

Specifically, Mr. Schader asked for a compliance ruling on the following:

Does the tunnel design of the Speads RS11 DSR (of which he is the builder) comply with Section 9.1.9.A.2.d.2 of the 2012 GCR (section Bodywork – subsection floor pan “ground effects”)?

As the car has already been constructed, help find a solution that will get the car through the 2013 season without modification.

Mr. Schader submitted drawings to illustrate his question.

Jim Averett, National Chairman of Stewards, appointed Dennis Dean, Doug Mildon and Ken Patterson, Chairman, to a Review Committee to assess and issue a decision to Mr. Schader's request. The Review Committee held a hearing, reviewed the documentation provided by Mr. Schader (drawings), sought expert advice from John Bauer of the SCCA Technical staff, and issued a ruling.

The decision was forwarded to the Court of Appeals (COA) for review as called for in 2012 and 2013 GCR 8.1.4.A.

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA), Jack Marr, Jeffrey Niess and Rick Mitchell, Chairman, met by conference call on January 31 and February 7, 2013 to review, hear, and render a decision on the report of the Review Committee.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Compliance Review request/appeal from Mr. Schader (dated November 28, 2012)
2. Review Committee Report (dated January 29, 2013)
3. A letter from Dave Gomberg, former member of the Club Racing Board (CRB), regarding his 2009 opinion of the floor and tunnel of the Spears DSR bodywork (undated, but received with Mr. Schader's appeal)
4. Drawings of the Speads RS11DSR floor and tunnel from both Mr. Schader and Mr. Gomberg, as well as, from the Club Racing Board.
5. Testimony from John LaRue and Jim Wheeler (CRB) and David Arken, Consultant to the CRB, on February 7, 2013

## **FINDINGS**

The Review Committee determined that the tunnel design of the Speads RS11 DS, within the “controlled area” of the car's floor pan, was non-compliant with Section 9.1.9.A.2.d.2 of the 2012 GCR and Section 9.1.8.A.2.d.2 of the 2013 GCR. Specifically, the Review Committee found that the Speads RS11 DS tunnel configuration exceeded 2.54 cm (1 inch) of allowable variation.

Mr. Schader did not consider using GCR Section 8.1.4 prior to building the car but relied on an unofficial opinion from a CRB member. While the SCCA Technical Staff and the CRB do try to answer as many questions as possible from the competitors, it is imperative they continue to remind competitors and constructors that Section 8.1.4 was put in place to specifically prevent situations such as this. It is not within the power of the COA to consider any variation or wavier of the current wording of the GCR that would resolve this issue for Mr. Schader.

## **DECISION**

The Court of Appeals upholds the decision of the Review Committee in its entirety. The COA approves the publication of this decision in accordance with the 2012 and 2013 GCR 8.1.4.D.

The COA recognizes the thoroughness of Mr. Schader's presentation, as well as, the diligence of the Review Committee in their consideration of the inquiry.

## **JUDGEMENT OF THE COURT OF APPEALS**

**Tom West vs. SOM COA Ref. No. 13-1-SE**  
**February 7, 2013**

## **FACTS IN BRIEF**

Following the Majors AS and GT3 race on Sunday, January 6, 2013 at Sebring International Raceway, Mark Ward, GT3 #78, protested Tom West, driver of AS #53, for contact during the race, GCR 6.11.1.A/B/D. and GCR 2.1.7., unsportsmanlike conduct, for a verbal altercation at the Saturday social.

The Stewards of the Meeting (SOM), Bud Merrill, Richard Babcock, Fritz Baker, Norm Esau, Bob Henderson, Sandy Jung, Doug Puckett and John Anderson, Chairman, paged Mr. West who didn't respond to the page. The SOM held the hearing without Mr. West, heard evidence from Mr. Ward and witnesses and found Mr. West in violation of GCR 6.11.1.A/B/D and 2.1.7. Mr. West was placed on a six (6) SCCA race weekend probation and three (3) points were assessed against his competition license. Mr. West appealed the SOM ruling.

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on January 17, 31, and February 7, 2013 to review, hear and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter and in-car video from Tom West received January 17, 2013.
2. Official Observer's Report, related documents, received January 17, 2013.
3. E-mail statement from Leland Miller, Chief Steward, dated January 20, 2013.
4. E-mail statements from Bob Hudson Series Chief Steward, received January 28, 2013.
5. Statement from Mark Ward, not dated.
6. E-mail statements from John Anderson (CSOM), received January 27, 2013.
7. In-car video from Mr. Ward, received February 5, 2013.

## **FINDINGS**

In his appeal Mr. West asserts that he was not notified of the hearing even though he was at the track for several hours after the race. The SOM and the Chief Steward (CS) paged him many times requesting him to report to the SOM room. Mr. West also asserts that he wasn't allowed to respond to the allegations nor given the chance to present his in-car video as evidence. GCR 8.2 requires "parties concerned will be notified when and where the hearing will occur". Mr. West was notified by phone later in the week, after the fact, that a hearing had been held and what his penalty was.

Mr. West also asserts that he did avoid contact by backing off and allowing extra racing room and never made an abrupt move except to avoid contact. There were five cars jockeying for position at that corner. The video evidence confirms Mr. West's statement. The COA finds that Mr. West did not cause the contact.

Regarding the Unsportsmanlike Conduct (GCR 2.1.1), Mr. West acknowledges having words with Mr. Ward at the social on Saturday night. The COA believes a charge of Unsportsmanlike Conduct would only have merit when taken into account if Mr. West was responsible for the on-track contact, but as Mr. West was not the aggressor, such a charge cannot stand alone. Mr. Ward should have filed a protest Sunday morning, rather than after the Sunday afternoon race for this charge to have been considered on its own.

## **DECISION**

The Court of Appeals overturns the decision of the SOM in its entirety based on procedural errors and additional evidence. Mr. West's appeal is well founded and his appeal fee will be returned.

# TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | February 13, 2013

## **In Attendance:**

Jerry Cabe, Dr. Kent L Carter, Dave Deborde, Chuck DeProw, Deanna Flanagan, Roy Mallory, Brian R McCarthy, Matt Yip, John R. Walsh

## **Reports**

January minutes approved

Safety committee – Acknowledgement that new members have been added to committee

BOD Report – The planning committee would like an emphasis placed on the PDX program believing this to be an area of enhanced importance contributing to the growth of SCCA

## **Old Business**

Award nominations and voting successfully completed

Status of drop down menu issue discussed

## **New Business**

General discussion insuring what each TTAC member is responsible for in preparation for meetings to be held at the national convention. Items include:

- Update of contact information

- Forward travel information for convention

- Complete regional survey information

- Prepare for discussions centered on growth barriers and opportunities for 3 regions within division

Handout for conference distribution is in process

All members to review items on letter log and provide commentary as necessary

Submitted by Roy Mallory

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 23, 2013

The Solo Events Board met by conference call January 23rd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Phil Creighton of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

*Prepared*

#8267 Hood Vent Clarification

Per the PAC, change 17.2.S as follows:

"S. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1"; 25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than 1/2 inch (0.500"; 12.7 mm).~~

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0", 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A."

## CHANGE PROPOSALS

*Street Modified*

#9677 Trucks in SM/SSM Proposal

The SMAC is seeking member input on the possibility of classifying pickup trucks in SM. The specific proposal would be as follows: Add to 16.0.C.1:

"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based). *Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*"

In conjunction, the following change would be made to the corresponding line in Appendix A. Street Modified section:

Street Modified Class (SM)

Eligible Vehicles:

*All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts). Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*

*Prepared*

#9672 XP Front Endplate Proposal

The PAC is seeking member comment on the following change proposal:

Add to Appendix A, under "X-Prepared," Section 1.C, 2nd paragraph as the last sentence:

*"Endplates on canards are allowed. The total of all wing and canard endplate surface area is limited to a maximum of 600 square inches."*

#### Modified

##### #9018 Baby Grand Classing Proposal

The MAC is requesting member comment regarding a proposal to accomodate these cars in FM, as follows:

In Appendix A, under Modified Class F, change subsection G as follows:

"G. Dwarf Cars, 600 Racing, Inc Legends Cars, *and Baby Grands* cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, *or MMRA Baby Grands* specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA , US Legend Cars, *or Baby Grands* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

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

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.

Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA, US Legend Cars, *and Baby Grands* specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements.

Quick-release steering wheels.

Fire extinguishers.

Fire-retardant driver suit and gloves.

Neck braces.

Head and neck restraints (HNR).

Current Solo® Rules override WSDCA, US Legend Cars, *and Baby Grands* rules for the following items:

Helmets.

Car number and class designation.

Exhaust system, muffler, and tailpipe."

##### #9889 BM Turbo Engine

MAC recommends a rule change proposal as follows:

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B, which reads:

*"1. Turbocharged and supercharged engines are not permitted."*

Also remove "naturally-aspirated" from C.4



NOTE: this proposal is in response to member-expressed concerns regarding stability and potential costs in this class.

#### #10033 Solo Vee Compression Proposal

The MAC is seeking feedback on the following allowance change proposal: In Appendix A, Modified Class C, subsection C.1.A.2, change the ninth sentence as follows:

“Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~”

NOTE: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

#### #9981 F600 Comments

The MAC is providing for member review a revised version of the previously-published F660 classing proposal, in response to this and a similar item:

In Appendix A, under “Modified Class F (FM)” add the following new subsection B.2:

“2. Formula 600 (weight 875 lbs.)”

NOTE: While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the MAC is recommending explicit listing of the weight in the Solo Rules to address concerns expressed by members.

### **MEMBER ADVISORIES**

#### *Tire Rack Solo National Championships*

##### Chiefs

The SEB has approved Phil Osborne as the Chief of Safety for the 2013 Solo Nationals.

#### #9621, 9623, 9637, 9685, 9687, 9866, 9937, 9952 2013 Nationals Course Designer Application

The SEB has approved Sam Strano and Elliot Speidell as course designers for the 2013 Nationals, and thanks all of the submitting designers who expressed their interest in taking on this task.

#### *Street Touring*

##### #9941 STAC Application

The SEB has approved the addition of Jonathan Lugod to the STAC.

#### *Street Prepared*

##### #9997 SPAC Application

The SEB has approved the addition of Doug Rowse to the SPAC.

#### *Modified*

The MAC presently has an opening and interested members are invited to submit their qualifications in writing. The primary areas of expertise needed at this time are in classes F Modified and A Modified.

#### #9911 Polaris Classing Clarification

In response to member request regarding the classification of a modified version of a Polaris RZR XP 900, the MAC believes this vehicle meets the basic eligibility requirements of the A Modified class, with regard primarily to dimensions and weight (see 18.4). However, the committee feels it is important all entrants realize that to be fully eligible, their vehicles must meet all class requirements in detail including (not limited to) requirements such as cockpit height and all safety items per sections 3 and 18.

It should also be pointed out that, per 1.1., Solo rulebook vehicle classifications are not mandatory at Regional events. Alternative classing structures which meet the needs of the local constituency and which comply with the required vehicle safety limitations are permitted.

#### #10107 MAC Application

The MAC appreciates this resume, and it will be kept on file for review when future openings arise.

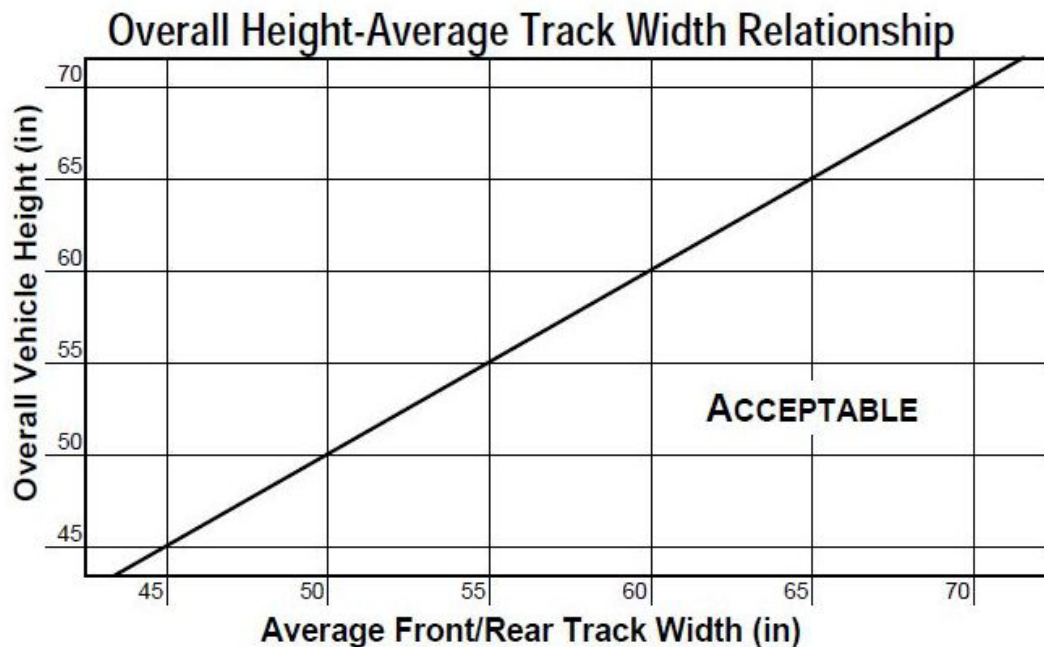
### **TECH BULLETINS**

#### *Errors and Omissions*

The Chevrolet Sonic should be removed from the Exclusion List in Appendix A. This car was classed in HS per the November 2012 Fastrack News.

#### #10296 Height track chart incorrect in 2013 Solo Rules

The height vs. track chart referenced in Section 3.1.A, and shown on page 33 of the 2013 Solo Rules, is no longer current and should be replaced with the following:



#### **NOT RECOMMENDED**

##### *Stock*

#9899 Boxster S Move to CS Proposal

The SAC feels the Boxster S doesn't meet the performance parameters of CS.

#9157 MINI JCW GP Classing Proposal

The SAC does not recommend classing the Mini JCW GP at this time, due to production and availability limitations.

#9975 BMW 1M Move to FS Proposal

The SAC feels the car doesn't currently fit the performance parameters of FS at this time.

#9821 New Stock Class Proposal

Thank you for your input. The SAC is not recommending this change at this time.

##### *Street Modified*

#10069 GTR Move to SSM Proposal

Per the SMAC, the response provided to letter #8493 (regarding this same subject) has not changed. The committee believes the Nissan GT-R fits the footprint of the SM class, and that it has not demonstrated performance-wise that it does not belong there.

##### *Modified*

#10076 Turbo Motorcycle Engine Weight Proposal

This topic is covered in another manner, by a proposal associated with item #9889.

#### **OTHER MEMBER ITEMS REVIEWED**

##### *Stock*

#9966 Mini Cooper GP Classing Proposal

See response to item #9157.

#9933 Mini Move to GS Comments

See response to #9932.

#9800, 9792, 9804, 9898 Boss 302 to FS Comments

Thank you for your input.

#9932 Mini Move to GS Comments

Thank you for your input. The SAC believes this car is correctly classed where it is.

*Street Touring*

#10079 E85 Comments

Thank you for your input. This subject was addressed by an item in last month's Fastrack (#9305)

*Modified*

#10006 F600 Comments

This topic is addressed by a revised proposal associated with item #9981.

#9969, 10015 F600 Comments

Thank you for your input.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | February 6, 2013

The RallyCross Board (RXB) met via conference call on February 6. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were Stephen Harris and Brian McCarthy, BoD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Cashion welcomed Jerry Doctor as the newest member of the RXB.

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that Bob Ricker has agreed to continue serving as a member of the Safety Committee.

Doctor reported that the new incident report form has been issued with no changes other than addresses. The new Green Card has a significant change in that it is only an advisory to the injured party. Doctor stated his goal for the Safety Committee is to incorporate proper incident reporting into the Safety Steward Training Presentation and to create a formalized provision for training instructors and the renewal of Safety Steward licenses.

- RallyCross Rules Committee (Warren Elliott): The RXB received a member inquiry concerning the legality within the RallyCross Rules of methanol injection. The RXB discussed the issue and passed it on to the Rules Committee for further discussion.

Brian Harmer requested that Elliott send him a current list of Rules Committee members for the online committees directory.

- National Championship Committee (Brent Blakely): The 2014 National Championship site search is ongoing despite having one site ready and willing to host the event. Cashion expressed his desire to ensure full commitment from site management for a 3-year commitment and asked that the Committee open the search to other possible venues before a final decision is made.

Blakely reported that two individuals have expressed interest in and are being considered to serve as additional members of the National Championship Committee. The search continues for further representation on the committee from the eastern part of the country.

- Marketing Committee (Ron Foley): The schedule for the National Challenge events has not changed since last month with a remaining two Divisions with unscheduled events, although one of those Divisions, the Southeast Division, is making progress towards securing a site and a date. Brian Harmer requested that as the Divisions secure sites and dates that they forward event information and links to him for posting at the SCCA website.

Prior to the meeting, Brian Harmer sent out a sample file of the 2013 National Challenge trophies. He stressed that the trophies would only be able to be completed and mailed to the recipients once the event results have been submitted to the National office. An alternative substrate for the trophies was discussed.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported that currently four Divisional RallyCross Stewards (DRXS) are committed to attending the National Convention. The RXB continues to emphasize the importance of, and to encourage Divisional support for, DRXS attendance at National Convention.

Prior to this meeting Hyatt sent out the agenda for the Regional programs conference call scheduled for Feb. 11. The meeting will be well attended with nearly all the available conference call slots filled.

Hyatt reported the latest DRXS call was productive. The DRXS call for February will probably be cancelled due to the timing of the National Convention.

- Forum Activity: With the new year, forum activity has increased. One notable subject of discussion is Stock class wheel (size) allowances.

### Old Business

- New site acquisition project: Howard Duncan reported no new information on the project. Work continues by others involved in the project.

- National Convention attendance, sessions and meeting facilitation: All RXB members will be in attendance at the National Convention. Sessions will remain as previously planned. Facilitators for those sessions were agreed upon by the RXB.
- National Convention awards trophies update: Howard Duncan will present the RallyCross awards with input from the RXB.
- Advisory position (competitor representative) nominations: As this subject is on the agenda for the Regional programs conference call, the RXB agreed to postpone any discussion or nominations until the National Convention.

Next meeting: March 2, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | February 5, 2013

The RoadRally Board met via conference call on February 5, 2013; meeting called to order at 7:30 pm CST.

In attendance: Chairman Rich Bireta, Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton, Deena Rowland from the National Office, and Board of Directors Liaisons Bruce Lindstrand and R David Jones. Not in attendance: Howard Duncan from the National Office.

Rich welcomed R David and Len (neither was able to attend last month's meeting); Len said he has been involved in motor sports since the late 60s, doing lots of different things; David said he did rallies "in my youth", he has primarily been a racer but has done everything, says his job as liaison is to help make rally more prominent.

January minutes approved (Chuck/Sasha/passed).

Old Business - General Road Rally/Regional Development:

- 1) 2013 Rules Change. The 2013 RRRs have been updated (including the 70 point rule for Master class only). Deena will post on the SCCA website

Road Rally Planning Calendar at [www.scca.com/rally](http://www.scca.com/rally): Next step is to get link on the left hand side of the rally page; Deena will talk to Howard and the webmaster about this. We hope to have this done by the Convention.

2014 USRRC Invitations for Proposals: The Invitation was posted to SCCA.com forum on January 8; no responses have been received; Rich will put out a reminder.

SCCA Convention Sessions:

- a. When do you arrive? All but Jeanne arrive Wed evening (or earlier), Jeanne arrives Thursday midday.
  - b. Reps of the BOD want to meet with Rich and other RRB members, no certain time yet
  - c. Convention sessions: (order to be determined)
    - i. March RRB Meeting I – 2013 RRB Priorities/Backlog, Friday, not open
    - ii. March RRB Meeting II – 2014 National Rules Changes, Saturday, open
    - iii. Road Rally Board Town Hall
    - iv. Road Rally Safety Steward Training – Jeanne English
    - v. Starting a Regional Rally Program – Rich Bireta
- 2) Weekend Membership Fees/ Increase time limits on Social Rallies: Sasha put together a draft about waiving Weekend Member fees for road rallies, and also to change/eliminate the 90 minute time limit for Social Rallies; Rich posted a letter to the BOD in the Dropbox. Discussion about WM fee: Clarence replied to delete mention of the \$5 fee, motion approved unanimously; Discussion about length of Social Rallies: as long as there is no safety issue, BOD will likely approve what we recommend; there is no problem with insurance as far as length; Motion: no time limit on Social Rallies. Bruce/Chuck/passed. Rich will amend his letter; send to RRB so we can vote by the end of week.

Len wants to have a dual social rally and regional event with lower fees (and no points) for social entries. If the rallies are exactly the same, he will need to combine the results; however, if something is different (a pause, a speed change) the two rallies can be scored separately.

Committee Reports - General Road Rally/Regional Development

- 1) National Events Committee (NEC) – Clarence.
  - a. The NEC committee has recommended that the Indy region not do combined events (two rallies scheduled, both multiple formats RT/RC/GTA) based upon input from former contestants that there were administrative problems and problems on the rallies; they would do better if they concentrate on one type of rally per day. Indy region has responded that they will not do the rallies at all if they can't do this format. Motion: reject the sanction applications from Indy region for multiple type events. Bruce/Clarence/failed. Ron Ferris or Jeanne English will do the pre-checks.
  - b. Bruce is the liaison for the St Louis rallies.
- 2) Publicity Committee (Pubcom) – Sasha
  - a. Cheryl Babbe has joined the committee, Eileen Waters and Rose vonHatten from St Louis have been asked to join.
  - b. The committee is working on developing a national calendar accepting listings from other clubs as well as SCCA.
  - c. The committee is investigating missing 'Primary Interest' data on SCCA member profiles; there may be a problem with the data not being correct (or missing); Sasha contacted Rick Myers to help resolve this issue.
- 3) Regional Development Committee (RDC)
  - c. Rallymaster Survey – Len has placed the results in the Dropbox; there was a 60% response with no real surprises; the report includes that the average attendance is 13 cars; rallymasters are looking to the RRB for help with promotion, publicity, cost reduction, paperwork reduction and incentives for experienced rally

- competitors to step up and become rallymasters.
- d. Rich has updated his "Rally Participation Survey 2012" (Thank you, Sasha, for compiling complete numbers). As a result of this survey, Rich sent a letter (in the Dropbox) to REs of regions with no rally program, offering help in setting up a rally program; he has gotten 4 responses so far, ranging from very positive to maybe to no thanks.
  - e. David Jones said that we are picking up that we need to focus on attracting younger people to play; the way to do that is to make it simple and fun, and to have a regular schedule of events.
- 4) Table safety steward instructor procedures for now (due to time constraints).

New Business General Road Rally/Regional:

Publicity Committee:

- 1) Scooba Palooza (Subaru event) – Bruce reported that the St Louis region has agreed to do a regional GTA concurrent with Ron Ferris' national event on Sunday morning (6/16), running after national cars, so all cars get to lunch at the same time; they expect about 70 cars for this event
- 2) Newsletter – Cheryl Babbe has offered to take over the road rally newsletter (formerly known as ITIS); the biggest question is how to distribute it, Sasha is working with Topeka to get a list of rally people to send it to.

Rules Committee:

- 1) Working on revising Article 11 Championship Classes for 2014, addressing APP class and GPS.
- 2) Dave Head submitted a proposal regarding time references; Bruce will ask the Rules Committee if anything needs to be changed in the RRRs.

New Business - National Road Rally:

- 1) National Sanction Fees – can they be reduced to match Regional fees? Tabled due to time constraints.
- 2) The insurance fee has gone down from \$4 per car to \$3.50 per car.

What is your "one RRB task" this month?

Jeanne – get minutes out quicker

Sasha – working on Primary Interest information

Bruce – work on rules in response to Dave Head's proposal

Clarence – work with Milwaukee region about getting road rally safety steward(s)

Chuck – work with Indy region on their June national rallies

Rich – post draft of memo to BOD about weekend member fees and social rallies; get ready for the convention.

Meeting adjourned at 9:25 pm

Next meeting at the SCCA convention March 1, 2013

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 Web site at the following links:

### CLUB RACING

50th 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

40th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## BOARD OF DIRECTORS

### SCCA Board of Directors Minutes | January 28, 2013

The SCCA National Board of Directors met in Las Vegas prior to the SCCA National Convention at the South Point Hotel Wednesday, February 27 through Saturday, March 2, 2013. All Area Directors were in attendance : Lisa Noble, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Michael Lewis, Treasurer; R. David Jones, Robin Langlotz, Steve Harris, Brian McCarthy and Bruce Lindstrand.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President and CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services and Aimee Thoennes, Executive Assistant.

The following guests participated: CRB, Jim Wheeler - Chairman, Bev Heilicher and Raleigh Boreen, SCCA Foundation Board, Heyward Wagner, Solo Communications Manager, John Bauer and Chris Blum, Club Racing Technical Department, SEB, Steve Hudson –Chairman., Angelo Trozzolo, Jeff Madden – Trozzolo Communications, Robert Harar CEO National Trade Productions.

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 Chairman Noble.

Noble presented an overview of the meeting's Agenda with a list of convention sessions the BoD needed to attend.

**MOTION:** To approve December BoD and January conference call meeting minutes. Walsh/Wannarka. Approved 13-0

### PRESIDENT'S REPORT – Jeff Dahnert

Dahnert notes there is a lot of activity in SCCA at this time. He emphasized the need to focus on communication to set clear expectations. The BoD was given a brief overview of his kickoff presentation noting the need for cultural change, strategic plan overview and financial results. Dahnert noted that SCCA Inc. had a positive net income reported with actual operating loss. It was noted that operating loss was budgeted due to approved spending on projects and programs. SCCA Inc. investment account has nearly doubled over past 5 years and debt to equity ratio is very good. We have dramatically reduced cost of insurance in all programs. Membership is up slightly for the first time in years. While there was a slight increase in membership year to year, there was no year-end falloff for the first time in several years.

### CLUB RACING – Terry Ozment

Ozment announced the addition of Chris Blum to the Club Racing Technical Staff. Club Racing is working on a program to provide on-line training for Alternative Driving Schools. This is at the mock-up stage now and the end goal is to expand this to roll out specific on-line training for other specialties.

Ozment will propose GCR language to clarify GCR 3.1.1.E dealing with event schedule changes for an upcoming BoD meeting. This will run thru normal CRB-GCR committee then to BoD approval for 2014. Schedule change issues will be addressed for Majors in supplemental regulations for the remainder of this year.

Ozment gave BoD an overview of 50th anniversary Runoffs event planning. Runoffs schedule has been published, additional volunteers are assisting various functions and specialties. Note: Club Racing VP option to invite celebrity drivers approved by BoD consensus for the 50<sup>th</sup> celebration.

Ozment reviewed the Runoffs "next venue" effort and status. Tracks were prioritized based on geography (East/West/Central) and driver favorite or iconic tracks. The stated goal is to announce track selection for a 2-3 yearperiod with those selected rotating around the country. Ozment has met with representatives from a short list of tracks and currently is in negotiations. The big challenge for SCCA will be the move to a different financial model with SCCA as a track renter. The lack of track promoter option impacts the overall budget and needs to be considered. Ozment will report back to BoD with a recommendation for the

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June BoD meeting for 2014 and 2015 Runoffs venues.

#### **FINANCE – Richard Ehret**

SCCA Inc posted a net operating loss for the year ending December 31, 2012 of \$27K. This is the first operating loss recorded since 2002 and was budgeted. The investment accounts appreciated 12% during the year. Positive variances were recorded in Membership, Club Racing and Solo sanctions. Additional expenses incurred were in the Majors pilot program, Majors rollout, and additional mailing expenses for SportsCar Magazine. All variances are well understood by the staff and board.

Ehret reported financial results from the subsidiaries: Pro Racing produced excellent results with a net income of \$125K exceeding budget by 27%. Enterprises suffered a net loss in 2012 of \$91K, substantially below budget projections.

Ehret discussed 2013 budget and acquiring Majors sponsorship. The 2013 budget projection is for a net operating profit.

Ehret also presented an overview of open or pending legal issues. No action required by the BoD at this time.

#### **PLANNING COMMITTEE REPORT – Bill Kephart**

Kephart noted the driving need for greater change and the required culture shift to accept and embrace change. Due to the large number of projects, the Planning Committee has created several sub-committees chaired by BoD members. They are directed to recruit a team from within the membership to research, develop and implement initiatives which will contribute to increased member satisfaction and increased participation. At this time, the sub-committees include: Strategic Plan, Majors Oversight, Barriers to Entry (BTE), and Region Support. There is some acknowledged overlap between BTE and Region Support. Committee chairs responsible for deliverables and coordinating overlap.

The committee presented the following structure as paths to the Runoffs. These paths provided via Majors as well as via Divisional Championships as promised. The result is that qualification for Runoffs invitation is participation as well as performance based.

**MOTION:** to approve the three distinct paths to the Runoffs for 2014 as written below. Creighton/Langlotz. Approved 13-0.

In 2014, there will be three distinct paths to the Runoffs:

##### U.S. Majors Tour

Earning an invitation to the Runoffs through the Majors has both participation and performance requirements in 2014.

**Participation Requirement:** All drivers must participate in a minimum of three separate U.S. Majors Tour event weekends and have a minimum of three individual race finishes, all in the same class.

**Performance Requirement:** One of the following:

- Finish in the top 10 of their Conference point standings in class
- Finish in the top 50% of National Point Standings (as in 2013)
- Achieve a point total in National Point Standings  $\geq$  the mid-point of the 2013 standings for that class (as in 2013)

##### Divisional

Divisions will determine their own Championship structure, including the point payout schedule and the events to be counted. Any Regional or Majors event may be used in the Championship structure, at the discretion of the Division. A Division's plan for its Championship must be submitted to SCCA Club Racing by July 1 of the preceding year. These plans will be reviewed to ensure they recognize the best in competition and accepted for the following year.

Runoffs invitations will be extended based on the following participation and performance criteria:

**Participation Requirement:** All drivers must participate in a minimum of four Divisional points weekends.

**Performance Requirement:** Finish in the top three positions in class point standings for all classes except SM and SRF where Top 5 will be invited.

If a Divisional Championship is not concluded at the time of the Runoffs, invitations will be extended to drivers meeting the requirements at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.

##### Defending Champion

As in the past, any defending, 2013 National Champion will receive an invitation to the 2014 National Championship Runoffs. The only exception to this is if the individual used a provisional (past or defending Champion) invitation for that class in 2013.

Kephart reported that there was consideration to support a proposed Formula Atlantic Majors series. This would be FA Majors

series run group included in a non-Majors weekend. The series would run 5-6 races and rent a run group from Regions on non-Majors weekends. Details and economics still to be worked out acknowledging that this may be a 2014 project.

John Walsh, Chairman of the Barriers to Entry Sub-committee reported that one of the BTE efforts is the SCCA Racing Experience as outlined in the December BoD minutes. BTE is actively looking for regions interested in holding SCCA race experience events. BTE team is currently working on developing guidelines to hold events that do not re-invent the GCR. BTE has also worked with TTAC to improve product and decrease complexity.

Dick Patullo, Chairman of the Region Support Sub-committee, explained the focus is on what regions need in the way of support to grow programs. Examples may be training, incentives, tools (mass mailers, web site templates, etc.) and improved communications between regions in other areas.

#### **MEMBER SERVICES – Colan Arnold**

Arnold reported SCCA Inc had 40,479 members at end of 2012, an increase over previous year and compared to a loss of over 1400 members in 2011. SCCA will continue to support the Formula SAE initiative started last year. Multiyear membership and competition license program have been well received and continue to grow. Arnold noted that Membership tracks areas of interest for new members and for the first time there is growth in Solo and other non-Club Racing areas as primary interest.

BoD asked Staff to consider process for how different reports can be created to drill down vs the standard graphs reported. BoD reminded to not directly task Staff but to work thru BoD Chair and Dahnert to get reports.

Arnold reported that a technology committee has been formed comprised of subject matter experts in the SCCA community and Topeka staff. The objective is to advise the SCCA Inc IT department on priorities and the best approach for large projects. Arnold noted that they are creating region website templates and would have a number of beta test regions participating using the web site template. BoD will see specific proposals for data warehousing project as well as other capital appropriation requests at a future date.

#### **MARKETING COMMUNICATIONS – Eric Prill**

Sponsorships were successfully renegotiated with BF Goodrich, Tire Rack, and SafeRacer. Multiple other sponsors are still in negotiations including specific sponsorship deals on Majors. There was a recent agreement to license the TransAm brand for a gaming company.

The April issue of SportsCar magazine will be the annual new member issue. Marketing has received generally good feedback on the new SportsCar format though there are some adjustments being made by editorial staff such as fine tuning colors, fonts, articles etc. BoD provided Dahnert and Prill with guidance and questions to resolve in negotiating a new SportsCar contract. Expectation is the new contract will be completed prior to June 2013 BoD meeting.

A new staff member, Chris Berg, has been hired to support marketing and will also support SCCA Pro Racing.

There is ongoing discussion around broadcast TV and webcast for Runoffs.

#### **SOLO AND RALLY – Howard Duncan**

2012 Regional participation numbers are up compared to 2011, Solo 4.8%, RallyCross 17.4% and RoadRally 1.6%.

We have committed to assist operationally with SAE 2013 student events in Michigan and Lincoln. Rally/Solo Staff and National Solo Field staff met to review program goals and focus on growth. The Rally/Solo team met with Trozzolo and reviewed SCCA branding efforts. The CPO (Chief Participation Officer) concept was met enthusiastically.

RallyCross is planning for 2013 National Championship event to be at Tulsa Motorsports Park again. A site search is underway for 2014.

The SEB is reviewing their Strategic Action Plan focusing on structure and goals. The first draft will be presented to the BoD later in Convention. The 2013 schedules for Pro Solo, Champ Tours and the new Match Tour Shootout were out and published before end of last year. There have been some changes as the US Navy pre-empted SCCA at one location and date (St George UT, May date, rescheduled for October).

There were no action items for the BoD from RRB, RXB, or SEB.

**MOTION:** To appoint Raymond Jason (resume on file and provided to BoD) to the position of Great Lakes Divisional Solo Steward, effective immediately. Harris/Kephart. Approved 13-0

The CRB met with the BoD discussed a proposal to add 2 new members to CRB. One addition fills a current vacancy and the other is the addition of a needed skillset. This will bring the total CRB members to eight. CRB Chairman Jim Wheeler proposed

to add David Arken and Kevin Fandozzi to CRB. Wheeler outlined why he wanted to expand the CRB and reviewed qualifications of both candidates.

**MOTION:** To appoint David Arken and Kevin Fandozzi to CRB effective immediately. Walsh/Butler. Approved 13-0.

Walsh presented an overview of the proposed rules changes recommended by the CRB.

#### **GCR**

##### **1. #9563 – (March Fastrack – Bob Clark) Competition Licensing Renewal Changes**

Thank you for your letter. Change Appendix C, 2.2.B.: A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number. A licensed competitor or a Novice Permit holder may enter one car in multiple groups or multiple cars in multiple groups, but will earn license credit for only one entry for each race group for each sanction number.

##### **2. #10322 – (March Fastrack – Club Racing Board) Definition of “Ferrous”**

In the GCR, Appendix F. Technical Glossary change: Ferrous - An metal alloy containing more than 50% iron. Non-ferrous - A metal alloy containing less than 50% iron.

#### **SPEC MIATA**

##### **1. #9589 – (February Fastrack – David Wheeler) Allow Removal of Vibration Damper from 1.8 Pinion Flange**

Thank you for your letter. Please add 9.1.7.C.3.f: f. The rubber vibration damper may be removed from the pinion flange on 1994 and newer differentials.

#### **TOURING**

##### **1. #9943 – (February Fastrack – Mark McCaughey) In T4: Add Front Sway Bar to Toyota Celica GTS**

Thank you for your request. Add to the specification line for Touring 4, Toyota Celica GTS 00-05: Front sway bar, Hotchkis Sport Front Sway Bar Part: SKU:22400.

**MOTION:** To approve the CRB rules package as presented. Letters 9563, 10322, 9589 and 9943. Effective 1/1/14. Walsh/Butler. Approved 13-0.

Wheeler reviewed the SR1/SR2 rules package progress. SR1 package is expected to be ready for member review in the March Fastrack. Good progress made on the FSRAC committee and sub-committees. There has been positive feedback on the GT2 revisions based on COTA March event entry count.

Tools for compliance checking were discussed. CRB will be discussing the option of making tools available for distribution and sale.

#### **GCR 8.1.4 Discussion**

This section is currently called “Compliance Review”. The wording in this section has changed several times over the past 5 years and there is some discussion and confusion over who and how a rules interpretation can be requested.

The current wording of the opening paragraph states “*A member may request a determination on the compliance of his vehicle or its components through the Club Racing Department.*”

**MOTION:** To change title of GCR 8.1.4 to “Rules Interpretation” and re-word the opening paragraph as follows:

*To obtain a determination of the compliance of a vehicle or component without filing a formal protest, a member may request such a ruling through the Club Racing Department.*

Effective 1/1/2014. Creighton/Langlotz. Approved: 11 –0- 2 (Abstentions: Harris and Noble)

The Board conducted breakout sessions to review programs with the RoadRally, RallyCross and Time Trials boards.

#### **SCCA Foundation - Bev Heilicher and Raleigh Boreen**

The SCCA Foundation Board reported there is good synergy on Foundation Board and lots of progress. They reviewed the 4 Pillars of the Foundation and elements under each pillar:

**Programming** - Tire Rack Street Survival. The number of events increased in 2012 and there is an expected increase for 2013 as well. The TRSS Summit in 2012 after the SCCA National Convention was a great success and the plan is to repeat the summit in 2014 in a similar format.

**Historical Preservation** - The current SCCA historian, Pete Hylton is retiring. There is a need to locate a facility to store,

preserve and make available the SCCA archives. The Foundation board is currently investigating alternatives.

**Communication/Marketing/Brand Building** –Increasing public presence via website and SportsCar articles.

**Support for the Foundation** - Focus on 4 areas of fundraising; campaign drives, grants, donor gifts and donations. SCCA raffle was announced at Convention and the announcement of the raffle winner will be made at the 2013 June Sprints.

Foundation has had acting chair for last 18 months and requests assistance from the BoD to get a “name” for Chair for Foundation. The goal is to fill the position quickly with a highly public face.

R. David Jones, Director Area 7 submitted his resignation effective 3-March 2013. The SCCA By-laws allow the BoD to appoint a replacement. Dan Helman was the runner up in the recent Area 7 election and has agreed to complete the term if desired.

**MOTION:** To appoint Dan Helman as replacement director for Area 7 effective 4-March. Walsh/Kephart. Approved 12-0, Abstain Jones.

**BOARD STATEMENT:** The Board of Directors wish to thank R. David Jones for his many years of valuable contribution to SCCA and wish him well in the future.

Angelo Trozzolo and Jeff Madden of Trozzolo Communications Group presented a proposal to the Board of Directors with a focus on member communications and a component focused on national and local media relations. The BoD endorsed the proposal.

Robert Harar, CEO of National Trade Productions presented ideas around adding new elements to the SCCA National Convention that provide value to the membership.

The SEB met with the Board of Directors. Heyward Wagner presented online video demos for various Solo programs. The SEB noted their number 1 priority was assistance at National office level for site acquisition. The use of national office to “break the ice” with major corporations or FAA for airport access would be beneficial. The SEB noted that they had future meetings planned to discuss technical issues dealing with vehicle electronics (ABS, traction control etc.) in newer cars.

Meeting adjourns 5:00PM



# CLUB RACING BOARD

## SCCA Club Racing Board Minutes | FEBRUARY 27, 2013

The Club Racing Board met face-to-face at the National Convention, February 27, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Jim Drago, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Club Racing Technical Services Assistant; and Bob Dowie, consultant. Tony Ave and Kevin Fandozzi were absent. The following decisions were made:

### SUGGESTED RULES FOR 2014

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).

#### Formula/Sports Racer

##### FE

1. #9681 (Erik Skirmants) Add Optional Wickers/Gurney Flaps

Change GCR 9.1.1.1.6.g and 9.1.1.1.6.h:

g. The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from Enterprises. Any modification to these parts, *except as specifically noted herein*, is strictly forbidden. The main wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement. *Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .500". Maximum number of mounting locations on front flaps is 2 on each flap and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted.*

h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications, *except as specifically noted herein*, are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge, i.e.: digital level on the top surface of the lower rear wing must meet a minimum of -3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from Enterprises. No additional holes may be added. *Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .250" on one or both elements. The Gurney flap only, may extend beyond the parameters of the end plate. Maximum number of mounting locations is 5 and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted.*

##### SR

1. #10440 (Club Racing Board) Proposed Rules for SR1 and SR2 for 2014

The CRB and FSRAC submit the rule sets found at: <http://www.scca.com/clubracing/content.cfm?cid=44472> as the proposed rule sets for the SR1 and SR2 classes in 2014. Please send all feedback through the CRB letter system at [crbscca.com](mailto:crbscca.com).

### WHAT DO YOU THINK?

None.

### MEMBER ADVISORIES

None.

### NOT APPROVED BY THE CRB

#### Formula/Sports Racer

##### CSR

1. #10127 (Jim Downing) Elan DP02 Weight

Thank you for your recommendation; however, the CRB does not recommend the change to weight for this car, that you suggested.



## **Grand Touring**

### **GT**

1. #10423 (Club Racing Board) Not Recommended Portion of Letter #10117, Turbos in GT

Thank you for your request. The CRB has no plans currently to allow turbochargers in GT as this will cause more issues than it could fix.

### **GT2**

1. #10194 (John Cottrell) Tire rule GTA/TA 2 cars moving to GT2

Thank you for your letter. The CRB has no plans to mandate a "spec tire" for GT2.

## **Production**

### **FP**

1. #10390 (Bill Blust) Allow Access Panel to Sprite Mark I Trunk Area

Thank you for your request; however, it is contrary to the current rules with respect to external body modifications. Given the length of time this type of car has been raced without this modification, the necessity for the same is unclear.

## **Super Touring**

### **STU**

1. #10305 (Troy Benner) Classify Turbocharged 1991 Mazda Miata

Thank you for your request. Adding turbochargers to non-turbocharged engines is not within class philosophy. However, the CRB would like to point out to the submitter that the Mazda B6T engine, as used in the Mazda 323 GTX is essentially the 1.6 Miata engine with a turbocharger, and is compliant to the STU regulations as a possible swap. If the submitter is interested in using that engine and wants an alternate allowed turbo, please resubmit that along with details specifying on the desired alternate turbocharger.

### **ST**

1. #10223 (Ken Brewer) Since ST is the Place for IT Cars to Run Nationally...

Thank you for your request. The CRB is not interested in changing the rules for IT participation in Super Touring.

### **STL**

1. #8231 (David Mead) STL Engine Placement Restrictions

Thank you for your request. The CRB has no plans to make this change.

## **Touring**

### **T2**

1. #10345 (David Mead) Re-evaluate the Mustang GT and Boss Restrictor Change

Thank you for your concern. Recent data submitted from restrictor testing from the T2 class showed the Mustang outside the performance level for the rest of the class. Moving to the 2011 restrictor creates parity. Please see March 2013 Fastrack Technical Bulletin letter #9849.

### **T3**

1. #10198 (Tim Myers) Allow SPL Front and Rear Camber Links for Nissan 350Z/370Z

Thank you for your request. Mono Ball suspension bushings are not part of the T3 class rule set. Other parts that allow adjustment within philosophy will be considered.

2. #10202 (Tim Myers) Allow Nissan 370Z RC Brake Ducting Kit

Thank you for your request. The requested kit does not meet the current rules and will not be allowed. For additional information, please see the March 2013 Fastrack Minutes, letter #9959.

### **T4**

1. #10300 (Mark McCaughey) Add Cold Air Intake and Wheels to 00-05 Toyota Celica GTS Spec Notes

Thank you for your request. Current T4 rules allow aftermarket wheels. The CRB does not recommend a cold air intake for the Celica in T4.

## **PREVIOUSLY ADDRESSED**

## **Formula/Sports Racer**

### **FC**

1. #10225 (Robert Wright) Radon RN10 F2000 Grandfathering

Thank you for your letter. Please see letter #10224 in the March 2013 Technical Bulletin.

2. #10278 (Philip Picard) Radon Rn10 Grandfathering

Thank you for your letter. Please see letter #10224 in the March 2013 Technical Bulletin.

## **FE**

1. #10228 (David Jackson) Supports #9681 (Erik Skirmants) Add Optional Wickers/Gurney Flaps

Thank you for your letter. Please see letter #9681.

2. #10233 (Stan Hallock) Supports Gurney Flap

Thank you for your letter. Please see letter #9681.

3. #10236 (Stephen Zamborsky) Supports Rear Wicker

Thank you for your letter. Please see letter #9681.

4. #10237 (Bruce Allen) Opposes FE Gurney Flap Opinion

Thank you for your letter. Please see letter #9681.

5. #10243 (Chip Valente) Don't Add Gurney Flaps

Thank you for your letter. Please see letter #9681.

6. #10246 (Jim Adleberg) Responding to Request #9681

Thank you for your letter. Please see letter #9681.

7. #10253 (Matthew Cutter) Opposes #9681 Gurney Flaps

Thank you for your letter. Please see letter #9681.

8. #10268 (Christopher Eveland) Yes to Erik Skirmants's What Do You Think (#9681)

Thank you for your letter. Please see letter #9681.

9. #10285 (Dennis Sideri) Opposes 2014 FE Rule Proposal Change

Thank you for your letter. Please see letter #9681.

10. #10317 (Wally Osinga) Opposes addition of Gurney Flaps to FE

Thank you for your letter. Please see letter #9681.

## **Grand Touring**

### **GT2**

1. #9995 (Mike Halpin) New Chassis/Engine Combination

Thank you for your request. This engine is already listed for use in GT2.

## **Production**

### **FP**

1. #10395 (Bill Blust) Request Weight Reduction of FP Spridgets by 50lbs

Thank you for your request. This request is taken care of in letter #10338, Technical Bulletin.

## **Touring**

### **T4**

1. #10299 (Mark McCaughey) Add LSD Wording to 00-05 Toyota Celica GTS Spec Notes

Thank you for your letter. LSDs are permitted in T4.

## **NO ACTION REQUIRED**

## **Formula/Sports Racer**

### **S2**

1. #10347 (Jeff Anderson) Allow Cam Upgrade in Fast Forward Aluminum Cylinder Head

Thank you for your letter. Please see a future Fastrack with the 2014 SR2 rules. This combination is under consideration.

## **RESUMES**

1. #10257 (Steve Lathrop) FB Ad Hoc Committee

Mr. Lathrop has been accepted on the ad hoc committee.

2. #10258 (Jay Novak) Volunteer for FB Ad Hoc Rules Committee

Mr. Novak has been accepted on the ad hoc committee.

3. #10261 (Don Armenoff) Ad Hoc Committee

Mr. Armenoff has been accepted on the ad hoc committee.

4. #10272 (Mike Beauchamp) FB Ad Hoc Committee  
Mr. Beauchamp has been accepted on the ad hoc committee.
5. #10303 (JEREMY HILL) AD-HOC COMMITTEE Resume  
Mr. Hill has been accepted on the ad hoc committee.
6. #10308 (Jerry Hodges) Request to Serve on the FB Ad Hoc Committee  
Mr. Hodges has been accepted on the ad hoc committee.
7. #10313 (George Dean) Request to Be Part of the FB Ad Hoc Committee  
Mr. Dean has been accepted on the ad hoc committee.
8. #10339 (Richard Franklin) FB Ad Hoc Committee Application  
Thank you for submitting your resume. The CRB will keep it on file.
9. #10340 (Dustin Wright) Resume for FB/F1000 Ad Hoc Committee  
Mr. Wright has been accepted on the ad hoc committee.
10. #10352 (Glenn Cooper) Resume for FB Ad Hoc Committee  
Thank you for submitting your resume. The CRB will keep it on file.
11. #10364 (Don Conner) Resume for FV Sub-Committee Member Request  
Thank you for submitting your resume. The CRB will keep it on file.

# CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2013

NUMBER: TB 13-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2013 unless otherwise noted.

## GCR

1. #8425 (Rob Burgoon) In section 6.5, replace in its entirety as follows:

### 6.5. RACE STARTS

*note: In section 6.5, the field is defined as all segments.*

#### 6.5.1. The Grid

- A. *The Chief Steward instructs the 5 minute and 1 minute warnings to be given to the grid, indicating the time remaining before the start of the pace lap. These signals must be plainly audible and/or visible.*
- B. *Engines should be started at or before the 1 minute signal.*
- C. *At or before the expiration of the 1 minute warning, the cars will be released to begin the pace lap.*
- D. *See 6.4.2. for additional requirements.*

#### 6.5.2. The Pace Lap

- A. *One pace lap precedes all races, unless the Chief Steward authorizes an additional unscored pace lap.*
- B. *The pace lap may begin at a brisk pace, but must be sufficiently slowed before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is dictated by the types of cars, size of the field, and course layout. However, the standard SCCA start is a rolling start and not a flying start. The same official should brief the front row drivers before each race, preferably the Starter, under the direction of the Chief Steward.*
  - 1. *If a pace car is used, it will be positioned at the head of the pack, with emergency lights flashing. Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and the pole car will maintain the speed of the pace car before it pulled off track until the green flag. The front row drivers must be advised not to pass the pace car.*
  - 2. *If a pace car is not used, the pole car will pace the field complying with directions from the Chief Steward or his designee. The pole car will maintain a constant speed from the grouping until the green flag and shall not modify his speed approaching the flag stand.*
- C. *A car may not improve its position in the field after the cars are released from the grid for the pace lap.*
  - 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.*
  - 2. *A car that fails to start with the pace lap or falls out of position during a pace lap relinquishes its grid position and may rejoin only at the back of the field.*
  - 3. *A car that is disabled and cannot keep the pace should not hold up the field. The driver must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other cars may safely pass the signaling vehicle. The driver of a disabled car should seek assistance at the nearest corner station or pit at the first opportunity.*
  - 4. *When a car drops out of the pace lap(s), everyone in the column behind that car must close up behind the car in front; moving up under this circumstance is not considered improving position or passing under yellow.*

#### 6.5.3. The SCCA Standard Rolling Start

- A. *The SCCA standard rolling start will be used at all SCCA races unless an alternate procedure has been approved by the Division's Executive Steward and is included in the event Supplemental Regulations.*
- B. *The Starter shall be safely located where the majority of the drivers in the field can clearly see him as they approach his position. He shall remain motionless, with the green flag hidden, and no other flags visible.*
- C. *The Starter will start the race by suddenly and continuously waving the green flag until all cars have passed the start line if the field is:*
  - 1. *At a constant low speed;*
  - 2. *Well bunched and in line; and*
  - 3. *Close enough to the Starter that the majority of the drivers can see the flag.*
- D. *Racing begins and passing may occur throughout the field when the green flag is displayed.*

#### 6.5.4. An Aborted Start

- 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 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.*

- B. *If the race is not started, another pace lap will be run. Depending on conditions, the pace car may overtake the field and resume its function. The front row drivers must be advised that the pace car may return to its position for the additional pace lap if there is no start.*
- C. *Any additional pace lap(s) following aborted start(s) are under double standing yellow flags at all stations, and are scored as race laps. Timing starts when the pole car crosses the timing control line, unless otherwise specified by the event Supplemental Regulations.*

#### **6.5.5. Split Starts**

- A. *Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.*
- B. *The 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 cars assigned to each segment will be gridded by qualifying time, regardless of class.*
- C. *Each segment should be led by a pace car, if possible. A following segment should have the previous segment in sight on the longest straight.*
- D. *Split Starts*
  - 1. *Provided each segment is properly formed, each will receive a separate green flag.*
  - 2. *Drivers in each segment shall not improve their position until their respective green flag is displayed. Jump starts may be penalized.*
  - 3. *If the first segment receives a green flag, the race is considered to have begun for the subsequent segment(s) when they cross the control line, regardless of the flags displayed by the starter.*
  - 4. *The flags displayed by the starter have their normal meanings.*
  - 5. *If the first segment receives a green flag, but on track safety conditions require an immediate full course yellow, cars in subsequent segments should fall into single file grid order and make every effort to safely catch the back of the first segment.*
  - 6. *A driver in one segment who is unable to leave the grid when directed but is able to get underway before the first car in the next segment is released, may join the back of his segment at the direction of the Grid official. Otherwise, he relinquishes his grid position and will be held until the end of the last segment.*
- E. *A starting judge should be appointed for a split start.*

#### **6.5.6. Late Starters**

*After the field has left the grid, the Chief Steward may release cars that were not in position at the 1 minute warning to join the back of the pack either from the grid at the beginning of the pace lap or from the pit exit after the race has been started.*

In section 6.4, add the following note directly after the section title:

*"note: In section 6.4, the field is defined as all segments."*

### **Formula/Sports Racer**

#### **FC**

1. #10104 (John LaRue) Revision of Rule 9.1.1.6.c

In 9.1.1.B.4.c, remove the following:

*"Bodywork and rear spoiler(s) and any attached components except for suspension components shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler or exhaust system shall extend more than 100cm (39.37 inches) FF; 80cm (31.50 inches) FC behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) 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. ~~Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal plane.~~ Allowances shall be made for radius of bodywork along primarily horizontal surfaces in this area. Undertrays and floorpans may extend laterally past cockpit sides, sidepods, and engine compartment enclosures, but only up to the 95cm (37.40 inches) maximum allowed width."*

#### **FA**

1. #10333 (SCCA Staff) Replace "Club Racing Technical Manager" with "Club Racing Board"

In FA, Table 2, Formula 3 car, change the notes as follows:

~~Club Racing Technical Manager~~ *Club Racing Board*

### **Grand Touring**

1. #10265 (Karim Alex Talbot) GT2/STO clarification

In GT2/ST, add the following language at the beginning of the GT2/ST section: *"Cars must comply with 2012 STO rules as stated in appendix K of the GCR."*

2. #10355 (GT Committee) 9.1.2.F.4.e.1

In GT, clarify section 9.1.2.F.4.e.1 as follows:

*"The passenger's side floor pan may be raised not more than ten (10) inches or a secondary floor may be installed at that level"*

to accommodate the installation of the exhaust system and muffler(s) provided such raising of the floor serves no other purpose. Exhaust may pass through the rear bodywork no higher than the rear axle centerline."

## GT2

1. #9753 (Ron Bond) Include Panoz GTWC in a national class  
In GT2, classify Panoz GTWC as follows: (See Attachment)

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Panoz GTWC	N/A	2DR	RWD	107.6	Cars must be prepared to Panoz GTWC specifications. Wheels: (F) 18x10 (R) 18x11. Track (F) 64.0 (R) 67.8. Any tire with a diameter of 17" or 18" may be used provided the tire does not exceed a maximum cross section width of 11.5" in the front and 12.5" in the rear; or may use conventional GT2 tires and wheels per GTCS 9.1.2.F.4.c.10. Internal modification to stock Penske 7500 shocks are permitted. Shock seals are not required. Brakes are unrestricted. Front and rear anti-roll bars are unrestricted. Shock and springs are free, transmission type and ratios are free, differential gear ratio only is free (all GT2 transmission rules apply), roof vents allowed per GTCS.

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (Liters)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
FORD V8	OHV	89.45-100.38 x 89.9	4.6L	Alum, Crossflow	2	Fuel Injection	2880	Fresh air intake air cleaner housing Panoz #GTS9-3348 allowed. Must comply with Panoz GTWC engine requirements available at <a href="http://www.scca.com/clubracing/content.cfm?cid=44722">http://www.scca.com/clubracing/content.cfm?cid=44722</a> .

2. #10217 (Milton Grant) Remove SIR from 2.4ltr Toyota Celica motor  
In GT2, remove SIR requirement from all engines 2500cc and smaller.

## GT3

1. #9928 (Bill Davis) Classify Pontiac Sunfire  
In GT3, classify the Pontiac Sunfire as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Sunfire GT	NA	2dr	FWD	104.0	

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	86.0 x 94.6	2198	Alum, Crossflow	4	31mm SIR	2280	
LE5 Ecotech	DOHC	88.9 x 89.03	2210	Alum, Crossflow	4	31mm SIR	2280	GM racing block #XGB615 and cylinder head #XGBH614 allowed.
	DOHC	88.9 x 94.6	2349	Alum, Crossflow	4	31mm SIR	2345	

**Note:** Disenfranchised small bore GT2 cars will be allowed classification in GT3 "In GT2 spec" on a case by case basis but will be classified with the appropriate SIR and GT3 weight + 150 lbs. to offset any advantage in the wider wheel/tire, track and wing width. Max wheel/tire 16.0". Cars must have a GT2 logbook issued prior to 1-01-2013

## Improved Touring

None.

## Production

1. #10060 (Anthony Bushika) Classify the 1995 Volkswagen Jetta  
In FP, Classify 1995 Volkswagen Jetta 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.)
Volkswagen Jetta (93-98)	2	1995 * 2045 **2095	4 Cyl. SOHC	3.248"x3.654"	121 c.i.	Iron	Alum	(I) 1.555" (E) 1.295"	Fuel injection	97.3"	62.4"/61.7"

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
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Volkswagen Jetta (93-98)	15x7	5	(F) 10.12" disc (R) 8.94" disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500". Can use stock fuel tank if stock rear bumper and bumper support structure is retained.
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## 2. #10315 (Kevin Ruck) Correct Various Integra & Civic Brake Specs

In EP, correct brake specifications as follows:

Acura Integra GSR (94-00) level 2 prep ~~Factory Spec @ all 4 wheels~~ **front 10.32" vented disc and rear 9.41" solid disc.**

In FP, correct brake specifications as follows:

Acura Integra 1600 (86-89) ~~Factory Spec @ all 4 wheels~~ **front 9.53" vented disc and rear 9.41" solid disc.**

Acura Integra (90-93) front ~~242mm~~ **10.32" vented disc** and rear ~~239mm~~ **9.41" solid disc.**

Honda Civic Del Sol Si (93-94) ~~Factory Spec @ all 4 wheels~~ **Front 10.32" vented disc and rear 9.41" solid disc.**

Honda Civic Si (88-91) level 2 prep front ~~240mm~~ **9.49" vented disc** and rear ~~180x30mm~~ **7.09"x 1.50" drum, alt rear brake 9.41" solid disc.**

Honda Civic EX VTEC SOHC (92-95) Honda Civic EX (92-95) ~~Factory spec @ all 4 wheels~~ **10.32" vented disc 7.91" solid disc.**

Honda CRX Si (88-91) level 2 prep ~~Factory spec @ all 4 wheels~~ **front 9.49" vented disc and rear 7.09"x 1.50" drum, alt rear brake 9.41" solid disc.**

## EP

### 1. #9360 (Bill Lamkin) Track correction

In EP, correct track specifications for Mazda Miata 99-02 as follows:

~~58.4"/59.4"~~ to **59.9"/60.9"**.

### 2. #10001 (Jason ISLEY) Classify the Scion FR-S

In EP, Classify the Scion FR-S 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.)
Toyota scion FR-S 2013	2	2400 * 2460 ** 2520	4 Cyl. DOHC	3.386"x3.386"	121.9 c.i.	Iron	Alum	(I) stock (E) stock	Fuel injection	101.2"	64.1"x64.9"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Toyota Scion FR-S 2013	18"x8"	6	(F) 11.6" vented (R) 11.4" vented		Comp. Ratio limited to 12.5:1, Valve lift limited to 500".

### 3. #10396 (Prod Committee) Classify Subaru BRZ in EP

In EP, classify Subaru BRZ 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.)
Subaru BRZ 2013	2	2400 * 2460 ** 2520	4 Cyl. DOHC	3.386"x3.386"	121.9 c.i.	Iron	Alum	(I) stock (E) stock	Fuel injection	101.2"	64.1"x64.9"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
Subaru BRZ 2013	18"x8"	6	(F) 11.6" vented (R) 11.4" vented		Comp. Ratio limited to 12.5:1, Valve lift limited to 500".

## FP

### 1. #10338 (Harold Flescher) Reduce the weight of the 1275cc Spridget by 100 pounds

In FP, reduce weights as follows:

Austin-Healey Sprite Mk. I, II, III, IV. MG Midget Mk I, II, III, IV & 1500 ~~1275@1630~~ **1275@ 1580**

Triumph Spitfire Mk. III and Mk. IV & 1500 ~~1296@1660~~ **1296@ 1620**

## HP

### 1. #10053 (Jason Stine) Reduce the Weight of the 948cc AH Sprite and MG Midget by 50 lbs.

In HP, Reduce the weights of the HP level 1 Austin Healey Sprite and MG Midget 948cc as follows:

~~1500 lbs~~ **1450lbs**



## Super Touring

### STU

1. #9037 (Eric Heinrich) Clarify 9.1.4.G.1. paragraph 2 (intake manifolds)

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

1. Alternate engines may be used, if the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in the United States. Vehicles delivered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine).

2. The chosen engine must retain its original cylinder head and intake manifold. Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered. 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. It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine. If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.

*1. Alternate engines may be used, provided:*

*a. the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in the United States.*

*b. Vehicles delivered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine).*

*c. The chosen engine must retain its original long block, subject to STCS prep allowances.*

*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.*

*e. It is permitted to use the OEM intake and throttle body from either the chassis or the installed engine.*

*e.1 Regardless of intake chosen, the total number of throttle bodies must remain the same.*

*e.2 If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.*

*f. Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers.*

Please re-number 2-21 of section G.

## American Sedan

None.

## Spec Miata

1. #10358 (SM Committee) Increase throat depth allowance on 1.8l heads

In section 9.1.7.C.1.f.4, change the maximum throat depth column specification in the table for 1.8l engine as follows:

9mm ~~12mm~~

Move the table from section 9.1.7.C.1.f.4, to 9.1.7.C.1.f.3.

## Touring

1. #9844 (Mike Ogren) Standardize the MX 5 tire sizes.

In T4, Mazda MX-5/ Miata Sport (99-00), change the tire size as follows:

495/50 ~~205/50~~

## B-Spec

None.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 21, 2013

The Solo Events Board met by conference call February 21st. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Lisa Noble of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## CHANGE PROPOSALS

### Stock

#### #9275 BMW E36 Move out of DS Proposal

Per the SAC, the following listing changes for BMW models in DS and GS are published for member comment, effective 2014.

#### DS

##### BMW

128i & 135i (2008-13)

335i (2007-13), 335i xDrive (2007-13), 335d (2009-11)

3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)

#### GS

##### BMW

2002 (all)

318i & 318is (1991)

318ti (1995-99)

325e (eta engine)

*325i, 325is (1987-91), & 325ix (1988-91)*

*3 series (6-cyl E36 except M3), (1992-99)*

Comment: The committee believes this effectively moves the E36 non-M3 models from DS to GS.

### Street Touring

#### #10218 Watts Link Proposal

The STAC and SEB would like member feedback as regards allowing alternate differential covers, for solid axle cars via adding a new **14.8.G.6** as follows:

*"Differential covers and attaching hardware may be replaced."*

### Street Prepared

#### #9982 Crossfire Classing Proposal

The SPAC feels that the SRT-6 model should stay in BSP. The N/A Crossfire does appear to be a good fit in DSP and

thus the committee recommends the following for member comment:

Change the Crossfire BSP line listing from:

Crossfire and Crossfire SRT-6

to

Crossfire SRT-6

and add:

*Chrysler*

*Crossfire (NOC)*

to DSP.

#### #9315 200SX SE-R Move to FSP Proposal

Per the SPAC, move the '95-'99 Nissan Sentra and 200SX SE-R to FSP. Specifically, remove the following lines

*200SX SE-R*

*Sentra (2.0L) (1995-99)*

from DSP and add them to FSP.

#### #9935 GT500 Classing Proposal

Per the SPAC, reclass the S197 Mustang GT500 from its current listing in ESP (via the S197 line) to ASP. Specifically, add a new line line to ASP as follows:

*Mustang S197 GT500 (2007-13)*

Comment: The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this proposal.

#### #9961 Differential Allowance

After further discussion the SPAC has concluded that a differential cover allowance for independently suspended vehicles is beyond the scope of our initial intent to allow lateral locating devices for solid axle vehicles. Reworded language, added as a new subsection 15.8.I.6 in the solid axle allowances, is proposed to be:

*"Differential covers and attaching hardware may be replaced."*

### Modified

#### #9231 Aero Clarification

Add to 18.1.F.3.d:

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

Change 18.1.F.3.d to read:

*d. Front splitters are allowed but must be installed parallel to the ground (within +/- 1 inches fore to aft). ~~Splitters may not be wider than, nor extend more than 6" forward of, the top-view outline of the car.~~ The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of one inch or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.*

*Also add new subsections as follows:*

*e. A front splitter and its associated features shall not function as a diffuser.*

*f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and*

*model.*

Change 18.1.F.3.b to read as follows:

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. *Fore to aft curvature or deviation of the rear spoiler shall not exceed 10".*

#### #9616 FM Weight Proposal

The MAC recommends the following listing change proposal:

In Appendix A, under Modified Class F, change A.4 to read as follows:

"4. Minimum weights with driver

<i>Kawasaki 440</i>	<i>725 lbs</i>
<i>AMW engine</i>	<i>800 lbs</i>
<i>Rotax 493 and 494 engines</i>	<i>800 lbs</i>
<i>Rotax 593 engine</i>	<i>850 lbs</i>
<i>600 cc motorcycle engines</i>	<i>875 lbs</i>
<i>Wheelbase of 73" or less:</i>	<i>Subtract 25 lbs"</i>

Also change A.7 as follows:

7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM ~~with minimum weight with driver of 850 lbs.~~ Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

Note: the bulk of the changes above provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc motorcycle engine listing. The weights for the AMW and Rotax engines have not changed. The weight for the 440 engine is reduced by 25 lbs.

### **MEMBER ADVISORIES**

#### #10056 Fuel Clarification

This topic has been previously addressed by an item (#9305) which was recommended to the Board of Directors and published in the February Fastrack.

#### #10343 BFG Rival Clarification

The SEB has reviewed section 13.3 of the Solo Rule Book with regards to tire eligibility, specifically, the question of 13.3.B and the words "by April 30". It is clear to the SEB that the language used in this section is ambiguous and fails to communicate the intent of 13.3 in a concise manner to our suppliers and our competitors. We must take responsibility for the fact the rule is poorly written. The SEB will submit a new draft of 13.3 for member comment. Well respected members and advisory committees of the Solo community differ in their interpretation of this section.

The SEB has communicated with BF Goodrich and there is high confidence they will meet tire size/diameter requirements for the 2013 Solo schedule. We want the membership to know the use of these tires in competition prior to April 30th is not a rules violation. It is in the best interest for all involved to give guidance now.

The BFG Rival tire will be eligible for National Solo Events immediately and will remain eligible for 2013 provided section 13.3 is met in its entirety by April 30, 2013.

### **TECH BULLETINS**

#### **Errors and Omissions**

Per the MAC, correct 18.1.F.7, third sentence as follows:

A roof spoiler up to the maximum of 7.5" is allowed an area of up to **56** square inches for each endplate; a trunk spoiler up to the maximum of 10" is allowed up to 100 square inches for each endplate.

Comment: this value was inadvertently not updated when the maximum spoiler dimension was changed from 4 to 7.5

inches.

## **Street Touring**

### **#10090 Spring Clarification**

Per the STAC, modify 14.8.A to include bellows:

Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, *bellows*, etc.) and except as noted herein, must use the original spring attachment points.

Comment: The STAC does not feel that carbon fiber bellows springs are consistent with the current Street Touring philosophy. This change clarifies that a carbon fiber bellows spring is distinct type of spring.

## **Modified**

### **#9231 Aero Clarification**

Per the MAC, the following clarification items are issued:

A diffuser, as allowed by 18.1.F.5, is permitted to extend up to 25" forward of the rear bumper or bodywork, whichever is rearmost. Underbody panel material may be removed for diffuser fitment, but material removal should be minimized and shall serve no other purpose than diffuser fitment. All such modifications must still comply with other applicable rules, such as 18.1.B.1 and 18.1.F.2.

Radiator hot air may be ducted through the top of a hood opening, provided the ducting and accompanying hood modifications do not violate 18.1.F.1 and 18.1.F.2.

## **NOT RECOMMENDED**

## **Street Touring**

### **#10027 Master Cylinder Brace Allowance Proposal**

The STAC believes this change would be inconsistent with class philosophy.

### **#10323 370Z Nismo Classing Proposal**

The STAC believes this vehicle exceeds the performance parameters of the class.

### **#9875 Federal 595RS-R Exclusion Proposal**

Per the STAC, after review this tire meets the requirements of 14.3.A.

### **#9980 Center Clearance Hole Modification Allowance Proposal**

The STAC believes this change would be inconsistent with class philosophy.

### **#10002 Catalytic Converter Location Proposal**

The STAC believes the current restrictions on catalytic converter location in 14.10.E are appropriate.

### **#10093 VW TDI Move to STF Proposal**

The STAC believes this vehicle exceeds the performance parameters of STF.

### **#10221 Tread Depth Proposal**

The STAC believes the current rule on tread depth (14.3.C) is appropriate as written. Possible updates to this rule are under consideration by the SEB.

### **#10334 Differential Allowance Proposal**

The STAC believes the current restrictions on limited slip differentials for AWD vehicles are appropriate.

## **Street Prepared**

### **#10082 Gear Treatment Proposal**

The SPAC believes the use of this process is contrary to Street Prepared philosophy.

### **#10255 Aftermarket Hardtop Allowances Proposal**

Please see the previous clarification for letter #9604, in the February Fastrack. To reiterate, there is no requirement to

run with the hard top in place. A non-conforming hard top can be removed temporarily during the driver's competition runs. The committee and SEB do not consider the possibility of inclement weather to be sufficient justification for allowing this modification.

#### #10091 Spring Clarification

A bellows spring is distinct type of spring, different from a coil spring. As such, it is not a substitute for a coil spring under 15.8.A

#### #9316 Rules Process Proposal

The timing required for publication, member input and review, SEB recommendation, and BOD review for approval does not allow for this change in the process.

#### #10312 Course Viewing Proposal

The SEB appreciates and shares the member's concern regarding the need to avoid pavement surface problems which can damage cars. We will remind designers and officials to be more aware of these issues.

#### #10363 Class Limitations Proposal

The SEB does not feel it would be appropriate to be constrained by a specific per-category limit on the number of classes.

### **OTHER MEMBER ITEMS REVIEWED**

#### **Stock**

##### #9787, 9840, 10274 Boss 302 to FS Comments

Thank you for your input and information. The committee and SEB continue to review member feedback on this topic.

##### #8996 Official Classification

The SAC cannot make a recommendation on this classification request without specific year, make, and model information for the actual vehicle in question.

##### #10133 Class Combining Proposal

Thank you for your input.

##### #10328 BFG Compliance Clarification

See the response to item #10343.

#### **Street Touring**

##### #9973, 9974, 9977, 10000, 10037, 10266, 10270 BMW Z in STR Comments

Thank you for your input. The SPAC and SEB are continuing to review feedback regarding this classing change.

##### #10260 370Z Classing Comments

Thank you for your input.

##### #10146 Tire Proposal

The STAC thanks the member for the input and the information.

##### #10201, 10219, 10241 E85 Comments

Thank you for your input.

##### #10244 New ST Class Proposal

Thank you for your input. The STAC and SEB continue to monitor the appropriateness of the classing structure.

##### #10297 AWD Differential Comments

Thank you for your input.

##### #10234 VW TDI in STC Clarification

The bumping order was updated to reflect the ordering of the PAX/RTP indexes. Appendix B is provided as a

recommended option for Regional events only; however, Regional programs are free to do as they wish in this regard.

#10329 BFG Compliance Clarification

See the response to #10343.

**Street Prepared**

#10203, 10204, 10240, 10254, 10263, 10295 Differential Cover Comments

Thank you for your input, see the response to item #9961.



# SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 3-4, 2013

The Solo Events Board met at the SCCA National Convention March 3-4. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Howard Duncan, Doug Gill and Brian Harmer of the National Staff; Heyward Wagner. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## CHANGE PROPOSALS

#9526 Age Exception for KM

The following rule change proposal is submitted for member review and comment.

Replace 4.1.A with:

Drivers must be SCCA members. *A Weekend Membership meets this requirement.*

Drivers *in all categories except Kart* must possess a currently valid automobile driver's license or permit. *Driving license or permit restrictions must be followed.* If those restrictions require a passenger and the event allows a passenger, that passenger must be either a parent / legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian (either signed at the event or notarized) to ride as a passenger.

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

- 1. Minimum age is 15 years old.*
- 2. Have approval of the event Chairman and event Solo® Safety Steward.*
- 3. Participated in at least four National Solo Events in Formula Junior A (JA).*

*Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.*

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

## Stock Category Changes

**Preamble** – Over the last several years the sport has seen a consistent and ongoing decline in the participation in the Stock Classes. After months of deliberation, the SEB has concluded that the cause of the decline cannot be traced to a single factor, but rather is indicative of a category formula that is no longer meeting the needs of much of our membership. We believe that there needs to be a category that is easily accessible to newcomers to the sport, while also supporting a highly competitive environment for our most dedicated members. We also believe that for this environment to exist we must have a ruleset that is reflective of the needs of modern vehicles. Automobile manufacturing, government regulation, and advances in suspension design have created the safest, most comfortable vehicles the industry has ever seen, and we believe that the current ruleset is not reflective of that reality. We have been monitoring the situation for several seasons and have spent a considerable amount of time undertaking a major rewrite of the ruleset with the following tenets in mind:

The category ruleset must address our Core Values in the following ways:

1. The available allowances should create a diverse field of cars. The allowances should also reverse some of the built in limitations that prevent cars from performing on the autocross course.
2. Consumable items should have a "cost per run" that fits with the expectations of our members.
3. The ruleset should be forward looking so that vehicles produced during the coming years can compete in a manner that our membership expects.

We believe the underlying reason that members love this sport is that they "want to have fun with cars!" We want this

ruleset to broaden the base of cars and people who can do this within the SCCA's Solo program.

With that in mind, we propose the following update to Section 13 of the Solo Rules. Highlights include the use of high performance street tires (140 treadwear in 2014, 200 treadwear in 2015), a reduction in the shock absorber allowance (2 adjustments, no remote reservoirs beginning in 2015), an opening of the camber allowance (additional camber allowed via camber plates, camber bolts, and slotted struts), an opening of the wheel allowance (OE diameter plus or minus 1"), and an opening of the swaybar allowance (changes permitted to both bars). These changes are proposed as a way to make the category more relevant to today's cars and today's enthusiasts, while keeping the core concepts of vehicles that are easy to prepare and easy to live with in normal street usage. You will also notice that we changed the name from "Stock" to "Street". This change reflects the fact that these cars aren't actually as delivered off the showroom floor, something that has caused confusion in the past.

In addition to the proposed changes to Section 13, you will also find accompanying changes to Section 14 and Section 15. Section 14 changes are limited to housekeeping – some allowances in Section 14 have been moved to Section 13, and thus removed from Section 14. Section 15 has similar housekeeping, but also a new rule – 15.12, which allows for cars prepared to the Section 13 rules to run as Street Prepared "Limited Prep" with R-comp tires and remote-reservoir shocks. This is intended to give current Stock category competitors who have invested in higher end shocks and/or prefer driving on R-comp tires a place to keep running their car with no changes needed. Limited Prep car classifications will be included in an upcoming FasTrack.

With these rule changes, car classifications for Section 13 cars may also change in many cases. An updated version of Appendix A will be published for member comment in an upcoming FasTrack. In order to make sure we have the ability to correct any mistakes made in such a large reorganization, the entire affected sections of Appendix A will be considered new classifications and subject to the 12 month reclassification window listed in 3.2

The proposed changes to Section 13, shown with revisions in its entirety, are as follows:

### **13. *STREET* CATEGORY**

Cars running in *Street* Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. A Canadian-market vehicle is eligible for *Street* Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in *Street* Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year.

A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the *Street* classes.

Except for modifications authorized below, *Street* Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, *fuel caps*, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are

used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in **Street** Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

### 13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, ~~holes for brackets to mount shock absorber remote reservoirs, holes for driver restraint mounting,~~ etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

### 13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

~~F. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

D. Alternate shift knobs are allowed.

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

F. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

G. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation

of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

H. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

I. Tow bar brackets may be installed but may serve no other purpose.

J. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

### 13.3 TIRES

*Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.*

#### A. Specifications

- 1. Effective 1/1/14 - Minimum UTQG tread wear rating of 140*
- 2. Effective 1/1/15 - Minimum UTQG tread wear rating of 200*
- 3. Minimum specified tread depth of 7/32".*
- 4. Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"*
- 5. Department of Transportation (DOT) approval.*

#### B. Eligibility Requirements – *The following are prerequisites before a tire can be used in competition at National events.*

- 1. Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*
- 2. The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*
- 3. The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*
- 4. Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*
- 5. Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*
- 6. Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

#### C. Other

- 1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*
- 2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*
- 3. No recap / retread may be used.*
- 4. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification*

of membership:

No tire models are currently listed

### 13.4 WHEELS

Any type wheel may be used provided it complies with the following:-

1. It is the same width as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.

*2. Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

*Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.*

### 13.5 SHOCK ABSORBERS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.

2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers *except as allowed by 13.8.F*. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.

3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative to the ~~shock mounting points~~ *hub* as on the standard part. Shims may be used to achieve compliance.

4. The fully extended length must be within  $\pm 1$ " of the dimension of the standard part.

5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

*6. A strut's lower integral mounting bracket, for attachment to the upright or spindle, may be slotted for purposes of camber adjustment provided it attaches to the standard location and there is no material change in ride height. Any resulting change to the position of the strut centerline is allowed.*

*7. Effective 1/1/15: External / remote reservoir shocks are not permitted other than standard equipment. This includes those attached via flexible lines, as well as 'piggyback' style.*

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the

minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.
2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose. *This allowance expires 1/1/15.*

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

### 13.6 BRAKES

- A. The make and material of brake linings may be changed.
- B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.
- C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

### 13.7 ANTI-ROLL (SWAY) BARS

- A. Substitution, addition, or removal of anti-roll *bars* and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
- B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.
- C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

### 13.8 SUSPENSION

- A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. ~~Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.~~ Spring perches may not vary from the OE shape within the working part of the perch.
- B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual *or these rules.*
- C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.
- D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory



parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

*F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Caster changes resulting from the use of camber plates are permitted.*

*G. Camber bolts may be installed providing these parts use the original, unmodified (except as allowed by 13.5.A.6) mounting points. Caster changes resulting from the use of camber bolts are permitted.*

### 13.9 ELECTRICAL SYSTEM

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

~~B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.~~

B. Ignition settings may not be adjusted outside factory specifications.

C. No changes are permitted to electronic engine management systems or their programming *except as allowed by 13.9.E.*

D. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

*E. Traction Control / Electronic Stability Control and Tire Pressure Monitoring Systems may be disabled.*

### 13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be



changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited-slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

~~N. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.~~

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

The proposed changes to Section 14 are as follows:

Replace the current 14.3 with:

#### **14.3 TIRES**

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

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~ (This allowance moved to the Street Category)

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~ (This allowance moved to the Street Category)

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.~~ (This allowance moved to the Street Category)

~~Pirelli P-Zero Corsa~~

In 14.8, remove the following:

~~14.8.C. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.~~ (This allowance moved to the Street Category)

~~14.8.F. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Section 14.5.B. Caster changes resulting from the use of camber bolts are~~

~~permitted.~~ (This allowance moved to the Street Category)

Add new subsection 14.5.C:

14.5.C - A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

The proposed changes to Section 15 are as follows:

Replace current 15.3 with:

### **15.3 TIRES**

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3.*

The list of non-eligible tires in *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.

No tire models are currently listed.

Remove the following:

~~15.8.F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted but the center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.~~ (This allowance moved to Street Category)

~~15.8.G -- Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.~~ (This allowance moved to Street Category)

Add new subsection 15.5.E:

*15.5.E - A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.*

Add new section 15.12:

### **15.12 LIMITED PREP CARS**

*Cars which meet the preparation requirements of Section 13 (Street) can run as Limited Prep Street Prepared cars with the following additional allowances:*

A. 13.5.A.7 (restriction on remote reservoirs) and 13.5.A.1 (limit to 2 adjustments) do not apply. A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

B. Tire allowances are per 15.3.

*Cars will be designated as eligible to run as Limited Prep cars in Appendix A by the notation (LP) next to the Appendix A listing.*

Other proposed related changes are as follows:

Modify 3.3.3.B.6:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at *any time during the start of competition.* ~~For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

## **TECH BULLETINS**

### **Kart**

#### #9713 World Formula Starter Removal

Per the KAC, add to Section 19.2.A.1.b.3 (Formula Junior A World Formula Engine) as follows:

*E. Starter motor and bracket may be removed only if B&S #555702 starter cover insert is used in its place. Alternate cover Mikes Kart Stands #KS06FC is allowed.*

Also add to Section 19.2.A.2.b.4 (Formula Junior B World Formula Engine) as follows:

*F. Starter motor and bracket may be removed only if B&S #555702 starter cover insert is used in its place. Alternate cover Mikes Kart Stands #KS06FC is allowed.*

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | March 2, 2013

The RallyCross Board (RXB) met at the National Convention in a split session on March 1 and 2. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were Brian Harmer and Sandi Brown from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

The following points were discussed:

- Online Safety Steward Training: The RXB discussed options for the development of a Safety Steward Training webinar. It would be developed from the current PowerPoint presentation and include additional notes and video examples. Target audience would be both new safety stewards and renewals.
- "Super Divisionals" concept: The RXB, along with the National office, is considering adding National office support to four of the better attended Challenges from the previous year. Support would include having the National staff and trailer at the event.
- Capital improvements: The RXB discussed other possible expenditures to improve the program and agreed to the following three items: 1) surface preparation for the 2013 National Championship event, 2) a canopy/kiosk at the National supported events to serve as a driver's center, and 3) a monitor for displaying results in the driver's center.
- MotorsportsReg for Challenge events: The Divisions are encouraged to take advantage of the National office MotorsportsReg account for registering entrants for their Challenge events. Although the details could vary between Divisions, the hope is for more uniformity among the events.
- Sunroof nets: Article 6.3.D of the RallyCross Rules currently reads "Sunroofs must be fully closed unless vehicle is equipped with a net at the opening and/or the driver is wearing arm restraints." The RXB discussed and agreed to release an errors and omissions to change Article 6.3.D to "Sunroofs must be fully closed."
- Vehicle allowances: With member interest in certain UTV and Formula Cross vehicles, the RXB discussed the appropriateness of such vehicles within RallyCross as it relates to the current RallyCross Rules. The RXB agreed that the issue is not pressing but that the current RallyCross Rules wording for vehicle allowances should be addressed.
- Methanol injection: The RXB received an inquiry about the use of methanol injection. The RXB agrees that it should not be approved for use at RallyCross events. A corresponding technical bulletin will be released.
- Generally unpaved surfaces: The RXB has been questioned about the eligibility of RallyCross events being conducted on paved surfaces. Within Article 1.1 of the RallyCross Rules it reads, "Events will generally be held on an unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners." The RXB agrees that while an event may be run on varied surfaces, which may include pavement, it is not the intention of the SCCA that a RallyCross event should be conducted on only pavement. To clear up any possible confusion, an errors and omissions will be released to correct Article 1.1 to read, "Events will be held on a generally unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners."
- National Supplemental Regulations: The RXB agreed that the National Supplemental Regulations should not be changed for 2013. The only possible change from 2012 might be the removal of the word "verbally" in regards to communicating course changes to competitors.
- Maximum penalty: The RXB discussed the use of a maximum penalty per run that would be applicable at National events. It was agreed that more data is needed and that input from the membership would be warranted. A forum post will be posted asking for member comment about the concept.
- New incident forms: New incident report forms, green cards and instructions will be required in 2013. All old forms and green cards need to be thrown away. The National office will email the new forms with instructions to the RXB. Hyatt will forward the information to the Divisional RallyCross Stewards, who can then forward it to their Regions.
- Committee status:
  - ☐ Safety Committee: Doctor reported that the goal for the Committee is to address Safety Steward training, an instructor procedure and a renewal procedure. He is currently evaluating the Committee composition.
  - ☐ Rules Committee: Elliott reported that the Committee is currently fully staffed.

- National Championship Committee: Blakely reported that the Committee is currently fully staffed.
  - Marketing Committee: Foley reported that he needs more Committee members and would like to find those with writing talent to assist in articles for *SportsCar* and other publications.
- Court of Appeals: Hyatt reported that the Court of Appeals currently consists as it was in 2012. He requested that at the next meeting the RXB address the possibility of changing members of the Court of Appeals for 2013.
  - More awards: Hyatt requested that the RXB address the possibility of adding additional RallyCross awards for National Convention presentation. Discussion will ensue at the next RXB meeting.
  - UTV tires: Blakely requested revisiting of the issue of UTV tires being used at RallyCross events. He stated that UTV tires are not rated for use on automobiles and could pose a safety hazard. It was agreed that the Rules Committee could address the issue again with input from Doug Gill, Solo Technical Manager.
  - Debeaded tires: The RXB discussed the relationship between course condition and driver choices relative to the issue of debeading. The RXB is looking to remove subjectivity from the equation. It was recommended that when a vehicle experiences a de bead a Safety Steward check the air pressures in the other three tires recording the tire pressure data for (safety) research purposes. Doctor will create a template for recording tire pressures and other relevant information at events.

Next meeting: April 3, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | February 28, 2013

The RoadRally Board met at the SCCA Convention on February 28, 2013; meeting called to order at 1:08 pm PST.

In attendance: Chairman Rich Bireta, Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton via phone, Deena Rowland from the National Office. Not in attendance: Howard Duncan from the National Office, Board of Director Liaisons Bruce Lindstrand and R David Jones.

February minutes approved (Chuck/Sasha/passed).

Old Business - General Road Rally/Regional Development:

1. 2013 Road Rally Rules: completed and posted on the SCCA website.
2. Road Rally Planning Calendar (aka Jeanne's calendar) at [www.scca.com/rally](http://www.scca.com/rally): still working, with Howard's help, to get it posted in an easier-to-find place on the SCCA RoadRally web page.
3. 2014 USRRC Invitations for Proposals: Jay Nemeth-Johannes submitted a proposal for a weeklong event involving several regions, he is willing to chair it and do one day, still in exploratory stage. Rich will write response to Jay thanking him for his interest and giving him the green light to see what he can put together, and get back to us in several months; Chuck will talk to Jay about other options, perhaps two or three days instead of a full week, possible route Michigan Upper Peninsula, or maybe a southern route; what about fun things to do? Other comments: Clarence said the USRRC needs a theme or community tie-in; Bruce wondered whether Great Race would be agreeable to a combined event with one of their regional events.

Meeting with Board of Directors:

Rich and most of the RRB members met with a few members of the BOD, including our liaisons, Thursday morning. Several items were addressed:

1. The \$5 Weekend Membership fee is being suspended for one year, effective Feb 26, for road rallies. The WM information still needs to be collected, but not the fee. This should help when we are putting on rallies with non-SCCA clubs, it lets them know we are willing to work with them.
2. The 90 minute time limit for Social Rallies has been removed. This should make it easier to put on more events. Rich will post both of these items, and Len will send to his RM list.
3. The BOD suggested that we implement changes as we see necessary, with need no wait to for their specific approval (however, this does not change how we do rules changes that significantly alter competition, which still need to be put out for public comment)

Meeting suspended Thursday at 1:55 pm, to be resumed Friday at 1:00 pm.

Meeting reconvened Friday, March 1, at 1:34 pm PST.

A number of issues were discussed:

1) Master clock (Article 16.J. and I.): Clarence said that to be fair to all contestants, the master clock should not be allowed to be cable- synced by contestants. The RRRs say to use WWV, and that a master watch or shortwave radio time signal be available to contestants. Have the clock where routes are handed out; put the manner of setting the clock in the event general instructions; the committee should make its best attempt to set to WWV. There will be no cable syncing to master clock or any other official clock.

2) Class S (Article 11): Bruce listed the rally classes – E: anything goes; S: stock odometer and/or stand alone GPS of any precision neither of which inputs to the calculating device; L: in between, GPS can be inputted directly to the calculating device or manually such as to a B box (Curta with B box = L; using stand alone GPS or stock odo = S). Rules Committee has not officially looked at this. Bruce will send this to the Rules Committee (then public comment). Motion: adopt these class definitions, send to the Rules Committee for final wording, get final wording back, post for comments. Bruce/Chuck/ passed.

3) Number of sanctioned events (Article 4): Proposal to restrict sanctioning of events to no more than 40 pts in a 7 day period per series. (There are a number of past examples where rally weekends would not have conformed to this.) In other words - have a maximum of 4 rally equivalents (10 pts) within a 7 day period per series in a region (e.g. 2 course rallies Fri, 2 tours Sat, 2 tours Sun). Motion: Within 7 day period, do not sanction rallies in any region with more than 4 rally equivalents within a single series. Bruce/Jeanne/passed (4/3). Effective Date 3/1/13. (no rallies currently scheduled for 2013 season are affected.)

4) Time Allowances (Article 21.A): We found out that the use of TAs is not required by Risk Management; one school of thought says that TAs are appropriate for tours but not for course rallies (too much abuse of them, and they cause traffic congestion at intersections); what about a sanction exception for their use? Motion: delete mandatory TAs, effective April 2. Chuck/Len/motion tabled; Bruce will come up with wording that conforms to the RRRs, 'Redefining TAs'.

Break 2:53 pm

Reconvene 3:05 pm

5) RRB Backlog – 2013 Top 5 Work items; table.

Committee Reports - General Road Rally/Regional Development

Publicity Committee:

1. Sasha met with Rick Myers, to find out how we can get access to WM data to send out rally flyers and for Cheryl to send newsletters. Last year said he could do it easily, just ask for what we want. This year he says he can't do that, but is happy to deliver the data, for us to sort as needed. Rick trusts us to be good stewards of the data. The data has not improved since 2010, the number of bad records has not improved; Sasha is looking for regions, types of events, dates of events; Rick will try to take action to get the missing data. Sasha would like a volunteer to take on this job to sort data, and respond to requests for data for specific items from the WM data. Weekend Members put in a separate data base from regular members. Bruce – redesign the WM form? Sasha will write up something for us.
2. Cheryl will be putting out a road rally newsletter. Len has been sending things to RMs, should he call it a newsletter? Send the info to Cheryl? For now, send to both Cheryl and RMs. Items include things that work in specific regions. Regions want publicity, help getting in touch with other groups. Get a list of media contacts from SCCA, give to individual RMs.
3. We are still wondering what to do about an 'all rallies, all clubs' calendar. Sasha suggests using the MotorSportsReg website, if you join as a car club, the 'calendar only' portion is free. Bruce asked if there might be a fee later. Not clear. It will be hard to get everyone to use it, and it doesn't accomplish having SCCA be leader. The rally community needs to be a whole community, with a calendar that all can share. Deena will ask people to put their event on MSR when she receives calendar requests and/or sanction requests (Sasha will give her what to say).
4. Re your Area of Interest (not called primary interest) is not necessarily gone from your member profile page, as long as you have checked the box; good idea to check your own profile.
5. Scoobapalooza – SCCA is now involved. Ron Ferris is doing a Sunday morning (June 16) event that will start after his National course rally, with all getting to lunch at the same time; if it goes well, we can do it in other parts of the country.
6. Clarence is our new communications person (Facebook/twitter). (Good job posting during our convention sessions!)
7. Chuck talked to Philip Royle, *SportsCar* editor, about having more rally articles in *SportsCar*; he is willing to do two more articles; if we have appropriate event, he will send a reporter and photographer. Results are no longer being published, per Paul Pfanner, publisher.

Regional Development Committee (RDC): Len did a survey of rallymasters and compiled the results of the survey. As a result of that: the WM fee has been suspended; we are working on contacts with other clubs, tailoring events for them; divided regions into those that already have programs and those that don't. For those that have no program, and those that only do 1 or 2 rallies a year – what can we do to help? Bruce said that marque clubs are one of the keys, although there is sometimes local resistance, should they be contacted at national level (e.g. Subaru which has won the Manufacturer's award for the past 9 years)? On our events, we can offer a best of marque award. Perhaps local groups can give us contact names/numbers. Should we put a request on the SCCA Forum that we want to contact other clubs?

National Events Committee:

1. Clarence reported that Howard Duncan proposed 4 levels of rally, adding divisional rallies back in to mix; that regionals not count for points; count best 3 out of 5 (or whatever), non-declare if you want; divisionals be a step up with higher requirements than regionals, run to the RRRs; merge tour and course. This is not to be done immediately, it is OK for the NEC to continue to work on this, flesh it out.
2. Chuck recommends basing classes on experience rather than equipment, and dividing the upper class of masters. Do we eliminate one car classes, perhaps by strength of field?
3. Should we change the competition year to the calendar year?
4. Should the USRRRC be a stand-alone event, not part of the national series?

Rules Committee: the Rules Committee has been relatively inactive; now, with a number of things being proposed, they are willing and ready; there are 3 issues currently being worked on: Class S, master time, limitations on the number of rally equivalents in a specific time period (see item 3 under 'A Number of Items Were Discussed' above).

And speaking of committees, who is on them?

Publicity – *Dave Head*, Sasha Lanz, Bruce Gezon

Newsletter - Cheryl Babbe

Regional Rally – *Len Picton*, Patrick Strong, Rich Bireta

National Events – *Clarence Westberg*, Bob DeMeritt, Dave Weiman. Mike Thompson

Rules – *Bruce Gezon*, Dave Teter, Jim Friedman, Mike Thompson,

RRRs – Dave Kolb

Mentoring (Mentors on Call) – *Chuck Hanson*, Jeanne English, Bruce Gezon, Rich Bireta (more mentors welcome)

Which members of a rally committee have to be SCCA members – sanction app lists chairman, rallymaster, and safety steward; not listed anywhere else. More on this later.



Closing comment from Rich – This convention is 180 degrees different (in a good way) than last year; this year we have taken advantage of available time for face-to-face meetings.

Meeting adjourned at 6:04 pm PST.

Next meeting April 2, 2013, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

# ROAD RALLY BOARD

## ROAD RALLY TOWN HALL MINUTES | March 2, 2013

The RoadRally Town Hall at the SCCA Convention was convened on March 2, 2013, at 9:16 am PST.

Chairman Rich Bireta welcomed guests, and introduced the RRB members and Deena Rowland and Howard Duncan from the national office.

Any questions or comments?

John Emmons, LOL: Can you explain the National Events Committee? What do they do? Answer: Too much time on our conference calls was being spent on the national program and not on growth issues. To free up time, the NEC was created; its members are Clarence Westberg, Dave Weiman, Bob DeMeritt, and Mike Thompson. They receive date requests, review and approve sanction requests, interact with the rules committee, and report monthly to the RRB; it seems to be working.

Chris Regan, New England: What is the RRB doing with its newfound time? What are the top things to do? Ans: Grow the road rally program at the grass roots level, take actions that make rallies easier, more fun, more visible; make it happen. Rich showed a chart with list of items to do – some done, some still need to be done (will be posted).

Scott Belivieu – New England: What is the length of social rallies? Ans: The 90 minute maximum time has been removed, so there is no time limit (be reasonable).

The \$5 Weekend Membership fee has been suspended for a year for road rallies (but still fill out the information for the national office).

Safety steward items to be worked on: requirements for GTA events, instructor training, modernize the form.

SCCA.com/rally: we are deleting outdated, non-rally items and adding press releases; we are trying to position the Road Rally Planning Calendar (Jeanne's calendar) in an easy to find place.

Bruce Bettinger, Wichita: Is anything being done about combining the rules for course and tour, so there is only one set of rules? Ans: The RRB updates its strategic plan every year, including rules changes to the national program; simplifying the rules is something that needs to be done, but it's a long process. Bruce B: It's hard to introduce the RRRs to newcomers.

Cheryl Babbe, Arctic Alaska:

1. I request that one of the RRB members respond to emails, at least to say email received, thank you. Ans: Rich agrees that the RRB could do better job on this, even if we say thank you but we are not going to pursue it at this time.

2. Social rallies, which cost a flat \$20 per event versus \$7.50 per car, will cause a hit to rally income; what if we change the name to regional rally, and then have championship rallies? Ans: The 'social' name is to remove the financial aspect to putting on events. Sasha: The RRB is talking about 4 levels - National, Divisional, Regional, and Social (proposed by Howard Duncan)

Rich: The Board of Directors would like Road Rally program to succeed and grow. The primary measurement is the number of events and number of participants. Howard: The viability of the RR program is important to the BOD; the length change for Social rallies is seen as tool to expand breadth of program; in 2014 there may be further insurance and fee changes, but for now just increase numbers. Rich: Met with BOD members Thurs morning and the message they said was 'do what you need to grow the program, don't wait for us, do what you need to do'.

Chris Regan, New England: It's more of a step program, it only goes so far; as the program grows, then step up to regional level.

3. There is a barrier to entry to SCCA; there is no national presence of rally. Howard: Barrier to entry is a BOD project, are there things we can do to ease the pathway for all SCCA programs (although club racing has many barriers)? Rich: we have to look at 'growing the program'

Bruce Bettinger: Do we have a tracking system for incoming emails, concerns? Ans: Not through the SCCA tracking system, but through our own system.

Mike Toombs, Finger Lakes: When is the suspension of the \$5 WM effective? Ans: Feb 26, and remember that we still need to collect the data; strong vote of approval of the WM program. Does anybody use a term other than rally that may gather some attention rather than 'rally for the vote' or 'rally to save the whales'? Use 'road rally' not just 'rally'.

Sasha (RRB): On the SCCA website, we need to remove word 'race' from any connection with 'rally'. Rich: How about 'where do you want to compete, not race'? Howard said he tried to get that.

Cheryl Babbe: At earlier meetings with REs and the BOD, she asked how many have run an SCCA rally? Lots. How many have

run in last 12 months? Very few. She suggested that they go back to their regions, and see who is doing it, work with them, etc.  
Rich: This is proof of rally being an entry to SCCA; he sent out letters to all REs about setting up rally programs. David Van Tassel, South West Virginia said he was here because of Rich's letter.

Rich: Thank you to Cheryl for taking on the Road Rally newsletter, we are all looking forward to the first issue.

Meeting ended 10:20 am PST

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 Web site at the following links:

### CLUB RACING

50th 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

40th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## CLUB RACING BOARD

### SCCA Club Racing Board Minutes | April 2, 2013

The Club Racing Board met by teleconference on April 2, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, David Arken, Kevin Fandozzi, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Club Racing Technical Services Assistant; and Bob Dowie. The following decisions were made:

### SUGGESTED RULES FOR 2014

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).

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### Formula/Sports Racer

#### FA

#### 1. #10199 (Mike Williams) Allow Alternate Pro Formula Mazda Engine Builder

Thank you for your request. Change 9.1.1.A (Formula Atlantic Preparation Rules), Table 2:

Front Wing - Angle of attack for the front wing (main plane) is fixed. Front wing flaps may be adjusted within the range provided from an original STAR Mazda endplate. Secondary wing flaps may not be altered from STAR Mazda original part. Rear Wings - May be adjusted to include the following: Angle of attack of the lower element. Note: Rear wing endplates must be adjusted to within +/- 5 deg of vertical as measured at the trailing edge of the endplate. All current and past Pro Star Mazda rear wing configurations are permitted. No gurney tabs. ECU and Shocks shall be sealed as provided by Star Mazda. Engine shall be sealed by the Star Mazda approved engine builder, **CER Inc.** or Daryl Drummond Enterprises, Inc.

### WHAT DO YOU THINK?

### American Sedan

#### 1. #10500 (AS Committee) Spec Sealed Crate Engine Proposal for Full Preparation AS Cars

The CRB and American Sedan Advisory Committee (ASAC) seek AS racer/participant feedback related to an engine option that would include a "crate/sealed spec" engine for Full Preparation (FP) American Sedan cars. The CRB and ASAC are exploring this as a possible way to reduce costs. This would be a new/additional option for FP cars (planned to be effective 1/1/2014) and the current FP engine rules would be maintained and unchanged. This decision has truly not been made, so feedback from the AS community will help determine the decision.

The proposal can be viewed at: <http://www.asedan.net/forums/showthread.php?p=30634#post30634>

Please submit a letter with your responses through the CRB letter system at [crbscca.com](http://crbscca.com). Comments will be accepted through July 31, 2013. This will enable the CRB and ASAC to develop the final ruleset in time for Board of Directors approval for 2014 (in the event that the decision is made to move forward with the proposal).

### MEMBER ADVISORIES

None.

### NOT APPROVED BY THE CRB

#### GCR

#### 1. #10357 (Matt Graham) Change National License Requirement for FIA License Holders

Thank you for your request. You must have an SCCA National license to race in SCCA National races. Please apply to SCCA for a National license.

## 2. #10419 (Brian Ghidinelli) Change Runoffs Invitation Requirement to 8 Starts Only (3.9.2.a)

Thank you for your request. The Board of Directors has approved the qualification process for attending the 2013 and 2014 Runoffs. Please see: <http://www.scca.com/news/index.cfm?cid=51213> and <http://www.scca.com/news/index.cfm?cid=51350>

### **Formula/Sports Racer**

#### **FC**

##### 1. #10327 (Peter Lesueur) Reverse Racing Memo RM 13-01 Pro Map decision.

Thank you for your request. The CRB is monitoring the application of the Pro Map.

### **Grand Touring**

#### **GT2**

##### 1. #10269 (Tim Myers) Re-Classify Restricted Early Model Porsche 996 Cup Cars to GT3

Thank you for your letter. The CRB has determined that this car is outside the performance parameters for GT3.

##### 2. #10349 (Colin Cohen) Request to Waive Fuel Cell Requirement for Ferrari 355 Challenge

Thank you for your request. If you prepare your car as a GT car, it must have a fuel cell. If you prepare your car using ST rules to run in GT2, you are not required to have a fuel cell.

#### **GT3**

##### 1. #10259 (Rodger Grantham) Re-Classify the Fiat X19 to GT2

Thank you for your request. 1756cc displacement is too small for the class in terms of power capability. An additional safety concern with specifying this engine is the light weight the CRB would have to specify for a car using this engine. If you would like to pursue the 2.0 litre option, please furnish complete engine specifications for consideration.

### **Improved Touring**

#### **ITR**

##### 1. #10361 (Charles Coker) Allow Alternate A-Arms and Bushing for Porsche 944s2 and 968

Thank you for your letter. Alternate bushing materials are allowed in IT as specified in GCR 9.1.3.D.5.d.6. Alternate ball joints and control arms are not listed as an approved modification. There are no plans to change this.

##### 2. #10362 (Charles Coker) Request That Transmission Coolers be Allowed in IT

Thank you for your letter. The CRB has no evidence to suggest that the need for transmission and differential coolers is sufficient to warrant a change to the current rules.

#### **ITB**

##### 1. #10279 (Brian Gay) Allow Alternate Brake Rotors for 85-91 VW Golf/Jetta

Thank you for your request; however, alternate brakes are not allowed in Improved Touring. There are no plans to change this.

### **Super Touring**

#### **ST**

##### 1. #10696 (Tom Lyttle) In ST, Allow Non-Standard Throttle Bodies of OEM Diameter

Thank you for your request. Alternate throttle bodies are allowed on a case-by-case basis to address the need to convert from "drive-by-wire" to manual throttle control. Submitted requests shall include documentation of the stock throttle body size and the specific part numbers and size being requested as an alternative. Because specs for stock choke size are not widely available, thus making scrutineering difficult, the CRB does not wish to make an open allowance.

### **Touring**

#### **T3**

##### 1. #10484 (Tim Myers) Remove Restrictor Nissan 370z and Reduce Weight 150 lbs

Thank you for your request. The CRB is monitoring the performance of this car and does not recommend a change at this time.

##### 2. #10485 (Tim Myers) Allow 2 Piece Front Rotors Nissan 370z

Thank you for your request. The CRB does not recommend this change.

##### 3. #10486 (Tim Myers) Allow SPL Front Camber Arms to Be Able to Get 3 Degrees Allowable

Thank you for your request. "Monoball" type bushings are not allowed.

#### **T4**

##### 1. #10301 (Mark McCaughey) Add Cold Air Intake to 05-06 Toyota Corolla XRS Spec Line

Thank you for your request. The CRB does not recommend this change at this time. The CRB will continue to monitor the performance of the car.

2. #10466 (Trey Stiles) Allow Catalytic Converter Elimination on 2006+ MX-5  
Thank you for your request. The CRB does not recommend this change.

#### **B-Spec**

1. #10058 (Chi Ho) Reduce the Weight of the Fit/Add Weight to the Mini  
Thank you for your request. Both cars are appropriate as classified.

2. #10239 (Mike Ogren) Please Correct Weight of Toyota Yaris  
Thank you for your request. The CRB has seen no evidence to indicate that the weights are incorrect.

#### **PREVIOUSLY ADDRESSED**

##### **Formula/Sports Racer**

###### **FF**

1. #10369 (David Bassett-Rodrigues) In FF, I Support the Wider Side Pods  
Thank you for your letter. Please see the response to letter #9633, Technical Bulletin.

2. #10229 (James Rogerson) British Rules for FF  
Thank you for your letter. Please see the response to letter #9633, Technical Bulletin.

3. #10230 (Bill Dormandy) Do Not Allow Increased Width in FF  
Thank you for your letter. Please see the response to letter #9633, Technical Bulletin.

4. #10245 (Mike Scanlan) Allow FF's to Run Under British Specifications  
Thank you for your letter. Please see the response to letter #9633, Technical Bulletin.

5. #10367 (Greg Rice) Allow Euro Side Pods in FF  
Thank you for your letter. Please see the response to letter #9633, Technical Bulletin.

6. #10368 (Carlos Rodrigues) In FF, Please Allow Wide Side Pods  
Thank you for your letter. Please see the response to letter #9633, Technical Bulletin.

##### **Touring**

###### **T4**

1. #10490 (Christopher Childs) Please look closely at the weight of the MX-5  
Thank you for your request. Please see letter #11047, Technical Bulletin.

#### **NO ACTION REQUIRED**

##### **GCR**

1. #10464 (Rob May) Allow FIA Homologated Seat Sliders in All Cars  
Thank you for your letter. If you have an FIA approved seat, along with an FIA approved slider (all mounted properly), you are not required to have a back brace to the main hoop or its cross bracing, and it can be mounted in any car.

2. #10465 (Peter Olivola) Recommend Change to Start/Restart Flags  
Thank you for your letter. The official way the SCCA communicates with our drivers while they are on track, is through our flags. When the use of double yellow flags is properly applied, the flagging rules as written are appropriate. The CRB has no plans to change this rule.

##### **Formula/Sports Racer**

###### **CSR**

1. #10399 (Matt Graham) Request SIR Adjustment for 13b Rotary Powered in CSR  
Thank you for your letter. The CRB is working with Jim Downing on this topic and is awaiting data from Mr. Downing.

###### **DSR**

1. #10562 (Stan Clayton) Please delete minimum SR2 width of 70"  
Please make the following changes at <http://www.scca.com/clubracing/content.cfm?cid=44472>

#### **Change 9.1.8.A.3.d.3:**

3. Width: The maximum width shall not exceed 200cm (78.74 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires. All cars shall be at least ~~63 70~~ inches wide, unless otherwise specified, *cars equal to and exceeding 70 inches in width may use a larger restrictor dia as listed in the SR2 Engine table spec line and column for the installed engine.*



### Change 9.1.8.A.3.k (SR2 Engine Table)

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (Lbs)	
					63 in/70in width		
F	4 cycle 4 cyl auto based	2000	4	Approved engines list TBD MZR Pinto	40.5mm / 42.5mm	1300 2 seat 1325 single seat	

### Change 9.1.8.A.3.l (Spec Line Cars):

D	Stohr							Body width 63 inches minimum must comply with all other S-R-2 rules.
DE	Super V engine							
EF	FA Conversions Homologated as CSR/DSR before 1-1-14					May use wheels wider than 10 inches with a 50 lb penalty		

### B-Spec

1. #10029 (Jason Isley) Toyota Yaris Suspension Kit

Thank you for your request. The SCCA Technical Staff will look at the parts you requested to determine if they are appropriate. You are welcome to provide the parts.

### RESUMES

1. #10331 (Michael Alexander) Resume for Ad Hoc Committee

Thank you for submitting your resume. It will be kept on file.

# CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2013

NUMBER: TB 13-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2013 unless otherwise noted.

## GCR

1. #10443 (John Bauer) Remove "Super Touring" from 9.3.55

In section 9.3.55, correct the language as follows:

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

## Formula/Sports Racer

### FF

1. #9633 (Steve Newey) Side Pod Width for F1600 Input

In FF, add to the Alternate Vehicle Allowance spec line as follows:

Car	Engine	Notes
<i>Cars complying with English FF rules.</i>	<i>1600cc Ford Kent or 1500cc Honda per SCCA rules.</i>	<i>Car must comply with published English FF regulations (Formula Ford 1600 – Formula Ford Championship of Great Britain: Dated 01/01/2010; Version 1) Article 3 (Bodywork &amp; Dimensions); Article 13 (Cockpit); Article 15 (Safety Structure); and Appendix A excepting Wheel width and ground clearance.</i>  <i>Tires, wheels, transmission, weight and all other items not specifically governed by the aforementioned English rules must comply with current SCCA FF rules.</i>  <i>Competitors must have the English FF rules in their possession and present same upon request.</i>

2. #11095 (SCCA Staff) Clarify the Radon Spec line.

Effective immediately, in the FF/FC Alternate Vehicle Allowance table, clarify the Radon FN-10-2000 (2011) notes by adding the following language:

*"Cars may be raced either as delivered, under the 2012 rules or as modified to comply with the current rules. No combination of the 2012 and current rules is allowed."*

## Grand Touring

### GTL

1. #10454 (Warren Montague) Alternate stroke of 85.5 mm for Toyota 4AG motor.

In GTL, classify the Toyota 4AG engine with alternate stroke as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	F u e l Induction	Weight (lbs)	Notes
<i>4AG</i>	<i>DOHC</i>	<i>81 x 85.5</i>	<i>1762</i>	<i>A l u m , Crossflow</i>	<i>4</i>	<i>22.5mm SIR</i>	<i>2030</i>	<i>Must run identical deck height as 4AG block.</i>

## Improved Touring

### IT

1. #10149 (Todd Nurnberger) Classify 2007 Volkswagen Rabbit

In ITA, Classify the 2006-07 Volkswagen Rabbit 2.5L as follows:

ITA	Engine Type	Bore Stroke (mm)	Valves IN & EX (mm)	Comp. Ratio	Wheel base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Volkswagen Rabbit 2.5L (06-07)	5 cyl DOHC	82.5 x 92.8 Displ. (cc) 2480	(I) (E)	10.5:1	101.5	16	3.78, 2.12, 1.36, 1.03, 0.77	(F) 285 x 25 Vented Disc (R) 260 x 12 Solid Disc	2765	

## Production

None.

## Super Touring

### STU

1. #10694 (Tom Lyttle) In STU, allow non-standard throttle body for Mazda RX8 engine

In STU, Table A, Mazda Rotary engines, change the spec lines as follows:

Split out 13B and Renesis engine references.

For the 13B:

Mazda 13B/NA/2300/The 13B may be Street ported *porting allowed*, contact SCCA Technical Services for details. Fuel injection or 1 Auto-type 2 barrel carburetor with 42mm chokes on a "dual-y" manifold.

For the Renesis:

Mazda Renesis/NA/2300/The Renesis shall remain unported. *No porting allowed*. Alternate 70mm choke throttle body from the following list allowed. 1" thickness max manifold adapter allowed:

- OE from 1996-2004 Mustang 4.6 liter V8
- BBK #1700 (e.g., Summit #BBK-1700)
- Summit #227204
- Trickflow #24070

### ST

1. #10414 (John Bauer) Correct contradiction in STO rules in Appendix K

In appendix K.E.6, change the language as follows:

~~"Stock dash/instrument panel cover (dash pad) must be used.~~ Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed."

2. #10456 (John Bauer) Consolidate alternate car allowances into spec lines.

In ST, reorganize car classifications as follows:

Change the name of the STL spec line table: ~~Table~~ *Table A*

Change 9.1.4.B.3 to read:

~~Any GCR listed IT cars, 1985 and newer, under their current IT specifications may compete in STU. GCR listed ITS, ITA, ITB, and ITC cars with reciprocating piston engines of 2 liters and less engine displacement, 1985 and newer, may compete in STL under their current IT specifications.~~

*"Alternate categories/classes may be allowed to compete in their own specification; please see individual class regulations for specific allowances. While these cars may not be competitive within this category, their inclusion will allow these regional-only categories to participate in national events. Cars modified in any fashion beyond these allowances must meet full STCS safety and prep regulations."*

Add to STU Table A:

*"Any Improved Touring Vehicle, 1985 and newer/See GCR 9.1.3/See GCR 9.1.3/Must completely conform to ITCS requirements."*

Delete 9.1.4.B.6,

~~"Rocky Mountain Division SpecM3 cars completely conforming to the 2011 rules may compete in STU. Competitors must have a copy of the 2011 rules in their possession."~~

Add to STU Table A:

*"Rocky Mountain Division SpecM3 cars/See class regs/See class regs/Must completely conform to the 2011 SpecM3 regs. Competitors must have a copy of the 2011 rules in their possession."*

Add to STL Table A:

*"Any 1985 and newer ITS, ITA, ITB, or ITC vehicle with a reciprocating piston engine of 2L or less engine displacement/See GCR*

*9.1.3/See GCR 9.1.3/Must completely conform to ITCS specifications."*

Delete 9.1.4.B.4:

~~"Spec Miata cars completely conforming to Spec Miata class specifications are eligible for STL. Spec Tire not required in STL."~~

In STL, add a new spec line as follows:

*Spec Miata*

*vehicles/See GCR 9.1.7/See GCR 9.1.7/Must completely conform to SMCS specifications, except spec tire not required.*

Delete 9.1.4.B.5:

~~"SM5 and MX-5 Cup cars completely conforming to SM5 or MX-5 Cup class specifications are eligible for STL. Spec Tire not required in STL."~~

Delete 9.1.4.B.7

~~"Cars modified beyond SS, SM or IT rules in any fashion must meet full ST safety requirements."~~

Delete 9.1.4.H.2 (STL rotary IT cars allowance)

~~"Engine Oil Cooling Coolers for the engine oil are free in number, type and location."~~

Add to STL Table A:

*ITA-spec and ITS-spec RX7/See GCR 9.1.3/See GCR 9.1.3/Must completely conform to ITCS specifications*

### **American Sedan**

None.

### **Spec Miata**

None.

### **Touring**

#### **T2**

1. #9850 (David Jones) Aftermarket Intercooler for Pontiac Solstice in T1-T2

In T2, add to the notes as follows:

Pontiac Solstice GXP Coupe/ Convertible (07-09): *Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed.*

Saturn Sky Convertible (07-09): *Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed.*

#### **T3**

1. #10497 (Touring Committee) Add restrictor to Acura TL SH

In T3, Acura TL SH-AWD (2010-2013), add to the notes as follows:

*"65 mm flat plate restrictor required."*

#### **T4**

1. #10509 (Club Racing Board) T4 Mazda RX-8 update to proper suspension

In T4, Mazda RX-8 R3 (04-08), add to the notes as follows:

*"Aftermarket wheels at a minimum weight of 15 lbs. 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."*

2. #10452 (Stan Czacki) Allow Alternate Track spec for 02-06 Acura RSX-S

In T4, change the track width specifications as follows:

Acura Integra GS-R VTEC (3 or 4 door) (94-01): ~~1476/1471~~ *NA*

Acura RSX Type-S (02-06): ~~1487/1486~~ *NA*

Chevrolet Cobalt SS, Sport Coupe (06-10): ~~1492/1475~~ *NA*

Chrysler Neon ACR SOHC (4 door) (01-02): ~~1474/1476~~ *NA*

Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (01-02): ~~1474/1476~~ *NA*

Ford Focus SVT (02.5-04): ~~1494/1486~~ *NA*

Ford Focus ZX4 ST (05-06): ~~1496/1491~~ *NA*

Honda Accord LX & EX (03-07): ~~1552/1554~~ *NA*

Honda Accord LX-S/EX/EX-L (08-09): ~~1580/1580~~ *NA*

Honda Civic Coupe Si (99-00): ~~1476/1476~~ *NA*

Honda Civic Si (02-03): ~~1468/1469~~ *NA*

Hyundai Elantra GLS (11-12): ~~1550/1562~~ *NA*

Hyundai Tiburon V-6 (03-08): ~~1490/1490~~ *NA*

Kia Forte Koup and Sedan LX/EX (2010-) ~~1560~~/1565 **NA**  
 Kia Forte Koup and Sedan SX (2010-): ~~1560~~/1565 **NA**  
 Mazda3 s (04-09): ~~1529~~/1514 **NA**  
 Mazda3 s (2010+): ~~1530~~/1514 **NA**  
 Mazda Protégé LX, ES (01-03): ~~1465~~/1470 **NA**  
 Mazda Protégé 5 (02-03): ~~1465~~/1470 **NA**  
 Nissan Sentra SER Spec-V (02-06): ~~1466~~/1446 **NA**  
 Scion tC (03-07): ~~1506~~/1506 **NA**  
 Subaru Impreza (non-turbo) (04-06): ~~1485.9~~/1480.9 **NA**  
 Subaru Impreza (08-11): ~~1495~~/1495 **NA**  
 Toyota Celica GT (00-05): ~~1489~~/1479 **NA**  
 Toyota Corolla XRS (05-06): ~~1488~~/1478 **NA**  
 Toyota MR-2 Spyder 16V DOHC (01-05): ~~1475~~/1460 **NA**  
 Volkswagen Rabbit 2.5 (06-07): ~~1540~~/1519 **NA**  
 Volkswagen Rabbit 2.5 (08-09): ~~1540~~/1519 **NA**

### 3. #11047 (Club Racing Board) MX-5 (06-08) MSR clarification

In T4, Mazda MX-5 (06-08), change the spec line as follows:

Weight: ~~MSR: 2600 Non-MSR: 2500~~

Add to the notes as follows:

"The following items must remain stock: Catalytic converters, shock/struts/**springs** (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. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. 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. **MX-5 cup handling package permitted with a 100 lb weight increase: 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.**"

In T4, Mazda MX-5 (09-13), change the notes as follows:

"The following items must remain stock: Catalytic converters, shock/struts/**springs** (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. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. 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. **MX-5 cup handling package permitted with a 100 lb weight increase: 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.**"

## B-Spec

### 1. #10785 (Hal Williams) In B-Spec, clarify rules regarding door gutting and OBD connection

In section 9.1.10.E.34, add the following language:

"Interiors may be removed including seats, seat brackets, carpet, carpet padding, **rear door panels**, OEM seat belts, interior trim, and headliners. Original radio/stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, hoses, and all duct work must remain except duct work under seats."

### 2. #10823 (Brad Davis) In B-spec, adjust ride height measurements.

In B-Spec, Mini Cooper (07-10) and Mini Cooper (2011-), add to the notes as follows:

**"Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches."**

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

**Charles Hines vs. Driver Review Court - COA Ref. No. 13-02-SE**

**March 14, 2013**

### FACTS IN BRIEF

In response to a request from a number of drivers, Bob Horansky, Executive Steward of the South East Division, convened a driver Review Committee consisting of Ken Blackburn, Wayne Quick and John Nesbitt (Chairman) to investigate a series of incidents involving both metal-to-metal contact and narrowly-avoided contacts involving Charles Hines. Authority for this review is 2013 GCR 2.5.

As the purpose of a driver review is to review a driver's competition record over a period of time, not to re-litigate individual events or incidents, the Committee explicitly did not re-open any of the incidents presented but only examined them to establish whether a pattern exists.

A number of driver's statements and a collection of video clips were submitted for consideration. Mr. Hines provided a written statement and a follow-up statement. He also provided access to two sets of video clips on youtube.com.

The Committee reviewed all the materials submitted, searched for other incidents involving Mr. Hines, searched for SCCA documentation around the incidents, and contacted other witnesses. The Committee reviewed 15 incidents in all and conducted 13 interviews.

Of the 15 incidents reviewed, the Committee concluded that some incidents were outside the scope of the review and excluded them. The Committee also excluded any incident before 2010. There remained nine incidents where Mr. Hines had contact with other cars or narrowly avoided contact, usually in a braking zone. These incidents damaged or destroyed at least nine other racecars.

The Committee observed that Mr. Hines showed no willingness to accept responsibility for the consequences of his aggressive driving, does not appear to have a sense of having violated rules about reckless driving, unsafe passing, and avoiding contact.

The Committee also noted that Mr. Hines served a probation following an incident in 2011 with no change in his driving style.

The Committee reached the conclusion that Mr. Hines has established a pattern of reckless and dangerous driving and avoidable contact, contrary to the GCR.

The Committee suspended Mr. Hines competition license through January 31, 2014. The suspension is to be followed by probation for five (5) SCCA race weekends. As a condition of probation, Mr. Hines must attend an SCCA sanctioned Drivers School.

Mr. Hines was notified of the Committee decision on February 20, 2013. He is appealing the Committee decision.

### DATES OF THE COURT

The SCCA Court of Appeals (COA), Jeffrey Niess, Tom Hoffman and Jack Marr, Chairman, met on March 14, 2013 to review and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Charles Hines, dated March 1, 2013.
2. E-mail from Charles Hines, received March 2, 2013.
3. Review Committee report with video, received March 5, 2013.
4. E-mail from Ken Blackburn, received March 11, 2013.

### FINDINGS

After a thorough review of all the videos submitted to the Committee and analysis provided by both the Committee and Mr. Hines, the COA concurs with the Committee and finds that Mr. Hines has demonstrated a pattern of unsafe driving that is not acceptable in SCCA Club Racing.

The COA finds that the Committee was properly convened in accordance with the 2013 GCR and the penalty imposed was within their authority.

**DECISION**

The Court of Appeals upholds the decision of the Driver Committee in its entirety and the license suspension and probation are affirmed. Six (6) penalty points are to be placed on Mr. Hines' SCCA competition license per GCR 7.4.A.9.

Per 2013 GCR 8.4.3.C, awards from SCCA races run by Mr. Hines pending the COA decision will be null and void. Race results for those events will be revised to expunge the appellant's information from the Official Results.

Mr. Hines appeal is deemed well-founded and his appeal fee will be returned, less the administrative portion retained by SCCA.

**NOTE**

The COA thanks the Review Committee for its hard work and diligence in this lengthy and complex matter.



# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Cliff White vs. SOM COA Ref. No. 13-03-SE

March 28, 2013

### FACTS IN BRIEF

On Lap 4 of the Tom Nehl Classic SRF race on February 24, 2013 at Roebling Road, there was contact between Cliff White (SRF #58) and Matt Gray (SRF #64) as Mr. White was attempting to pass Mr. Gray in Turn 5. The contact between Mr. White and Mr. Gray caused Mr. Gray to spin and subsequently be contacted by Chad Galloway (SRF #05). Neither Mr. Gray nor Mr. Galloway finished the race because of the contact. At the conclusion of the race, Mr. Gray and Mr. Galloway each filed a protest against Mr. White for violations of 2013 GCR 6.11.1 (A –D).

The Stewards of the Meeting (SOM), Ron Gantry, Ron Kent, Wayne Quick and John Fine, Chairman, heard the protests separately. After hearing testimony and viewing in-car videos, the SOM upheld the protest filed by Mr. Gray and penalized Mr. White with disqualification and assessed his competition license four (4) penalty points for violations related to GCR 6.11.1 (A-D). In addition, the SOM upheld the protest of Mr. Galloway and penalized Mr. White with probation for six (6) SCCA race weekends and assessed him three (3) additional penalty points for violations related to GCR 6.11.1 (A-D).

Mr. White appealed the decisions of the SOM.

### DATE OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, AG Robbins, and Jeffrey Niess, Chairman, met on March 28, 2013, to review, hear and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. The Official Observers Report and related documents.
2. In-car race videos from SRF # 58 and SRF #64.
3. Email testimony from John Fine, Chairman of the SOM.
4. Appeal Letter from Cliff White containing video from SRF #17.

### FINDINGS

New evidence submitted by Mr. White of an in-car race video from Scott Rettich (SRF #17) presented a rear-facing view, directly in front of the Turn 5 contact between Mr. White and Mr. Gray. According to this new in-car view, Mr. White was well alongside of Mr. Gray near the apex of Turn 5, prior to contact and no fault could be assigned to either driver for the contact that resulted in Mr. Gray's spin and subsequent contact with Mr. Galloway.

### DECISION

The Court of Appeals overturns the decision of the SOM in its entirety based on the new evidence provided by Mr. White. No penalties or points will be assessed against Mr. White and his competition license will be returned to him. Mr. White's appeal is deemed well founded and his appeal fee, less the amount retained by SCCA, will be returned.

## TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | April 10, 2013

**In Attendance:** Dave Deborde, Chuck DeProw, Deanna Flanagan, Roy Mallory, Brian R McCarthy, Matt Yip, Tony Machi, Bob Horansky, Craig Farr

### **Reports**

Safety committee: New members have been added, recent call was mostly about rules and possible changes forthcoming

### **Old Business**

Letter log: All members to review and provide commentary so we can address pending issues as necessary

BOD Report reminder: PDX program to be an area of enhanced importance to the various regions

Comments on barriers (other than PDX rules) and ways to reduce them

### **New Business**

Barriers - Time Trials competition rules will be an area to investigate prior to rules revisions

Temporary leadership position

Rules: detailed discussion of PDX rule rewrite, progress continues.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 27, 2013

The Solo Events Board met by conference call March 27th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Lisa Noble, Dick Patullo, and Bruce Lindstrand of the BOD; Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## **CHANGE PROPOSALS**

### ***Safety***

#### **#10374 Face Protection Proposal**

Change 4.3.3 to read as follows:

##### **4.3.3 *Face* Protection**

*Full face Helmets shall be worn while competing in an open wheeled car, formula car or kart.* Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any *other* car with less than a full sized windshield.

### ***Stock***

#### **Street Proposal Update**

The SEB thanks the membership for the huge amount of feedback that was presented in response to the Street Category Proposal that was published in the last FasTrack. Despite this being a fundamental shift in the Solo landscape, the feedback was largely positive and productive. There were some common complaints, and we have tried to address these in the following update to the proposal. In this updated proposal you will find:

- We have removed the proposal for Limited Prep Street Prepared.
- The allowance for additional sway bars to be modified has been removed. The sway bar allowance is now the current Stock rule.
- Camber allowance has been altered to remove the possibility of altering vehicle track, as well as to limit adjustment to only a single method.
- Shock absorber rules are inherited from current Stock rules.
- Tighter control on which cars may alter stability control, and tighter limits on how it may be altered. In short, modifications are limited to inputs to the car, not the ESC code itself, and are only available to cars which cannot defeat ESC via a factory provided means.
- Added back in a few allowances that we believed were antiquated, but which members informed us are still being utilized.
- Requirement for full length exhausts.
- A Section 20 ruleset called Street-R. This ruleset is effectively the current Stock Category ruleset.

The implementation plan is currently as follows:

2014:

- Street Category will compete with full National status using the on-car designation "S". Appendix A will be considered new classifications and subject to the 12 month reclassification window listed in 3.2.
- Street-R Category will compete with full National status using the on-car designation "SR". Appendix A will be unchanged from 2013.

2015:

- Street-R Category will be limited to a single class, SSR, and will consist of only those cars listed in the 2014 Appendix A for Super Street-R.

This staggered implementation was chosen to allow those who are currently vested in the Stock Category a more tenable transition path, while also giving this exciting new category to the vast amount of the membership who responded that it is what they desire. The staggered implementation will mean a one year increase in the number of classes, but that

will be followed by a net decrease in classes for 2015.

Additionally, feedback was consistent in desire to have a place for the fastest street cars to compete on the fastest DOT tires. Given that Super Stock has been the best performing of the Stock Category classes, participation seemed to echo this feedback. This is the reason that SSR will move forward following the transition. To ensure that this doesn't lead to category proliferation that the participation does not justify, a sunset provision has been written into the rules, which sets a participation threshold for this class.

Member input items reviewed which related to this proposal included the following: #10512, #10513, #10514, #10515, #10516, #10517, #10518, #10519, #10520, #10521, #10522, #10524, #10526, #10528, #10530, #10531, #10532, #10533, #10534, #10535, #10536, #10537, #10538, #10539, #10541, #10542, #10543, #10544, #10545, #10546, #10547, #10548, #10549, #10550, #10552, #10553, #10554, #10556, #10556, #10558, #10558, #10559, #10560, #10561, #10564, #10565, #10566, #10569, #10570, #10572, #10573, #10574, #10575, #10577, #10578, #10579, #10582, #10583, #10584, #10586, #10587, #10588, #10589, #10590, #10592, #10593, #10594, #10595, #10596, #10597, #10599, #10600, #10601, #10603, #10604, #10605, #10606, #10607, #10608, #10609, #10610, #10611, #10612, #10613, #10614, #10615, #10616, #10617, #10618, #10619, #10620, #10621, #10623, #10625, #10626, #10627, #10628, #10629, #10630, #10631, #10632, #10633, #10634, #10635, #10636, #10638, #10639, #10640, #10642, #10643, #10644, #10645, #10646, #10647, #10648, #10649, #10650, #10651, #10652, #10653, #10654, #10655, #10656, #10657, #10658, #10659, #10660, #10661, #10663, #10664, #10665, #10666, #10667, #10668, #10669, #10670, #10671, #10672, #10673, #10674, #10675, #10676, #10677, #10678, #10679, #10680, #10681, #10682, #10683, #10684, #10685, #10686, #10687, #10688, #10689, #10690, #10691, #10693, #10695, #10697, #10698, #10700, #10701, #10702, #10703, #10704, #10705, #10706, #10707, #10708, #10709, #10711, #10712, #10713, #10714, #10715, #10716, #10718, #10719, #10720, #10721, #10722, #10723, #10724, #10725, #10726, #10727, #10728, #10729, #10730, #10732, #10733, #10734, #10735, #10736, #10737, #10739, #10740, #10741, #10742, #10743, #10744, #10745, #10746, #10747, #10748, #10749, #10750, #10751, #10752, #10753, #10754, #10755, #10756, #10757, #10758, #10759, #10760, #10761, #10762, #10764, #10765, #10766, #10768, #10769, #10770, #10772, #10776, #10777, #10778, #10779, #10780, #10781, #10783, #10784, #10786, #10787, #10788, #10789, #10791, #10792, #10793, #10794, #10795, #10796, #10797, #10798, #10799, #10800, #10801, #10802, #10803, #10804, #10805, #10809, #10811, #10813, #10814, #10815, #10816, #10817, #10819, #10821, #10822, #10824, #10825, #10826, #10827, #10828, #10829, #10830, #10831, #10832, #10834, #10835, #10836, #10837, #10838, #10839, #10840, #10842, #10843, #10844, #10846, #10848, #10849, #10850, #10851, #10854, #10856, #10857, #10858, #10860, #10861, #10862, #10863, #10864, #10865, #10866, #10867, #10868, #10869, #10870, #10872, #10873, #10874, #10875, #10876, #10877, #10878, #10879, #10880, #10881, #10882, #10883, #10884, #10885, #10886, #10887, #10888, #10889, #10890, #10891, #10892, #10893, #10894, #10895, #10896, #10897, #10898, #10899, #10900, #10901, #10902, #10903, #10904, #10905, #10906, #10908, #10909, #10910, #10911, #10912, #10913, #10915, #10916, #10917, #10919, #10920, #10921, #10922, #10924, #10925, #10926, #10927, #10928, #10929, #10930, #10932, #10933, #10934, #10936, #10937, #10938, #10939, #10940, #10941, #10942, #10943, #10944, #10945, #10946, #10947, #10948, #10949, #10951, #10952, #10953, #10954, #10955, #10956, #10957, #10958, #10959, #10961, #10962, #10963, #10964, #10965, #10968, #10973, #10976, #10978, #10979, #10980, #10983, #10985, #10986, #10988, #10989, #10990, #10996, #10998, #10999, #11000, #11002, #11003, #11006, #11007, #11008, #11009, #11010, #11011, #11012, #11013, #11014, #11016, #11017, #11018, #11019, #11022, #11023, #11024, #11025, #11026, #11027, #11029, #11030, #11032, #11033, #11034, #11036, #11038, #11039, #11041, #11042, #11043, #11044, #11045, #11046, #11048, #11049, #11051, #11052, #11056, #11059, #11060, #11061, #11064, #11066, #11067, #11068, #11069, #11070, #11071, #11072, #11074, #11076, #11077, #11080, #11086, #11090, #11092, #11100, #11104

The revised Street category proposal is as follows:

### 13. **STREET** CATEGORY

Cars running in **Street** Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. A Canadian-market vehicle is eligible for **Street** Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in **Street** Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year.

A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the **Street** classes.

Except for modifications authorized below, **Street** Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications

or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, *fuel caps*, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in *Street* Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

### 13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

### 13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

~~F. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

D. Alternate shift knobs are allowed.

E. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with

#### Section 3.3.3.B.1, Safety Inspection Requirements.

##### F. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

G. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

H. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

I. Tow bar brackets may be installed but may serve no other purpose.

J. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

### 13.3 TIRES

Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.

#### A. Specifications

1. Effective 1/1/14 - Minimum UTQG tread wear rating of 140
2. Effective 1/1/15 - Minimum UTQG tread wear rating of 200
3. Molded tread depth of 7/32" or greater as specified by the manufacturer.
4. Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"
5. Department of Transportation (DOT) approval.

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National events.

*1. Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*

*2. The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*

*3. The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*

*4. Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*

*5. Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model falls below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*



*6. Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

#### **C. Other**

*1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*

*2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*

3. No recap / retread may be used.

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

No tires currently listed

### **13.4 WHEELS**

Any type wheel may be used provided it complies with the following:-

1. It is the same width as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.

*2. Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

*Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.*

### **13.5 SHOCK ABSORBERS**

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.

2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers *except as allowed by 13.8.F*. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.

3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative *to the hub* as on the standard part. Shims may be used to achieve compliance.

4. The fully extended length must be within  $\pm 1$ " of the dimension of the standard part.

5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.



C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.
2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

### 13.6 BRAKES

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

### 13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

### 13.8 SUSPENSION

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. ~~Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.~~ Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual *or these rules*.

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of

material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

*F. Strut-type suspensions may adjust camber using one of the following two options:*

*1. Adjustable camber plates may be installed at the top of the strut and/or the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The spring's upper mounting position relative to the chassis, and along the strut shaft centerline, must not be higher relative to the chassis than the standard part (ie, the camber plate may not result in a lower ride height). Caster changes resulting from the use of camber plates are permitted.*

*2. Camber bolts may be installed and one bolt's mounting point(s) on the strut's lower integral mounting bracket may be slotted. Caster changes as a result are permitted.*

### 13.9 ELECTRICAL SYSTEM

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted,

provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.

C. Ignition settings may not be adjusted outside factory specifications.

D. No changes are permitted to electronic engine management systems or their programming.

E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

*F. Tire Pressure Monitoring Systems may be disabled. Altering the signal to the TPMS is permitted.*

*G. On cars without the ability to turn off Electronic Stability Control / Traction Control from the factory, modifications to the car to achieve a defeated ESC / TC are permitted. These modifications are limited to altering the inputs to the Stability / Traction Control processor (ie, removing fuses, unplugging yaw / steering angle sensors, altering the signals, etc) and may serve no other purpose. Any codes or error lights resulting from ESC / TC modifications are permitted.*

### 13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system *exits the car in the original location and* meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited-slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

I. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

#### The accompanying proposed Street Touring changes are as follows:

Change 14.3:

##### 14.3 TIRES

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

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership:~~

~~Pirelli P-Zero Corsa~~

Remove 14.8.F

~~14.8.F. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Section 14.5.B. Caster changes resulting from the use of camber bolts are permitted.~~ (This allowance moved to Street Category)

#### The accompanying proposed Street Prepared changes are as follows:

Change 15.3:

##### 15.3 TIRES

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and*

### 13.3.A.3.

The list of non-eligible tires in **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.

No tire models are currently listed.

Remove 15.8.G

~~15.8.G – Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.~~ (This allowance moved to Street Category)

### Other associated proposed changes:

Modify 3.3.3.B.6 as follows:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at ~~any time during the start of competition. For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

Add new Section 20 as follows:

## 20. STREET-R CATEGORY

*This category exists to combine the highest performing Street Category cars with the highest performing DOT legal tires. All rules mirror those of Section 13 (Street Category) with the following exceptions:*

### 20.1 TIRES

*Tires must meet the eligibility requirements for Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3. The list of non-eligible tires in 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.*

*No tire models are currently listed.*

### 20.2 Wheels

*Any type wheel may be used provided it is the same width and diameter as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.*

### 20.3 Suspension

*Suspension must meet the eligibility requirements for Street Category with the exception of 13.8.F.*

### 20.4 Participation Requirement

*Effective 1/1/15. If in two consecutive Solo National Championships, class SSR fails to achieve attendance of 35 total participants in Open and Ladies, the class will be eliminated the following year.*

## Street Modified

### #8936 Tow Hook allowance

The SMAC believes that removal of bolt-on factory tow hooks and tie downs are within the spirit of the class and not a burden on competitors. The following rule change proposal is provided for member comment. Add new section 16.1.U as follows:

*16.1.U. Bolt-on tow hooks and tie downs may be modified, removed, or replaced. Addition of tow hooks and tie downs are permitted and location is unrestricted. Non-standard tow hooks shall serve no other function.*

### #9677 Trucks in SM/SSM Proposal

The following rule change proposal, provided by the SMAC, is provided for member comment. Add as follows to 16.0.C.1:

*All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based). Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight*

*calculation).*

In conjunction, the following change would be made to the corresponding line in Appendix A. Street Modified section:

Street Modified Class (SM)

Eligible Vehicles:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts). *Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).*

## **MEMBER ADVISORIES**

### ***Safety***

#### **#9675 Rollover Potential Clarification**

As the availability of data which indicates rollover potential has changed (SSF, Rollover %), the SEB has turned to a simpler, field measurable process using track and height. Some cars would be acceptable in classes where they can be modified to meet the current standard, but not in their stock configuration. The Fiat 500 in Street Touring is one of those and the SEB has issued a Tech Bulletin to highlight this.

It is not expected that every car currently classed in the Stock category should be further scrutinized for rollover potential; if a car is already listed in a Stock class it is considered acceptable. It is expected that a Tech inspector using knowledge and discretion might choose to measure an unlisted car that appears to not meet the requirement of SR 3.1.

### ***Street Modified***

#### **#10235 Suspension Clarification**

In accordance with 16.1.E., a rear solid axle is considered to be a suspension component and therefore is unrestricted.

## **TECH BULLETINS**

### ***Safety***

#### **#10407 Appendix E Omission**

This sentence in Appendix E on pg. 255 should read "Section 2.2 states in part that, "The course boundary shall not *normally* pass closer than 25 feet from solid objects" (walls, guard rails, fences, buildings, poles).

### ***Stock***

#### **#10359 Hyundai Veloster Classing Proposal**

Per the SAC, the following new listing, effective upon publication, is added to the Stock classifications:

*GS                  Hyundai                  Veloster Turbo (2012)*

#### **#10370 Cayman S Classing Proposal**

Per the SAC, update the years on the Porsche Cayman S Super Stock classing to add 2013

*SS                  Porsche                  Cayman S (2009-13)*

#### **#10381 Dodge Dart Classing Proposal**

Per the SAC, the following new listing, effective upon publication, is added to the Stock classifications:

*HS                  Dodge                  Dart (FWD) 2013*

#### **#10444 Mercedes SL55 AMG Classing Proposal**

Per the SAC, the following new listing, effective upon publication, is added to the Stock classifications:

*SS                  Mercedes Benz          AMG NOC*

In addition, the SAC has recommended adding the following to the Appendix A list under "The following make/models are not eligible for the Stock Category:"

*Mercedes Benz Black Editions*

#### **#10461 Update various class listings to add 2013 model year**

Per the SAC, update the following current class listings to add the 2013 model year:

*SS                  Tesla                  Roadster (all) (2008-13)*

*AS                  Porsche                  Cayman (non-R, non-S) (2009-13)*

*GS                  Honda                  Civic Si (2006-13)*

## **Street Touring**

#10853 Bridgestone Potenza RE-11A Compliant Clarification

Add to Appendix F under GENERAL:

*The manufacturer's documentation (e.g. catalog listing or original factory sticker) is considered sufficient to determine whether a tire meets a treadwear rating requirement.*

## **Street Prepared**

#9998 E85 Comments

The following clarification has been provided to address member questions regarding the eligibility of blended pump fuels.

Add to the previously-published change which is being recommended to the BOD (#9305, February Fastrack), the following additional item: Modify the first sentence of 3.6.B to read:

In addition to fuels which are allowed by 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or the federally approved fuel known as E85.*

## **Street Modified**

#10109 Hardtop Clarification

Per the SMAC, change the second paragraph of 16.1.L to read:

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" forward of the rear axle, more than 0" beyond the rear most portion of the bodywork, or more than 6" above the roofline of the vehicle, regardless of body style. For convertibles and roadsters, the highest portion of the windshield frame will be considered the highest portion of the roof; *however, a convertible or roadster utilizing a hardtop will use the highest portion of the hardtop as the roofline.*

## **Prepared**

#10398 370Z Classing Proposal

Per the PAC the following new listing, effective upon publication, is added to class F Prepared:

*FP                  Nissan                  370Z (2009+)*

## **NOT RECOMMENDED**

### **General**

#9945, 10242 National Tour Rating Method Proposal

There are currently no plans to index classes at National Championship Tours beyond the current Road Tire supplemental classes. Indexes at ProSolo and Match Tours is done by the SCCA Staff and not the SEB.

### **Stock**

#10434 RT/Stock Rules Separation Proposal

Thank you for your input. These topics are addressed in a proposal which was published in the April Fastrack and is being updated herein.

## **OTHER MEMBER ITEMS REVIEWED**

### **General**

#10293 Fuel Allowance Proposal

This topic is covered by a Tech Bulletin elsewhere in this Fastrack; see item #9998.

### **Street Touring**

#10252 370Z Classing Comments

Thank you for your input.

### **Modified**

#10298 MAC Application

The SEB has approved the addition of Paul Magee to the Modified Advisory Committee. The SEB and MAC thank Mike Billings for his service as a member of this committee.



# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | April 3, 2013

The RallyCross Board (RXB) met via conference call on April 3. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were Stephen Harris and Brian McCarthy, BoD liaisons.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported two incident reports had been received in the past month. Reporting was good and proper corrective action was applied. No further action or discussion was deemed necessary. A couple of unreported incidents were discussed by the RXB resulting in a request for submission of an incident report and/or other follow-up.

Doctor reported that no progress has been made within the past month on the Safety Steward Training webinar. This will proceed with the help of Stephen Hyatt. The Safety Steward instructor and renewal procedures will be developed in conjunction with the webinar.

Doctor distributed to the RXB a template to gather tire pressures and other information at events in instances of debaded tires. Cashion requested that the RXB members reply with feedback on the form by April 5. With RXB approval, the form will be made available as a fillable PDF at the SCCA website.

- RallyCross Rules Committee (Warren Elliott): Elliott reported that two pending errors and omissions to be made to the 2013 RallyCross Rules are in process. Changes should be completed prior to the next RXB meeting.

Elliott is working with Brian Harmer to release a technical bulletin regarding methanol injection. Cashion requested that a direct reply be sent to the member who originally requested clarification.

Discussion of vehicle allowances rewording confirmed that the RXB does not want to currently expand vehicle allowances within RallyCross. To avoid any confusion, the Rules Committee will consider clarification of the current RXR language for 2014.

Elliott will initiate a forum post soliciting feedback from the membership on the concept of a maximum penalty. Doctor suggested adding the concept of a maximum time per run to the discussion.

On the subject of the legality of UTV tires, Cashion pointed out that there is no specific allowance for them. He did request that Elliott contact Doug Gill, Solo Technical Manager, for input on the matter and get back to the RXB with a report.

- National Championship Committee (Brent Blakely): Cashion requested a decision on the 2014 National Championship site search by the end of June. Blakely will set up a discussion meeting with the National Championship Committee.

Also to be discussed by the Committee is the 2013 Supplemental Regulations. The removal of the word "verbally" in regards to notification of course changes to competitors was recommended by the RXB. The removal of an event ending time was also agreed by the RXB to be a good change. Cashion requested that the updated Supplemental Regulations be distributed to the Divisional RallyCross Stewards. Elliott requested that a copy be made accessible at the web site as soon as possible.

Blakely will contact Pat Lipsinic of the Northeast Oklahoma Region to coordinate the cost and logistics of surface preparation for the 2013 National Championship. Substantial work needs to be done as soon as possible. Cashion requested that the logistics be worked out within two weeks.

- Marketing Committee (Ron Foley): Foley reported that he is continuing to look for Committee members that have writing skills. The RXB discussed a couple possibilities that Foley will contact.

Prior to the meeting, Brian Harmer requested that the RXB come up with a list of magazines for potential RallyCross advertising. Several possibilities were discussed, but the relevance of print advertising was questioned. Internet and other electronic forms of advertising seem to better target the potential RallyCross participant.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported that seven of the nine Divisions were represented at the March Divisional RallyCross Steward (DRXS) call. The "Super Divisional" concept as presented at the National Convention was discussed. The Stewards expressed concern that some Divisions might end up overshadowing other Divisions.



Only one Division won't be using MotorsportsReg in 2013 for National Challenge registration. The RXB discussed making it mandatory in 2014.

Communication regarding the new incident forms and insurance green cards is not making it to all Regions. There have been reports that some Regions are receiving the old green cards instead of the new. It should be noted that the new green cards have no tear off section.

- Forum Activity: A major discussion point at the forums is the Stock Class changes for Solo and how those changes might relate to RallyCross.

#### **Old Business**

- Advisory position (competitor representative) nominations: No nominations have yet been made. Elliott will post a solicitation for nominations on the forums.
- 2013 Court of Appeals (Hyatt): Hyatt distributed a list of nominations for the 2013 Court of Appeals, which is the same as 2012.

**Motion:** Accept the 2013 Court of Appeals members as Stephen Hyatt, Charles Wright and Tom Nelson. Alternates are Ron Foley, Scott Beliveau and Eric Genack. Cashion/Foley. **PASSED unanimously.**

#### **New Business**

- Additional National Convention awards (Hyatt): In an effort to give more recognition to RallyCross members, the RXB discussed additional awards that might be awarded at the National Convention. Individual contribution over a year in various areas would be the target. Hyatt and Foley will work on a general description for additional awards by the next meeting.
- STRAP: Stephen Harris, BoD liaison, requested that the RXB submit an updated strategic plan consisting of real goals, leadership and needs to grow the program over the next two years. This needs to be done within the next 30 days.
- Member letter: The RXB received a letter from a member expressing concern on a couple of issues. The first issue of the apparent dominance of the Mitsubishi EVO 9 in the AWD classes was discussed and taken under advisement. The second issue of the late date for the National Championship and its problem of cold and poor weather conditions was discussed. The RXB values consistency for the National Championship and is working to make the events as socially amenable as possible with good tents and such. Further discussion is tabled until the next RXB meeting.
- American Rally Cross: Blakely reported a discussion with a representative of a new rally group taking over the void left by Rally America for a side-by-side grassroots type rally cross. The group is looking for sanctioning. Blakely suggested that this group could fill the gap in the SCCA for this type of rally cross and might be considered an amateur feeder series for Global Rallycross. Further discussion is tabled until the next meeting.

Next meeting: May 1, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | April 2, 2013

The RoadRally Board met by conference call on April 2, 2013; meeting called to order by Chuck Hanson at 7:30 pm CDT.

In attendance: Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton, Deena Rowland from the National Office, Board of Directors members Dick Patullo and Bruce Lindstrand. Not in attendance: Howard Duncan from the National Office. Chairman Rich Bireta joined the meeting at 8:55 pm.

March and Convention Town Hall minutes approved (Sasha/Chuck/passed).

### Old Business - General Road Rally/Regional Development:

1. Conference Call Logistics
  - a. Did everyone receive an email regarding the conference call? Yes
2. Road Rally Planning Calendar at [www.scca.com/rally](http://www.scca.com/rally).
  - a. Deena reported that there is no progress yet to add link to calendar from [scca.com/rally](http://scca.com/rally), although the webmaster has agreed to do it
3. 2014 USRRRC Invitations for Proposals
  - a. Response sent to Jay Nemeth-Johannes per last month's meeting; we asked for an update in June.
  - b. Potential to run 2014 or 2015 event in conjunction with Coker Challenge (a Great Race event) which is a three day tour: Bruce reported that Corky Coker is very much in favor of the tie-in; the Director of Great Race is Jeff Stumb; Bruce has not yet heard from Jeff, he will follow up on this. (Jeff positively responded the next day. Howard Duncan to discuss with others at SCCA Headquarters.)
4. SCCA Convention
  - a. Any comments regarding convention? Jeanne said she liked how much work we got done.
  - b. Rich posted a Proposed 2014 Rally Convention Track in Dropbox, hopefully things will be more uniformly laid out than this year; Bruce requested that we make sure we have a meeting place set aside; RRB members should look at the Proposal and make comments, we will discuss this further at our May meeting.

### Committee Reports - General Road Rally/Regional Development:

1. Publicity Committee – Sasha sent out a report to us on April 1. Question: Who is doing what items of promotion for the 2013 USRRRC? We should, at the minimum, have a press release on [scca.com/rally](http://scca.com/rally), an item in the Road Rally eNews, and an item on the SCCA RoadRally Board Facebook page. Who is taking care of these? Len will contact Steve Gaddy, USRRRC Chairman, for info to send to Deena for posting. (Steve subsequently provided this release.)

Sasha – still working on a 'calendar for all'. Cheryl has been working on a calendar, but her system currently does not allow others to send info to her calendar. Is she willing to allow others to post? Bruce says that she is amenable to anyone posting, but she will look at info before it actually gets posted. Chuck said that he can create form with Adobe 10, for people to fill in answers on the form, the info is imported into an Excel worksheet; if Cheryl can tell Chuck what info she needs, he will create a form. Sasha will contact Cheryl about getting info to Chuck; she may already have way to do this.

Sasha - Adding to the Toolkit a way to let rallymasters add name, member number, car number, and position (driver/navigator) overprinted on the standard Waiver form. This means all the entrant has to do is sign it. He hopes to have it running by next board meeting.

Sasha questioned why one of his rallies was missing from eblast sent out by Rick Myers; answer is that Rick requires a ZIP code be sent with other info; perhaps we can change the sanction form to include a ZIP code; Deena has been adding ZIP codes for us – Thanks, Deena!

Sasha enjoyed Rick Beattie's article in the April *SportsCar* about how to start rallying.

Bruce asked Clarence what the primary purpose of the RoadRally Board Facebook page was; Clarence said it was a way for the RRB to get the word out when we need to.

2. Regional Development Committee – Len and Patrick Strong are working on a "My First Rally" primer.

Rich is reaching out to emerging and established programs to solicit areas where the RRB could provide assistance/guidance/support. Len has sent out 'epistles' about rally.

### New Business General Road Rally/Regional:

1. Road Rally eNews – Many kudos and much appreciation to Cheryl Babbe and the Publicity Committee for the first issue. We are looking forward to the second issue, projected to be issued April 9-10. Bruce asked if all RRB members responded to Cheryl's request for comments about it; it would be good if all RRB members respond.

2. Worker Recognition - Bruce believes that we are the only competition group in SCCA that does not recognize an outstanding worker of the year; RoadRally should have a means to highlight someone who has done excellent work during the year; if we do this, we need some sort of criteria to determine that person. Deena said that Solo has a driver of the year and RallyX has a 'dirty cup' for the spirit of the sport. Bruce commented that we award worker points for the national championship, but most people who get worker points don't actually compete in the championship; they work a lot, and it seems like we should honor those people in some way. Bruce is trying to initiate some thought about

what to do and how to do it. Len said that this issue, a way to recognize rallymasters and workers, was brought up in the rallymaster survey that he did. In racing, there is a \$2 per car fund to support this. Bring back thoughts/ideas to our May RRB meeting.

#### Committee Reports - National Road Rally:

- 1) National Events Committee (NEC) – Clarence sent out a report to us on April 1; he reported that Hurdle is no longer a National GTA but has changed to a regional. Bruce said that we should publicize that Hurdle is changed; Clarence to notify Cheryl to put this in RReNews.
- 2) Rules Committee – Bruce reported that they are kind of overwhelmed with what is in backlog.
  - a. Article 21 – Time Allowances
    - i. Wording was distributed via email by Bruce.
    - ii. Motion was made via email (Bruce/Len). Discussion: Rich said he did not want to go back to the old days, with people speeding to get to checkpoints; Len commented that so few people know how to do TAs anyway, that we should not have them; Jeanne thought they were appropriate for tour rallies but not course rallies, that it is not good sportsmanship to use them to make up for your own mistakes; it is likely that Tour rallies will still use them, but not all Course rallies; add to the motion that the committee decide if they want TAs or not. Chuck suggested an amendment to motion that it be effective in 2014, Bruce said that the RRB has the right to make it effective at any time; he also said that it will not affect this year's competition. Bruce put his proposal out for comments, and many were received. The motion is: **ARTICLE 21 TIME ALLOWANCES A) Provisions for Time Allowances (TAs) TAs for proven force majeure are required on all SCCA Road Rallies. No penalty may be assessed for their use. No sanction exception will be granted to disallow their use, or to allow any penalty for their use. Force majeure TA's are automatically allowed. TAs may be used for other reasons only if allowed by an event's General Instructions.**
    - iii. Effective date – Motion that this be effective immediately – passed, with 2 nays.  
Clarence did it last week on a regional rally – told contestants to take TA if they thought the road was too muddy, rutty, etc; only 1 team took any delays (a beginner team); works well if RM gets to decide what to do with his event.
  - b. Article 11 – Championship Classes – Bruce sent us a revised proposal; there have been a couple of attempts at re-wording after getting comments from the Rules Committee, SCCA forum, the Yahoo list, and the RRB; he is ready to put back out for comments (had to readjust thinking to keep up/ahead of times); Bruce will put out for comments again. Further discussion tabled until next meeting.
- 3) Four-Tier Proposal (Social/Regional/Divisional/National)  
There was much discussion about regionals vs divisionals - why do we need them, should there be two levels of regionals, what criteria makes it a regional instead of a divisional, what is the history of divisionals and regionals, are there enough national rallies? Bruce made a motion to drop this issue for the time being. Bruce/Sasha/Pass
- 4) Dave Head proposal regarding time reference  
This was referred to the Rules Committee in February; Bruce said that the NEC suggests that we discourage master clocks from being available for syncing by cable; this has created quite a division in comments. Intent is that WWV is official, the backup is that a committee do the best they can do to get a master clock set to WWV. This is especially important for tours. No syncing puts everyone on same playing field. Bruce said that, at the very least, the RRRs should be amended to say that no claims can be made against clock erroneously set to WWV within a small margin of error (which needs to be defined). Motion to send to the Rules Committee: WWV or CHU are official time, but if they are not available, a master clock shall be set to the best of the committee's ability and checkpoint clocks be set to that master clock; cable syncing to the master clock is not allowed. Move/Second/Pass

#### New Business - National Road Rally:

- 1) National Sanction Fees – should they be reduced to match Regional fees? Rich said that this was a carryover from last year, a proposal that there would be more nationals if sanction fees not so high. The fee is currently \$100 minimum. If it were less, would we get more national rallies? Bruce suggested that the National fee should be double the regional fee, and that the USRRC fee, currently \$500, be equal to three nationals; things should be more balanced. Deena said this would have to be run through SCCA headquarters; she will try to get an answer by casually asking "is it OK to reduce the minimum?" while still explaining that we would want the total amount of all fees collected to be about the same once any restructuring is done.

Meeting adjourned at 9:30 pm CDT. Next meeting May 7, 2013, via telephone conference.

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 Web site at the following links:

### CLUB RACING

50th 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

40th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## CLUB RACING BOARD

### SCCA Club Racing Board Minutes | May 7, 2013

The Club Racing Board met by teleconference on May 7, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Tony Ave, Jim Drago, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Club Racing Technical Services Assistant. The following decisions were made:

### SUGGESTED RULES FOR 2014

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).

#### Formula/Sports Racer

##### CSR

##### 1. #11309 (David Arken) SR1 Rules

The CRB submits the ruleset for SR1, requesting that the Board of Directors consider approval. This ruleset can be reviewed at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

##### DSR

##### 1. #11308 (David Arken) SR2 Rules

The CRB submits the ruleset for SR2, requesting that the Board of Directors consider approval. This ruleset can be reviewed at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

#### Spec Miata

##### 1. #11179 (Michael Collins) Playboy Cup ECU Clarification

Thank you for your letter. Change GCR 9.1.11.B.7.a.: The stock/unmodified ECU **with either the stock flash or the SCCA Pro (Playboy) flash** shall be used. [Note: possibility of a sealed unit from SCCA Pro.]

### WHAT DO YOU THINK?

#### Formula/Sports Racer

##### FV

##### 1. #10580 (Stevan Davis) GCR Errors and Omissions for FV Bodywork

The CRB seeks member input on the following clarification to the bodywork rule 9.1.1.9.E to change from "Any bodywork forward of the center of the torsion bar tubes shall have a maximum width of 31.75 inches (80.645cm)" to "Any bodywork forward of the center of the torsion bar tubes shall not extend outward beyond the centerline of the shock towers (maximum width of 31.75 inches or 80.645cm)." Your input is appreciated. Please submit your input through the CRB letter system at [crbscca.com](http://crbscca.com).

##### 2. #10581 (Stevan Davis) Addition to FV Rules to Define "Bodywork"

The CRB seeks member input on the following to help more clearly define bodywork for Formula Vee. Add to section 9.1.1.9, a new section, Q.: **Bodywork shall be defined as all panels external to the chassis/frame and licked**

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*directly by the air stream. This includes the floor pan. All bodywork shall be rigidly attached to the chassis and shall not move relative to the chassis while the car is in operation. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame.* This change is taken in large part from the FF/FC rule set with the addition of the beam reference in the last sentence. Please submit a letter with your responses through the CRB letter system at crbscca.com. Your input is appreciated.

### 3. #10585 (Stevan Davis) Add Wording to Allow Removable Head Surrounds

The CRB seeks member input on allowing removable head surrounds in FV with the following changes to section 9.1.1.9.G:

G. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel *with the exception of the steering wheel and/or an optional driver's head surround. Any removable head surround shall meet the following requirements:*

- 1. Padding should be of a suitable non-rebounding material and shall not extend more than 2 inches in front of the driver's helmet in the normally seated driving position. No portion can be directly in front of any part of the driver's helmet in the normally seated driving position. Padding shall not restrict vision to the sides of the car and must be easily removable by the driver and/or safety workers without the use of any tools.*
- 2. Removal instructions for safety workers are recommended. Constructors and drivers should consider removal difficulty should the car be inverted off course.*

Please submit a letter with your responses through the CRB letter system at crbscca.com. Your input is appreciated.

### **Spec Miata**

#### 1. #10118 (SCCA Staff) Review the Use of Marked Tires

SCCA requests input from the Spec Miata community regarding the possibility of starting races on marked tires that have been previously used in a qualifying session. SCCA has received input regarding some concern over the perception that a driver needs to "sticker up" for each qualifying and race session, thus increasing costs. Please submit a letter with your responses through the CRB letter system at crbscca.com. Your input is appreciated.

### **MEMBER ADVISORIES**

### **Spec Miata**

#### 1. #11310 (SCCA Staff) Spec Miata Engine Comparison Parts

To ensure that the SCCA Technical Staff has stock parts available for comparison purposes, Mazda will supply parts kits to SCCA's National office. These parts will include, but not be limited to, engine internal components.

### **NOT APPROVED BY THE CRB**

### **Formula/Sports Racer**

#### **CSR**

#### 1. #11152 (Mark Langer) SR2 Spec Line Request - Diasio D962R

Thank you for your letter. The CRB has reviewed the specifications for this car and find it is more suitable for the SR1 class. Please see the latest SR1 and SR2 revisions (5/10/2013) at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

#### 2. #11165 (Robert Schader) Modify Proposed SR1/SR2 Body Rules

Thank you for your letter. The SR2 overhang rules are in place to reduce aerodynamic effects and the rules are adequate as written.

### **DSR**

#### 1. #10460 (Robert Kazen) Carry Over 900lb Weight Rule from DSR

Thank you for your request. Current DSRs have demonstrated performance on a par with the current CSR fields. In the proposed SR1 rules, all cars will have the same unrestricted aerodynamic rules which are an upgrade to the DSR rules and the potential of current DSR cars. The CRB has studied the performance potential of DSR and CSR and has visibility into the actual weights of both classes and has proposed weights consistent with those actual values. The performance of an unrestricted turbo-charged engine creates an imbalance in performance and it must be restricted for consistency in the class. The decision to limit the displacement of turbo-charged engines to 670cc



is consistent with balancing the HP potential within the class. With the implementation of SR1 in 2014 the CRB will monitor the performance of the class and will make performance adjustments as necessary.

## **SR**

1. #11158 (Mike Devins) Correction to Letter ID Number: #11157

Thank you for your letter. The location of the TIR is critical to predicting and controlling the HP output. The rule is adequate as written.

## **Grand Touring**

### **GTL**

1. #10457 (Warren Montague) Change SIR from 24mm to 24.5 for Toyota 3TC Motor

Thank you for your letter. The CRB assigns SIR sizes based on cross-flow vs. non-cross-flow and number of valves. The CRB does not distinguish between push rod and non push rod engines. The CRB has no plans to change these criteria.

## **Improved Touring**

### **ITR**

1. #11062 (Doug Chaplin) Classify 1986 Corvette Coupe in ITR

Thank you for your request. An analysis of this car indicates it exceeds the performance limits of ITR.

## **Production**

### **EP**

1. #11115 (Sam Neave) Allow Under Cutting of Valve Stems

Thank you for your request. Allowing undercutting of valve stems is a performance modification that may result in a substantial number of competitors replacing their existing valves at significant cost. Although undercut stem valves are readily available for many cars run in production, valves that do not have undercut stems are also available at little or no extra cost.

## **FP**

1. #11155 (Joe Walker) Reduce Weight of Lotus Super 7

Thank you for your letter. On longer tracks this car faces aerodynamic challenges. Reducing the weight will have little, if any, effect on the top speed of the car but will make it stop and corner better. Based on a comparison of its weight, engine size, etc. to other cars in class, this car is already very competitive on short to medium length tracks. The requested reduction will only add to the advantages this car has at the majority of tracks in the U.S.

## **Spec Miata**

1. #10286 (Dave Wheeler) Clarify Differential Wording for 90-93

Thank you for your request. The wording of the rule is adequate as written. The paragraph two lines above (9.1.7.C.3.d) specifies that 90-93 SMs may convert to the 94-05 differential: "The 90-93 Miatas may convert to the 94-05 differential assembly and must retain the 4.3 differential gear ratio from the 99-05 model years."

2. #10287 (Dave Wheeler) Allow Rolling of Fenders

Thank you for your letter. The current rule is adequate as written since it allows the inner fender lip to be rolled for tire clearance (9.1.7.C.a.): "It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance."

## **Touring**

### **T**

1. #10738 (Tim Myers) Allow Air Jacks for All Touring Classes

Thank you for your request. The CRB has no plans to include air jacks in Touring.

## **T2**

1. #10935 (William Moore) In T2, Allow Alternate Hood for Pontiac Solstice GXP

Thank you for your request. Alternate hoods are not permitted in Touring. The CRB has no plans to change this.

## **T4**

1. #10495 (Mark McCaughey) Allow Alternate Oil Pan on 00-05 Celica GTS



Thank you for your letter. The CRB and Touring Advisory Committee will look at alternate oil pans for possible implementation in 2014 for all Touring cars.

## **PREVIOUSLY ADDRESSED**

### **Formula/Sports Racer**

#### **FM**

1. #10416 (Loren Alberico) Do Not Open the Engine to Multiple Engine Builders

Thank you for your letter. Please see the response to letter #9155, December 2012 Fastrack Minutes.

### **Touring**

#### **T1**

1. #10971 (Club Racing Board) Body Work

Please see letter #11078, Technical Bulletin.

#### **T3**

1. #10503 (Tim Myers) Remove Euro Manifold Part #11 62 7 833 500 and 62 7 833 501 from

Thank you for your letter. Please see the response to letter #10502.

#### **T4**

1. #10496 (Mark McCaughey) Allow Oil Pan for 05-06 Corolla XRS

Thank you for your letter. Please see the response to letter #10495.

2. #10977 (Mike Scornavacchi) In T4, Change Weight for Mazda MX5

Thank you for your request. Please see letter #10505, Technical Bulletin.

## **NO ACTION REQUIRED**

### **Formula/Sports Racer**

#### **CSR**

1. #10529 (Miri Swan) SR1 Proposed Rules

Thank you for your letter. The current DSRs have demonstrated performance on a par with the current CSR fields. In the proposed SR1 rules all cars will have the same unrestricted aerodynamic rules, which is an upgrade to the DSR rules and the potential of current DSR cars. The 45% and 1 inch maximum tunnel depth have been removed from the former DSR cars. The CRB has studied the performance potential of DSR and CSR and has visibility to the actual weights of both classes and has proposed weights consistent with those actual values.

The CRB has studied the performance of DSR/CSR cars at different tracks and believes the proposed SR1 engine rules and weights balance the different performance potentials taking into account the advantages of each and how and where they have advantages and disadvantages.

The performance of an unrestricted turbo-charged engine creates an imbalance in performance and it must be restricted for consistency in the class. The decision to limit the displacement of turbo-charged engines to 670cc is consistent with balancing the horsepower potential within the class and limiting the number of options to balance.

2. #10555 (Michael Major) SR2 Proposed Rules Change

Thank you for your request. The word flat is not an engineering term and is not measurable unless specific engineering terms are applied to limit the deviation to a number which can be measured from a defined reference. Additionally a tolerance of "0", would be an unreasonable requirement, the total deviation of 25.4mm from lowest to highest point relative to the reference plane is considered to be within the fabrication capabilities of amateur car builders. The current DSR rules are less restrictive than proposed SR2 rules. Although the same statement of intent is used in the SR2 rules the interpretation will be more strictly enforced and if creative loop holes are found they will be addressed and closed.

3. #11163 (Eric Wallgren) SR2 Minimum Width Clarification

Thank you for your letter. Please see the 5/10/2013 revisions for the proposed SR2 rules at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

## DSR

### 1. #10473 (Stan Clayton) Suggested Correction for the Cheetah in SR2

Thank you for your letter. The CRB is currently reviewing specification lines and adjustments will be made as data from manufacturers are made available.

**Letters 2 and 3 below should see the 5/10/2013 revisions for the proposed SR2 rules at:** <http://www.scca.com/clubracing/content.cfm?cid=44472>.

### 2. #10474 (Stan Clayton) Allow 1835cc Max Displacement VW Superver in SR2

Thank you for your letter.

### 3. #10478 (Diana Dyckman) Add SR2 Spec Line for Beasley M2 and FF-based DSR cars

Thank you for your letter.

### 4. #10480 (Martin Nygard) SR2 Proposed Rules

Thank you for your letter.

For, 9.1.8.A.3.a.1, 9.1.8.A.3.d.3, 9.1.8.A.3.d.11, 9.1.8.A.3.e.2, 9.1.8.A.3.h.2, 9.1.8.A.3.k.1.j, please see the 5/10/2013 revisions for the proposed SR2 rules at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

For 9.1.8.A.3.d.7, the passenger space will not be opened for additional usage beyond the current proposed rules.

For 9.1.8.A.3.e.1, in the proposed SR2 rules the area in front of the trailing edge of the front tire is unrestricted and therefore front diffusers are permitted.

For 9.1.8.A.3.i, the passenger space will not be opened for additional usage beyond the current proposed rules.

The SR2 Engine Table and the SR2 Spec Line Cars Table are under review.

### 5. #10481 (Robert Kazen) Clarify 900 lb Minimum Weight Rule

Thank you for your request. The current DSRs have demonstrated performance on a par with the current CSR fields. In the proposed SR1 rules all cars will have the same unrestricted aerodynamics rules, which is an upgrade to the DSR rules and the potential of current DSR cars. The CRB has studied the performance potential of DSR and CSR and has visibility to the actual weights of both classes and has proposed weights consistent with those actual values.

SR1 has few restrictions and limitations and is the premier sports racing class. As such, competitors are free to make decisions on the use of advanced technologies such as carbon brakes. Not all front running DSR's use carbon brakes and instead choose conventional systems. With the implementation of SR1 in 2014 the CRB will monitor the performance of the class and performance adjustments made as necessary.

**Letters 6 through 12 below should see the 5/10/2013 revisions for the proposed SR1 and SR2 rules at:** <http://www.scca.com/clubracing/content.cfm?cid=44472>.

### 6. #10491 (Doug Piner) Clarification on New SR2 Proposed Rules

Thank you for your interest in the new SR2 class. The proposed rules have no restrictions on body work materials.

### 7. #10966 (Stan Clayton) Request for Clarification of the SR2 Rules

Thank you for your suggestion.

### 8. #10969 (Stan Clayton) Request for Clarification of SR2 Rule 9.1.8.A.3.d.1.

Thank you for your suggestion.

### 9. #10997 (Stan Clayton) Correction to SR2 Rules

Thank you for your letter.

10. #11055 (Bruce Funderburg) SR2 Rules Proposal

Thank you for your letter.

11. #11130 (Barney Powers) Grandfather Inclusion

Thank you for your request. The CRB has reviewed the specifications for this car and find it is more suitable for the SR1 class.

12. #11168 (Richard Cottrill) Keeping Supercharging in DSR /CSR

Thank you for your request.

**FV**

1. #11073 (Michael Varacins) Ad-hoc Committee Proposal

Thank you for your letter. Please see letters #10580 and #10581.

**S2**

1. #10511 (Mark Schue) SR2 Proposal Feedback

Thank you for your letter. Question 1. The SR2 rules allow automotive engines to use any manual transmission up to 6 speeds. See section 7.1.7. Questions 2 and 3: Please see the 5/10/2013 revisions for the proposed SR2 rules at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

**Letters 1 through 3 below should see the 5/10/2013 rules revisions for the proposed SR1 and SR2 located at:** <http://www.scca.com/clubracing/content.cfm?cid=44472>.

**SR**

1. #10475 (John Edgell) Add OMS to Spec Line Cars Table under SR2 Rules

Thank you for your letter.

2. #10477 (Wayne Briggs) Add the Beasley B-2 to SR2 Spec Line Group

Thank you for your letter.

3. #11157 (Michael Devins) Rule Suggestions for SR-1 and SR-2

Thank you for your request.

**Louvers and tire visibility** - Please see latest rules revision.

**Cockpit opening** - Please see latest rules revision.

**Intake restrictors** - The rules are adequate as written, location of the TIR is critical for performance control.

**Balance Pipes** - The rules are adequate as written, balance pipes are not vacuum ports which clearly operate on vacuum devices.

**Grand Touring**

**GTL**

1. #10859 (Kyle Krueger) In GTL, Allow Ducting to Heat Exchanger from Underside of the Car

Thank you for your letter. GCR 9.1.2.F.c.4 clearly explains what may be placed in the trunk area, how it may be exhausted, and where the intake ducts may be placed. Specifically, to answer your question, if your "heat exchanger" is a water radiator, then there is no provision for that being mounted in the trunk area. NACA ducts or any other duct work are not allowed in the floor for the transfer of air.

**Production**

**EP**

1. #11106 (Sam Neave) Clarify the Word "Type" Pertaining to Valve Springs

Thank you for your request. The rule is adequate as written. In this case, "type" would include any coil type spring that operates in the same manner as the stock spring.

**Super Touring**

**ST**

1. #11197 (Greg Amy) Engine Swap Rules Clarification

To clarify the STL rules, the CRB has determined that the Integra Type R intake manifold is part of the Type R engine package and is not compliant for STL.

### **Spec Miata**

1. #9742 (David Wheeler) Remove 15# Weight Penalty for +0.010" Pistons

Thank you for your request. The CRB will review this rule at end of the season. No action is required at this point.

2. #10264 (James (Jim) Graffy) Spec Tire for 2014

Thank you for your letter. The CRB is referring your letter to the Board of Directors for discussion as the subjects you mention are the purview of the Board of Directors.

### **Touring**

#### **T**

1. #9641 (John Slinkard) STO Re-Request for Turbo

Thank you for your inquiry. Since STO no longer exists, should anyone wish this modification to be considered for Touring 1, there should be an appropriate letter submitted.

#### **T3**

1. #10502 (Tim Myers) Remove Header Allowance for M3 that has Moved to T3

Thank you for your request, however, the "header" that is used on this engine is a "catalytic converter delete" exhaust manifold that was approved for the M3 in T3.

### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2013

NUMBER: TB 13-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/31/2013 unless otherwise noted.

## GCR

None.

## Formula/Sports Racer

### CSR

1. #9960 (Jay Messenger) ESR performance upgrades for development to SR2 inclusion

In CSR, section 9.1.8.F.6, change the language as follows:

6. Bodywork

~~NO MODIFICATIONS ALLOWED (except as specified). If any seal, label, stamp is missing the parts must be returned to Enterprises for resealing.~~ *Modifications to bodywork as supplied by Enterprises only allowed as noted herein.*

a. Bodywork *shape* shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.

i. Enterprises windscreen P/N: WM137000 is allowed.

*j. The front splitter overhang may be increased a maximum of 4 inches and this piece may be manufactured by the car owner. Any front splitter end plates may be added with a maximum forward length equal to the front splitter length and a maximum rearward length to the front of the front tire fender opening. Front splitter end plates (fences) may not have a height of more than 5 inches above the splitter top surface and may not extend below the splitter bottom surface.*

*k. The front bodywork air inlet may be partially or fully covered but must follow the contour of the existing body shape.*

*l. SCCA Formula Enterprise rear wings may be used provided they are used as a complete unit specified by SCCA Enterprises with the exception of the transmission mount which may be manufactured by the car owner. "Gurney" flaps are allowed on either wing configuration with a maximum of ½" height.*

*m. Any rear wing end plate is allowed measuring the following maximum dimensions: 12" horizontally and 17" vertically, maximum 204 square inches. Rear wing end plates must not vary from flat more than ½" and may be attached to the rear bodywork by any means within the wing end plate dimensions. Maximum end plate height is 3" above the highest part of the rear wing including the "Gurney" flap and the rear edge may not be more than 2" past the trailing edge of the rear wing.*

*n. Side pod air evacuation openings behind the front wheel on the outboard side of the body may be partially or totally covered by any flat panel that follows the contour of the body. The side pod inlet opening for this air evacuation cavity behind the trailing edge of the front tire may be partially or totally blocked by any panel.*

*o. Engine bay floor area between the side pod floor and the existing engine floor may be blocked off with any flat panel(s) that does not protrude rearward past the rear axle centerline. These panels must be contiguous with the exiting lower surface of the engine floor and side pod floor.*

*p. Rear bodywork section (engine bay cover including rear fenders) may be modified so that it may be removed in no more than 3 pieces. No modifications may be made to the external surface licked by the airstream other than fasteners and must maintain the original shape of the bodywork as supplied by Enterprises. Additional underbody support brackets are open.*

In CSR, section 9.1.8.F.8, change the language as follows:

b. Front Springs: ~~600 lbs. ±25 lbs. Part # WM203008. Wire size shall measure .360" ±.005"~~ *are open.*

Rear Springs: ~~1000 lbs. ±25 lbs. Part # WM203009. Wire size shall measure .410" ±.005"~~ *are open.*

### FM

1. #10283 (SCCA Staff) Consistency of Tire Marking Rules

In GCR section 9.1.1.E.14.A, change as follows:

~~A competitor shall start the race on the same set of tires (meaning the original four) used in the qualifying session. It is the responsibility of the competitor to ensure their tires are marked appropriately for the qualifying and race sessions. It is recommended that~~

~~regions offer these services at a central location and at a standardized time, preferably at Tech.~~

*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.*

B. Any change of tires during or between a qualifying session shall automatically result in all previous times being disallowed.  
Re-number items A-G

## FC

1. #10420 (Sandy Shamlan) Please Clarify Zetec engine coil in FC

In GCR section 9.1.1.B.16, add a new section as follows:

*w. Ford OEM coil P/N 988Z12029A or any other single OEM type replacement coil is allowed.*

## Grand Touring

## GT

1. #11079 (SCCA Staff) Allow World Challenge Corvette C6 Body work in Gt1/St/GT2

In GT1-ST, Corvette, add to the notes as follows:

*World Challenge body work for C6 Corvette*

*Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH) (p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH) (p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter*

In GT2-ST, Cadillac CTS/CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Fiero, Pontiac Firebird, Pontiac GTO and Pontiac Solstice, add to the notes as follows:

*World Challenge body work for C6 Corvette*

*Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH) (p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH) (p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter*

2. #11137 (GT Committee) GTL spec page maintenance

In GTL, make the following changes to BMC thru Rover Group:

GTL Cars - BMC thru Rover Group								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Austin-Healey Sprite	NA	2dr	RWD	80.0				
MG Midget	NA	2dr	RWD	80.0				
Mini Cooper	NA	2dr	FWD	80.2	1) Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82. 2) Reduce by 100 lbs with original suspension and 10" wheels. 3) Front and rear body seams may be removed. 4) Full flat bottom floors are permitted. 5) Rear valance panel may be removed or modified. 6) Rain gutters may be modified.			
Austin America	NA	2dr	FWD	93.5				
BMW Mini	2002-	2dr	FWD	97.1				
Triumph Spitfire	NA	2dr	RWD	83.0	Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82			
Engines - BMC thru Rover Group								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	Notes
mini	OHV	62.992 x 76.2	948	Iron, non-Crossflow	2	Unrestricted	1160	RWD Mini (all) add 50 lbs.
mini	OHV	70.6 x 61.91	970	Iron, non-Crossflow	2	Unrestricted	1185	RWD Mini (all) add 50 lbs. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce aluminum cylinder head part #99003.843 allowed.

<i>mini</i>	OHV	70.6 x 68.26	1071	Iron, non-Crossflow	2	Unrestricted	1280	RWD Mini (all) add 50 lbs. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce aluminum cylinder head part #99003.843 allowed.
<i>mini</i>	OHV	64.516 x 83.82	1098	Iron, non-Crossflow	2	Unrestricted	1330	RWD Mini (all) add 50 lbs.
<i>Triumph Spitfire</i>	OHV	69.34 x 76.2	1147	Iron, non-Crossflow	2	Unrestricted	1530	RWD Mini (all) add 50 lbs.
<i>mini Sprite / Midget</i>	OHV	2.78 x 3.20 (70.6 x 81.33)  alt. bore: 73.5 max. or 74.0 max.	1275  1380 1399	Iron, non-Crossflow	2	Unrestricted		RWD Mini (all) add 50 lbs. Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce aluminum cylinder head part #99003.843 allowed.
<i>mini Sprite / Midget</i>	OHV	2.78 x 3.20 (70.6 x 81.33)  alt. bore: 73.5 max. or 74.0 max.	1275  1380 1399	Alum. Crossflow	2	Unrestricted 24.5mm SIR 24.5mm SIR  Unrestricted 24.5mm SIR 24.5mm SIR		See all notes above. Pierce 7 port alum. cross-flow cylinder head part #99003.849 is allowed. Mini Spares 8 port alum. Crossflow cylinder head part #C-AHT346 is allowed.
<i>Triumph Spitfire</i>	OHV	73.66 x 75.997	1296	Iron, non-crossflow	2	Unrestricted	1680	
<i>Triumph Spitfire</i>	OHV	73.66 x 87.376	1493	Iron, non-crossflow	2	25mm SIR	1895	
<i>BMW MINI W10B16</i>	SOHC	77.0 x 85.8	1598	Alum. Crossflow	4	23.5mm SIR	1950	

#### 4. #11460 (GT Committee) GT1/ST and GT2/ST tire wording

In Appendix K, section P.1, add the language as follows:

"Tires must conform to 9.3.45, GT1/ST & GT2/ST Tire make/size are free, DOT tires are not required."

In GT1/ST, add to the category spec line note as follows:

"GT1/ST Tire make/size are free, DOT tires are not required."

In GT2/ST, add to the category spec line note as follows:

"GT2/ST Tire make/size are free, DOT tires are not required."

#### GT2

##### 1. #10075 (Cheyne Daggett) Add former STO Ford's to GT2

In GT2-ST, add the following to the spec lines:

<i>Ford Mustang/ Thunderbird</i>	<i>4600</i>	<i>2380</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>
<i>Ford V6</i>	<i>4000</i>	<i>2800</i>		<i>Rotrex C38-81 supercharger permitted.</i>
<i>Ford 5.0L "Cammer" engine</i>	<i>5000</i>	<i>3000</i>		<i>"Boss" intake manifold permitted.</i>
<i>Ford 5.0L "Coyote" engine</i>	<i>5000</i>	<i>3000</i>		<i>"Boss" intake manifold permitted.</i>
<i>Ford Mustang Challenge</i>	<i>4600</i>	<i>3300</i>		<i>Must be prepared to World Challenge GTS rules dated 01/25/2011.</i>
<i>Ford Mustang/ Thunderbird (pushrod)</i>	<i>5000</i>	<i>2550</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>
<i>Ford Mustang/ Thunderbird (Boss 302)</i>	<i>5000</i>	<i>3100</i>		<i>Allow Laguna Seca intake manifold and throttle body. OEM independent rear suspension is permitted.</i>
<i>Ford Mustang/ Thunderbird</i>	<i>5400</i>	<i>2790</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>
<i>Ford Mustang/ Thunderbird</i>	<i>5800</i>	<i>3000</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>



2. #10117 (David Finch) Improve performance of 944 four cylinder to new GT2 V6 standard  
In GT2, classify the 3300cc Porsche motor as follows:

note: additional requests are addressed in letter #10423 in Fastrack Minutes.

#### Engines - PORSCHE

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	104.0 x 88.0	2981	Alum, Crossflow	4	Unrestricted automotive type	2040	
	<i>DOHC</i>	<i>105.0 x 94.0</i>	<i>3300</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>Unrestricted</i>	<i>2080</i>	

3. #10847 (Tom Patton) In GT2, remove restrictor from sunbeam tiger.

In GT2 Engines, Sunbeam 4265cc and 4728cc, change the notes as follows:

~~"A restrictor plate between the carburetor and plenum is mandatory for cars running the 390cfm carburetor: 0.060" flat steel or aluminum plate with four (4) 1.15"~~

#### GTL

1. #10527 (Richard Barlow) In GTL, allow alternative roll cage spec for Triumph Spitfire 129

In GTL cars, Triumph Spitfire, add to the notes as follows:

*"Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82."*

#### Improved Touring

None.

#### Production

1. #11359 (SCCA Staff) Allow trim pieces to be removed.

In GCR section 9.1.5.E.9.a.12.e, clarify the language as follows:

"Windshield wiper system can be modified, substituted or removed. Holes created in the body by the removal of these components can be covered. *Any interior or exterior trim pieces may be removed.*"

#### FP

1. #10354 (Curtis Wood) In FP, please eliminate 32mm choke and allow alternate manifolds

In FP, Fiat 124 Sport Spider (-1977), change the notes as follows:

"Allow (2) 40 IDF w/ ~~32mm~~ *36mm* choke(s) @ 1965 lbs."

#### HP

1. #10479 (John Trenery, Jr) Request matching weight reduction for the Prep Level 2 Spridget

In HP, Austin-Healey Sprite Mk I, II, III, IV MG Midget (all) (1275), change weights as follows:

~~1500, \*1539, \*\*1578~~ *1475, \*1512, \*\*1549.*

2. #10810 (Ron Bartell) In HP, remove weight from Spridgets as follows:

~~1630~~ *1605*

3. #11031 (Tom Feller) In HP, reduce weight of 1296cc level 2 Spitfire Weight.

In HP, Triumph Spitfire 1296cc level 2, change the weight as follows:

~~1615, \*1655, \*\*1696~~ *1590, \*1630, \*\*1670*

In HP, Triumph Spitfire 1296cc level 1/2, change the weight as follows:

~~1760~~ *1735*

#### Super Touring

None.

#### American Sedan

None.

#### Spec Miata

None.

## Touring

### T1

1. #9987 (Barry Vincion) Reduce the weight on the 5733 max displacement for back to 2950

In T1, Cadillac CTS/ CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Fiero, Pontiac Firebird, Pontiac GTO and Pontiac Solstice, change the weight as follows:

6178cc ~~3450~~ **3335**

2. #10271 (david mead) Allow Honda K series engines in T1 S2000

In T1, Honda S2000, change the maximum displacement as follows:

~~2000/2200~~ **2400**

3. #11078 (SCCA Staff) Allow World challenge body work for C6 Corvette

In T1, Cadillac CTS/CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Fiero, Pontiac Firebird, Pontiac GTO and Pontiac Solstice, add to the notes as follows:

*World Challenge body work for C6 Corvette*

*Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH) (p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH) (p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter.*

4. #11136 (David Mead) Asking for Mustang/Tbird classification with 2013 Cobra Jet engine

In T1, classify the Ford Mustang/ Thunderbird as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ford Mustang/ Thunderbird ("Cobra Jet" engine)</i>	<b>5000</b>	<b>3260</b>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

5. #11235 (Club Racing Board) Correct Viper parity

In T1, Dodge Viper, incl. Comp Coupe, ACR/ACR-X, change the weights as follows:

8300cc: ~~3420~~ **3550**

8400cc: ~~3520~~ **3650**

6. #11236 (Club Racing Board) Ferrari 430

In T1, Ferrari 430, change the weight as follows:

~~3380~~ **3500**

7. #11237 (Club Racing Board) correct BMW engines

In T1, BMW E46 M3, add the following engine options as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Notes
BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.
	<b>4000</b>	<b>3200</b>		
	<b>5000 (V8 only)</b>	<b>3500</b>		

### T2

1. #11004 (John Baldwin) In T2, Reduce the weight of the 05 STi

In T2, Subaru Impreza WRX STi (03-07), change the weight as follows:

~~3400~~ **3300**

2. #11160 (SCCA Staff) Correct the tire/wheel allowance on the 10-13 Corvette spec line  
In T2, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13), correct the weight as follows:  
3400 Add 50 lbs. for larger wheels ~~and/or tires~~

### T3

1. #11114 (Tim Myers) Remove restrictor 370z and leave weight same (3400)  
In T3, Nissan 370Z (09-13) 370Z NISMO Edition (09-11), change the notes as follows:  
"2 - ~~47mm~~ **52mm** flat plate restrictors required."

2. #11134 (david mead) Cold air intake and weight reduction for 2012 v6 mustang  
In T3, Ford Mustang V6 (11-13), add to the notes as follows:  
***Cold air kit #JLT CAI-FMV6-11 permitted.***

### T4

1. #10505 (Greg Vandersluis) In T4, monitor performance of Mazda MX-5  
In T4, Mazda MX-5 (06-08), change the notes as follows:  
MX-5 cup handling package permitted with a ~~400-lb~~ **50 lb** weight increase.  
In T4, Mazda MX-5 (09-13), change the notes as follows:  
MX-5 cup handling package permitted with a ~~400-lb~~ **50 lb** weight increase.

2. #10563 (Bill Seifert) In T4, allow alternate wheels for 99 civic Si  
In T4, Honda Civic Coupe Si (99-00), change the wheel width as follows:  
~~45x6~~ **15 x 7**

### B-Spec

None.

# TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | May 8, 2013

## Participants:

Great Lakes	Jerry	Cabe
Central	Tony	Machi
Southwest	Kent	Carter
Northern Pacific	Dave	Deborde
Southern Pacific	Roy	Mallory
Northeast	Matt	Yip
Southeast	Craig	Farr
Midwest	Chuck	Deprow
SCCA STAFF	Deanna	Flanagan
BOD LIAISON	John	Walsh
EXEC. STEWARD LIAISON	Robert	Horansky

## Reports

- Status of temporary leadership position (Roy Mallory)
- Approval of past minutes (April - approved/seconded by Tony/Craig)
- Report from safety committee (No action reported)
- BOD report (John Walsh)

## Old Business

- Letter log activity – discussed utilization
- Discussion regarding PDX rule changes

Result was PDX rules submission to Risk Management for review

- Final PDX rules expected by 5/20 for submission to BOD

## New Business:

- Discussed concepts of anticipated changes to CT, TT, HC and “Operational” rules
- Discussed next steps and other barriers for PDX
- Reminder of “Event” reports

# SOLO EVENTS BOARD

**SOLO EVENTS BOARD** | April 24, 2013

The Solo Events Board met by conference call April 24th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo and Bruce Lindstrand of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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 recommended to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board.

### **Kart**

#9526 Age Exception for KM

Replace 4.1.A with:

*A. Drivers must be SCCA members. A Weekend Membership meets this requirement.*

*Drivers in all categories except Kart must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either a parent / legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian (either signed at the event or notarized) to ride as a passenger.*

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

- 1. Minimum age is 15 years old.*
- 2. Have approval of the event Chairman and event Solo® Safety Steward.*
- 3. Participated in at least four National Solo Events in Formula Junior A (JA).*

*Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.*

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

Also add the following new section:

*19.1.H Minimum age requirement is 15 years old to participate in KM.*

Note: The logic behind this is licensed 15 year old drivers can race heavily modified cars just based on what state they reside in, and the KAC believes they present less of a danger in a kart. It's common in national karting organizations to allow 15 year olds to race wheel to wheel in shifter karts.

### **Street Prepared**

#9228 Alfa Romeo Move to FSP Proposal

Move *from D Street Prepared to F Street Prepared*

*Alfa Romeo*

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders(all)*

Note: The SPAC has received all positive feedback for this proposal.

## **CHANGE PROPOSALS**

### **Street Prepared**

#9922 84-87 CRX/Civic Move to FSP Proposal

Remove the following lines from CSP:

**Civic (1.5L) (1984-87)**

**CRX (1.5L) (1984-87)**

Also change the associated FSP line from:

Civic & CRX (1.3L) (1984-87)

To:

Civic & CRX **(1984-87)**

#10281 Electrical/Ignition Clarification

Add to 15.9.E as follows:

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed. **Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtails may be used.**

#10294 Clutch Allowance Proposal

Change 15.10.O as follows:

O. Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted, ~~but this does not allow non-original methods of clutch actuation (e.g., pull-type versus push-type).~~

#10402 Porsche 924 Move to FSP Proposal

Remove the line below **from DSP** and add it **to FSP**:

**924 (Audi engine)**

#10970, 10991 Neons on Same Line Proposal

Combine the lines in FSP from:

Neon (all) (1994-99)

Neon (2000-05)

To:

**Neon (1994-05)**

**Kart**

#8535 Proposals for Spec Honda and Modifying Weights

The SEB prefers to publish this KAC submittal as two distinct proposals, as follows:

Weight Increase proposal

Add to the first sentence of 19.1.A.4 as follows:

4. Minimum weight for entrants in 125cc shifter karts is 385 lbs. as raced including driver, **except where noted elsewhere herein**, regardless of driver gender or class entered.

Modify minimum weights for KM as follows:

Modified Moto, add new last sentence to 19.1.D.1: **Use incurs a 10 lbs weight increase.**

Modified Moto, non-OE ignition penalty (per last sentence of 19.1.D.1.f.2): reduce by 5 lbs (to **20 lbs penalty**)

KZ (ICC) penalty (per last sentence of 19.1.D.2): reduce by 5 lbs (to **20 lbs penalty**)

Other Engines (per 19.D.3): No change.

Comment: The KAC has recognized that the demographics of the KM class have changed and the weights of

drivers are increasing. Also, modern kart chassis are increasing in weight because of more advanced brake and safety components. The KAC believes a weight of 395 lbs for Mod Moto w/OE ignition properly catches the sweet spot of the class and that a weight of 415 lbs for the faster engines packages is more equitable and is consistent with the senior karting classes in the wheel to wheel karting marketplace.

#### Spec Honda Engine proposal

Rename current 19.1.D.3 19.1.D.4 and add new 19.1.D.3 as follows:

*19.1.D.3 Spec Honda (stock). Engine must be OE 1999-2002 Honda CR125R. All parts within the years specified may be interchanged and all components must remain stock and unmodified except as noted below. Karts with Spec Honda engines may run with a 10 lbs weight reduction.*

*a. Cylinder/Head. In addition to the years specified above, the 1997-98 cylinders are allowed. The stock power valve assembly may be removed and replaced with power valve plugs. Sealant may be used with aftermarket plugs. External spot finishing of the mounting flanges under the retention nut is allowed. No other modification of the cylinder, including re-Nikasil, is allowed.*

*Head must remain stock with no modification except that the external water outlets may be modified for cooling hose connections and the engine/frame mounting boss may be removed.*

*b. Piston. The Piston assembly must be stock except that wrist pin clips may be replaced and the bottom of the piston ring may be lapped.*

*c. Transmission. The original OE 5 speed transmission may be used or the CR125R OE 6 speed from 1994-96 only (kit motor) may be substituted. No additional modifications to the transmission components are allowed.*

*d. Crankshaft. Polishing of the main journals is permitted to allow for slip fitting of the crankshaft. No other modifications are allowed.*

*e. Intake/Reeds. The intake assembly (intake boot, reed cage assembly) must be 1999 OE CR125R only, with no modifications. No other years of Honda parts or aftermarket parts are allowed. Reeds are open and reed stiffeners are allowed.*

*f. Ignition/Stator/Fly Wheel. Only the 1999 OE CR125R CDI box, coil, stator and flywheel are allowed. No modifications to the ignition components including wiring are allowed, except wiring between the stator and CDI may be lengthened for mounting purposes only. Ground, lead, and spark plug wires of the coil may be replaced. Any static advance of the ignition timing due to modification, misalignment, or improper assembly of the electrical/mechanical parts is not allowed. Adjustments in static ignition timing are allowed only within the range provided by the slots in the unmodified OE timing plate. The timing plate may be modified, but only if an external restricting timing plate that is recognized by national karting sanctioning bodies is installed which limits movement within stock specification.*

*g. Carburetor / Intake. Only 38.6mm PWM or PWK Keihin carburetors are allowed. No modifications are allowed except needle, pilot, or main jet may be replaced. Modifications for 'pump around' (twin pump floatless recirculation system) are allowed.*

*h. Engine Cases. Kick start boss may be machined and the kick start hole may be plugged. A hole may be drilled/tapped in the reed cage area for a fuel pump pulse line.*

*i. Exhaust. The exhaust pipe must be on the following list, which may be updated at any time:*

*RLV R4*

*RLV R2*

*RCE T3*

*Hi-tech 125*

*Pro Circuit SK-1*

*Exhaust flange may be replaced, but must be equal in length to the OE flange. No exhaust spacers allowed. Silencer is required, but may be of any origin.*

*j. Gaskets/sealants. Aftermarket gaskets are allowed but must be the same OE dimensions including thickness. Normal use of sealants on gaskets and the outer part of engine seals is allowed.*

Comment: The current rules of the KM class reflect the state of affairs of the shifter kart world from the late 1990s and early 2000s. Beginning in 2005, the shifter kart marketplace has slowly moved away from modified Moto and ICC engines, and embraced a spec Honda engine package per the above. This less modified engine has the advantage of lower purchase and maintenance costs. The KAC is concerned that without an allowance



for this engine, over time KM may not keep current with the karting marketplace. The KAC feels that a 10 lb weight break as compared to modified Moto is appropriate given the lesser performance. Rules compliance will be handled via the normal Solo rules and procedures.

#### #11138 Change to allowable bolt on weights

Change 19.1.A.5 to :

5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used along *with an oversized washer to prevent the weight from pulling through the seat*, with a locking nut, pinch nut, double nut, or safety wire. No more than **5 10** lbs of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts.

### **MEMBER ADVISORIES**

#### **Stock**

The SEB thanks Mike Johnson and Sam Strano for their service to the Club as members of the SAC.

### **TECH BULLETINS**

#### **Stock**

##### #10458 Prius C Classing Proposal

Clarify the current Prius class listing in HS as follows:

Prius (*ALL*)

to include the Prius C.

##### #10845 2013 Cadillac ATS Classing Proposal

Add new listings effective upon publication, as follows:

In GS: *Cadillac ATS 2.5L (2013)*

In DS: *Cadillac ATS 2.0L (2013)*

In BS: *Cadillac ATS 3.6L (2013)*

#### **Street Prepared**

##### #9949 Fuel Cell Clarification

Due to changes in GCR Time Trial rules, the SPAC would like to clarify that an SP vehicle is required to have a Level 3 Track Trials or Level 4 Hillclimbs roll bar if a fuel cell is installed, as follows:

Change 15.2.K.3 to read "The car meets all applicable *Time Trials Level 3 Track Trials or Level 4 Hillclimb* safety standards, including those for rollover protection and the installation of a fire extinguisher."

### **NOT RECOMMENDED**

#### **Stock**

##### #10624 Nissan GT-R Classing Proposal

Thank you for your input. The SAC feels the Nissan GT-R's performance levels are not appropriate for SS at this time.

##### #11101 Neon Move to HS Proposal

Thank you for your input. The SAC feels the Neons are classed appropriately at this time.

##### #11053, 11057, 11058 FRS/BRZ Move to GS Proposal

After a great deal of discussion the SAC feels that the Toyota FRS and Subaru BRZ are classed appropriately in CS

at this time.

### **Street Prepared**

#### **#10144 Bumper Cutting Allowance Proposal**

The SPAC believes that the current allowances for brake ducting are appropriate. The committee feels that this proposal would be against the philosophy of the category.

#### **#10975 Airbag Removal Allowance Proposal**

Steering wheel airbag removal has a clear objective which is to install a better steering wheel. There are many potential issues regarding trim fitment after bag removal, competitive balance, and even the feasibility of removing some cars' airbags. The SPAC feels that the airbag rule should not be changed.

#### **#10993 Wheel/Tire Allowance Proposal**

The SPAC believes that the open wheel/tire rule has served the membership well.

#### **#11001 Roll Center Allowance Proposal**

The SPAC does not believe that this change reflects the class philosophy.

### **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#### **#9744 Stock and RT classing Proposal**

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal was published in a prior Fastrack (May).

#### **#10463 Shock Allowance Proposal**

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal has been published (May Fastrack).

#### **#10493 Street Tire Comments**

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal has been published (May Fastrack).

#### **#10767 Mini Move to GS Proposal**

Thank you for your input.

#### **#11063 S2000 CR Move to AS Proposal**

Thank you for your input.

#### **#11065 Wheel Allowance Proposal**

Thank you for your input. This change is not felt to be consistent with current Stock category philosophy, but a relevant allowance does appear in the current version of the Street category proposal.

#### **#11103 Tire Depth Clarification**

This request is covered in the most recent published version of the Street category proposal.

### **Street Prepared**

#### **#9986 SPAC Application**

The SPAC does not currently have a vacancy, but we appreciate the interest shown to serve the membership. Another request will be published in Fastrack when we are again looking for members to serve on this committee.

#### **#10216, 10220, 10222, 10226, 10227, 10275, 10282 Alfa Move to FSP Comments**

Thank you for your input. The subject proposal is being recommended to the BOD.

#### **#10397 Fuel Cell Clarification**

Thank you for your input. See the response to #9949 elsewhere in this Fastrack.

#10571 BSP Proposal

Thank you for your comments.

#10523 Differential Cover Comments

Thank you for your input. We appreciate your insightful comments.

#10525 Differential Covers Comments

Thank you for your input.

#10923 Street & LPSP Comments.

Thank you for your comments. An updated version of the proposal appears in the May Fastrack.

#10974 Wheel and Aero Allowance Proposal

Thank you for your comments. Please see the response to #10993.

**Kart**

#9953 KM Age Comments

Thank you for your input. The subject proposal is being recommended to the BOD (see #9526).

#10392 KM Ladies Weight Proposal

Thank you for your input. The subject proposal is being finalized and is expected to be recommended to the BOD.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | May 11-12, 2013

The Solo Events Board met in Kansas City May 11-12. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## MEMBER ADVISORIES

The SEB is seeking nominations for the Solo Cup and Driver of Eminence awards; descriptions of these awards and lists of prior winners may be found in Appendix K of the Solo Rules.

## TECH BULLETINS

### Stock

Errors and Omissions: Chevrolet Sonic

The listing of the Chevrolet Sonic should be removed from the Stock exclusion list, since the car is now classed in HS.

## CHANGE PROPOSALS

### Street Category Proposal Update

The SEB thanks the membership and the SAC for the additional feedback that has been provided in response to to Version 2 of the Street Category proposal. Changes to the proposed ruleset have been made in response to this input, as follows:

- The new camber allowances (the formerly-proposed 13.8.F) have been removed. This means that the 2013 suspension rules will remain in place.
- The Street Touring rules are being clarified in conjunction with the Street rules update, in order to retain the present Stock-based allowance which permits exhaust exit relocation.

In addition, the SAC has provided an initial draft of proposed Appendix A listings for the Street Category; this is provided below for member review and comment. A summary of the proposed Appendix A contents is as follows:

SS - Current SS minus C5Z06/C6 & Vipers. Added S2000 CR. Added some exclusion list cars like the BMW Z8, Chevrolet Corvette ZR1 (2009-13), Dodge Viper (NOC), Mustang Boss 302 Laguna Seca (2012-13) & Ford Mustang Cobra R.

AS - Current AS plus C5Z06, C6, Vipers from SS. Minus C5 non-Z06 and BMW 1M Coupe, Z4 Coupe & Roadster.

BS - Current BS plus C5 non-Z06, and BMW 1M Coupe and Z4 Coupe & Roadster. Z0K/MSR/Boxster up from CS.

CS - Current CS minus MSR/Z0k/Boxster and slower cars moved to ES

DS - Current DS minus rwd cars moved to FS

ES - Current ES + 99-05 Miata, MR-2 Spyder, Z3, M-Coupe/Roadster from CS

FS - Current FS plus RWD cars from DS.

GS - All current GS/HS cars combined

Items which were reviewed regarding updates to the Street proposal included the following: 9744, 10463, 10493, 10923, 11063, 11105, 11107, 11111, 11116, 11117, 11120, 11124, 11126, 11128, 11131, 11133, 11142, 11144, 11145, 11146, 11161, 11164, 11170, 11178, 11180, 11181, 11184, 11187, 11188, 11190, 11192, 11194, 11195, 11196, 11198, 11199, 11200, 11201, 11203, 11204, 11206, 11207, 11208, 11209, 11210, 11211, 11212, 11214, 11216, 11219, 11220, 11222, 11223, 11226, 11228, 11230, 11231, 11234, 11239, 11241, 11242, 11247, 11250, 11251, 11252, 11254, 11262, 11263, 11268, 11270, 11271, 11275, 11277, 11279, 11284, 11286, 11287, 11288, 11289, 11291, 11292, 11294, 11297, 11300, 11301, 11302,

11303, 11304, 11305, 11306. Additional and later-arriving items were also reviewed and will be listed in the next Fastrack.

The SEB expects to recommend this version of the Section 13 allowances to the BOD for implementation in 2014.

The implementation plan remains as follows:

2014:

- Street Category will compete with full National status using the on-car designation "S". **Appendix A will be considered new classifications and subject to the 12 month reclassification window listed in 3.2, as of the date on which the new listings take effect (1/1/2014)**
- Street-R Category will compete with full National status using the on-car designation "SR". Appendix A will be unchanged from 2013. The allowances and Appendix A listings will remain unchanged from those of the 2013 Stock category.

2015:

- Street-R Category will be limited to a single class, SSR, and will consist of only those cars listed in the 2014 Appendix A for Super Street-R.

**The latest version of the Street category ruleset proposal is as follows:**

### **13. STREET CATEGORY**

Cars running in **Street** Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. A Canadian-market vehicle is eligible for **Street** Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in **Street** Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year.

A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the **Street** classes.

Except for modifications authorized below, **Street** Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, **fuel caps**, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as

an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in **Street** Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

### 13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

### 13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

~~F. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

D. Alternate shift knobs are allowed.

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

F. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

G. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

H. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

I. Tow bar brackets may be installed but may serve no other purpose.

J. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

### 13.3 TIRES

Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.

#### A. Specifications

1. Effective 1/1/14 - Minimum UTQG tread wear rating of 140
2. Effective 1/1/15 - Minimum UTQG tread wear rating of 200
3. Molded tread depth of 7/32" or greater as specified by the manufacturer.
4. Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"
5. Department of Transportation (DOT) approval.

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National events.

*1. Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*

*2. The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*

*3. The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*

*4. Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*

*5. Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model falls below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*

*6. Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

#### C. Other

*1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*

*2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*

3. No recap / retread may be used.

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

No tires currently listed

### 13.4 WHEELS

Any type wheel may be used provided it complies with the following:-



1. It is the same width as standard, and as installed it does not have an offset more than  $\pm\frac{1}{4}$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.

*2. Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

*Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.*

### 13.5 SHOCK ABSORBERS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.

2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.

3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative *to the hub* as on the standard part. Shims may be used to achieve compliance.

4. The fully extended length must be within  $\pm 1$ " of the dimension of the standard part.

5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.

2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).

3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock

shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

### **13.6 BRAKES**

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

### **13.7 ANTI-ROLL (SWAY) BARS**

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

### **13.8 SUSPENSION**

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. ~~Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.~~ Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

### **13.9 ELECTRICAL SYSTEM**

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted,

provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

- B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.
- C. Ignition settings may not be adjusted outside factory specifications.
- D. No changes are permitted to electronic engine management systems or their programming.
- E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

*F. Tire Pressure Monitoring Systems may be disabled. Altering the signal to the TPMS is permitted.*

*G. On cars without the ability to turn off Electronic Stability Control / Traction Control from the factory, modifications to the car to achieve a defeated ESC / TC are permitted. These modifications are limited to altering the inputs to the Stability / Traction Control processor (ie, removing fuses, unplugging yaw / steering angle sensors, altering the signals, etc) and may serve no other purpose. Any codes or error lights resulting from ESC / TC modifications are permitted.*

### 13.10 ENGINE AND DRIVE TRAIN

- A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.
- B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system *exits the car in the original location and* meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited-slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

I. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

**The accompanying proposed Street Touring changes are as follows:**

Change 14.3:

**14.3 TIRES**

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

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.~~

~~Pirelli P-Zero Corsa~~

Change 14.10.D as follows:

D. Exhaust manifolds, headers, and downpipes may be replaced with alternate units. *Exhaust exit may be relocated provided it meets the requirements of 3.3.3.B.15.* Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. Alternate oxygen sensors, including heated, are permitted. These allowances do not permit relocation of the catalytic converter. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mounting brackets which serve no other purpose are considered part of the exhaust components.

**The accompanying proposed Street Prepared changes are as follows:**

Change 15.3:

**15.3 TIRES**

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3.*

The list of non-eligible tires in *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.

No tire models are currently listed.

**Other associated proposed changes:**

Modify 3.3.3.B.6 as follows:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at *any time during the start of competition.* ~~For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

Add new Section 20 as follows:

## 20. STREET-R CATEGORY

*This category exists to combine the highest performing Street Category cars with the highest performing DOT legal tires. All rules mirror those of Section 13 (Street Category) with the following exceptions:*

### 20.1 TIRES

*Tires must meet the eligibility requirements for Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3. The list of non-eligible tires in 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.*

*No tire models are currently listed.*

### 20.2 Wheels

*Any type wheel may be used provided it is the same width and diameter as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.*

### 20.3 Participation Requirement

*Effective 1/1/15. If in two consecutive Solo National Championships, class SSR fails to achieve attendance of 35 total participants in Open and Ladies, the class will be eliminated the following year.*

**The draft proposed full Street Category Appendix A listings are as follows:**

### **STREET CATEGORY**

The following make/models are not eligible for the **Street** Category:

Audi R8  
BMW 325 M-Technic  
BMW M3 Lightweight  
Callaway Corvette  
Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)  
Ferrari 355 & 360  
Ferrari (NOC)  
Ford GT  
Lamborghini (NOC)  
Lotus Elan M100  
Lotus Elise SC (2008-11)  
Lotus Exige S & S/C (2006-11)  
Lotus Sport Elise (2006)  
MINI Cooper S JCW (2002-05)  
Mercedes Benz Black Editions  
Nissan GT-R (2009-13)  
Oldsmobile 442 HO W-41 (Sports package option)  
Pontiac Firebird Firehawk  
Porsche 911 GT2 (2002-05)  
Porsche 911 Turbo AWD  
Porsche 911 GT3 RS (997)  
Porsche 996 Turbo  
Saleen Mustang S/C

Excluded from **Street** for reasons of stability per Section 3.1:

Dodge Caliber (non-SRT)

Fiat 500 (non-Abarth)  
GEO Tracker/Suzuki Sidekick  
Jeep CJ series  
MINI Countryman  
Nissan Juke  
Suzuki Samurai  
Scion xB (2004-06)  
Scion iQ

**Super *Street* (SS)**

Audi  
    TT RS (2012-13)  
BMW  
    Z8  
Chevrolet  
    Corvette ZR1 (2009-13)  
Dodge  
    Viper (NOC)  
Ford  
    Mustang Boss 302 Laguna Seca (2012-13)  
    Mustang Cobra R  
Honda  
    S2000 (CR)  
Lotus  
    Elise (non-SC) (2005-11) (see Appendix F)  
    Evora S (2011-13)  
    Exige (normally-aspirated) (2005)  
Mercedes Benz  
    AMG NOC  
Porsche  
    911 (997 chassis)  
    911 GT3 (997 chassis, non-RS)  
    911 GT3 (996 chassis)  
    911 Turbo (930 chassis) (1974-89)  
    Boxster S (2009-13)  
    Boxster Spyder (2012)  
    Cayman R (2013)  
    Cayman S (2009-14)  
Tesla  
    Roadster (all) (2008-13)

**A *Street* (AS)**

Cadillac  
    XLR  
Chevrolet  
    Corvette (C6 chassis, non-ZR1) (2005-13)  
    Corvette Z06 (C5 chassis) (2001-04)  
    Camaro ZL1 (2012-13)

## Dodge

Viper (non-ACR) (2008-10)  
Viper GTS (1996-2005)  
Viper R/T (1992-2003)  
Viper SRT-10 (2003-07)

## Ford

Mustang Boss 302 (Non-Laguna Seca) (2012-13)  
Mustang Shelby GT500 (2007-13)

## Lotus

Esprit Turbo (1996-2004)  
Evora (non-supercharged) (2010-11)

## Mazda

RX-7 (Turbo) (1993-95)

## Porsche

911 (996 chassis) (1998-2005)  
Boxster S (2005-08)  
Boxster (non-S, non-Spyder) (2009-13)  
Cayman (non-R, non-S) (2009-13)  
Cayman S (2006-08)

## **B Street (BS)**

### Acura

NSX

### Audi

RS4  
RS5 (2010-13)  
RS6 (C5 chassis) (2003-04)  
S4 (2010-13)  
S5 (2008-13)  
TTS (2009-13)

### BMW

1 Series M Coupe (2011-12)  
M Coupe & Roadster (2001-02)  
M5 (2004-10)  
Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions

### Chevrolet

Corvette (C4 chassis, all) (1984-96)  
Corvette (C5 chassis, non-Z06) (1997-2004)

### DeTomaso

Pantera  
Mangusta

### Honda

S2000 (non CR)

### Jaguar

XKR Coupe

### Maserati

Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)

### Mazda



- MX-5 Miata (MSR) (2007)
- Mercedes-Benz
  - C32 AMG (2002-04)
  - CLK55 AMG (2001-06)
  - SLK32 AMG (2002-04)
  - SLK350 (2005-13)
  - SLK55 AMG (2005-11)
- Mitsubishi
  - Lancer Evolution (2003-13)
- Nissan
  - NISMO 370Z (2009-13)
- Pontiac
  - Solstice GXP (2007-09)
  - Solstice (NA, Z0K) (2006-09)
- Porsche
  - 911 (993 chassis, non-turbo) (1995-98)
  - Boxster S (986 chassis) (2000-04)
  - Boxster (non-S) (1997-2008)
  - Cayman (non-S) (2005-08)
- Saleen
  - Mustang (N/A)
- Saturn
  - Sky Redline
- Shelby
  - Cobra (all)
- Subaru
  - Impreza WRX STI (including Special Edition) (2004-13)
- Toyota
  - Supra Turbo (1993½-98)

### **C Street (CS)**

- BMW
  - M3 (E30 & E36 chassis) (1988-91 & 1995-99)
- Chevrolet
  - Corvette (1963-82)
- Chrysler & Plymouth
  - Prowler
- Ferrari
  - 308 & 328
- Jaguar
  - XKE
- Jensen
  - Jensen Healey
- Lotus
  - 7 & 7A
  - Eclat
  - Elan (RWD)
  - Elan +2

- Elite (1216cc)
- Elite 2+2
- Esprit (non-turbo)
- Europa
- Maserati
  - BiTurbo
- Mazda
  - MX-5 Miata (not including 2007 MSR) (2006-13)
  - RX-7 Turbo (1987-91)
  - RX-8
- Mercedes-Benz
  - SLK
- Morgan
  - Plus 8
- Nissan
  - 300ZX Turbo (1990-96)
  - 350Z (all) (2003-09)
  - 370Z (2009-13)
- Pontiac
  - Solstice (non-GXP, non-Z0K) (2006-09)
- Porsche
  - 356 Carrera (4-cam)
  - 911 (non-turbo, NOC)
  - 911 Club Sport
  - 914 (all)
  - 928 (all)
  - 944 (16v)
  - 944 Turbo (all)
  - 968
  - Carrera 2 & Carrera 4 (964 chassis)
- Saturn
  - Sky (2006-09)
- Scion
  - FR-S
- Subaru
  - BRZ
- Toyota
  - MR2 Supercharged
  - MR2 Turbo
- TVR
  - 8-cyl & V6

#### **D Street (DS)**

- Acura
  - Integra Type R
- Audi
  - A3 quattro (3.2L V6, AWD) (2006-09)
  - A5 (2008-13)

S4 (2000-03)  
 TT Quattro (AWD)  
 Chevrolet  
 Cobalt SS (2.0L Turbo) (2008-10)  
 Eagle  
 Talon Turbo (AWD)  
 Mazda  
 MazdaSpeed3  
 MazdaSpeed6  
 MINI  
 Clubman S  
 Clubman S JCW (2009-13)  
 Cooper S  
 Cooper S Coupe (2013)  
 Cooper S Coupe JCW (2013)  
 Cooper S JCW (2006-13)  
 Mitsubishi  
 Eclipse Turbo (AWD)  
 Lancer Ralliart (2009-13)  
 Saab  
 9-2X Aero (2.0L Turbo)  
 Subaru  
 Forester 2.5XT  
 Legacy 2.5GT (2005-12)  
 Impreza WRX (non-STI)  
 Volkswagen  
 Golf R (2012-13)  
 R32 (Golf chassis)

### **E Street (ES)**

Alfa Romeo  
 2000 Spider  
 2000 GTV  
 BMW  
 M Coupe & M Roadster (1996-2000)  
 Z3 (1996-2002)  
 Datsun  
 2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)  
 Dodge  
 Charger Turbo  
 GLH Turbo  
 Fiat & Bertone  
 X1/9 (all)  
 Mazda  
 Mazdaspeed Miata (2004-05)  
 Miata (1.8L) (1994-2005)  
 Miata (1.6L)  
 RX-7 (non-turbo, all)

Morgan  
    Plus 4, 4/4  
Pontiac  
    Fiero (V6)  
Porsche  
    924 Turbo (Audi engine) (1979-81)  
    924S  
    944 (8v)  
Shelby  
    Charger GLH-S (1987)  
Sunbeam  
    Tiger  
Triumph  
    TR-8  
Toyota  
    MR2 Spyder  
    MR2 (non-turbo) (1985-95)  
TVR  
    4-cyl & inline-6  
    V8  
    V12

#### **F Street (FS)**

AMC  
    AMX  
    Javelin (V8)  
Audi  
    S4 (V8) (2004-09)  
BMW  
    128i, 135i & 135is (2008-13)  
    335i & 335is (2007-13), 335i xDrive (2007-13), 335d (2009-11)  
    3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)  
    5 series (NOC)  
    6 series coupe  
    8 series coupe (all)  
    M3 (E46 chassis) (2001-06)  
    M3 (E90/92/93 chassis) (2008-13)  
    M5 (1988-93)  
    M5 (2000-03)  
Buick  
    Regal & Grand National (Turbo V6)  
Cadillac  
    CTS  
    CTS-V  
Chevrolet  
    Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)  
    Camaro SS (incl. 1LE) (2010-13)  
    Camaro (V8, NOC)

- Camaro (V6) (2010-13)
  - Corvette (1953-62)
- Chrysler
  - 300 & 300C (2004-13)
  - 300 (incl. SRT8) (2010-13)
  - Crossfire
  - SRT-6 (2005-06)
- Datsun
  - 280ZX Turbo
- Dodge
  - Challenger (all) (2008-13)
  - Magnum (2005-08)
  - Magnum SRT8 (2006-08)
  - Ram SRT10 (2004-06)
  - Stealth Turbo
- Ford
  - CrownVictoria
  - Mustang V6 (2011-13)
  - Mustang (V8, NOC)
  - Mustang Cobra (2003-04)
  - Mustang GT (2010-13)
  - Mustang Mach 1 (2003-04)
  - Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
  - Mustang SVT Cobra
  - Thunderbird (V8 & V6 Supercharged)
- GMC
  - Syclone
  - Typhoon
- Hyundai
  - Genesis Coupe (4-cyl Turbo) (2013)
  - Genesis Coupe (V6) (2010-13)
- Infiniti
  - G35 Coupe
  - G35 Sedan
  - G37 Coupe
  - G37 Sedan
  - Q45
- Jaguar
  - X Type (3.0L) (2002-08)
  - XJ (1998-2013)
  - XJ-S (1976-96)
  - XK8 (1997-2006)
  - S-Type (6-cyl)
  - S-Type R
  - Sedans (12-cyl)
- Lexus
  - IS 250 (2006-13)
  - IS 300
  - IS 350 (2006-13)

- IS F (2008-13)
- GS400
- SC400 (1992-2000)
- Lincoln
  - LS (V8 sedans)
  - Mark VIII
- Mercedes-Benz
  - C280 (2001-07)
  - C300 (2007-13)
  - C320 (2001-05)
  - C350 (2007-13)
  - C36 AMG
  - C63 AMG (non-Black Series) (2008-13)
  - CLK
  - E55 AMG
- Mercury
  - Capri (V8)
  - Cougar (V8 & V6 Supercharged)
- Mitsubishi
  - 3000 GT Turbo
- Nissan
  - 300ZX (non-turbo) (1990-96)
  - 300ZX Turbo (1984-90)
- Pontiac
  - Firebird (V8, NOC)
  - Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
  - G8 (V8 & NOC) (2008-09)
  - GTO (2004-06)
  - Trans Am Turbo (V-6)
- Shelby
  - GT350 (1965-70)
  - GT500 (1967-70)
- Tesla
  - Model S (2012-13)
- Toyota
  - Supra (non-turbo) (1993-98)
  - Supra Turbo (1987-92)
- Triumph
  - Stag
- V8 sedans, pick-ups, and sedan-derived convertibles NOC

### **G Street (GS)**

- Acura
  - CL
  - Integra (1986-89)
  - Integra (incl. GS-R) (1990-2001)
  - Legend
  - RSX incl. Type S

- TL (all)
- TSX
- Vigor
- Alfa Romeo
  - 164 (non-S) (1991-93)
  - 1300
  - 1600
  - 1750 & 1750 GTV
  - 2000 (4-door sedans)
  - GTV V6
  - Milano
  - Sedans (NOC)
- AMC
  - Gremlin (4-cyl & 6-cyl)
  - Spirit (4-cyl & 6-cyl)
- Audi
  - 80 & 90 (all)
  - 100 (non-S4)
  - 4000 (all)
  - 200 Turbo quattro
  - 5000
  - A3 (FWD) (2006-13)
  - A4 (V6 & 4-cyl Turbo)
  - A6
  - A8 & V8 quattro (AWD)
  - Quattro Coupe (Turbo)
  - S4 (100 CS chassis) (1992-94)
  - TT (non-quattro/FWD) (2000-06)
  - TT 2.0 Turbo (non-quattro/FWD) (2008-12)
- Austin
  - Mini (all)
- Austin-Healey
  - 100/4
  - 100/6
  - 3000
  - Sprite (all)
- BMW
  - 1600
  - 1800
  - 1800ti
  - 1800 TiSA
  - 2000 CS Coupe
  - 2002 (all)
  - 318 (NOC)
  - 318i & 318is (1992-98)
  - 318i & 318is (1991)
  - 318ti (1995-99)
  - 320
  - 325e (eta engine)



325i, 325is (1987-91), & 325ix (1988-91)  
3 series (6-cyl E36 except M3), (1992-99)  
7 series (6-cyl)

Buick

Reatta

Cadillac

Catera

Chevrolet

Aveo

Beretta (NOC)

Camaro (inline-4 & inline-6)

Camaro (V6) (1980-2002)

Chevette

Cobalt (2.2L, all) (2005-10)

Cobalt Sport (2.4L) (2008)

Cobalt SS (2.4L) (2006-07)

Cobalt SS (2.0L SC) (2005-07)

Corvair

Cruze

Malibu (all) (2008-13)

Nova (4- & 6-cyl, RWD) (1962-79)

Nova (FWD) (1986-88)

Sonic (2012-13)

Spectrum (all)

Sprint (all)

Vega & Cosworth Vega

Volt (2012-13)

Chrysler

300M (1999-2004)

Cirrus (V6)

Conquest Turbo

Laser

PT Cruiser (non-turbo) (2001-2010)

Sebring

Daewoo

4 and 6-cyl models

Datsun

1200

1500 & 1600 Roadsters

210 & B-210

310 & 310 GX

510

610

710

810

F10

Dodge

024 (1.7L)

Avenger

Caliber SRT4  
Challenger (2.6L)  
Charger (non-turbo, FWD) (1981-87)  
Colt (1600, FWD)  
Colt (1.8L 16v) (1993-94)  
Colt (1.4L & 1.5L, FWD)  
Colt (RWD)  
Colt Turbo (1984-88)  
Colt Turbo (16v)  
Conquest Turbo  
Daytona IROC R/T  
Daytona  
Dart (FWD) 2013  
GLH (non-turbo)  
Intrepid  
Lancer  
Neon (1995-05)  
Omni (1.7L & 2.2L)  
Rampage (2.2L)  
Shadow  
Spirit  
SRT-4 (Neon chassis)  
Stealth (non-turbo)  
Stratus

#### Eagle

Summit (1.8L 16v) (1993-96)  
Summit (non-turbo, NOC)  
Summit Turbo (16v)  
Talon (16v non-turbo)  
Talon Turbo (FWD)

#### Fiat

124 (all)  
128  
131 (Mirafiori)  
500 Abarth (2012-13)  
850 (all)  
Brava  
Strada

#### Ford

Aspire  
Contour  
Cortina (all)  
Escort (all)  
EXP (all)  
Festiva  
Fiesta (2011-13)  
Fiesta (1976-80)  
Five Hundred  
Focus

Fusion  
Mustang (Inline-4 & Inline-6)  
Mustang II (4-cyl & 6-cyl)  
Mustang (4-cyl Turbo & V6) (1979-93)  
Mustang (V6) (1994-2010)  
Mustang SVO  
Pinto  
Probe (1989-97)  
Taurus (NOC)  
Taurus SHO (1989-99, 2010-13)  
Tempo  
Thunderbird (1989-97)  
ZX-2 & Escort ZX-2 (incl. SR)

#### General Motors

FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)  
FWD models (NOC)  
Geo  
Metro  
Prizm  
Spectrum  
Storm (all)  
RWD V6 models (NOC)

#### Honda

600  
800  
Accord  
Civic (2006-13)  
Civic (NOC)  
Civic del Sol DX  
Civic del Sol S & Si (1994-97)  
Civic del Sol VTEC  
Civic EX & Civic LX (1988-2013)  
Civic Si (1986-91)  
Civic Si (1999-2000)  
Civic Si (2002-13)  
Civic Si Mugen (2008)  
CRX Si  
CRX (non-Si)  
CR-Z  
Fit  
Insight  
Prelude

#### Hyundai

Accent (1995-2012)  
Genesis Coupe (4-cyl Turbo) (2010-12)  
Scoupe (all)  
Tiburon (all)  
Veloster  
NOC

Infiniti

G20

M30

Isuzu

I-Mark (all)

Impulse

Stylus (all)

Jaguar

120

140

150

X-type (2.5L) (2002-05)

Kia

Forte & Forte Koup

Optima

Sephia (1.8L)

Spectra5

Lancia

Beta (all)

Scorpion

Lexus

ES 250

ES 300

GS 300

SC300

Lincoln

LS (V6 sedans)

Lotus

Cortina

Mazda

2 (2011-13)

3 (2004-13)

323

6 (V6) (2003-13)

6 (4-cyl)

626 (all)

808

929

Cosmo

GLC (all)

Mazdaspeed Protege

Millenia

MX-3

MX-6

Protégé MP3 (2001)

Protégé (NOC)

R100

RX-2

RX-3

- RX-4
- Mercedes
  - 190 (16v)
  - 190 (2.6L)
  - 280 (1995-2000)
  - C230 (1999-2007)
  - NOC
- Mercury
  - Bobcat
  - Capri (FWD)
  - Capri
  - Cougar
  - LN-7 (all)
  - Lynx (all)
  - Milan
  - Montego
  - Mystique
  - Sable
  - Scorpio
  - Topaz
  - Tracer (all)
- MG
  - MGA
  - MGB & MGB-GT
  - MGC
  - Midget (all)
  - "T" Series
- Merkur
  - XR4Ti
- MINI
  - Clubman (non-S) (2008-13)
  - Cooper (non-S) (2002-13)
  - Cooper Coupe (non-S) (2012-13)
- Mitsubishi
  - 3000 GT (non-turbo)
  - Cordia
  - Eclipse
  - Galant
  - Lancer (non-turbo)
  - Mirage
  - Precis
  - Premier
  - Starion
  - Tredia
- Nissan/Datsun
  - 200SX
  - 240SX
  - 300ZX (non-turbo) (1984-89)
  - Altima

- Maxima
- NX1600
- NX2000 (1991-93)
- Pulsar (all)
- Sentra
- Stanza
- Versa (2007-13)
- Oldsmobile
  - Calais W41
- Opel
  - 1100
  - 1900 (all)
  - GT
- Isuzu
  - Manta
- Peugeot
  - 405 DL & 405 S
  - 405 Mi16 (1989-92)
  - 505 (1979-91)
- Pininfarina
  - 2000
- Plymouth
  - Acclaim
  - Arrow
  - Champ
  - Colt (1.5L)
  - Colt (1.8L 16v) (1993-94)
  - Horizon
  - Laser (non-turbo)
  - Neon (1995-01)
  - Sapporo
  - Scamp (2.2L)
  - Sundance
  - TC3
  - Turismo
- Pontiac
  - G5 (2.2L) (2007-09)
  - T-1000
  - Fiero (4-cyl)
  - Firebird (inline-4, inline-6 & V6)
  - G5 GT (2.4L) (2007-08)
  - G8 (V6) (2008-09)
  - LeMans (FWD) (1988-93)
  - Sunfire (2.2L)
  - Vibe
- Porsche
  - 356 (non-Carrera)
  - 912
  - 924 (Audi engine)

- Reliant
  - Robin Type R
- Renault
  - NOC
- Saab
  - 900 (V6) (1994-97)
  - 9-2X Linear (2.5L)
  - Turbo models (NOC)
  - NOC
- Saturn
  - 8v
  - Astra (2008-09)
  - DOHC models (NOC)
  - Ion
  - Ion Redline
  - L series
- Scion
  - tC (incl. Release Series 5.0,2009) (2005-13)
  - xA (2004-06)
  - xB (2008-12)
- Shelby
  - Charger (non-turbo)
- Subaru
  - Impreza 2.0i
  - Impreza 2.5 (non-turbo)
  - Impreza (NOC)
  - Legacy (NOC)
  - Sedan Turbo (NOC)
  - SVX
  - NOC
- Sunbeam
  - Alpine (4-cyl)
- Suzuki
  - Esteem GL
  - Forenza
  - Kizashi (2010-13)
  - Swift (all)
  - SX4 sedan (2007-13)
- Toyota
  - Camry (4-cyl)
  - Camry (V-6) (1988-13)
  - Celica
  - Corolla
  - Cressida
  - Echo
  - Matrix (all)
  - Paseo
  - Prius
  - Starlet



- Supra (1979-92)
- Tercel
- Yaris
- Triumph
  - GT6
  - Spitfire
  - TR2
  - TR250
  - TR3
  - TR4
  - TR4A
  - TR6
  - TR7
- Volkswagen
  - 1.8L Turbo models (NOC) (2002-06)
  - air-cooled models (all)
  - diesel models (all)
  - Beetle & New Beetle
  - Corrado (all)
  - Dasher
  - Fox
  - Golf/GTI & Jetta (8v, all)
  - Golf TDI
  - Golf/GTI & Jetta (16v)
  - Golf/GTI & Jetta (1.8L Turbo)
  - Golf/GTI & Jetta (VR6 24v) (2002-05)
  - GTI (2006-13)
  - Jetta
  - Passat
  - Quantum
  - Rabbit & GTI (all, NOC)
  - Rabbit (2007-09)
  - Scirocco (16v)
  - Scirocco (8v)
  - VR6 (FWD, NOC)
- Volvo
  - C30
  - P1800
  - S60R
  - V70R
  - NOC
- Yugo
  - All
- RWD pickup trucks (NOC)

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | May 1, 2013

The RallyCross Board (RXB) met via conference call on May 1. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were Stephen Harris and Brian McCarthy, 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 (Jerry Doctor): Doctor reported that the debeat template to gather information from instances of tire debats at events is completed, distributed to the Divisional RallyCross Stewards (DRXS) and posted at the SCCA website.

Hyatt reported that the Safety Steward Training webinar would be in the queue for completion once other SCCA programs' webinar templates are completed.

With the Safety Steward Training webinar on hold, the Safety Committee will need to rely on a conventional method for renewing Safety Steward licenses and establishing an instructor program. Doctor is considering using the Solo procedures as a template. His concern is the sometimes-limited number of RallyCross events in some Regions that would reduce the number of opportunities for licensees to work as Safety Stewards. This would require some adjustment to the requirements. Doctor hopes to have training guidelines in place as soon as possible but by the end of September at the latest.

Doctor reported that there is reluctance in some cases to submit incident reports. The RXB discussed the possible reasons for this and agreed to have the Safety Committee release a Safety Bulletin to define when and how to submit an incident report. Doctor will also include the debeat form with the bulletin.

Two Safety Committee members are stepping down from the Committee. Doctor is looking for replacements from the younger demographic of the membership. He will contact the DRXS and post in the forums seeking names of qualified individuals.

- RallyCross Rules Committee (Warren Elliott): Elliott reported that errors and omissions regarding sunroofs and generally unpaved surfaces have been made with a revised version of the 2013 RallyCross Rules that is posted at the website. He reported that a technical bulletin has been posted at the website disallowing the use of methanol at RallyCross events. Elliott also reported that the Rules Committee is working on rewording of vehicle allowances for RallyCross.

A forum post soliciting feedback from membership on a maximum penalty has been posted. The RXB agreed that any changes regarding a maximum penalty or time would not be implemented until 2014.

Elliott reported his discussion with Doug Gill, Solo Technical Manager, regarding the use of UTV tires in RallyCross. Mr. Gill's opinion was that such a tire would be legal as long as the tire met the weight or load rating requirements of the vehicle. The RXB discussed the safety and technical implications of UTV tires at RallyCross events and will continue to monitor and consider this issue.

The RXB received an inquiry regarding the allowance in Prepared of removing a Miata soft-top when attaching the required hardtop. The inquiry was referred to the Rules Committee that felt that in Prepared the soft top must remain in the car when installing the hardtop. Brian Harmer pointed out that for 1999 Mazda offered a Club Sport package that did not include the soft top, so a 1999 model could be converted to that option package.

The Rules Committee received an inquiry for clarification on the legality in Prepared of changing to lightweight crank pulleys. The Committee discussed the issue and agreed that a crank pulley could be changed, as it is essentially an accessory drive pulley.

It was brought to the attention of the RXB that the current RallyCross Rules do not include specific exhaust requirements for the Modified category. The RXB agreed that it is an inadvertent omission and that there is no intent to restrict Modified to the exhaust rules of Prepared. It was agreed to release an errors and omissions to return the Modified exhaust requirements to its original wording, which would be the basic Prepared Category wording without the catalytic converter requirement.

- National Championship Committee (Brent Blakely): Work towards confirmation of a site for the 2014 National

Championship is ongoing. Questions were raised concerning the goal of a 3-year commitment or whether a year-to-year approach would be better for site facilitation.

Blakely reported discussions with Pat Lipsinic of the Northeast Oklahoma Region regarding surface preparations for the National Championship event in Tulsa. Lipsinic will contact site management to coordinate the work.

Blakely reported a meeting of the National Championship Committee. The Committee agreed to remove the word “verbally” from the National Supplemental Regulations in regards to communicating course changes to competitors. The updated Supplemental regulations have been distributed to the DRXS and posted at the SCCA website. The Committee also supports having a course map available to competitors showing the location of any course changes.

Blakely reported that the Committee also discussed eliminating the class inspection, opting instead for the use of a vehicle impound after the runs are completed. Brian Harmer requested that the Committee decide when to open registration, what the class numbering rules will be, and whether the Tuner Class will be an available class for 2013. Cashion requested an action plan from the Committee for the Championship event.

- Marketing Committee (Ron Foley): Foley reported that he is continuing to search for additional Committee members and for good writing talent.

Foley addressed the need for Regional events to be listed on the online SCCA calendar and in *SportsCar*. Most Regions are waiting until just prior to the 2-week deadline to submit sanctioning. Regions can, however, submit event dates to the Rally Department for the calendar prior to and apart from the actual sanctioning process.

The RXB discussed ways to market RallyCross that could reach new audiences. Cashion referred to it as the “next (this) generation” marketing. RallyCross needs to use up-to-date methods of finding new participants, and these methods need to become part of the RXB strategic plan. Social media can be made more effective with better development methods. Working with college students may be a cost-effective way to achieve that development. Additionally, MotorsportsReg has some built-in tools for effective marketing.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a well-attended DRXS meeting last month. He distributed minutes from the DRXS meeting.

Hyatt suggested that the RXB make an early policy that all Divisions use MotorsportsReg for National Challenge event registration in 2014. Brian Harmer would like the DRXS notified that they must contact him in order to set up MotorsportsReg for their events.

- Forum Activity: Forum traffic has been moderate in the past month with no particular “hot” subjects other than a discussion on scoring a red-flagged run for a debeat.

## Old Business

- Advisory position (competitor representative): The RXB is looking for an individual who is younger and competing in RallyCross to serve as an advisor to the RXB. Hyatt requested that the DRXS provide names of possible candidates. A forum post for the request will also be made.
- STRAP: The RXB discussed possible objectives for the RallyCross strategic plan. There will be further discussion beyond this meeting to complete the strategic plan by the next meeting.
- Landowner packet: This project will create a full-color, glossy packet of information for owners of potential RallyCross sites. The project consists of combining similar packets from the New England Region and the SOLO program to create a universal packet for all RallyCross programs to use. The goal is to make it look as professional as possible. Brian Harmer reported that work on the project has slowed with the start of the racing season. It was suggested that an outside printer be sourced and used. All efforts to complete the packet as soon as possible will be made.
- New site acquisition project: There have been no updates on this ongoing project. Foley will contact the others involved in the project and report back to the RXB.
- Additional RallyCross awards: Hyatt proposed two new awards for RallyCross. The True Grit Award would be awarded the last day of the National Championship to someone who overcomes adversity to be there or whose efforts go beyond what is normally required to make the event better for everyone. The goal of the award is to improve the National Championship and make it a premier event. The Spark Plug Award is an advertising and marketing award. It's a media-based award for an individual or group who sparks a fire to get people to RallyCross. It would not be a mandated annual award. Howard Duncan emphasized having a clear differentiation for the Spark Plug Award from the Regional and

Divisional Achievement Awards. Hyatt will get all criteria for the awards solidified and submit them to Howard Duncan for the BoD briefing book.

#### **New Business**

- Email protocol
  - ☐ Distribution and use of rxb@scca.com: The RXB would like to know who is on this distribution list and who might be responding to RXB communications. In some cases communications require confidentiality and protocol. The RXB agreed to leave the distribution list as currently composed and to use an individual distribution list for private communications.
  - ☐ 24-hour reply to inquiries: Cashion requested that all inquiries to the RXB be acknowledged within 24 hours even if a final answer may take longer.
- RXB personnel change: Cashion tendered his resignation from the RXB. This will necessitate naming a new RXB chairman, filling the RXB vacancy, and determining a timeline for the transition. Cashion will continue as chairman and RXB member until a new chairman is named.

Next meeting: June 5, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | May 7, 2013

The RoadRally Board met by conference call on May 7, 2013; meeting called to order by Rich Bireta at 7:35 pm CDT.

In attendance: Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton, Deena Rowland from the National Office. Not in attendance: Board of Directors members Dick Patullo and Bruce Lindstrand, Howard Duncan from the National Office.

April minutes approved (Bruce/Chuck/passed).

### Old Business - General Road Rally/Regional Development:

- 1) Road Rally Planning Calendar at [www.scca.com/rally](http://www.scca.com/rally).
  - a. Thank you to Deena for the perseverance in getting this link established. Item closed. Yeah! Rich posted this to the SCCA Forum. There was some discussion about the size and how to enlarge it for easier reading, but the bottom line is that it is now much easier to find.
- 2) 2014 USRRC Invitations for Proposals
  - a. Response sent to Jay per last month's meeting, asking for an update in June; nothing yet.
  - b. Potential event in conjunction with Coker Tire Run (a Great Race event); Bruce reported that this proposal for pairing with Coker has been presented to our insurance carrier to look at, cost to be born by Topeka as a 'special event'; it was suggested to try it this year as a regular national tour, to act as a precursor to what we would need to do for the 2014 USRRC; there is some concern that if we do it in 2013 and it is not promoted well, and we don't get good turnout, it could harm the chances for success in 2014; should we put it on the Forum to see if anyone is interested? We need to wait for Howard to hear back from our insurance carrier before we move forward. John Classen, rallymaster for Great Race events, is fine with us partnering with GR as long as it does not involve him changing anything; i.e., we will adapt to GR procedures.
- 3) SCCA Convention
  - a. Rich posted a proposed 2014 Rally Convention Track in Dropbox; a few changes were suggested; Rich will make the changes, and repost
  - b. We will investigate using Skype for RRB members unable to attend, instead of phone conferencing.

### Discussion:

1) Road Rally Board Goal Setting – Len has raised the question of what goals we should set collectively as a board. What are we going to review at the 2014 convention and be able to say we have accomplished? Len said we should put in place something to track, to see if we are really achieving our goals, making progress, increasing attendance, etc. Sasha suggested that we have a quantifiable measure of rally program growth/health. Len tried to respond with a way to do this, but could not come up with a single item. Rich said he doesn't think we have the time or resources to develop new ways of collecting data; we currently have two sources – Deena's data, and Bruce's championship points data; Rich leans toward using audit sheets. Bruce to Len – what were you referring to for goals? the charts that Rich presented at the 2013 convention? or just how to get numbers up? Bruce commented that there is more to it than just tracking the numbers, i.e. the number of safety stewards. Len replied that it comes down to the bottom line of what are you doing, can you measure what you are doing? Is there something that we can look at in June/July to see how we are doing in respect to reaching our goals? For example, what about getting new rallymasters, what can we do to get people to step up, what about incentives. Chuck said that we need to do more thinking about what to track, maybe put out some lists of what to track and how? Bruce asked how many different rallymasters are there in a year. Len replied about 45. Rich asked if we are in agreement with Chuck's suggestion. Answer – yes.

### Committee Reports - General Road Rally/Regional Development:

1) Publicity Committee (Pubcom) – Sasha reported that Cheryl Babbe's calendar is out there and active; she checks items before they actually get on her calendar, including editing, she is working on ways to make this easier. Bruce asked about the time zone issue (times for all events are shown as CTZ); what if the times were left out since the actual event flyer will have further info. We need to publicize this calendar in *SportsCar*; Deena will send the info to Philip Royle (*SportsCar*). Rich will contact Rick Beattie about putting this info in his *SportsCar* column.

Rich reported that we got a report from Steve Gaddy about the USRRC which needs to be published; Deena will post it on the SCCA website.

SCCA.com/rally has spots for press releases, do we want to use this? Yes.

Bob DeMeritt contacted the RRB about the most recent *SportsCar* having no rallies listed in the calendar section. Rich suggested that the Pubcom have the task of 'spreading the word'. The RRB will define the policy and procedure to advertize events and the Pubcom will address what those outlets are and how we make sure the content is relevant and timely. Deena has been sending info to Phil, but nothing has been posted; she will check with Phil about why; part of the problem is lead time

needed. Chuck suggested requiring calendar requests for the next year by the USRRC; it was generally felt that this was not totally doable since many committees do not have their info that far ahead.

2) Regional Development Committee (RDC) – Rich reported that there was no meeting this month, but he is continuing to send out letters to regions; Len sent missive to rallymasters about the new Weekend membership policy for this year (\$5 fee not required, but still need to send all the info to SCCA). The RDC needs to provide incentives for people to be rallymasters, and would like the RRB to send thoughts about how to do this to the RDC.

3) Mentoring Committee – Bruce asked if any of us has had contact from those we talked to at the convention; so far, no. Rich asked if we could reach out again and be ready to report next month.

#### New Business General Road Rally/Regional:

1. Road Rally eNews – Many kudos and much appreciation to Cheryl Babbe and the Publicity Committee for the first issue. Looking forward to the second issue. The next RReNEWS will be in about a month, perhaps sooner.
2. Worker Recognition (Gezon). – send comments to Bruce (so far gotten nothing); refer to April RRB Minutes for details.
3. New business: RRB Goals/Definition of Success (Len) – see above
4. Ongoing problem with notifications on SCCA.com forums. Rich reported that there is a problem with the Forum not notifying people of postings. The last time he asked about this, the IT people said “I thought we fixed that”. Rich will write up a summary of the problem and send it to Howard and Bruce Lindstrand for their help. Clearly the program is inadequate, and we need to go higher to get it fixed.

#### Old Business - National Road Rally:

#### Committee Reports - National Road Rally:

- 1) National Events Committee (NEC) – no report this month. We need to appoint new liaison to the NEC as Clarence is stepping down as liaison; Chuck will take over. Chuck will redirect the function to being a day-to-day liaison between the RRB and National committees for getting things done, so the RRB doesn't have to deal with these things. Clarence, thank you for your work. Motion: appoint Chuck Hansen as liaison and thank you to Clarence. Sasha/Len/Passed
- 2) Rules Committee – Bruce reports:
  - a. Article 21 – Time Allowances; changes were approved at our April meeting, but there has been some discussion; Rich said that he got some comments from Dave Head, including threatening to write a letter to BOD; Rich responded to Dave formally on the SCCA Forum, citing Article 15 of the RRRs where dangerous driving is specifically cited as unsportsmanlike conduct and the penalties listed in Article 15 can range from a DQ for the event to expulsion from the SCCA.
  - b. Article 11 – Championship Classes (revision distributed via email by Bruce on May 6). Does current wording meet intent of earlier discussions? Bruce said the new wording better meets the intent: Class S – precision not greater than standard GPS/stock odometer; Class E – anything goes; Class L – no direct input of measurement into calculations. Bruce thinks we still need further discussion; including the need to do something to clarify APP devices. (Rich recuses himself from any votes on this topic due to perceived conflict of interest.) Rich commented that he is fine with either wording; sees issue as GPS/computer frees up navigators. Bruce agrees with Rich; there has been discussion about competitiveness, but he thinks that is not real issue; classifications need structure based on teamwork in the car, duties of driver versus navigator, how they get things done. Chuck said he thought we were trying to revise equipment classes to incorporate newer technology, but thinks this proposal just solidifies status quo. Bruce said we are trying to come up with wording that properly places equipment in the class that seems appropriate; this change is for Nationals; suggest that regions come up with new classes or consider subclass for APP class for regionals, we already encourage novice class. Rich does not agree with Chuck, that the effect of this draft is to take the “4-function calculator” limit out of S (although Bruce confirmed that, as written, the rule would again allow Curta's back in Stock). We need to discuss implications of this further; we will revisit this in June.
  - c. Dave Head proposal regarding time reference – This was referred to the Rules Committee in April; deferred to next month
- 3) National Sanction Fees – reduce?  
Refer to April minutes. Deena will check with SCCA HQ. Deferred to next month.

Closing:

What is your "one RRB-task" this month?

Bruce – wording for Dave Head time proposal

Deena – get the USRRC on the SCCA website, check on sanction fees

Jeanne – get minutes done earlier

Chuck – more contacts with mentoring committee; work on pre-printable waiver form and send it to Sasha

Sasha – talk to chair of Pubcom; work on defining procedures for press releases

Clarence – precheck, (graduation,) rally, and more

Move to adjourn at 9:30 pm CDT. Bruce/Jeanne/Pass

Next meeting June 4, 2013, via telephone conference.

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 Web site at the following links:

### CLUB RACING

50th 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

40th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## BOARD OF DIRECTORS

### Board of Directors Minutes | June 7-8, 2013

The SCCA National Board of Directors met at the National Office in Topeka, Kansas Friday, June 7 and Saturday, June 8. All Area Directors were in attendance : Lisa Noble, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy and Bruce Lindstrand.

The following SCCA, Inc. Staff participated in the meeting: Jeff Dahnert, President and CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services and Aimee Thoenes, Executive Assistant.

The following guests participated: Jim Wheeler – CRB Chairman, John Bauer and Chris Blum, Club Racing Technical Department, and James Hilbert and Christel LeSuer, Mize Houser & Co.,.

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 -Chairman Patullo.

**MOTION:** To approve February meeting minutes. Creighton/Wannarka. PASSED 13-0

### PRESIDENT'S REPORT – Jeff Dahnert

Dahnert presented updates on the initiatives regarding membership and participation.

Majors has created positive buzz and feedback from the competitors is that they appreciate the new approach. Participation numbers are up as compared to equivalent events in 2012. Club Racing staff will present the 2014 Majors plan.

The Trozzolo initiative is progressing. Staff is finding that the CPO (Chief Participation Officer) is more tied to an attitude, not so much a person. The iPad based survey is not working as well as expected and an alternative post event survey is being investigated with the goal of collecting more data and input on events. It is our desire to maintain the one on one interaction (CPO) while using technology and increasing our sample size by utilizing the online survey as well. In addition, there is continuing work on media relations and new member packets which are more user friendly (less paper clutter) and more dynamic impact. A newsletter template is also being developed for use by Regions.

Region website templates are currently in beta test with DC and KC regions. The IT committee comprised of staff and IT experts within the SCCA membership have been involved. Staff is also investigating software that will assist with usage and traffic data analysis for SCCA media and web presence.

A SportsCar magazine update was presented. The contract for publishing SportsCar was renewed for 3 years through 2016. The feedback from our membership has been good. SCCA's participation in the Racer Magazine event at the Long Beach Grand Prix was well received.

A high level financial update was presented. An operational loss is still projected as budgeted due to the additional funding for the roll out of the Majors program and funding for the marketing initiatives. Membership continues to be strong with positive growth. Future sponsorship with the Majors program is a valuable opportunity. There are financial challenges going into 2014 but the Club is in a strong position financially.

### FINANCIAL REPORT

Ehret gave an update on the financial position of SCCA. The net operating loss is slightly over budget but membership is performing above budget. Entries at almost all Majors events have exceeded expectations in terms of car counts. Operating expenses to date have tracked very closely to budgeted expenses. Treasurer Lewis commented that we did enter 2013 with investments in capital and new initiatives and that there is nothing unexpected at this time.

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SCCA Pro Racing financial performance continues positive momentum from 2012. Net income is above budget through Q1. The new inclusion of Global RallyCross is a positive addition to the budget.

Mize Houser & Co. conducted the financial audit and provided a written report.

#### **AUDIT REPORT**

James Hilbert and Christel LeSuer of Mize Houser & Company reviewed the audit report. Mize Houser is an independent CPA firm hired to conduct the annual financial audit of SCCA. They noted that there were no discrepancies found and the staff was easy to work with during the audit process. Total SCCA assets were about the same as the previous year. SCCA experienced a nice growth in investments for 2012. Our membership trends are similar to the trends experienced by other membership organizations audited by Mize Houser. Highlights were reviewed for operational revenues and expenses for 2012 as well as consolidated cash flow statement. They noted that there were no significant accounting policy changes in 2012. MH&C also reviews the financial statements published in SportsCar to members and certifies that what is openly published to members is correct and transparent.

**MOTION:** To accept audit as presented. Lewis/McCarthy. PASSED unanimous.

Patullo thanked the firm for getting the audit report to us in time for publication in the briefing book.

#### **MEMBER SERVICES REPORT**

Membership is up at 42,525 as of May 2013, plus ~20K weekend members so SCCA actually has a reach of well over 62K members. Reasons for the uptick in membership include the economy, SCCA Pro efforts and focused Club office efforts on membership. Arnold noted that for first time incoming interest in Club Racing is less important to incoming members than it used to be.

There are multiple membership and Information Technology projects underway. SCCA will be conducting lapsed member surveys to understand why people leave, as well as conducting new member surveys. New member packet revisions, membership system upgrades, volunteer incentive program funding is underway.

SCCA Foundation raffle is cash flow positive for the upcoming raffle award. There were some initial bumps marketing this that have been overcome and lessons learned will be applied in future efforts. Foundation is continuing to look for a high-profile chairman.

Arnold noted good progress in getting regions (T&S) to upload race results to the National Office which then is directly mapped to driver participation and aids in the competition license renewal process. It was discussed that the process is less than perfect as uploads to National Office are in addition to uploads to MyLaps.

Membership department is continuing to evaluate data warehousing/reporting capabilities to present better data for decision making on programs, directions and effectiveness. A proposal was presented to BoD to purchase reporting software and consulting for training and knowledge transfer to staff.

A review of the beta version of Region website currently being tested in large and small region was presented to favorable reviews by BoD members. The goal is to make it easier for Regions to update and modernize websites and to provide a more uniform look and feel for regions. SCCA is looking into a hosting provider as well.

#### **MARKETING/COMMUNICATIONS REPORT**

Prill reviewed current sponsorships and partnerships for 2013 and 2014. A new contract sales individual was hired to assist with selling sponsorship and championship events. There is continuing work with Trozzolo on a branding and marketing push.

GoPro was at the Runoffs 2012 and recently released their composite, edited Runoffs 2012 video. Prill worked with Race Monitor to provide an SCCA specific page for live timing and scoring for SCCA events. An update on Runoffs 2013 broadcasting plans was presented. Runoffs 2013 plans to build on the 50th celebration and counting down Top 10 Runoffs memorial events and plans to showcase past Runoffs winners.

There was general discussion over the Spec Miata Hoosier tire. With Majors in 2014, the number of events the current contract supports has been reduced. There have also been some competitor (CRB letters) inquiries about the SM spec tire for 2014. 2014 options are currently being discussed and a recommendation will be made to BoD at a later date.

#### **SOLO/RALLY**

Duncan reported that there are plans underway to support FSAE in Lincoln. The 2013 RXB championship is again set for Tulsa Motorsports Park. There is a site search underway for 2014 Nationals location. The current RXB chair is stepping down for personal reasons.

**MOTION:** To appoint current RXB member Warren Elliott as Chairman of the RXB; designate current RXB member Stephen Hyatt as Vice Chairman RXB; and appoint Keith Lightfoot to the RXB. Harris/McCarthy. PASSED unanimous

The BoD wishes to express their appreciation to Ken Cashion for his past service as RXB chair.

Road Rally has no issues to bring before the BoD.

There were no action items before BoD from Solo Events Board (SEB) at this time. Tire Rack has been signed as title sponsor of the National Solo program thru 2017. Duncan reported that SEB is working thru rules process for Street Stock, there have been multiple revisions of the proposal to phase out "R" tires and it is generating a lot of comments. The rules proposal is not final yet. Solo is experimenting with live webcasts of Solo Nationals with a 3 camera set-up. The webcast includes live timing, audio announcing and video.

#### **CLUB RACING REPORT**

Ozment gave an explanation on the waiver request from the Utah Region. Discussion followed over existing options for the region. Kephart explained that there is a lack of road racing in the densely populated area of Salt Lake City and it would be to the benefit of SCCA to promote a road race in the area.

**MOTION:** To approve the request from Utah Region for a waiver of GCR 3.1.1.A to allow them to conduct a cooperative event at Miller Motorsports Park on August 10-11, 2013 with 3 run SCCA groups. Kephart/Langlotz. PASSED 13-0.

Update was presented on drivers licensing structure. With the Majors program moving forward, it was a good opportunity to review the licensing structure with the goals of simplification, ease of execution and clarity. Club Racing requested and received varied input. There was general consensus that we need an entry level and a primary license level and the ability to grant participation waivers. It was noted that the current license level is primarily participation based versus skill based. There is no longer a meaningful difference between regional and national racing. There are enough differences from Time Trials to Club Racing to warrant a difference in license types. Staff is looking at 2 levels of licensing and 3 license types: Novice, Full Comp Club Racing, Full Comp Time Trials and to maintain the ability for Divisional license administrators to grant waivers. License renewal requirements were discussed. There is a balance that must be addressed between granting participation waivers and a region desire to drive racers to events and not grant waivers. There are no changes proposed to 15year old licensing requirements. Formal recommendations for 2014 licensing and a transition plan will be made to the BoD in October.

The BoD supported the 2014 Majors update as presented. To date, Majors events in 2013 have had larger car counts than comparable events in 2012. The Majors program staff conducted a comprehensive review of 2013 to factor into 2014 planning.

To simplify the financial aspect for regional administrators tracking Majors, the National Office is proposing to have a single fee per entry for Majors that would encompass sanction, insurance, tow fund, worker fees, and Majors event fees. Drivers: Will also set up optional driver series registrations. Tech: Budgeting for Conference Series Tech Chief. GCR: Effort is underway to revise the GCR to take into account the changes required for Majors and elimination of Nationals and Rationals.

2013 Runoffs update presented with extensive planning underway for 50th Runoffs. Worker registration is open as of BoD meeting and driver registration planned to open on July 24 this year.

Ozment presented an overview for determining the next venues for the Runoffs. The BoD supported a change in business model for SCCA to rent the track as opposed to a promoter model. This allows more frequent venue changes, and better control of the schedule. The BoD supports an annual move of Runoffs and a West Coast visit every 3-4 years. The BoD recognizes that this is a substantial change in the current Runoffs model, both operationally and financially. All of the above has been made public in previous BoD minutes and SCCA announcements. Club Racing was tasked with analyzing options and making a recommendation for Runoffs tracks in next few years.

**MOTION:** To approve staff's recommendation to move the Runoffs annually with the locations for the next 3 years approved. Details will be published in a forthcoming press release. Lewis/Kephart. PASSED Unanimous 12-0 (Wannarka absent)

Patullo thanked Terry Ozment for her efforts on this project.

Jim Wheeler, CRB Chairman discussed the advisory committees and their makeup. Wheeler addressed the tech tools and current needs. The 2.5 rule discussion has been active on the CRB and Wheeler gave an update on the classes YTD.

Wheeler presented the proposed rule changes for approval by the Board of Directors. These rule changes will become effective 1/1/2014, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

**MOTION:** To approve Club Racing rules in letters 11309, 11308, for SR1 and SR2 as presented effective 1/1/14. SR1 to

be named P1 and SR2 to be named P2 (for Prototype). Current state of these rules are included in an appendix to these minutes. Final rules expected to be presented to BoD in October. Comments for or against to adjust P1 or P2 rules should be submitted via formal CRB rules process at <http://www.crbscca.com/>. Walsh/Butler. PASSED Unanimous 12-0 (Wannarka absent). See Appendix A.

**MOTION:** To approve Club Racing rules in letters 10199, 9681, 11179 as presented effective 1/1/14. Walsh/Butler. PASSED 12-0 (Wannarka absent)

#### FA

1. #10199 – (May Fastrack – Mike Williams) Allow Alternate Pro Formula Mazda Engine Builder  
Change 9.1.1.A (Formula Atlantic Preparation Rules), Table 2:

Front Wing - Angle of attack for the front wing (main plane) is fixed. Front wing flaps may be adjusted within the range provided from an original STAR Mazda endplate. Secondary wing flaps may not be altered from STAR Mazda original part. Rear Wings - May be adjusted to include the following: Angle of attack of the lower element. Note: Rear wing endplates must be adjusted to within +/- 5 deg of vertical as measured at the trailing edge of the endplate. All current and past Pro Star Mazda rear wing configurations are permitted. No gurney tabs. ECU and Shocks shall be sealed as provided by Star Mazda. Engine shall be sealed by the Star Mazda approved engine builder, *CER Inc.* or Daryl Drummond Enterprises, Inc.

#### FE

1. #9681 – (April Fastrack – Erik Skirmants) Add Optional Wickers/Gurney Flaps  
Change GCR 9.1.1.I.6.g and 9.1.1.I.6.h:

g. The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from Enterprises. Any modification to these parts, *except as specifically noted herein*, is strictly forbidden. The main wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement. *Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .500". Maximum number of mounting locations on front flaps is 2 on each flap and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted.*

h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications, *except as specifically noted herein*, are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.: digital level on the top surface of the lower rear wing must meet a minimum of -3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from Enterprises. No additional holes may be added. *Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .250" on one or both elements. The Gurney flap only, may extend beyond the parameters of the end plate. Maximum number of mounting locations is 5 and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted.*

#### SPEC MIATA

1. #11179 – (June Fastrack – (Michael Collins) Playboy Cup ECU Clarification (*Spec MX-5 only*)  
Thank you for your letter. Change GCR 9.1.11.B.7.a.: The stock/~~unmodified~~ ECU *with either the stock flash or the SCCA Pro (Playboy) flash* shall be used. [Note: possibility of a sealed unit from SCCA Pro.]

**MOTION:** To remove from the GCR in its entirety language dealing with National Class Participation Requirements (the 2.5 rule) in GCR 9.1.13. This rule is currently in suspension. Butler/Harris FAILED 5-7 (Wannarka absent)

#### STRATEGIC PLAN REVIEW

Harris, the chairman of the Strategic Plan Committee, explained the process of the tactical plan with achievements within a 2 year period. This is the 10<sup>th</sup> edit of the STRAP. Dahnert presented the updated version of the Strategic Plan. This is a living document and will be updated to drive and track program efforts. The plan covers all aspects of SCCA from event types and directions to staff services. Coverage includes: SCCA brand improvement, Amateur motorsports leadership, technology leadership related



to SCCA goals, superior insurance program, excellence thru skills training, the best media and communications, improve membership value, ensure long term stability in competitive markets and by developing new markets. Dahnert presented an earlier version of this to SCCA members at the 2013 March convention.

## **PLANNING COMMITTEE REPORT**

Chairman Lisa Noble charges the Board of Directors and staff to look at a long term vision for the Club. It must fulfill our mission as the acknowledged leader in amateur motorsports. Need to consider not just next year but the next 10 year direction for our club and the motorsports industry. Our outlook should be all inclusive including fundamental structure (Regions/Divisions/Area), technology (websites, registration) processes, business, and governance models. We need to plan in support of the vision to include all members, Regions and other partners.

Jerry Wannarka gave a brief overview of history of Planning Committee and the Majors effort from initial resistance to current status. Must continue creating a climate where change is acceptable with openness and discussion brought out during the course of the journey.

Planning Committee Chairman Bill Kephart cautioned that if we get into weeds, making minor fixes and adjustments, we will miss the mark. There is a need to be bold in direction and work to find the social elements that bind members to the Club.

Broad discussion over business models followed with the conclusion that the operational business model should be what is best for customer not bureaucracy.

## **LIAISON REPORTS**

TTAC – Walsh explained that the TTAC is in process of re-writing the rules set and the BoD should expect to see the new rules set for their October meeting. Some activities currently under Time Trials i.e. PDX are non-competitive, yet are set within the context of competition rules sets and thus, are under review.

**MOTION:** To adjourn the meeting. Walsh/Lewis. PASSED unanimous.

## **APPENDIX A**

*The SR sub-committees have completed their work on the new rule sets for 2014. Although the rules are presented here as SR1 and SR2, those titles have been seen as working titles, only. Given that there is no intention of changing the title of Spec Racer Ford (SRF), the CRB is considering a different designation for the two new classes. This will prevent having three SCCA classes titled SR that mean two different things. The CRB proposes that the new classes be named P1 (Prototype) and P2.*

### **9.1.8.A.2 SR1**

#### **Statement of class concept:**

SR1 is a sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. Cars homologated prior to 1-1-14 may be spec line cars or required to be fully compliant with all SR1 rules. The class is intended to be the premier sports racing class promoting state of the art technology in car design and innovation while utilizing established cost effective engine technology.

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

#### **a. Safety Equipment:**

Shall comply with GCR Section 9, Cars and Equipment, in addition:

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

#### **b. Chassis**

1. Any form of chassis construction subject to restriction in GCR section 9, Cars and Equipment except as permitted in the SR1 rules.
2. Anti-intrusion panels allowed anywhere on the sides of the chassis. Materials and attachment are unrestricted.
3. Cars may be either single seat or two seat cars subject to restrictions in the SR1 rules.
4. CN Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the SR1 class subject to the following restrictions.

Chassis shall be constructed to the following specifications:

FIA Technical Regulations for Production Sports Cars –Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., except that undertrays are unrestricted.  
Engines shall meet the requirements of line J in the SR1 engine table.

c. Bodywork

Bodywork shall provide comfort and safety for driver and a passenger or for a driver only. All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements.

1. The bodywork as viewed from the side and above shall cover all mechanical components except that the intake, exhaust, tow hooks, jack points and radiators may be exposed. As viewed from the side the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. Ventilation slots are permitted. The tires shall not be seen as viewed from above except through ventilation slots (louvers) provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above, rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender.
2. Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.25 in) above the ground with car in normal racing trim, driver aboard.
3. Width: The maximum width shall not exceed 221cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires.
4. Length: The maximum overall length shall be 485.3cm (191 inches).
5. Cockpit:
  - a. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars which are specifically allowed by the SCCA).
  - b. The cockpit opening shall comply with the following minimum dimensions for both single and two seater sports racers: Cockpit length: 60cm (23.662 inches) Cockpit width for each seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches). The minimum rectangular opening may be measured anywhere forward of the main roll hoop. Forward-facing roll bar and roll cage bracing and required padding are not considered part of the dimensions above.
  - c. For two seat cars there shall be room for seats of equal dimension and comfort for the driver and a passenger equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car. The passenger's space and seat shall remain usable throughout the competition and shall not be encroached upon by an element of the car or equipment except as provided in these Rules. Allowed equipment would include batteries, ballast, fire bottles, data recording devices, and cool suit equipment, providing such equipment is securely attached to the car. Tonneau covers are allowed in order to meet minimum dimensions.
6. Visibility: Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide the driver with visibility to the rear of both sides of the car.
7. Windscreens are optional.
8. Louvers or exit ducts for extraction of the air from the top of the fenders are allowed. Brake ducts are allowed. Ducts allowing air into the engine compartment are allowed.
9. Engine air intake ducts, scoops and/or cold air boxes are allowed.

d. Aerodynamics

It is the intent of these rules to control the use of "ground effects" to achieve aerodynamic downforce on the vehicle.

1. No aerodynamic devices (e.g. "skirts," body sides) may extend more than 1cm (0.394 inches) below a lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car.
2. All ducted air that exits through the top of the bodywork behind the rear of the front tires, excluding the cockpit opening, fender louvers, or slots, louvers, grills and similar devices for allowing heat to escape the engine bay, shall pass through a heat exchanger.

e. Wheels and Tires

There shall be no restriction on the size of wheels except for a minimum diameter of ten (10) inches, provided they are identical for the right and left front axles, and identical for the right and left rear axles. Left and right front tires will be the same size; left and right rear tires will be the same size.



#### f. Brakes

Cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels.

#### g. Bulkheads and Tanks

Fuel tanks shall be isolated by means of bulkheads and vented so that in case of spillage, leakage, or failure of a tank, fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tanks shall be exposed to any part of the driver or passenger compartment. Safety fuel cells (per GCR Section 9.3 Fuel Cell Specifications) are required for all cars.

#### h. Transmissions

All gear changes shall be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited.

#### i. Engine and Weight Restrictions

For cars listed in spec lines, specifications that are more restrictive in those sections take precedence over the general specifications in section A.2.a.

Generally applicable information for SR1 engines and automobile weights are given in the following paragraphs. The table (SR1 Engine Table) that follows provides general specification of engine types, displacement limits, head designs, intake restrictions and automobile weights allowed. Specific engines approved for use (along with any applicable restrictions) are also given in the table. All specified minimum weights are with driver (GCR section 9.3 Weight).

1. Unless otherwise specified, minimum weight is 1200 lbs. See weight table A below for spec line cars.
2. Fuel injected engines shall use the same size venturi or restrictors as the specified carburetors.
3. Where a carburetor or fuel injection restriction is specified, a flat plate restrictor, SIR or TIR is required through which all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, shall pass.

Where intake restrictors are specified, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. Restrictors shall be a minimum of 0.060" thickness and of the specified diameter. SIR location is unrestricted so long as all SIR criteria are met.

4. Intake manifolds: individual runner, no plenum or balance pipes permitted unless using an SIR or otherwise noted on the engine spec line. Cars using an SIR may use any manifold type.
5. 4 cycle engine max 4 cylinders, 2 cycle engine max 6 cylinders.
6. Closed cockpit single seat cars are prohibited.
7. Other Engine Designs:  
Engines not specified in the tables above are not permitted in SR1. SCCA does encourage members wishing to race engines or propulsion systems not listed above, including Diesel internal combustion engines, hybrid or electric drive solutions, to request consideration on a case by case basis via letter to the Club Racing Board at crbscca.com.
8. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) is not allowed.
9. Starter - Cars shall be equipped with an automatic self starter and on-board power supply operated by the driver.

SR1 Engine Table

Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min Weight (lbs)
A	Turbocharged	670	NA	TIR	32mm	1050
B	Supercharged	670	NA	SIR	32mm	1050
C	2 cycle	1470	NA		Unrestricted	1300
D	4 cycle Motorcycle Based	1005	NA		Unrestricted	1000
E	4 cycle Motorcycle Based	1355	NA		Unrestricted	1125
F	4 cycle Motorcycle Based	1455	NA		Unrestricted	1225
G	4 cycle Motorcycle Based	1615	NA		Unrestricted	1325
H	4 cycle	1615	4		42mm chokes	1350
I	4 cycle Volkswagen	2135 SOHC	2		Unrestricted	1200
J	4 cycle	2000	4	2 seat cars only per 9.1.A.2.a.5 (FIA CN Chassis)	Unrestricted	1350
K	4 cycle	2500	2		Less than 9:1 CR., 33mm SIR otherwise 31mm SIR	1450

L	4 cycle	2500	4	See Table L	See Table L	See Notes
M	Mazda 12A Rotary	NA	NA	NA	Unrestricted	1300
N	Mazda 13B Rotary	NA	NA	Peripheral Port or Bridge Port Allowed	40mm SIR	1300
O	Mazda Renesis Rotary	NA	NA	Street Port or Bridge Port allowed. Unmodified lower intake manifold required. Upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body	1300

Table L

Spec Line	Maximum Displacement (cc)	Maximum Compression Ratio	Max SIR (mm)/Min Weight (lbs)
K1	1800	11:1	32 /1375
K2	1800	Unrestricted	30/1375
K3	2000	10:1	33/1400
K4	2000	Unrestricted	31/1400
K5	2300	9:1	32/1425
K6	2300	Unrestricted	30/1425
K7	2500	9:1	32/1450
K8	2500	Unrestricted	30/1450

#### j. Spec line Cars

The intent of this section is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the SR1 rules.

For individual cars included in any of the following spec lines; any deviation from spec line requirements requires the car to be made compliant to all current SR1 requirements with a notation in the front of the log book noting the requirement to be compliant with all SR1 rules.

#### Spec Line Cars

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor may be applied at any time
A	AMAC, Aztec, Cheetah, Fox, LeGrand	94 in	54 in	900lb max engine displacement 1005 cc otherwise weight per SR1 engine table			
B	Staudacher Homologated before 1-1-2014	96	56	900lb max engine displacement 1005 cc otherwise weight per SR1 engine table	6in F 7in R		
C	Shelby Can-AM					9.1.8.D	
D	Diasio D926R-Renesis					Note: Chassis and bodywork as delivered by Diasio Car Company. Engine per line O of the SR1 engine table.	
E	Elan DP02					9.1.9.G Except transmission gear ratios and tires are unrestricted.	

### 9.1.8.A.3 SR2

#### Statement of class concept:

SR2 is a relatively low cost sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. Spec line cars homologated prior to 1-1-16 must meet all spec line requirements, all cars homologated after 1-1-16 must meet all SR2 requirements or be homologated on a new spec line, except ESR which must meet GCR spec 9.1.9.F. The rules are specifically designed to eliminate expensive solutions and provide equal competition between several different types of race cars. Some technologies are prohibited due to cost, availability, and complexity. As these prohibited technologies individual status changes they may be approved to aid in keeping the class current and attractive.

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

#### a. SR2 Rules Restrictions

The following technology/materials have been restricted due to the current economic viability. If these technologies should become mainstream and cost effective, then the SR2 rules should be updated to remove the restriction.

1. Chassis fully composed of composite structural materials.
2. Alternate brake rotor materials (i.e. non ferrous or carbon fiber).
3. Monoblock brake calipers.
4. Metal matrix calipers.
5. Drive by wire throttle control, fly-by-wire, Electronic Throttle Control (ETC).
6. Traction control.
7. Forced induction.
8. Roller barrel throttle bodies.
9. Carbon Fiber Springs.
10. Titanium Springs.

#### b. Safety Equipment:

Shall comply with GCR Section 9 in addition:

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

#### c. Chassis:

Must meet all requirements of GCR section 9, Cars and Equipment, except as permitted in the SR2 rules.

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

#### d. Bodywork

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

1. The bodywork as viewed from the front, sides and above shall cover all mechanical components except that the intake, exhaust, tow hooks, jack points, radiators and mechanical components passing through ducts may be exposed. Wheels and tires may be exposed when viewed from the side. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one third (1/3) of tire circumference. Rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender.
  - a. Ventilation slots, louvers or exit ducts for extraction of the air from the top of the fenders are allowed. The tires shall not be seen as viewed from above, except through ventilation slots, louvers or exit ducts provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above.
  - b. All forward facing openings must be connected to duct(s) connected to heat exchangers or brake cooling ducts. All air entering duct must pass through heat exchangers or be used to cool brakes and must not be used to generate aerodynamic downforce or any other purpose.
  - c. Ducts allowing air into the engine compartment are allowed, may be forward facing and must not be used to generate aerodynamic downforce or any other purpose.
  - d. Engine air intake ducts, scoops and/or cold air boxes are allowed, may be forward facing and must not be used to generate aerodynamic downforce or any other purpose.
2. Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm

- (45.25 in) above the ground with the car in normal racing trim, driver aboard. Neither the safety roll bar nor the engine induction intake shall provide an aerodynamic downforce. Fairing of the safety roll bar is permitted.
3. Width: The maximum width shall not exceed 200cm (78.74 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires. All cars shall be at least 63 inches wide measured between planes parallel to a line tangent to the outer most face of the front and rear wheels or tires whichever is greater, unless otherwise specified. Cars equal to and exceeding 70 inches in width may use a larger restrictor diameter as listed in the SR2 Engine table spec line and column for the installed engine. Length: The maximum overall length shall be 485.3 cm (191 inches).
  4. Overhangs: Front plus rear overhangs including wings, wing mounts, wing end plates, rear diffusers and splitters (tow hooks and jack plates are excluded provided they serve no other purpose) must not exceed 80% of the wheelbase. The difference between the front and rear overhangs must not exceed 15% of the wheelbase.
  5. The outermost surface of side pods between the front and rear wheel openings must have a minimum height equal to the height of front axle centerline.
  6. Cockpit:
    - a. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars which are specifically allowed by the SCCA).
    - b. The cockpit opening shall comply with the following minimum dimensions for both single and two seat sports racers: Cockpit length: 60cm (23.662 inches) cockpit width for the driver's seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches). The minimum rectangular opening may be measured anywhere forward of the main roll hoop. Forward-facing roll bar and roll cage bracing and padding, as well as lateral support and/or intrusion bars are not considered part of the dimensions above.
    - c. For two seat cars there shall be room for seats of equal dimension and comfort for the driver and a passenger equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car. The passenger's space and seat shall remain usable throughout the competition and shall not be encroached upon by an element of the car or equipment except as provided in these Rules. Allowed equipment would include batteries, ballast, fire bottles, data recording devices, and cool suit equipment, providing such equipment is securely attached to the car. Tonneau covers are allowed in order to meet minimum dimensions.
  8. Visibility: Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide the driver with visibility to the rear of both sides of the car.
  9. Windscreens are optional.

e. Aerodynamics:

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

1. The entrant shall designate a flat rectangular reference area with minimum dimensions of 30cm by 60 cm. This reference area is located on the underside of the car (the surface licked by the air stream) between the rear of the front tire and the front of the rear tire. The center of the reference area must be no more than 75mm from the longitudinal centerline of the vehicle. No point or surface on the "Control Area" (as defined above) shall be more than 25.4mm above or below the plane determined by the above defined reference area designated by the entrant and on a line perpendicular to that reference plane. The total distance between the lowest and the highest point on the defined underside of the car shall also not exceed a maximum of 25.4mm, except as specifically permitted herein. Compliance with these requirements shall be accomplished by placing a straight edge on the reference surface designated by the entrant and verifying that the requirements are met. Rub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis, and may extend below the reference plane. Fasteners such as bolt heads and rivets shall not be considered parts of the reference area or the "Control Area". Use of fasteners to circumvent this rule is not allowed. This rule is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission or final drive housing. A rear diffuser is permitted beginning behind the front edge of the rear tires. The diffuser may be divided internally into multiple sections. The width of the diffuser, as measured inside the diffuser sides, shall not exceed the width between the rear tires in any lateral section of the diffuser. Strakes within the diffuser are allowed.
2. A rear wing is allowed. Wing of single or dual element of any shape or chord length to fit in a horizontal rectangle of 6 inch height by 12 inch length as viewed from the side; end plates must fit in a horizontal 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 horizontal rectangle of 9 inches height by

18 inches length as viewed from the side; end plate height is restricted to a horizontal rectangle 14 inches height by 18 inches length. Wing and end plates to be measured as raced.

3. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion.

f. Wheels and Tires

Wheels shall have a minimum diameter of 10 inches and cars with wheels exceeding 10 inches and up to 11 inches in width shall carry a 25lb penalty, cars with wheels exceeding 11 inches in width shall carry a 50lb penalty, unless otherwise specified and provided they are identical for the right and left front axles and identical for the right and left rear axles. Left and right front tires will be the same size; left and right rear tires will be the same size.

g. Brakes

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

h. Suspension

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

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

i. Bulkheads and Tanks

Fuel tanks shall be isolated by means of bulkheads and vented so that in case of spillage, leakage, or failure of a tank, fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tanks or line(s) shall be exposed to any part of the driver or passenger compartment; exceptions would include steel-braided line(s). Safety fuel cells (per GCR Section 9.3 Fuel Cell Specifications) are required for all cars.

j. Transmissions:

1. Cars using an automotive based engine may use any manual gearbox up to 6 speeds with reverse.
2. Cars using a motorcycle based engine must use the transmission supplied with the engine.
3. A reverse gear is not required for motorcycle engine powered cars. A reverse gear is not required for 2 cycle engine powered cars.
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. 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. Devices that interact with the throttle or ignition system during a shift operation (blippers and ignition/fuel cut) are permitted, but such devices shall not remove the driver's control of the gear change initiation, gear selection or completion.
5. The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method.
6. Differentials are free with the following exceptions: Electronically adjustable differentials are not allowed, and manual adjustments are not allowed while the car is in motion.

k. Engine

All engines will be fitted with a specified type of inlet restrictor as determined by the SCCA. For engines not listed in the SR2 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. 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. 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.
- b. 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. Camshaft timing may be adjusted.
  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)
- c. Two Stroke Engine: 2 stroke engine with a maximum of 1200cc and a maximum of 4 cylinders.
- d. ECU: Any ECU is allowed
- e. Traction control is not allowed.
- f. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) is not allowed.
- g. Engine and Weight Table
1. Automotive engine based cars minimum weight 1300 lbs.
  2. Motorcycle engines based cars use a displacement-based minimum weight.

SR2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
A	2 cycle	1200	NA	Maximum 4 cylinders	TBD	TBD
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1005		No modifications allowed on engines manufactured after year model 2008	TBD	Stock engine 1000 Modified engine 1100
C	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1505	4	>1005 cc no modifications allowed	TBD	>1005cc and <1106cc 1100 <1206cc 1200 <1506cc 1300
D	4 Cycle	1835	2	VW Super V-Note 1	36mm/38mm	1200
E	4 cycle	1615	4	Toyota WSR Specs only	34mm	1400
F	4 cycle 4 cyl auto based	2000	4	Approved engines list: MZR Pinto: Cam TBD, Cast Iron or FastForard Cylinder head, Intake system Free, Fuel Injection Allowed	40.5mm / 42.5mm  MZR TBD Pinto TBD	1300
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.E	Engine to be used in S2000 only	TBD
H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs	Engine to be used in S2000 only	TBD



I	Mazda 12A Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm	1350
J	Mazda 12A Rotary	NA	NA	Bridgeport Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm	1350
K	Mazda 13B Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period. Formula Mazda Specs only	Venturi 36mm/38mm	1400

**Note 1:** 1835 VW – Super Vee engine for SR-2 specs:

1. Any VW/Audi 1.8L block and 1.8L 8v single cam non-crossflow head permitted. Stock VW/Audi crankshaft and rods required, with normal balancing permitted.
2. Rod bolts allowed to be upgraded as fasteners are free.
3. Forged piston allowed for reliability -- Max Compression Ratio - 11.0:1
4. Spec cam specifications: Max cam lift .475. Max duration 270 degrees @ .050" lift. Restricted to stock VW hydraulic or shim-on-bucket solid followers with max diameter 35mm. Max shim diameter 33mm.
5. Shim-under-bucket followers specifically prohibited.
6. Max Intake valve diameter is the stock VW 40.0 mm.
7. Max Exhaust valve diameter is the stock VW 33.0 mm.
8. Any steel valve springs permitted, but must have same O/D as stock valve spring
9. Hydraulic lifter heads may be converted to solid lifter.
10. Induction limited to dual 2 bbl carburetors with maximum body size 45mm.
11. Fuel injection specifically prohibited.
12. Required SR-2 restrictors will be Maximum 36mm chokes for cars under 70" wide; 38mm for cars at or over 70" width.
13. Dry sump Oiling system is free.
14. Ignition system is free.

**I. Spec Line Cars**

The intent of this section is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the SR2 rules. For individual cars included in any of the following spec lines; any deviation from spec line requirements requires the car to be made compliant to all current SR2 requirements with a notation in the front of the log book noting the requirement to be compliant with all SR2 rules.



# Spec Line Cars

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
A	AMAC, Aztec, Cheetah, Decker, Fox, LeGrand	94 / 54	950/1025	End plate mounting allowed Wing maximum chord 16 inches	Max displacement 1005cc Restrictor per line B of SR2 engine table	Minimum width 55 inches
B	Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
C	Radical SR-3 SR-4		1300lb Stock 1370 cc max Restrictor TBD			Radical wing or SR2 class compliant wing and end plate Radical rear diffuser permitted
D	Radical SR-3 Radical Cup		1500lb Sealed Radical Cup engine and transmission Restrictor TBD			Radical wing or SR2 class compliant wing and end plate Radical rear diffuser permitted
E	Radical  Club Sport, Pro-Sport, PR-6		1000lb Stock 1005cc max Restrictor TBD or 1300lb Stock 1370 cc max Restrictor TBD			Radical wing or SR2 class compliant wing and end plate 61 in width min Radical rear diffuser permitted
F	Bobsy			Wing unrestricted		

# CLUB RACING BOARD

## Club Racing Board Minutes | June 4, 2013

The Club Racing Board met by teleconference on June 4, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager of Club Racing; Chris Blum, Club Racing Technical Services Assistant; Dick Patullo, Vice-Chairman BOD; and Bob Dowie, GCR Advisory Committee Representative. The following decisions were made:

### SUGGESTED RULES FOR 2014

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.

### WHAT DO YOU THINK?

None.

### MEMBER ADVISORIES

#### **GCR**

1. #11143 (Peter Zekert) Runoff Supplemental Regs 9.5

The 2013 Runoffs Supplemental Regulations will be updated in section 9.5 as written below:

All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times *unless you return to the original weight, at which point your previous times will be reinstated. You must race at the weight that corresponds to the qualification time.*

2. #11384 (Janet Farwell) Approve EMS Manual for SCCA Website

The CRB recommends adoption of the EMS manual as submitted, and its publication, via appropriate media. The new manual is effective immediately and can be found on [scca.com](http://scca.com).

### NOT APPROVED BY THE CRB

#### **GCR**

1. #10510 (Terry Roberts) Request Required Annual Waivers

Thank you for your suggestion. This is not recommended at this time.

#### **Formula/Sports Racer**

##### **FF**

1. #11246 (Arthur E. Smith) Formula F Wrist/Piston Pin Update Needed

Thank you for your request. The CRB has no plans to change this rule since this kind of change will create issues with the piston.

#### **Grand Touring**

##### **GT2**

1. #11256 (Amir Haleem) Allow the Mazda 20B Engine Unrestricted at 2500lbs

Thank you for your letter. Multiple changes have been made to GT2 for 2013 and the CRB feels that it is premature to start making adjustments this early, but will continue to monitor the class.

2. #11328 (Jeff Dernehl) SIR CHANGE for Rotary Engine

Thank you for your letter. Multiple changes have been made to GT2 for 2013 and the CRB feels that it is premature to start making adjustments this early, but will continue to monitor the class. If you can provide any in-car data acquisition, it may help with this monitoring.

##### **GTL**

1. #11400 (Bill Blust) Weight Reduction for Sprite/ Midget

Thank you for your letter. In 2005, select Production cars were classified into GTLite at FP weight +50 lbs, along with updates to full GT specifications. Since that time, these cars have received the same positive competition adjustments as the other GTLite cars. GT specification changes do not follow Production competition adjustment trends. The CRB sees no data that indicates a weight change is needed at this time.

## **Improved Touring**

### **ITR**

1. #11525 (Ricardo Velez) Classify 1995 BMW M3 3.0 in ITR

Thank you for your letter. This car exceeds the performance potential for ITR. Therefore, the CRB does not recommend classifying this car in ITR.

### **ITS**

1. #11552 (Fred Brett) Reclassify 99 Civic SI in ITS

Thank you for your letter. The car is correct as classified.

### **ITA**

1. #11173 (Jack McEachern) Reduce Weight of 2000 Acura Integra

Thank you for your request. Cars are classed according to horsepower and process, as described in the IT Operations Manual. This car is correct as classified.

2. #11574 (PHIL ALSPACH) RECLASSIFY 79-85 MAZDA RX-7 in ITB

Thank you for your request. Previous requests for member input have shown a desire for the car to remain in ITA.

### **ITB**

1. #11091 (Greg Hotz) Weight Reduction of 85-89 MR2 to Achieve Closer Parity in Class

Thank you for your letter. The car was recently reprocessed to the current weight based on known power and is correct as classified.

## **American Sedan**

1. #10500 (AS Committee) Spec Sealed Crate Engine Proposal for Full Preparation AS Cars

Crate Engine Proposal. Due to a lack of interest from American Sedan drivers, the CRB is not recommending this option for Full Preparation cars.

2. #11119 (Chris Pedersen) Reduce the Weight for Dog Ring Transmissions

Thank you for your request. The CRB has no data indicating that this weight penalty is causing inequity in the class. Therefore, there are no plans at this time to change this.

## **Spec Miata**

1. #11278 (Mike Ogren) Establish a Weight for the Hardtop to Allow More Aftermarket

Thank you for your request. Currently there is no shortage of reasonably priced used stock hardtops, so expanding the rules to permit aftermarket hardtops is not necessary at this time. The CRB will continue to monitor this situation.

## **Touring**

### **T2**

1. #11372 (CJ Moses) Allow T2 EVO Enhancements

Thank you for your request. The rules don't allow the package to change mid-season. Please re-submit for consideration in 2014.

### **T3**

1. #11186 (Tim Myers) Re-Classify Nissan 370Z to T4 with 47mm Restrictor and 3400lbs

Thank you for your request. The Nissan 370Z is classified correctly in T3. The CRB has no plans to move it to T4.

### **T4**

1. #11293 (Joseph McClughan) Allow 8 Inch Wheels for Mazda 3

Thank you for your request. The CRB has no plans to make a change to 8" wheels as this change would not be consistent with the current class philosophy.

2. #11429 (James Ebben) Reduce the Weight of the 04-09 Mazda RX8

Thank you for your request. The CRB has no data to review, making it difficult to make changes. Please bring the car out and race it.

## **PREVIOUSLY ADDRESSED**

## **Grand Touring**

### **GT1**

1. #11185 (Krystyn Dean) Corrections to Letter ID Number: #11183

Thank you for your letter. Please see letter #11183, Technical Bulletin.

### **GTL**

1. #11386 (Greg Plush) Convert from HP to GTL  
Thank you for your letter. Please see letter #11341, Minutes.

#### **Spec Miata**

1. #11240 (Rob Burgoon) Explicitly Allow Washers Under Sway Bar Shackles  
Thank you for your request. Currently shims may be installed between each sway bar shackle and the chassis per GCR 9.1.7.C.4.d.

#### **Touring**

##### **T1**

1. #11135 (David Mead) Clarify Specifications in T1  
Thank you for your request. Please see letters #11235 and 11236, June 2013 Fastrack, Technical Bulletin.

#### **NO ACTION REQUIRED**

#### **GCR**

1. #10120 (GCR Committee) 9.2.1.H. - CS Waving Compliance  
Thank you for your letter. The current rule is adequate as written.

2. #10557 (Greg Youngdahl) Notes for Letter #9563  
Thank you for your comments. The SCCA is working on this with new programs such as "Barriers to Entry."

#### **Formula/Sports Racer**

##### **F5**

1. #10782 (Jim Murphy) Fix Small Oversight  
Thank you for your letter. Please see letter #10699, Technical Bulletin.

#### **American Sedan**

1. #10773 (Mark Muddiman) In AS, Support for Sealed Crate Engine Option  
Thank you for your letter. Please see the response to letter #10500.

2. #11118 (Eric Ritchie) Opposition to Spec Sealed Engine But in Favor of Rev Limiter  
Thank you for your letter. Please see the response to letter #10500.

3. #11232 (Cheyne Daggett) Allow Crate Engines in AS  
Thank you for your letter. Please see the response to letter #10500.

4. #11233 (Cheyne Daggett) Allow Alternate Transmission for 2011-13 Mustang GT  
Thank you for your letter. The CRB will monitor the reliability of the Getrag MT-82 Transmission and take appropriate action if necessary.

5. #11238 (David Ours) Opposes Crate Engines  
Thank you for your letter. Please see the response to letter #10500.

6. #11580 (RON JONES) ALLOW GM CRATE ENGINES FOR AS  
Thank you for your letter. Please see the response to letter #10500.

#### **Spec Miata**

1. #11367 (Blake Clements) Parity for 2001+ Mazda Miata  
Thank you for your concern. The CRB is closely monitoring the recent performance of the 2001+ and its parity relative to the other model years.

#### **RESUMES**

1. #10462 (Michael West) Resume for GCR Committee  
Michael West has been added as a member of the GCR Committee.

# CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2013

NUMBER: TB 13-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/2013 unless otherwise noted.

## GCR

### 1. #8524 (John Nesbitt) Amendments to Appendix A and 7.2

In GCR Appendix A, clarify the language as follows:

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”. This term includes all sessions run under a single, or multiple sanction numbers. See also “competition”, “speed event”, and “sanction”.*

14. Speed event – A program of competitions when there is more than one car on the course at a time, cars are driven at maximum speeds, and a high level of driver and vehicle safety equipment is essential. *See also “competition”, “sanction”, and “event”.*

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”.*

### 2. #10418 (Laurie Sheppard) Error/Omission 5.10.4.B.2

In GCR section 5.10.4.B, add new sub-section 2 as follows:

*2. The description of the event shall include: location of event, date, sanction number, name of conducting region, length of course, and scheduled duration of race (laps or miles).*

Re-number sections 2-8

## Formula/Sports Racer

### F5

#### 1. #10699 (ken kaplowitz) Please include carb rule F6

In F5, section 9.3.13, clarify the language as follows:

On all carburetors (except SU, C and D Sports Racing cars with motorcycle-type carburetors, ~~and~~ Formula 500 Mikuni VM38 *and F600 cars*) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

## Grand Touring

### GT1

#### 1. #11183 (Krystyn Dean) Change the hood louver wording

In GCR section 9.1.2.D.8.a.6, add the language as follows:

Two (2) hood ~~louvers~~ *louver panels* are allowed, they must be located on the hood/front fender between the radiator and the rearward edge of the hood, Total maximum area per side shall not exceed a total area of 20” x 10” with a minimum of five (5) slots.

### GT2

#### 1. #11545 (John Bauer) Clarify the Notes for the Audi R8 in GT2-ST

In GT2-ST, Audi R8, clarify the notes by adding the following:

“Must meet February 2012 Grand Am Specs. *The competitor must have the rules in their possession and present them upon request.* Must meet 9.1.4.P.1 for tire requirements.”

#### 2. In GT2, section 9.1.2.F.4.b.1, add the language as follows:

*Four (4) hood/fender louvered panels are allowed. Total maximum area of panels shall not exceed 600 sq. inches with a minimum of five (5) slots for each panel. All louvers must be mounted in front of the windscreen.*

### GT3

1. #10389 (Nick Fonte) Allow alternate cylinder head for Alfa Romeo GTV

In GT3 Engines, Alfa Romeo, add to the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	80 x 88.5	1779	Alum. Crossflow	2	Unrestricted	1855	Alt. Head <del>s</del> : 19510-01053-04, <b>60541066</b> , <b>60567584</b> ( <b>all</b> twin plug) w/ 100 lb. penalty
	DOHC	84 x 88.5	1962	Alum. Crossflow	2	Unrestricted	1960	Alt. Head <del>s</del> : 19510-01053-04, <b>60541066</b> , <b>60567584</b> ( <b>all</b> twin plug) w/ 100 lb. penalty

### GTL

1. #11341 (Bobby Lentz) Classify alternate prep engine for nissan L16

In GTL Engines, Nissan, add the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<b>L16 (Limited Prep)</b>	<b>SOHC</b>	<b>83.0 x 73.7</b>	<b>1596</b>	<b>Alum, Non-Crossflow</b>	<b>2V</b>	<b>(2) auto type sidedrafts w/ 32mm choke(s).</b>	<b>1950</b>	<b>Comp. Ratio limited to 12.0:1, Valve lift limited to .450". Valve size: (I) 41.9mm (E) 33.0mm, drysump and alternate connecting rods allowed.</b>

### Improved Touring

None.

### Production

None.

### Super Touring

#### ST

1. #11490 (david mead) clarify section 9.1.4.G.1.e.1

In section 9.1.4.G.1.e.1, add the language as follows:

"Regardless of the intake chosen, the total number of throttle bodies must remain the same **as the installed engine.**"

### American Sedan

None.

### Spec Miata

None.

### Touring

#### T2

1. #11414 (Joe Aquilante) Allow 11 inch wheel for Mustang GT

In T2, Ford Mustang GT 5.0L (10-12), change the wheel size as follows:

~~18 x 10 (F)~~ **18 x 11 (F)**

~~18 x 10 (R)~~ **18 x 11 (R)**

2. #11501 (Touring Committee) T2 Porsche

In T2, Porsche 911/997 GT3 (06-08), change the spec line as follows:

Porsche 911/997 ~~GT3~~ (06-08)

~~65 mm flat plate restrictor is required. Restrictor must be placed in the front of the factory throttle body manifold opening so that all air entering passes through the restrictor.~~

#### **T4**

**1. #11374 (Lee Niffenegger) Weight Reduction for 2012 Civic Si**

In T4, Honda Civic Si (12-13), reduce the weight as follows:

~~3125~~ **3100**

#### **B-Spec**

**1. #11560 (John Heinrich) Revise coolant catch can rule 9.3.15**

In GCR section 9.3.15, clarify the language as follows:

“Cooling systems shall be equipped with coolant catch tanks with a minimum capacity of 1 US Pint, except cars that are equipped with working OEM pressurized coolant reservoirs, *which may use an additional catch tank.*”

**2. #11629 (Club Racing Board) Competition Adjustment to Mazda 2**

In B-Spec, Mazda 2 (11-12), change the weight as follows:

~~2300~~ **2350**

**3. #11630 (Club Racing Board) Allow wheel fitment and material options**

In GCR section 9.1.10.E.8, add the language as follows:

“Wheels: Required minimum wheel/rim diameter is fifteen inches (15”). Maximum wheel/rim width is seven inches (7”). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal castings *or metal two piece welded*. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. ~~Wheel spacers are not allowed.~~ *Wheel spacers are allowed, the same thickness spacer must be used on all four corners.*”



# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Henry Gilbert vs. SOM - COA Ref. No. 13-04-SE

April 11, 2013

## FACTS IN BRIEF

On the last lap of the Regional event held at Palm Beach International Raceway on March 10, 2013, the driver of ASR #1 Henry Gilbert attempted to pass ASR #69 driven by Austin Armellini at turn 10. There was contact between the two cars causing car #69 to spin. Mr. Armellini protested Mr. Gilbert citing 2013 GCR 6.11.1. A. B. & D. (Rules of the Road). The Stewards of the Meeting (SOM), Norm Esau, Sandy Jung, Mike Finn, Amy Finn and Bob Shafer, Chairman, conducted a hearing at which they heard from both drivers, heard other witnesses, viewed a video and examined both cars. The SOM found Mr. Gilbert's pass attempt to be the cause of the contact and in violation of GCR 6.11.1.A. B. & D. The SOM moved him to last in class which places two (2) penalty points on his competition license. Mr. Gilbert appealed the SOM ruling.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on April 11, 2013 to review, hear and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and third party in-car video from Henry Gilbert, received March 19, 2013.
2. E-mail statement from Scott Lawrence to Henry Gilbert dated March 17, 2013.
3. E-mail statement from Paul Fassler to Henry Gilbert dated March 17, 2013.
4. Official Observer's Report with related documents and video, received March 27, 2013.
5. E-mail statement from Bob Shafer (CSOM), received April 1, 2013.
6. Photographs of damage to both cars taken by the SOM, received April 10, 2013.

## FINDINGS

In his appeal Mr. Gilbert asserts that he was on the inside of the turn and that Mr. Armellini turned into him. After reviewing the video and witness statements, the COA finds no support for this assertion. The COA finds that Mr. Gilbert made a high risk dive into an opening between Mr. Armellini's car and the edge of the track. GCR 6.11.1.D. makes it clear that the responsibility for the decision to initiate a pass rests with the overtaking driver.

## DECISION

The Court of Appeals upholds the decision of the SOM in its entirety and the penalty is affirmed. As he submitted new evidence, Mr. Gilbert's appeal is deemed well-founded and his appeal fee, less the administrative costs retained by SCCA, will be returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

David Dickerson vs. SOM - COA Ref. No. 13-06-NE

May 30, 2013

### FACTS IN BRIEF

At the Jersey Racing Board's "The Devil in the Dark 12 Hour Endurance Race" held on April 26 & 27, 2013 at New Jersey Motorsports Park's Thunderbolt Track, Terry Hanushek, Chief Steward (CS) submitted a Request For Action (RFA) to investigate an altercation between two drivers in the pit lane during the 12 Hour Race. The drivers were David Dickerson, Car #27, and Sam Schechter, Car #87.

The Stewards of the Meeting (SOM) John Bornholdt, and Dean Croucher, Chair, held a hearing, heard testimony, and reviewed witness statements. The SOM determined that Dr. Dickerson accosted Mr. Schechter by grabbing his driving suit and attempting to pull Mr. Schechter over the approximately knee-high pit wall, while, at the same time, being verbally abusive to Mr. Schechter and others. The SOM further determined that by his actions and demeanor toward his fellow competitor and the officials, Dr. Dickerson was in violation of GCR 2.1.7. "Acting in an unsportsmanlike manner".

The SOM assessed Dr. Dickerson a three (3) month suspension of his competition license to be followed by a six (6) event weekend probation. The suspension assigns six (6) automatic penalty points to his competition license.

Dr. Dickerson is appealing the suspension of his competition license as being too harsh. Dr. Dickerson is not appealing the probation, by stating in his appeal letter "I have no disagreement with the 6 event probation."

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on May 16 & 23, 2013 by conference call to review, hear and render a decision on the appeal.

### DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from David Dickerson, received May 7, 2013.
2. E-mail statement from Terry Hanushek, CS, received May 17, 2013.
3. E-mail statement from John Bornholdt, member, SOM, received May 14, 2013.
4. Official Observer's Report with related documents, dated April 29, 2013.

### FINDINGS

The facts as stated above are not in contention and Dr. Dickerson's appeal presents no new evidence beyond that heard by the SOM. Further, Dr. Dickerson's appeal provides no grounds under which the SOM could be found to have erred, nor are any procedural violations of the GCR alleged.

The Court of Appeals takes notice that despite Dr. Dickerson's belief that a three month suspension is too harsh for this behavior, the penalty was well within the authority of the SOM to assign, and was significantly less harsh than has been assessed by other courts in the past for similar behavior.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety and the penalties are affirmed.

Per 2013 GCR 8.4.3.C, awards from SCCA races run by Dr. Dickerson pending the COA decision will be null and void. Race results for those events will be revised to expunge the appellant's information from the official results.

Dr. Dickerson's appeal is deemed to be not well founded and his appeal fee is to be retained in its entirety.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

**Andrzej Wegrzyn vs. SOM - COA Ref. No. 13-07-NE**

**May 30, 2013**

### FACTS IN BRIEF

At the Freedom Regionals held at Pocono International on May 12, 2013, there was contact during the first lap of the Group 5 race between car #79, driven by Andrzej Wegrzyn, and car #88, driven by Chris Brady that caused Mr. Brady to spin. Mr. Brady was able to continue somewhat behind the pack. Mr. Brady protested Mr. Wegrzyn for violation of 2013 GCR 6.11.1. A. B. C. & D. (Rules of the Road).

The Stewards of the Meeting (SOM); Bob Thomas, Bob Melhado and Peter Roberts, Chairman, conducted a hearing at which they heard from both drivers and viewed an in-car video from Mr. Brady. The SOM concluded that Mr. Brady had completed the pass and Mr. Wegrzyn initiated the contact in violation of GCR 6.11.1.B. He was issued a reprimand which places one (1) automatic penalty point on his license.

The SOM noted that Mr. Wegrzyn was driving on a Novice Permit and recommended that the Chief Steward, Chuck Dobbs, rate him "Unsatisfactory" for the race.

Mr. Wegrzyn appealed the SOM ruling.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Jeffrey Niess, and Rick Mitchell, Chairman, met on May 30, 2013 to review and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter with still photos not seen by the SOM from Mr. Wegrzyn, received May 20, 2013.
2. E-mail statement from Peter Roberts (CSOM), received May 16, 2013.
3. Official Observer's Report with related documents and video, received May 20, 2013.

### FINDINGS

In his appeal, Mr. Wegrzyn asserts that he was on the inside of the turn and that Mr. Brady turned into him prior to completing a pass. He provided still photographs of damage to both cars to show the contact was side to side, not nose to tail.

After reviewing the video, photographs and witness statements, the COA finds no conclusive evidence that Mr. Brady did not complete the pass, or other evidence to support overturning the decision of the SOM.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety and the penalty is affirmed. Mr. Wegrzyn's appeal is deemed well founded and his appeal fee, less the administrative costs retained by SCCA, will be returned.

# TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | June 12, 2013

## Participants:

Jerry	Cabe
Tony	Machi
Kent	Carter
Dave	Deborde
Roy	Mallory
Matt	Yip
Craig	Farr
Deanna	Flanagan
John	Walsh
Robert	Horansky
Jerry	Wannarka

## Reports

- Status of temporary leadership position (Roy Mallory)
- Approval of past minutes (May & June will be sent for review)
- Report from safety committee (No action reported)
- BOD report (John Walsh commented)

## Old Business

- PDX rules revision finalized for submission to BOD & Risk Management

Motion to approve PDX driver rules by Tony/Matt

All approved with Jerry Cabe abstaining

Motion to approve Organizational rules by Tony/Dave

All approved with Jerry Cabe abstaining

## New Business:

None

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 22, 2013

The Solo Events Board met by conference call May 22nd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

## MEMBER ADVISORIES

The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners may be found in Appendix K of the Solo Rules.

## 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. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Prepared

#### #8312 Belly Pan Proposal

Change 17.2.B, second sentence, to read:

“Reinforcing does not authorize the use of **underbody or** belly pans aft of the front edge of the front wheel opening.”

Change 17.2.S, fifth sentence, to read:

“The approval of alternate body panels does not authorize the use of **underbody or** belly pans aft of the front edge of the front wheel opening.”

Comment: The PAC believes the proposed set of rule changes clarifies a contradiction in section 17.2 that previously permitted streamlining/body pans between the front and rear firewalls.

#### #8672 Bigger wheels in CP Clarification

**REMOVE 17.4.G.2**, which currently reads: Wheels greater than 16” in diameter will receive a 50lb penalty.

Comment: The weight penalty for wheels over 16” has incrementally decreased over the last decade. The current 50lb penalty is relatively insignificant in view of the current minimum weights. The PAC believes that eliminating the weight penalty for wheels over 16” provides members building newer model cars additional options without modification of original equipment (OE) brake systems. Additionally, the proposal improves the wheel and tire options for all CP competitors.

#### #8752 ABS Brake Proposal

Change Section 17.6.C as follows:

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, ~~control and proportioning valves~~, and computers ~~and master cylinders~~ are considered part of the ABS system and may be not altered nor relocated.

Comment: The PAC submits that the proposed amendment brings the Prepared rules with respect to braking systems and ABS systems into alignment with the related section of the Street Prepared rules. The proposed amendment improves progression from the Street Prepared category by eliminating a potential take-back between the categories.

### Modified

#### #9018 Baby Grand Classing Proposal

In Appendix A, under Modified Class F, change subsection G as follows:

G. Dwarf Cars, 600 Racing, Inc. Legends Cars, **and Baby Grands** cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, *or MMRA Baby Grands* specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA , US Legend Cars, *or Baby Grands* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

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

- Any differential and final drive ratio may be used.

- Any shock absorber may be used.

- Any wheel up to 10" wide and any diameter may be used.

- Any anti-roll bar may be used.

- Any air filter is allowed.

- Any ballast is allowed provided it is mounted securely per the Solo® Rules.

- Any battery may be used.

- Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA, US Legend Cars, *and Baby Grands* specific items not required are as follows:

- INEX-approved manufactured metal seat. Mounting guidelines still apply.

- Seatbelt harness dating requirements

- Quick-release steering wheels

- Fire extinguishers

- Fire-retardant driver suit and gloves

- Neck braces

- Head and neck restraints (HNR)

Current Solo® Rules override WSDCA, US Legend Cars, *and Baby Grands* rules for the following items:

- Helmets

- Car number and class designation

- Exhaust system, muffler, and tailpipe

#### #9251 Rear Spoiler Clarification

Add new subsection 18.1.F.4.7 as follows:

*"7. Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate."*

#### #9889 BM Turbo Engine Clarification

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B, which reads:

*"1. Turbocharged and supercharged engines are not permitted."*

Also remove "naturally-aspirated" from C.4

Comment: This proposal has received significant and unanimous member feedback.

#### #9981 F600 Comments

In Appendix A, under "Modified Class F (FM)" add the following new subsection B.2:

*2. Formula 600 (weight 875 lbs.)*

Comment: While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the MAC is recommending explicit listing of the weight in the Solo Rules to address concerns expressed by members.

## #10033 Solo Vee Compression Proposal

In Appendix A, Modified Class C, subsection C.1.A.2, change the ninth sentence as follows:

"Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~"

Comment: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

## **CHANGE PROPOSALS**

### **General**

The following proposed additions to the Section 12 definitions are provided here by the SEB for member review and comment:

Add new definition as section 12.19:

#### ***19. ANTI-LOCK BRAKING SYSTEM (ABS)***

*An electronically controlled system that can reduce braking force to one or more wheels during deceleration with the goal of preventing wheel lockup when the brakes are applied.*

Also clarify the definition in 12.12 to read:

#### **12. TRACTION/STABILITY CONTROL (TC/ESC)**

A system that adjusts engine power, braking force, or torque distribution when wheelspin *due to attempted acceleration*, understeer, or oversteer is detected or predicted. Conventional limited slip differentials (e.g., viscous, passive clutch, helical/worm gear, locker) are explicitly excluded, but "active" differentials and their controllers are included.

### **Street Category Rules**

The following additional member input items pertaining to the Street proposal have been reviewed by the SAC and SEB:

#11147, 11148, 11255, 11257, 11265, 11311, 11313, 11314, 11315, 11317, 11323, 11326, 11332, 11334, 11337, 11339, 11342, 11344, 11347, 11348, 11352, 11354, 11355, 11356, 11357, 11358, 11360, 11361, 11363, 11365, 11366, 11368, 11369, 11370, 11371, 11373, 11376, 11379, 11382, 11385, 11388, 11391, 11392, 11393, 11394, 11397, 11398, 11399, 11401, 11404, 11405, 11406, 11408, 11412, 11415, 11419

After reviewing the additional member input, the SAC and SEB are recommending the following change to the most recent version of the Street Category preparation rules:

Change the proposed 13.10.C first paragraph to read as follows:

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system exits the car in the original location and meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may use any or all of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

The following is a revised set of proposed Appendix A classification listings for the Street category. Per the SAC, this version of the Appendix A listings includes the following moves from the prior version:

Nissan 350Z Nismo from CS to BS  
Acura NSX Alex Zanardi Signature Edition from BS to AS  
Pontiac Solstice GXP from BS to AS  
Pontiac Solstice NA from CS to BS  
Honda S2000CR from SS to AS.  
BMW M Coupe & M Roadster (1996-2000) and Z3 (6-cyl, NOC) (1997-2002) from ES to CS  
Mazda Miata Club Sport (2003) from ES to BS.  
Scion FRS and Subaru BRZ from CS to ES.

Changes from the prior version of the listings are *italicized in blue*. The SEB would also like member feedback on the idea



of bringing additional exclusion list cars into the Super Street class.

### **STREET CATEGORY**

The following make/models are not eligible for the Street Category:

- Audi R8
- BMW 325 M-Technic
- BMW M3 Lightweight
- Callaway Corvette
- Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)
- Ferrari 355 & 360
- Ferrari (NOC)
- Ford GT
- Lamborghini (NOC)
- Lotus Elan M100
- Lotus Elise SC (2008-11)
- Lotus Exige S & S/C (2006-11)
- Lotus Sport Elise (2006)
- MINI Cooper S JCW (2002-05)
- Mercedes Benz Black Editions
- Nissan GT-R (2009-13)
- Oldsmobile 442 HO W-41 (Sports package option)
- Pontiac Firebird Firehawk
- Porsche 911 GT2 (2002-05)
- Porsche 911 Turbo AWD
- Porsche 911 GT3 RS (997)
- Porsche 996 Turbo
- Saleen Mustang S/C

Excluded from Street for reasons of stability per Section 3.1:

- Dodge Caliber (non-SRT)
- Fiat 500 (non-Abarth)
- GEO Tracker/Suzuki Sidekick
- Jeep CJ series
- MINI Countryman
- Nissan Juke
- Suzuki Samurai
- Scion xB (2004-06)
- Scion iQ

### **Super Street (SS)**

- Audi
  - TT RS (2012-13)
- BMW
  - Z8
- Chevrolet
  - Corvette ZR1 (2009-13)
- Dodge
  - Viper (NOC)
- Ford
  - Mustang Boss 302 Laguna Seca (2012-13)
  - Mustang Cobra R
- Lotus
  - Elise (non-SC) (2005-11) (see Appendix F)

Evora S (2011-13)  
Exige (normally-aspirated) (2005)  
Mercedes Benz  
AMG NOC  
Porsche  
911 (997 chassis)  
911 GT3 (997 chassis, non-RS)  
911 GT3 (996 chassis)  
911 Turbo (930 chassis) (1974-89)  
Boxster S (2009-13)  
Boxster Spyder (2012)  
Cayman R (2013)  
Cayman S (2009-14)  
Tesla  
Roadster (all) (2008-13)

## **A Street (AS)**

*Acura*  
*NSX Alex Zanardi Signature Edition*  
Cadillac  
XLR  
Chevrolet  
Corvette (C6 chassis, non-ZR1) (2005-13)  
Corvette Z06 (C5 chassis) (2001-04)  
Camaro ZL1 (2012-13)  
Dodge  
Viper (non-ACR) (2008-10)  
Viper GTS (1996-2005)  
Viper R/T (1992-2003)  
Viper SRT-10 (2003-07)  
Ford  
Mustang Boss 302 (Non-Laguna Seca) (2012-13)  
Mustang Shelby GT500 (2007-13)  
*Honda*  
*S2000 (CR)*  
Lotus  
Esprit Turbo (1996-2004)  
Evora (non-supercharged) (2010-11)  
Mazda  
RX-7 (Turbo) (1993-95)  
*Pontiac*  
*Solstice GXP (2007-09)*  
Porsche  
911 (996 chassis) (1998-2005)  
Boxster S (2005-08)  
Boxster (non-S, non-Spyder) (2009-13)  
Cayman (non-R, non-S) (2009-13)  
Cayman S (2006-08)

## **B Street (BS)**

Acura  
NSX

Audi

RS4  
RS5 (2010-13)  
RS6 (C5 chassis) (2003-04)  
S4 (2010-13)  
S5 (2008-13)  
TTS (2009-13)

BMW

1 Series M Coupe (2011-12)  
M Coupe & Roadster (2001-02)  
M5 (2004-10)  
Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions

Chevrolet

Corvette (C4 chassis, all) (1984-96)  
Corvette (C5 chassis, non-Z06) (1997-2004)

DeTomaso

Pantera  
Mangusta

Honda

S2000 (non CR)

Jaguar

XKR Coupe

Maserati

Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)

Mazda

MX-5 Miata (MSR) (2007)  
[\*Miata Club Sport \(2003\)\*](#)

Mercedes-Benz

C32 AMG (2002-04)  
CLK55 AMG (2001-06)  
SLK32 AMG (2002-04)  
SLK350 (2005-13)  
SLK55 AMG (2005-11)

Mitsubishi

Lancer Evolution (2003-13)

Nissan

Nismo 370Z (2009-13)  
[\*Nismo 350Z \(2004-2008\)\*](#)

[\*Pontiac\*](#)

[\*Solstice \(NA\) \(2006-09\)\*](#)

Porsche

911 (993 chassis, non-turbo) (1995-98)  
Boxster S (986 chassis) (2000-04)  
Boxster (non-S) (1997-2008)  
Cayman (non-S) (2005-08)

Saleen

Mustang (N/A)

Saturn

Sky Redline

Shelby

Cobra (all)

Subaru

Impreza WRX STI (including Special Edition) (2004-13)

Toyota  
Supra Turbo (1993½-98)

## **C Street (CS)**

BMW

*M Coupe & M Roadster (1996-2000)*

M3 (E30 & E36 chassis) (1988-91 & 1995-99)

*Z3 (6-cyl, NOC) (1997-2002)*

Chevrolet

Corvette (1963-82)

Chrysler & Plymouth

Prowler

Ferrari

308 & 328

Jaguar

XKE

Jensen

Jensen Healey

Lotus

7 & 7A

Eclat

Elan (RWD)

Elan +2

Elite (1216cc)

Elite 2+2

Esprit (non-turbo)

Europa

Maserati

BiTurbo

Mazda

MX-5 Miata (not including 2007 MSR) (2006-13)

RX-7 Turbo (1987-91)

RX-8

Mercedes-Benz

SLK

Morgan

Plus 8

Nissan

300ZX Turbo (1990-96)

350Z (all) (2003-09, *except Nismo*)

370Z (2009-13, *except Nismo*)

Porsche

356 Carrera (4-cam)

911 (non-turbo, NOC)

911 Club Sport

914 (all)

928 (all)

944 (16v)

944 Turbo (all)

968

Carrera 2 & Carrera 4 (964 chassis)

Saturn

Sky (2006-09)  
Toyota  
MR2 Supercharged  
MR2 Turbo  
TVR  
8-cyl & V6

#### **D Street (DS)**

Acura  
Integra Type R  
Audi  
A3 quattro (3.2L V6, AWD) (2006-09)  
A5 (2008-13)  
S4 (2000-03)  
TT Quattro (AWD)  
Chevrolet  
Cobalt SS (2.0L Turbo) (2008-10)  
Eagle  
Talon Turbo (AWD)  
Mazda  
MazdaSpeed3  
MazdaSpeed6  
MINI  
Clubman S  
Clubman S JCW (2009-13)  
Cooper S  
Cooper S Coupe (2013)  
Cooper S Coupe JCW (2013)  
Cooper S JCW (2006-13)  
Mitsubishi  
Eclipse Turbo (AWD)  
Lancer Ralliart (2009-13)  
Saab  
9-2X Aero (2.0L Turbo)  
Subaru  
Forester 2.5XT  
Legacy 2.5GT (2005-12)  
Impreza WRX (non-STI)  
Volkswagen  
Golf R (2012-13)  
R32 (Golf chassis)

#### **E Street (ES)**

Alfa Romeo  
2000 Spider  
2000 GTV  
BMW  
Z3 (4-cyl) (1996-98)  
Datsun  
2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)  
Dodge  
Charger Turbo

- GLH Turbo
- Fiat & Bertone
  - X1/9 (all)
- Mazda
  - Mazdaspeed Miata (2004-05)
  - Miata (1.8L) (1994-2005)
  - Miata (1.6L)
  - RX-7 (non-turbo, all)
- Morgan
  - Plus 4, 4/4
- Pontiac
  - Fiero (V6)
- Porsche
  - 924 Turbo (Audi engine) (1979-81)
  - 924S
  - 944 (8v)
- Scion*
  - FR-S*
- Shelby
  - Charger GLH-S (1987)
- Subaru*
  - BRZ*
- Sunbeam
  - Tiger
- Triumph
  - TR-8
- Toyota
  - MR2 Spyder
  - MR2 (non-turbo) (1985-95)
- TVR
  - 4-cyl & inline-6
  - V8
  - V12

## **F Street (FS)**

- AMC
  - AMX
  - Javelin (V8)
- Audi
  - S4 (V8) (2004-09)
- BMW
  - 128i, 135i & 135is (2008-13)
  - 335i & 335is (2007-13), 335i xDrive (2007-13), 335d (2009-11)
  - 3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)
  - 5 series (NOC)
  - 6 series coupe
  - 8 series coupe (all)
  - M3 (E46 chassis) (2001-06)
  - M3 (E90/92/93 chassis) (2008-13)
  - M5 (1988-93)
  - M5 (2000-03)
- Buick

- Regal & Grand National (Turbo V6)
- Cadillac
  - CTS
  - CTS-V
- Chevrolet
  - Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
  - Camaro SS (incl. 1LE) (2010-13)
  - Camaro (V8, NOC)
  - Camaro (V6) (2010-13)
  - Corvette (1953-62)
- Chrysler
  - 300 & 300C (2004-13)
  - 300 (incl. SRT8) (2010-13)
  - Crossfire
  - SRT-6 (2005-06)
- Datsun
  - 280ZX Turbo
- Dodge
  - Challenger (all) (2008-13)
  - Magnum (2005-08)
  - Magnum SRT8 (2006-08)
  - Ram SRT10 (2004-06)
  - Stealth Turbo
- Ford
  - Crown Victoria
  - Mustang V6 (2011-13)
  - Mustang (V8, NOC)
  - Mustang Cobra (2003-04)
  - Mustang GT (2010-13)
  - Mustang Mach 1 (2003-04)
  - Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)
  - Mustang SVT Cobra
  - Thunderbird (V8 & V6 Supercharged)
- GMC
  - Syclone
  - Typhoon
- Hyundai
  - Genesis Coupe (4-cyl Turbo) (2013)
  - Genesis Coupe (V6) (2010-13)
- Infiniti
  - G35 Coupe
  - G35 Sedan
  - G37 Coupe
  - G37 Sedan
  - Q45
- Jaguar
  - X Type (3.0L) (2002-08)
  - XJ (1998-2013)
  - XJ-S (1976-96)
  - XK8 (1997-2006)
  - S-Type (6-cyl)
  - S-Type R
  - Sedans (12-cyl)



#### Lexus

- IS 250 (2006-13)
- IS 300
- IS 350 (2006-13)
- IS F (2008-13)
- GS400
- SC400 (1992-2000)

#### Lincoln

- LS (V8 sedans)
- Mark VIII

#### Mercedes-Benz

- C280 (2001-07)
- C300 (2007-13)
- C320 (2001-05)
- C350 (2007-13)
- C36 AMG
- C63 AMG (non-Black Series) (2008-13)
- CLK
- E55 AMG

#### Mercury

- Capri (V8)
- Cougar (V8 & V6 Supercharged)

#### Mitsubishi

- 3000 GT Turbo

#### Nissan

- 300ZX (non-turbo) (1990-96)
- 300ZX Turbo (1984-90)

#### Pontiac

- Firebird (V8, NOC)
- Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
- G8 (V8 & NOC) (2008-09)
- GTO (2004-06)
- Trans Am Turbo (V-6)

#### Shelby

- GT350 (1965-70)
- GT500 (1967-70)

#### Tesla

- Model S (2012-13)

#### Toyota

- Supra (non-turbo) (1993-98)
- Supra Turbo (1987-92)

#### Triumph

- Stag

V8 sedans, pick-ups, and sedan-derived convertibles NOC

### **G Street (GS)**

#### Acura

- CL
- Integra (1986-89)
- Integra (incl. GS-R) (1990-2001)
- Legend
- RSX incl. Type S

- TL (all)
- TSX
- Vigor
- Alfa Romeo
  - 164 (non-S) (1991-93)
  - 1300
  - 1600
  - 1750 & 1750 GTV
  - 2000 (4-door sedans)
  - GTV V6
  - Milano
  - Sedans (NOC)
- AMC
  - Gremlin (4-cyl & 6-cyl)
  - Spirit (4-cyl & 6-cyl)
- Audi
  - 80 & 90 (all)
  - 100 (non-S4)
  - 4000 (all)
  - 200 Turbo quattro
  - 5000
  - A3 (FWD) (2006-13)
  - A4 (V6 & 4-cyl Turbo)
  - A6
  - A8 & V8 quattro (AWD)
  - Quattro Coupe (Turbo)
  - S4 (100 CS chassis) (1992-94)
  - TT (non-quattro/FWD) (2000-06)
  - TT 2.0 Turbo (non-quattro/FWD) (2008-12)
- Austin
  - Mini (all)
- Austin-Healey
  - 100/4
  - 100/6
  - 3000
  - Sprite (all)
- BMW
  - 1600
  - 1800
  - 1800ti
  - 1800 TiSA
  - 2000 CS Coupe
  - 2002 (all)
  - 318 (NOC)
  - 318i & 318is (1992-98)
  - 318i & 318is (1991)
  - 318ti (1995-99)
  - 320
  - 325e (eta engine)
  - 325i, 325is (1987-91), & 325ix (1988-91)
  - 3 series (6-cyl E36 except M3), (1992-99)
  - 7 series (6-cyl)
- Buick

- Reatta
- Cadillac
- Catera
- Chevrolet
  - Aveo
  - Beretta (NOC)
  - Camaro (inline-4 & inline-6)
  - Camaro (V6) (1980-2002)
  - Chevette
  - Cobalt (2.2L, all) (2005-10)
  - Cobalt Sport (2.4L) (2008)
  - Cobalt SS (2.4L) (2006-07)
  - Cobalt SS (2.0L SC) (2005-07)
  - Corvair
  - Cruze
  - Malibu (all) (2008-13)
  - Nova (4- & 6-cyl, RWD) (1962-79)
  - Nova (FWD) (1986-88)
  - Sonic (2012-13)
  - Spectrum (all)
  - Sprint (all)
  - Vega & Cosworth Vega
  - Volt (2012-13)
- Chrysler
  - 300M (1999-2004)
  - Cirrus (V6)
  - Conquest Turbo
  - Laser
  - PT Cruiser (non-turbo) (2001-2010)
  - Sebring
- Daewoo
  - 4 and 6-cyl models
- Datsun
  - 1200
  - 1500 & 1600 Roadsters
  - 210 & B-210
  - 310 & 310 GX
  - 510
  - 610
  - 710
  - 810
  - F10
- Dodge
  - 024 (1.7L)
  - Avenger
  - Caliber SRT4
  - Challenger (2.6L)
  - Charger (non-turbo, FWD) (1981-87)
  - Colt (1600, FWD)
  - Colt (1.8L 16v) (1993-94)
  - Colt (1.4L & 1.5L, FWD)
  - Colt (RWD)
  - Colt Turbo (1984-88)

- Colt Turbo (16v)
- Conquest Turbo
- Daytona IROC R/T
- Daytona
- Dart (FWD) 2013
- GLH (non-turbo)
- Intrepid
- Lancer
- Neon (1995-05)
- Omni (1.7L & 2.2L)
- Rampage (2.2L)
- Shadow
- Spirit
- SRT-4 (Neon chassis)
- Stealth (non-turbo)
- Stratus
- Eagle
  - Summit (1.8L 16v) (1993-96)
  - Summit (non-turbo, NOC)
  - Summit Turbo (16v)
  - Talon (16v non-turbo)
  - Talon Turbo (FWD)
- Fiat
  - 124 (all)
  - 128
  - 131 (Mirafiori)
  - 500 Abarth (2012-13)
  - 850 (all)
  - Brava
  - Strada
- Ford
  - Aspire
  - Contour
  - Cortina (all)
  - Escort (all)
  - EXP (all)
  - Festiva
  - Fiesta (2011-13)
  - Fiesta (1976-80)
  - Five Hundred
  - Focus
  - Fusion
  - Mustang (Inline-4 & Inline-6)
  - Mustang II (4-cyl & 6-cyl)
  - Mustang (4-cyl Turbo & V6) (1979-93)
  - Mustang (V6) (1994-2010)
  - Mustang SVO
  - Pinto
  - Probe (1989-97)
  - Taurus (NOC)
  - Taurus SHO (1989-99, 2010-13)
  - Tempo
  - Thunderbird (1989-97)

- ZX-2 & Escort ZX-2 (incl. SR)
- General Motors
  - FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)
  - FWD models (NOC)
- Geo
  - Metro
  - Prizm
  - RWD V6 models (NOC)
  - Spectrum
  - Storm (all)
- Hyundai
  - Accent (1995-2012)
  - Genesis Coupe (4-cyl Turbo) (2010-12)
  - Scoupe (all)
  - Tiburon (all)
  - Veloster
  - NOC
- Honda
  - 600
  - 800
  - Accord
  - Civic (2006-13)
  - Civic (NOC)
  - Civic del Sol DX
  - Civic del Sol S & Si (1994-97)
  - Civic del Sol VTEC
  - Civic EX & Civic LX (1988-2013)
  - Civic Si (1986-91)
  - Civic Si (1999-2000)
  - Civic Si (2002-13)
  - Civic Si Mugen (2008)
  - CRX Si
  - CRX (non-Si)
  - CR-Z
  - Fit
  - Insight
  - Prelude
- Infiniti
  - G20
  - M30
- Isuzu
  - I-Mark (all)
  - Impulse
  - Stylus (all)
- Jaguar
  - 120
  - 140
  - 150
  - X-type (2.5L) (2002-05)
- Kia
  - Forte & Forte Koup
  - Optima
  - Sephia (1.8L)

Spectra5  
Lancia  
Beta (all)  
Scorpion  
Lexus  
ES 250  
ES 300  
GS 300  
SC300  
Lincoln  
LS (V6 sedans)  
Lotus  
Cortina  
Mazda  
323  
6 (4-cyl)  
626 (all)  
808  
929  
Cosmo  
GLC (all)  
Mazda2 (2011-13)  
Mazda3 (2004-13)  
Mazda6 (V6) (2003-13)  
Mazdaspeed Protege  
Millenia  
MX-3  
MX-6  
Protégé MP3 (2001)  
Protégé (NOC)  
R100  
RX-2  
RX-3  
RX-4  
Mercedes  
190 (16v)  
190 (2.6L)  
280 (1995-2000)  
C230 (1999-2007)  
NOC  
Mercury  
Bobcat  
Capri (FWD)  
Capri  
Cougar  
LN-7 (all)  
Lynx (all)  
Milan  
Montego  
Mystique  
Sable  
Scorpio  
Topaz

- Tracer (all)
- MG
  - MGA
  - MGB & MGB-GT
  - MGC
  - Midget (all)
  - "T" Series
- Merkur
  - XR4Ti
- MINI
  - Clubman (non-S) (2008-13)
  - Cooper (non-S) (2002-13)
  - Cooper Coupe (non-S) (2012-13)
- Mitsubishi
  - 3000 GT (non-turbo)
  - Cordia
  - Eclipse
  - Galant
  - Lancer (non-turbo)
  - Mirage
  - Precis
  - Premier
  - Starion
  - Tredia
- Nissan/Datsun
  - 200SX
  - 240SX
  - 300ZX (non-turbo) (1984-89)
  - Altima
  - Maxima
  - NX1600
  - NX2000 (1991-93)
  - Pulsar (all)
  - Sentra
  - Stanza
  - Versa (2007-13)
- Oldsmobile
  - Calais W41
- Opel
  - 1100
  - 1900 (all)
  - GT
- Isuzu
  - Manta
- Peugeot
  - 405 DL & 405 S
  - 405 Mi16 (1989-92)
  - 505 (1979-91)
- Pininfarina
  - 2000
- Plymouth
  - Acclaim
  - Arrow



- Champ
- Colt (1.5L)
- Colt (1.8L 16v) (1993-94)
- Horizon
- Laser (non-turbo)
- Neon (1995-01)
- Sapporo
- Scamp (2.2L)
- Sundance
- TC3
- Turismo
- Pontiac
  - G5 (2.2L) (2007-09)
  - T-1000
  - Fiero (4-cyl)
  - Firebird (inline-4, inline-6 & V6)
  - G5 GT (2.4L) (2007-08)
  - G8 (V6) (2008-09)
  - LeMans (FWD) (1988-93)
  - Sunfire (2.2L)
  - Vibe
- Porsche
  - 356 (non-Carrera)
  - 912
  - 924 (Audi engine)
- Renault
  - NOC
- Saab
  - 900 (V6) (1994-97)
  - 9-2X Linear (2.5L)
  - Turbo models (NOC)
  - NOC
- Saturn
  - 8v
  - Astra (2008-09)
  - DOHC models (NOC)
  - Ion
  - ION Redline
  - L series
- Scion
  - tC (incl. Release Series 5.0,2009) (2005-13)
  - xA (2004-06)
  - xB (2008-12)
- Shelby
  - Charger (non-turbo)
- Subaru
  - Impreza 2.0i
  - Impreza 2.5 (non-turbo)
  - Impreza (NOC)
  - Legacy (NOC)
  - Sedan Turbo (NOC)
  - SVX
  - NOC

Sunbeam

Alpine (4-cyl)

Suzuki

Esteem GL

Forenza

Kizashi (2010-13)

Swift (all)

SX4 sedan (2007-13)

Toyota

Camry (4-cyl)

Camry (V-6) (1988-13)

Celica

Corolla

Cressida

Echo

Matrix (all)

Paseo

Prius

Starlet

Supra (1979-92)

Tercel

Yaris

Triumph

GT6

Spitfire

TR2

TR250

TR3

TR4

TR4A

TR6

TR7

Volkswagen

1.8L Turbo models (NOC) (2002-06)

air-cooled models (all)

diesel models (all)

Beetle & New Beetle

Corrado (all)

Dasher

Fox

Golf/GTI & Jetta (8v, all)

Golf TDI

Golf/GTI & Jetta (16v)

Golf/GTI & Jetta (1.8L Turbo)

Golf/GTI & Jetta (VR6 24v) (2002-05)

GTI (2006-13)

Jetta

Passat

Scirocco (16v)

Quantum

Rabbit & GTI (all, NOC)

Rabbit (2007-09)

Scirocco (8v)

VR6 (FWD, NOC)  
Volvo  
C30  
P1800  
S60R  
V70R  
NOC  
Yugo  
All  
RWD pickup trucks (NOC)

## Street Touring

### #10366 Solid Rear Axle Clarification

Add wording to 14.8.G as follows:

G. Solid axle *rear wheel drive* suspension allowances:

Comment: Few, if any, manufactures market solid axle panhard bars, watts link and other suspension arms for FWD vehicles, and these types of suspensions are becoming more common in classes such as STF. This proposed rule change eliminates the need for custom fabricated parts for these vehicles competing in ST classes.

## Prepared

### #9672 XP Front Endplate Proposal

The PAC recommends the following rule change for 2014:

In Appendix A, class X Prepared, modify 1.C to read as follows:

c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq ft (0.7432 m2) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24 cm) forward of the rear axle, more than 0" (0.0mm) beyond the rear most portion of the bodywork, or more than 6" (15.24 cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 sq. in. (129.0 cm2) each and the number of endplates is limited to a maximum of two (2).

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed *1.2 sq. ft. Canard endplate surface area is limited to 100 sq. in. (64.5cm2) each and the number of endplates is limited to a maximum of two (2).*

## Modified

### #10277 Spoiler Strake Comment

The MAC recommends a proposal to change 18.1.F.17, to read as follows:

7. Vanes, strakes and/or endplates (elements) are permitted on front and rear spoilers. *A minimum distance of 6 inches must separate adjacent elements.* These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:

- up to 56 sq in (362.9cm2) for a roof spoiler;
- up to 100 sq in (645.16cm2) for a trunk spoiler;
- up to 36 sq in (232.26 cm2) for a front splitter.

Comment: the area dimensions are unchanged from the present rule; the intent of this change is to establish the

minimum spacing of 6 inches, and to clean up and clarify the rule.

#### #9231 Aero Clarification

Per the MAC, the following previously-published set of rule change proposals is provided here again for member review:

Add to 18.1.F.3.d:

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

Change 18.1.F.3.d to read:

d. Front splitters are allowed but must be installed parallel to the ground (within +/- 1 inches fore to aft). Splitters may not be wider than, nor extend more than 6" forward of, the top-view outline of the car. *The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of one inch or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.*

Also add new subsections to 18.1.F.3 as follows:

*e. A front splitter and its associated features shall not function as a diffuser.*

*f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.*

Change 18.1.F.3.b to read as follows:

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. *Fore to aft curvature or deviation of the rear spoiler shall not exceed 10".*

Comment: these proposed changes, in addition to a group of Tech Bulletins published in the April Fastrack, are intended to address member concerns regarding various aerodynamic device implementation issues.

#### #9616 FM Weight Proposal

The MAC recommends publishing the following clarified version of this proposal:

In Appendix A, under Modified Class F, change A.4 to read as follows:

##### 4. Minimum weights with driver

<i>Kawasaki 440</i>	<i>725 lbs</i>
<i>AMW engine</i>	<i>800 lbs</i>
<i>Rotax 493 and 494 engines</i>	<i>800 lbs</i>
<i>Rotax 593 engine</i>	<i>850 lbs</i>
<i>600 cc motorcycle engines</i>	<i>875 lbs</i>
<i>Wheelbase of 73" or less with 440 engine: Subtract 25 lbs</i>	

Also change A.7 as follows:

7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM ~~with minimum weight with driver of 850 lbs~~. Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

Note: the bulk of the changes above simply provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc moto engine listing. The weight for the 440 engine is reduced by 25 lbs.

## **NOT RECOMMENDED**

### **Stock**

#### **#11321 Boxster Classing Proposal**

Thank you for your input. The SAC feels the Porsche Boxster S is classed appropriately.

#### **#11389 E46 Move to GS Proposal**

Thank you for your suggestion. The SAC believes the E46 BMW performance potential is too high for GS.

#### **#10446 NB Miata Classing Proposal**

Thank you for your input. The SAC feels the NB Miata's performance potential is too high for E-Stock at this time. The pending Street category proposal contains classing structure revisions which may be relevant to this item.

#### **#11261 SC300 Classing Proposal**

The SEB prefers not to make classing changes within the current Appendix A listings for Stock while the Street category proposal and its accompanying Appendix A classifications are still in work.

#### **#10918 Exhaust Allowance Proposal**

Thank you for your input. This change is not recommended for Stock; however, updated exhaust wording has been included in latest version of the Street proposal.

#### **#11243 30 year sunset on eligible vehicles**

Thank you for your input. The SAC feels the current eligibility rules for National Tour and National Championship events meets competitor needs.

#### **#11333 ABS Proposal**

Thank you for your input regarding the Street proposal Version 3. The SAC does not recommend disabling ABS systems.

### **Prepared**

#### **#10449 N/A Elise & Exige Classing Proposal**

The PAC believes a full-prep Lotus Elise is outside the D-Prepared class philosophy. The committee is working on Limited Preparation listings that will address this vehicle for the future.

#### **#9855 FP AWD Weight Proposal**

The PAC does not recommend combining all Imprezas on one line, and the other requested changes to the weight formula are not believed to be consistent with the classes' current philosophy with respect to AWD vehicles.

### **Modified**

#### **#10931 Drivetrain Allowance Proposal**

Thank you for your comments. As you probably know, it was not that long ago that a ban on certain engine types, including motorcycle engines, was proposed, published for member comment, and approved. With this background and a goal of rule stability, the MAC doesn't favor overturning any part of that ban at this point.

Regions do have the option of letting people who have already built cars run locally in classes which suit their needs.

## **OTHER MEMBER ITEMS REVIEWED**

### **General**

#### **#10967 Advisory Committee Roles and Responsibilities Proposal**

Thank you for your comments and suggestions.

### **Stock**

#### **#11330 G37x Clarification**

Please see the response to letter 11320 regarding the same issue.

#### #11362 SAC Application

The SAC thanks the member for the submittal; the committee does not currently have a vacancy, but we appreciate the interest shown to serve the membership. Another request will be published in Fastrack when we are again looking for members to serve on this committee.

#### Prepared

##### #9622 PAC Application

The PAC thanks the member for his application. The committee does not require additional personnel at this time, and a notice will be published in Fastrack when openings are anticipated.

##### #9790, 9798, 9884, 10123 CP Wheel Comments

The PAC thanks the members for their input regarding the proposal; please see item 8672.

##### #9873 Belly Pan Clarification

The PAC thanks the member for the input with respect to the proposal; please see item 8312.

##### #9972 GP Weight Comments

The PAC thanks the member for the input regarding the proposal; please see item 9238.

##### #9968 GP LP Weight Comments

The PAC thanks the member for the input regarding the proposal; please see item 8752.

##### #10026, 10471 Wheel Width Comments

The PAC thanks the members for their input regarding the proposal; please see item 9238.

##### #10121 Canards Allowance Clarification

The PAC thanks the member for the comments. Please see item 9672 elsewhere herein.

##### #10379 Fuel Induction System Clarification

The PAC thanks the member for the comments; the issue has been addressed by the response to letter #10335.

#### Modified

##### #10386, 10292, 10401, 10405, 10406, 10408, 10410, 10422 Turbos in BM Comments

Thank you for your input. The MAC has recommended that the SEB refer the proposed change to the BOD for approval.

##### #10501 F600 Weight Comments

Thank you for your input. The MAC has recommended that the SEB refer the proposed change to the BOD for approval.

##### #11087 Weight Comments

Thank you for your input. An updated version of the subject proposal appears elsewhere in this Fastrack under item #9616.

##### #11035 SoloV Compression Comments

Thank you for your input.

#### **TECH BULLETINS**

#### Stock

##### #11320 G37x Classing Proposal

Errors and Omissions: Per the SAC, the G37 Sedan should have been moved to DS along with the G35 in the November 2011 Fastrack. This Tech Bulletin corrects this oversight as follows:

Remove from GS:

~~Infiniti~~

~~—G37 Sedan~~

Add to DS:

*Infiniti*

*G37 Sedan*

#11159 Tesla Model S Classing Proposal

Per the SAC, effective immediately upon publication add a new **FS** listing for the Model S as follows:

*Tesla*

*Model S (2012-2013)*

#11108 Hyundai Veloster Classing Proposal

Per the SAC, effective immediately upon publication add the following new class listing under Hyundai in **HS**

*Veloster NA (2012-2013)*

#11227 Cayman Listings

Per the SAC, update the **SS** Porsche listing for the Cayman S as follows:

Cayman S (2009-~~14~~)

#11322 Porsche Panamera Classing Proposal

Per the SAC, effective immediately upon publication class all versions of the Porsche Panamera in **FS** as follows:

*Porsche*

*Panamera (2010-2013)*

**Prepared**

#10771 XP Weight Clarification

The PAC recommends replacement and correction as an Error/Omission of the example on page 205 of the weight calculation example. This correction replaces:

"Example: Weight for a RWD car w/ 2000cc Turbo engine behind the driver is  $1200 + [(2.0 \times 1.4) \times (200 \times 20)] = 1816$  lbs"

With:

"Example: Weight for a RWD car w/ **1796**cc Turbo engine behind the driver is  $1200 + [(1.796 \times 1.4) \times (200 + 20)] = 1753$  lbs"

#10417 Challenger Classing Proposal

The PAC recommends effective immediately the following new vehicle classifications in Appendix A, Class C Prepared:

*Dodge:*

*Challenger (2008-2013)*

*Charger (2006-2013)*

*Chrysler:*

*300 (C/SRT8) (2006-2013)*

#10147 SRT4 Classing Proposal

The PAC recommends effective immediately the following new vehicle classification in Appendix A, Class F Prepared

*Dodge*

*Neon SRT4 (2003-2005)*

#10335 Induction System Clarification

The PAC recommends this as n 'Errors and Omissions' Tech Bulletin to add the following text (apparently omitted via an editing error) back to Appendix A, Class G Prepared:



## G Prepared (GP)

### Level 1 (Full Preparation) Vehicles

#### Induction System – Carburetors

1. The stock carburetor(s) may be used without modification.
2. Carburetor(s) may be replaced. Use of carburetor(s) which is/are not specifically listed for a car in these listings and which does not comply with the limits of paragraph 3 herein will increase minimum weight by 10%.
3. Non stock carburetor(s) – This includes modified stock carburetors.
  - a) Shall incorporate a butterfly-type throttle plate for engine speed control.
  - b) Float(s) shall not be removed or altered to produce (a) float-less carburetor(s).
  - c) Where Weber or Weber-type carburetor are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
  - d) Where Weber carburetors are specified herein, Weber-type carburetors may be substituted. The following are examples of approved Weber-type carburetors: Weber, Solex, SK, Mikuni, and Dellorto.
  - e) When a maximum size carburetor or venturi is listed, any size carburetor(s) or venturi(s) up to the maximum size is allowed.
  - f) Unless specified herein, there is no limitation to the number of carburetors.
  - g) Where the number of carburetors is specified herein, that number is the maximum.

#### Induction System - Fuel Injection

1. Non-standard fuel injection, or standard fuel injection modified beyond the limits stated herein is prohibited.
2. All vehicles originally equipped with fuel injection are permitted to use the stock system, or a modified injection system, without a weight penalty, subject to the following:
  - a) Cars utilizing fuel injection under this allowance shall use the factory manifold and throttle body.
  - b) Throttle body bore size shall remain stock.
  - c) Manifold and throttle body may be ported polished. The manifold may be cut apart to facilitate this work. When such a disassembly is re-welded, the external dimensions of the manifold shall remain unchanged.
  - d) The number of injectors shall remain the same as stock and relative mounting position and injection point shall be unchanged.
  - e) The fuel injection is unrestricted except the original type (electrical, mechanical, etc.) shall be maintained.
  - f) External throttle linkage to the standard fuel injection may be modified or changed.
  - g) Non-original fuel injection (includes stock fuel injection modified beyond 17.10.C.2) shall incorporate a butterfly-type throttle plate for engine speed control. The use of a slide throttle on a non-stock fuel injection system is prohibited.
  - h) Use of a fuel injection system which is not specifically listed for a car in Appendix A and which does not comply with the above requirements is prohibited.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | June 5, 2013

The RallyCross Board (RXB) met via conference call on June 5. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were 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 (Jerry Doctor): Doctor reported that the Safety Bulletin regarding incident reports has been distributed with positive feedback. The Safety Steward Training guidelines development and the search for additional Committee members are both ongoing.

The RXB discussed several incident reports received during the last month, a couple of which were received as previously unreported incidents. All were submitted properly with no further actions required, but Doctor emphasized the need for a lot of details in submitted incident reports.

- RallyCross Rules Committee (Warren Elliott): Elliott reported that the Rules Committee responded last month to two questions on rules interpretation. The first regarding an anti-dive system in the Prepared categories, which the Committee ruled it would change the suspension geometry and would not be allowed. The second question was regarding adding roll cages in the Stock categories and the need to replace interior components. The Committee ruled that if a roll cage is installed in a Stock category vehicle all interior components must be replaced around any cage parts.

A revised edition of the RXR has been posted at the SCCA website. This latest revision is clarifying exhaust allowances for the Modified categories.

Elliott reported that he made a forum post to remind the members of the upcoming Rules submission deadline of June 15.

- National Championship Committee (Brent Blakely): Blakely reported that registration for the 2013 National Championship is now open. The Committee decided not to include a Tuner category for the event, leaving it to the Regions to promote and grow the proposed category before offering it at the National level.

Surface preparation for the Tulsa site is still being worked out. Cashion stressed the need to complete the preparations as soon as possible to ensure a smooth event in October.

Blakely will prepare an action plan soon for the event and begin filling critical worker positions such as course designers.

It was originally proposed to eliminate the class inspection and use only an impound period after each run group, but there is some agreement among the RXB that both may be useful. The RXB discussed the logistics of incorporating impound periods at the event. The Committee will work out the details.

The RXB agreed to negotiate a contract for a 2014 National Championship site. A public announcement is forthcoming once the contract is finalized.

- Marketing Committee (Ron Foley): Foley has been contacting Divisions and Regions in an attempt to gather and publish event dates on the SCCA calendar and in *SportsCar*.

Foley reported that he has recruited a couple of writers for National Championship articles. His goal is to have a writer for each category of Stock, Prepared and Modified in an attempt to provide better coverage of the National Championship event. The writing assignment would be considered a regular work assignment.

Foley is also pursuing the idea of using university interns for marketing purposes. He reported that although the current timing with most university schedules he would continue to follow up on the idea.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a productive May meeting of the Divisional RallyCross Stewards (DRXS). Two National Challenge events held in May were discussed. Several new Regions were reported as starting new RallyCross programs.

Hyatt requested that the RXB establish early any mandated policy for using MotorsportsReg.com by Divisions for 2014 National Challenges. There have been some concerns by DRXS about the usability of the mandate, but the RXB and the

National Office would like the universal use of MotorsportsReg.com for marketing and cost savings.

Cashion reminded the RXB of email protocol of quick responses when receiving correspondence from DRXS and other members.

- Forum Activity: Elliott reported ongoing and productive discussions of stock classes and course length.

#### **Old Business**

- Advisory position (competitor representative): The RXB is evaluating a couple of résumés for the advisory position. Sealander expressed concern about having a non-RXB member sitting in on sensitive RXB discussions. Hyatt suggested having the advisor come in at the beginning of the call and being released before regular RXB business. Foley suggested having a young advisor on each committee. Elliott suggested having an advisor write to the RXB monthly to report on current affairs in RallyCross. Elliott will contact the applicants and report back to the RXB.
- STRAP: Tabled until a later meeting.
- Landowner packet: Howard Duncan reported that the folder for the packet is completed and looks very good. The remaining folder contents should be completed by July.
- New RallyCross awards: The criteria for the new proposed RallyCross awards have been sent to the BoD for approval. Once approved, Hyatt will publicize the True Grit Award in preparation for the National Championship in October.
- RXB personnel change: The process of naming a new chairman and a new RXB member was handled by the BoD liaisons, Stephen Harris and Brian McCarthy. Once approved by the BoD, an announcement will be made.

#### **New Business**

- Learners permit email: The RXB received an email from a member requesting a change to the RallyCross Rules to allow competitors with a learners permit to compete in RallyCross. This is an allowance permitted at other levels of SCCA participation. Elliott pointed out that the Rules would need to be changed before allowing any competitors with only a learners permit and that any rules change proposal must be submitted and approved through the standard process. The RXB discussed the issue, along with the somewhat related issue of allowing co-riders at Divisional and National events, agreeing to have two rules change proposals prepared for the Rules Committee to consider.

Next meeting: June 26, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | June 4, 2013

The RoadRally Board met by conference call on June 4, 2013; meeting called to order by Rich Bireta at 7:34 pm CDT.

In attendance: Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton (very late), Deena Rowland from the National Office, BOD member Bruce Lindstrand. Not in attendance: Howard Duncan from the National Office.

May minutes approved (Chuck/Sasha/passed).

Old Business - General Road Rally/Regional Development:

### 1) 2014 USRRC Invitations for Proposals

- a. Rich sent a response to Jay per last month's meeting. Jay delivered his update as requested in June.
  - i. Jay's proposed route is a four-day event traveling to different cities: Milwaukee to Baraboo, to La Crosse, to Green Bay, to Elkhart Lake; format has daily parc fermes with various marque clubs followed by a rally. Discussion: general feeling is that this idea has merit, but the course is not practical, it is too long. Jay is concerned about getting support from the marque clubs. It was suggested that Jay contact Ed Solstad, who has already done a similar rally.
  - ii. Should we invite Jay to attend our July conference call? Yes
  - iii. Jay's concerns about budget, publicity, sponsorship, and more are likely not to be an issue
- b. Possible Coker Tire Run (Great Race): Howard has said that it would be no problem with our new insurance carrier. Bruce reported that he thinks we have been given an OK by SCCA; no problem at Coker end; wants something more firm from SCCA. The Coker Tire dates usually conflict with Wisconsin rallies, but Mike Thompson is willing to move his date. We will not do this event this year as requested by Great Race as a trial – there is not enough time. **Motion:** We decline the invitation to do the Coker Tire Run in 2013 due to lack of time to properly publicize the event on the SCCA side. Bruce/Chuck/passed. **Motion:** that Jeanne be the liaison (she is already involved with Great Race events) with assistance from Bruce. Jeanne/Chuck/passed.

### 2) Rich sent a Thank You note to Rick Beattie for his April 2013 Sports Car article.

Discussion:

1. In May we collectively decided that increasing the number of entrants and events was the primary goal of the RRB. How should that be measured? We were all asked to send suggestions for doing so. Rich has done that via email and documents in Dropbox. None of the rest of us responded. Defer to July.
2. Mentoring Report - In May, mentors were asked to reach out "one more time" to those indicating interest at the convention. Anyone receive feedback? No responses from those renewed contacts.
3. RRR Article 11 Revision - Review proposed wording and its implications, especially on Class S. Rich gave a brief history of this revision: about a year and a half or so ago Mike T proposed a new class for applications, e.g. Richta, and this morphed into the relaxing of Class S rules. Bruce said that this is aimed at regionals, not just nationals; it takes anything about calculations out of the equation, takes out the competitiveness of what equip you are using; makes measuring capability and the capability of the crew to communicate; S – measurement from stock odo or GPS, any calculating device; L allows more precise measurement capabilities, and any calculating device as long as they are not connected; E – use anything. Rich thinks this is a reasonable proposal; Chuck commented that others may not understand exactly what the revisions are; R will post something on the Forum to explain/clarify. What about national S competitors? Bruce says they don't think this will put them at a disadvantage, that they have their own systems. We will vote at the July meeting; to be effective 2014 rally season.

Committee Reports - General Road Rally/Regional Development:

- 1) Road Rally Calendar in *SportsCar* – After hearing several comments about the lack of a National rally calendar in Sports Car, Deena sent Philip Royle a list of the remaining 2013 National Events and a request to include a link to the Road Rally planning calendar. Publication targeted for July issue. Item added to RRB recurring calendar to repeat this action in December. (This was done at the end of 2012 and the response from National organizers was incomplete at best. Several committees would not commit to hold an event, let alone set a date or a tentative date). Phil said "Oh my gosh", didn't realize that rallies were not being listed; he will rectify this. Rich wants to get a proposed national calendar in Sportscar earlier, if possible.
- 2) Publicity Committee report (Sasha)
  - a. Rich sent a list of 8 questions were sent to Dave Head, chairman of the Publicity Committee; Sasha did not get the list of questions. Rich has posted the list in the Dropbox. Dave responded to the questions; we will deal with this after Dave gets home (he is currently on vacation).

- b. The PubCom has been working with Cheryl Babbe to get her calendar running ([www.comerallywith.us](http://www.comerallywith.us)); it's online now, we can add new events, she will put them on the calendar, if the item needs editing, she has to do it. Rich – have you thought about ways to get this calendar out, such as to marque clubs; Cheryl will do as time allows. Rich sent info to Rick Beattie about Cheryl's calendar and Jeanne's calendar. Cheryl sent questions that Bruce, Dave Head and Sasha responded to. Cheryl insists that rallies on her calendar have time of day shown, all in Central Time; the PubCom has suggested that the time of day is not necessary. Rally committees should try to include a link to their rally flier, which will include the (local) times of the event.
- c. When is the second RoadRallyeNews coming out? Soon, we hope.
- 3) Regional Development Committee (RDC) – Rich reported that the committee has not met since last month; Patrick Strong is working on Regional RR manual; Len is working on a second rallymaster survey.

#### New Business General Road Rally/Regional:

1. Rich wrote a memo to Deena about two ongoing issues with SCCA.com: Forum notifications and the "What Can You Do With Your Car?" pop-up that references 'Racing on the Street' for road rally. Deena is not having much luck getting either issue fixed.
2. What about a USRRC Press Release? Reece usually does it quickly; Deena will follow up to get rid of the 2012 stuff.
3. Len sent a note regarding Historic Rallying; we will discuss this further next month. Bruce recently put on a regional rally that had 2 legs as part of an autocross course set up for use later that day by a nearby region, enjoyed by all.

#### Old Business - National Road Rally:

##### Committee Reports - National Road Rally (Chuck):

No meeting this past month.

- 1) National Tour Rally of the Year, Gervais Award voting process. A written process for tabulating votes for the National Tour Rally of the Year and Gervais Award are in the dropbox. Action: Review, discuss and approve if appropriate. **Motion:** approve as written. Bruce/Jeanne/passed
- 2) Dave Head proposal regarding time reference - Referred to Rules Committee in April.
- 3) National Sanction Fees – should they be reduced? Bruce commented that the total fees would not actually be reduced, but reassigned, make the fees more equitable, e.g. social = 1, regional = double, national = double again. Rich said that Deena reviewed this with Howard and the Chief Financial Officer and they agreed in principle, but need a specific proposal. Deena will send Bruce numbers of rallies for last several years and Bruce will come back next month with a proposal. Bruce Lindstrand asked if this will hurt Social Rallies. We want/need social rallies.

#### New Business - National Road Rally:

- 1) Bruce has suggested a worker recognition award. What would be the criteria? Point mechanism? Vote of committee? Rich suggested it be an optional award. Bruce said that it likely would be for a behind-the-scenes person, how do we find those people? More later.
- 2) Bruce asked what is the job of the Divisional Rally Stewards? What is the job description? Once we have that, we can make sure they are doing their job – if not, get someone else. Many divisions don't have a rally program. We need to find a list of duties, let them know, and then see what to do. Sasha, liaison to the Stewards, will 'rattle their cages'. Jeanne thinks she has the DRRS info. (Update: Jeanne found the Road Rally Policy and Procedures Manual that has DRRS info (and other good stuff) and has copied the manual to the RRB.)

#### Closing:

- 1) What is your "one RRB-task" this month?

Jeanne – minutes; find DRRS info

Chuck – get national done

Sasha – send something to stewards

Bruce – TOD issue

Clarence – rally in two weeks

Rich – write up FAQs about Article 11

Meeting adjourned at 9:30 pm CDT.

Next meeting July 2, 2013, via telephone conference.

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 Web site at the following links:

### CLUB RACING

50th 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

40th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

August 2013

## CLUB RACING BOARD

### Club Racing Board Minutes | July 2, 2013

The Club Racing Board met by teleconference on July 2, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Jim Drago, Kevin Fandozzi, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager of Club Racing; and Chris Blum, Club Racing Technical Services Assistant. The following decisions were made:

### SUGGESTED RULES FOR 2014

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. #11417 (Janet Farwell) Request from COA Revision of GCR 8.4.2

Change GCR 8.4.2: 8.4.2. Each year, the Board of Directors, SCCA, Inc., will appoint a 3 member Court of Appeals (Court), consisting of 3 regular members and one or more alternates, to review any Appeal filed under this section and make a final decision. *(5) active and experienced members to the Court of Appeals. At least three (3) members, selected from the members of the Court by its Chairman, shall review any appeal filed under this section and make a final decision.* The purpose of the Court is to provide a mechanism to resolve differences by a committee composed of members with individual and collective expertise in racing matters.

2. #11474 (Fred Brinkel) Amend GCR Section 6.8

Thank you for your suggestion. Change GCR 6.8: ~~In a timed race, the clock is restarted when the field is dispatched.~~ *If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched.*

### WHAT DO YOU THINK?

#### Improved Touring

##### ITS

1. #11724 (Willie Phee) Classify Acura TSX in ITS

The CRB requests member feedback for this question. Please submit letters to [crbscca.com](mailto:crbscca.com). Should the 04-08 Acura TSX remain as currently classified in ITR at 2760 lbs or be moved to ITS at a weight of 3175 lbs?

### MEMBER ADVISORIES

None.

### NOT APPROVED BY THE CRB

### GCR

1. #11325 (Walter Michael) Eliminate Minor Waiver

Thank you for your letter. Eliminating the issuance of minor waivers at the track would cause a major inconvenience to our membership. The issues you raised have been previously discussed with risk management and they are satisfied with our current process. Registrars are not responsible for verifying the guardian status of adult individuals who present themselves as such when executing minor waivers at an event.

2. #11620 (Joe Ashthon) Allow Use of Ethanol Fuel

Thank you for your suggestion. The CRB does not recommend ethanol fuel at this time.

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### 3. #11703 (Matt Wojtkowiak) Fuel Injection Hose and Proper Clamps

Thank you for your letter. The driver/entrant is responsible for appropriate installation of the fuel system.

## **Grand Touring**

### **GT**

#### 1. #10504 (Charlie Clark) Allow Alternate Tires for GT

Thank you for your letter. The CRB does not support this as the right action to take in response to the current tire supply issue. Your request for a special wheel size for use with just one tire brand could only be properly applied if these tires were going to be used as a "spec" tire for these classes.

### **GTL**

#### 1. #11505 (Gregory Hotz) Eliminate GTL 4% Weight Penalty for Tires Over 13"

Thank you for your letter. The weight penalty for 15" wheels in GTLite is appropriate as listed.

## **Production**

### **EP**

#### 1. #9772 (Sam Halkias) Competition Adjustment Request

Thank you for your letter. Based on the performance of this car, the request for larger carburetor chokes is not recommended. Please submit a new letter with a specific alternate production-based caliper for CRB consideration.

### **FP**

#### 1. #9990 (Rob Fitcher) Tire/Wheel Regulation

Thank you for your letter. Currently, the only manufacturer with tires sized for Production that may need wider wheels is American Racing. Based on discussions with American Racing, it appears its race tire program is in flux; therefore, it would not be appropriate to adopt a new tire/wheel size rule based on American Racing's current product line. The CRB will continue to monitor this issue closely.

## **Touring**

### **T3**

#### 1. #11651 (David Mead) Allow Alternate Front Lower Fascia for Mustang V6

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

#### 2. #11657 (Tim Myers) Remove Restrictor from 370Z, Reduce Weight (52mm to none)

Thank you for your request. The CRB has no plans to remove the restrictor at this time.

### **T4**

#### 1. #11645 (Ed Barr) Reduce weight for Subaru BRZ

Thank you for your letter. There are other cars that have as much, or more ballast to make weight. Please bring the car out to race.

## **PREVIOUSLY ADDRESSED**

## **Improved Touring**

### **IT**

#### 1. #11632 (Ademir Fedumenti) Classify 2001 Boxster in ITR

Thank you for your request. Please see the response to letter #10468, Technical Bulletin.

## **Production**

#### 1. #10415 (Charlie Clark) Allow Alternate Tires in Production

Thank you for your letter. Please see the response to letter #9990.

## **NO ACTION REQUIRED**

## **GCR**

#### 1. #11193 (Dennis Troemel) Issue Warning About Non-Compliant Fuel Cells

Thank you for your letter. The GCR adequately specifies fuel cell and fuel tank requirements for all classes.

#### 2. #11721 (Mark Andy) SFI Belt Limitations

Thank you for your letter. This is an active discussion between the SCCA and its insurance carriers.



**Production****HP**

1. #11428 (Lawrence Loshak) Leave Weights Alone for Spridget and Spitfire

Thank you for your input. The cars adjusted are not the model of Spitfire that won the Runoffs in 2010 in HP. Given the performance of the cars adjusted, the weight reductions are appropriate.

**Touring****T4**

1. #11710 (Mark McCaughey) T4 Class Philosophy and Parity for SSC cars

Thank you for the support. The CRB agrees that these cars may need additional modifications and plans to use 2013 Runoffs data as part of the consideration for changes in 2014.

**RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2013  
 NUMBER: TB 13-08  
 FROM: Club Racing Board  
 TO: Competitors, Stewards, and Scrutineers  
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 8/1/2013 unless otherwise noted.

## GCR

None.

## Formula/Sports Racer

None.

## Grand Touring

### GTL

- #11482 (Kyle Disque) Allow alternate cage rules for Spridget.  
 In GTL cars, BMC thru Rover Group, add the notes to the spec lines as follows:

Austin-Healey Sprite: *"Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82"*

MG Midget: *"Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82"*

## Improved Touring

### ITR

- #10468 (Blake Meredith) Classify the 00-02 Porsche Boxster 2.7 in IT  
 In ITR, classify the 00-02 Porsche Boxster 2.7L 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 Boxster (00-02)</i>	<i>6 cyl. DOHC</i>	<i>85.5 X 78.0 2687</i>	<i>(I) 33.0 (E) 28.1</i>	<i>11.0</i>	<i>95.1</i>	<i>18</i>	<i>3.50, 2.12, 1.43, 1.09, 0.84</i>	<i>(F) 298 Vented Disc (R) 292 Vented Disc</i>	<i>3050</i>	

- #10469 (Stephen Blethen) Add years to the Mazda RX8 spec line.  
 In ITR, Mazda RX8 (04-06), change the spec line as follows:  
~~(04-06)~~ *(04-08)*

- #11140 (Lee Niffenegger) Classify Acura RSX and Civic Si in ITR  
 In ITR, classify the 05-06 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 (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>2725</i>	

## ITS

1. #11381 (Ricardo Velez) Request classification of Hyundai Tiburon V6 in ITS.

In ITS, classify the Hyundai Tiburon V6 (03-08) as follows:

ITS	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:
Hyundai Tiburon V6 (03-08)	6 cyl DOHC	86.7 x 75 2657	(I) 32.0 (E) 26.4	10.0:1	99.6	17	3.153, 1.944, 1.333, 1.055, 0.857, 0.704	(F) 280 x 26 Vented Disc (R) 257x 10 Solid Disc	2620	

2. #11790 (SCCA Staff) Add model years 07 and 08 To Honda Civic Si

In ITS, Honda Civic Si (2006), add the years as follows:

(2006) (06-08)

## ITB

1. #11383 (Ricardo Velez) Classify Mitsubishi Lancer/ Ralliart 2002-2006 to IT/B

In ITB, classify the Mitsubishi Lancer sedan 2.0L (02-07) 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:
Mitsubishi Lancer/ Ralliart 2.0L (02-07)	4 Cyl SOHC	81.5 x 95.8 1999	(I) 30.0 (E) 27.0	9.5	102.4	15	3.583, 1.947, 1.379, 1.030, 0.767	(F) 256 x 24 venti- lated Disc (R) 205 Drum	2500	OZ Rally package permitted

2. #10467 (Blake Meredith) In IT, classify the 2007 Honda Fit

In ITB, classify the 2007-08 Honda Fit 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:
Honda Fit (07-08)	4 Cyl SOHC	73.0 x 89.4 1496	(I) 27.65 (E) 23.15	10.4	96.5	15	3.462, 1.870, 1.321, 0.970, 0.757	(F) 262 x 21 Vented disc (R) 200 Drum	2270	

## Production

### FP

1. #10385 (Charles Coker) Allow Alternate Brake Calipers for Porsche 356

In FP, Porsche 356, A, C (1500, 1600), C (1600) SC, B, Super 90 Cabriolet, add the Brakes as follows:

1969-1975 Porsche 911/912 M calipers.

### HP

1. #11516 (Aaron Johnson) reduce weight of Triumph Spitfire 1500 to match weight of 1296

In HP, Triumph Spitfire 1500 Level 2, change the weights as follows:

4615, \*1655, \*\*1696 1590, \*1630, \*\*1670

### Super Touring

None.

### American Sedan

None.

### Spec Miata

None.

## **Touring**

### **T2**

1. #11129 (Jay Patel) reduce weight of the 99-05 996 by 50lbs  
In T2, change the weights as follows:

Porsche 911/996 (1998-2005) ~~3150~~ **3050**

Porsche 911/997 GT3 (2006-2008) ~~3300~~ **3200**

### **T4**

1. #11621 (Keith Jones) add wheel size 01-05 mx5

In T4, Mazda MX-5/ Miata (01-05), add the wheel size as follows:

**15 x 7**

2. #11708 (Mark McCaughey) Weight Reduction for 00-05 Toyota Celica GTS

In T4, Toyota Celica GTS (00-05), reduce the weight as follows:

~~2800~~ **2725**

3. #11712 (Mark McCaughey) Allow Alternate Track spec for 00-05 Toyota Celica GTS

In T4, Toyota Celica GTS (00-05), change the track as follows:

~~1488/1478~~ **NA**

### **B-Spec**

None.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Stevan Davis vs. SOM - COA Ref. No. 13-08-NE

June 21, 2013

### FACTS IN BRIEF

At the 2013 US Majors Jersey Devil held at the New Jersey Motorsports Park, during the Group 1 race on June 2, 2013, Stevan Davis (FV #80) and Jonathan Weisheit (FV #61) contacted each other in Turn 1 causing both cars to slide off track. Mr. Davis was able to continue and finish the race, while Mr. Weisheit retired with suspension damage shortly after the contact. After the race, Mr. Weisheit protested Mr. Davis for violations related to GCR 6.1.1. (A, B, & C) - Rules of The Road. Mr. Weisheit asserted in his witness statement that he was contacted by Mr. Davis on the left side of his cockpit, causing both to spin because Mr. Davis failed to give racing room at the apex of Turn 1.

The Stewards of the Meeting (SOM), Steve Pence and John Nesbitt, Chairman, heard testimony, reviewed witness statements, and upheld Mr. Weisheit's protest. The basis for their decision was that Mr. Davis should have been aware of Mr. Weisheit's car and thus, Mr. Davis failed to give racing room. The SOM penalized Mr. Davis by moving him behind Mr. Weisheit in the final finishing order (19<sup>th</sup> and 20<sup>th</sup> place, respectively) and assessed two (2) penalty points to Mr. Davis' competition license.

Mr. Davis appealed the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Hoffman, Jeffrey Niess and Jack Marr, Chairman, met on June 13 & 20, 2013 by Conference Call and on June 21, 2013 by E-mail to review, hear and render a decision on the appeal.

### DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from Stevan Davis including a link to his in-car video of the Turn 1 contact with Mr. Weisheit, received June 6, 2013.
2. Two E-mail statements from Jonathan Weisheit with photos of damage to his car, received June 12 & 13, 2013.
3. E-mail statement from John Nesbitt, Chairman SOM, received June 16, 2013.
4. Relevant sections of the Official Observer's Report, dated June 2, 2013.

### FINDINGS

Witness statements from Mr. Weisheit and the Turn 1 workers report that Mr. Weisheit was running in fourth place behind the leader, Mr. Davis, and two other cars (FV #77 and FV #72) as they raced down the front straight. According to the SOM Deliberation Report submitted with the Official Observer's Report, FV #77, FV #72 and FV #61 (Mr. Weisheit) were running "nose-to-tail" in a group behind Mr. Davis. FV #77 and FV #72 passed Mr. Davis prior to the Turn 1 apex; however at or near the apex of Turn 1, Mr. Davis and Mr. Weisheit made significant side-to-side contact. All the documents in the SOM Deliberation Report and witness statements support Mr. Weisheit's email testimony that FV #77, FV #72 and he were all "nose-to-tail" and "less than an inch apart," except for Mr. Davis' testimony to the SOM in which he stated there was a "gap" between FV #72 and Mr. Weisheit.

Mr. Davis supplied an in-car video as new evidence not available to the SOM's at their hearing. Mr. Davis stated in his appeal letter that he did not have the equipment to view the video at the track. The 58 second video begins 28 seconds prior to the contact with Mr. Weisheit and refutes the assertion that #77, #72 and Mr. Weisheit were all running "nose-to-tail" and "less than an inch apart." In the right side rear view mirror on Mr. Davis' car, it can be seen that FV #77 pops out to the right from the draft of Mr. Davis, and proceeds to pass him. FV #72 moves to the right almost immediately after FV #77 and also passes Mr. Davis prior to the apex. At this point, Mr. Weisheit can be clearly seen behind Mr. Davis and he doesn't move to his right to begin his pass until Mr. Davis has already begun his turn toward the apex of Turn 1. The video supports Mr. Davis' testimony to the SOM that there was a clear gap between #72 and Mr. Weisheit and that when the two cars made contact, Mr. Davis was well into the braking zone and committed to the apex of Turn 1. At best, the video shows that the contact was a 'racing incident' and at worst, the decision of Mr. Weisheit to attempt a pass so late in Turn 1 may have been ill advised.

### DECISION

The Court of Appeals overturns the decision of the SOM in its entirety and the penalties to Mr. Davis are nullified. Mr. Davis shall be restored to his original finishing position in Race Group 1 and the two (2) penalty points are to be removed from his competition license. Mr. Davis' appeal is deemed to be well founded and his appeal fee, less an administrative fee, shall be returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

**Anthony Geraci vs. SOM COA Ref. No. 13-05-SW**

**July 10, 2013**

### FACTS IN BRIEF

Following the Majors SM race on Sunday, March 9, 2013 at Circuit of the Americas, Todd Lamb, driver of SM #81, protested Anthony Geraci, driver of SM #43, for contact during the race, alleging violation of GCR 6.11.1.B&C (Physical Contact). Mr. Geraci protested Mr. Lamb under GCR 2.1.7, (Unsportsmanlike Conduct). The Stewards of the Meeting (SOM), Rick Kosdrosky, Sara Bonnier and Tom Brown, Chairman, considered/combined the two protests together. The SOM heard witnesses and viewed videos from the track and competitors.

Mr. Geraci's protest was disallowed. The SOM upheld Mr. Lamb's protest and found Mr. Geraci in violation of GCR 6.11.1.B&C. Mr. Geraci was placed on a three (3) SCCA race weekend probation and three (3) points were assessed against his competition license. Mr. Geraci appealed the SOM ruling.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, A.G. Robbins, and Rick Mitchell, Chairman, met on April 4, 11, and 18, 2013 and on June 20, 2013 to review, hear and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report, related documents and videos, received March 27, 2013.
2. E-mail statements from Tom Brown (CSOM), received April 8 and 12, 2013.
3. In car video from Joe Catania, SM #02 received with appeal.
4. In car video from Amy Mills, SM #31 received with appeal.
5. First Court's review of new evidence from Tom Brown, received June 19, 2013.

### FINDINGS

In his appeal Mr. Geraci asserts that the SOM's interpretation of the evidence they saw and heard was unfair. He also alleges the SOM committed failures in procedure in the process of the hearing and decision. Mr. Geraci supplied two (2) full length videos to support his claims.

Mr. Geraci states that Mr. Lamb's protest was not filed within the 30 minute time frame as required by GCR 8.3.1.F. Mr. Lamb filled out his protest on Saturday evening and after talking to Mr. Geraci's driver advisor, believing the situation could be worked out, withdrew his protest. After Mr. Geraci filed his protest, Mr. Lamb's protest was reinstated. The SOM accepted both protests as timely as GCR 8.3.1.F. allows them to do.

In his appeal, Mr. Geraci states that the SOM violated correct procedure by viewing edited pieces of video provided by Mr. Lamb and Mr. Cahall (SM #79). Mr. Geraci also states he asked the SOM to make Mr. Lamb's video and the track video available for his review. The GCR does not direct the SOM as to viewing partial videos nor does the GCR speak to allowing the protesting parties to view all the videos.

The COA spent a great deal of time viewing all the videos supplied. There were multiple contacts between Mr. Geraci and Mr. Lamb shown by the videos. Contact on the front straight was Mr. Lamb into Mr. Geraci caused by Mr. Geraci moving left off line. Contact at/after turn 1 was Mr. Geraci into Mr. Lamb with Mr. Geraci pushing, under power, into the side of Mr. Lamb. This incident was judged to be egregious by the SOM and is the object of their penalty.

Mr. Geraci also asserts that Mr. Lamb repeatedly contacted him after the Turn 1 incident and the videos he supplied with his appeal proved the point. The First Court had not seen these videos and stated that no contact was noted between Mr. Lamb and Mr. Geraci after the Turn 1 contact. The COA determined that Mr. Geraci was subsequently contacted a number of times but only once by Mr. Lamb and that contact was Mr. Lamb's car into the back of Mr. Geraci under braking. The COA returned the hearing to the SOM to view the additional videos. Upon further review, the SOM judged this contact to be a racing incident that did not justify any further action against either Mr. Geraci or Mr. Lamb.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Geraci's appeal is well founded and his appeal fee, less the administrative amount retained by the SCCA will be returned.

Note: The COA recognizes the additional time it has taken for the complete and fair review of this case.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 26, 2013

The Solo Events Board met by conference call June 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Dave Hardy, and Brian Conners; Todd Butler and Dick Patullo of the BOD; Doug Gill of the National Staff. 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/**2015**

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. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Safety

#10374 Face Protection Proposal

Change 4.3.3 to read as follows:

"4.3.3 **Face** Protection

**Full face Helmets shall be worn while competing in an open wheeled car, formula car or kart.** Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any **other** car with less than a full sized windshield."

### Street Touring

#9618 EGR Clarification

Per the STAC, modify 14.10.D to include associated EGR tubes:

"D. Exhaust manifolds, headers, downpipes, **and associated EGR tubes** may be replaced with alternate units."

#10218 Watts Link Proposal

Add a new 14.8.G.6 as follows:

**"6. Differential covers and attaching hardware may be replaced."**

### Street Prepared

#9961 Differential Allowance

Add the following new subsection 15.8.I.6 as follows:

**"6. Differential covers and attaching hardware may be replaced."**

#9982 Crossfire Classing Proposal

Change the Crossfire **BSP** line listing from:

Crossfire and Crossfire SRT-6

to

Crossfire SRT-6

and add to **DSP**:

**Chrysler**

**Crossfire (NOC)**

Comment: The SPAC feels that the SRT-6 model should stay in BSP. The N/A Crossfire does appear to be a good fit in DSP.

## Kart

### #11138 Change to allowable bolt on wieghts

Change 19.1.A.5 to read as follows:

"5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used along with *an over sized washer to prevent the weight from pulling through the seat, with* a locking nut, pinch nut, double nut, or safety wire. No more than 10 lbs of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."

## MEMBER ADVISORIES

### General

The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners may be found in Appendix K of the Solo Rules.

### Stock

The SAC and the SEB are monitoring Corvette C7 news and information. A classing decision will most likely come in the 4th quarter of 2013. Preliminary information suggests this car will be classed in Super Street.

### Street Touring

Except where specified therein, 14.8.G is independent of 14.8.B. Therefore the use of a spherical bearing in a Mustang rear upper control arm is considered compliant.

### Street Prepared

#### #11290 Splitter Clarification

The SPAC feels that splitters may only be comprised of horizontal or roughly horizontal components. Aerodynamically functional vertical members, such as splitter fences or endplates, are not acceptable in Street Prepared. It is the intention of the SPAC to clarify the splitter verbiage in future versions of the rulebook.

### Prepared

#### #11021 Roll Bar Clarification

The SSC agrees that the use of a Standard hard top (as defined in Section 12) would make a Prepared car a Closed car and thus it would not require a roll bar.

## Kart

### #8535 Proposal to Spec Honda and modify weights

The KAC would like to clarify some confusion on the minimum weight changes of the two proposed rules changes for the KM class described in June's Fastrack. There are two separate proposals. The first proposal will introduces a spec Honda engine package, and the second proposal increases class minimum weights.

If only the spec Honda proposal passes, the minimum weights will be:

Spec Honda: 375

Mod Moto with stock ignition: 385 (no change)

ICC and Mod Moto with non-OE ignition: 410 (no change)

If only the increase in minimum weights proposal passes, the minimum weights will be:

Mod Moto with stock ignition: 395

ICC and Mod Moto with non-OE ignition: 415

If both proposals pass, the minimum weights will be:



Spec Honda: 385  
Mod Moto with stock ignition: 395  
ICC and Mod Moto with non-OE ignition: 415

## **CHANGE PROPOSALS**

### **Street Touring**

#### **#10437 Cars Move to STU Proposal Package**

The STAC has provided the following package of proposed changes to introduce additional cars into the STU class. One portion of this group of changes would involve adding unclassified cars to STU (if the package is recommended); the other portion would involve moving a group of currently-classified cars into STU.

Proposed new listings added into *STU* (via Tech Bulletin):

*Corvette (1997-2004) (Non-Z06, Non-FRC)*  
*Genesis V6*  
*Infiniti G37*

Proposed 2014 re-classing (via listing change proposals, in conjunction with the above):

*Ford Mustang (N/A)*  
*Chevrolet Camaro (N/A)*  
*Pontiac Firebird (N/A)*  
*350Z non-NISMO*  
*Infiniti G35*  
*Genesis (2.0L Turbo) (2010-13)*

Per the STAC: In response to the declining participation in STU, the STAC is recommending a package of RWD cars be moved into the class. The STAC believes this will provide a much wider variety of competitive options and encourage a renewed interest in the class.

The cars chosen include previously unclassified vehicles, as well as a few currently classified in STX/STR. One thing they all have in common is the ability, and need, to fit more tire than allowed in the lower classes. Additionally, this proposal deals with numerous requests for the STAC to allow additional tire width for the RWD pony cars (solid axle RWD) currently in ST. The 350Z has also been reclassified in response to member request.

The C5 Corvette may appear out of place at first glance, but the STAC has done extensive analysis and does not believe it to have a competitive advantage due to its poor gearing. The C5 Corvette puts far less power to the ground at typical autocross speeds than other vehicles in STU. Further, the C5 is a very inexpensive car and the ST allowances provide the ability to correct its poor seating and create a competitive, fun, dual purpose vehicle.

Tire width limitations remain the same at this time.

#### **#11316 Steering Wheel Clarification**

Per the STAC, change 14.2.D as follows:

*"D. Alternate steering wheels are allowed except that steering wheels with an integral airbag **may only be substituted with OE airbag wheels from the same model.**"*

Reasoning: This will allow for option package conversions.

#### **#11426 Alignment Allowance Proposal**

Per the STAC, add new subsection 14.8.H.4:

*"4. Front wheel drive cars with rear beam axles may use shims between the rear axle and hubs."*

### **Street Prepared**

#### **#10808 Shelby GT 500 Classing Proposal**

Per the SPAC, effective **1/1/2014** reclass the newer S197 Mustang GT500 from its current listing in ESP (via the S197 line) to ASP. The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this proposal, which is an amended version of a previously-published item.

Specifically, add a new line line to *ASP* as follows:

*Mustang S197 GT500 (2011-13)*

and change the *ESP* listing to:

Mustang (S197 chassis incl. Boss 302 & Laguna Seca) (2005-13), *GT500 (2007-10)*

#### #11102 Boxster/Cayman Classing Proposal

Effective 1/1/2015, change the *ASP* listing from:

Boxster & Cayman (all)

to

Boxster *S* & Cayman *S* (all)

and add to BSP:

*Boxster & Cayman 2.5L, 2.7L, 2.9L*

#### #11396 240SX Move to FSP Proposal

*Move from DSP to FSP: Nissan 240SX*

### Street Modified

#### #11594 SMF Minimum Weight

Per the SMAC, effective 1/1/2014 change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations by removing text as follows:

Street Modified Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

~~2-seater: 1810 lbs + 125 lbs per liter~~

~~4-seater: 1750 lbs + 125 lbs per liter~~

Supercharged or Turbocharged SMF engines: Add 1.0L to the actual displacement.

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

(Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight adjustment as stated in the SM class.)

Comment: The SMAC feels there is no longer a need for a 2-seater weight penalty in SMF with the recent increase in base weights.

### TECH BULLETINS

**Note: Per Section 3.1, second paragraph, of the Solo Rules, any newly-classed vehicles added via listings published after the July issue of Fastrack are not eligible for competition in the current year's Solo National Championships. The current issue is August, hence any added make/model listings shown below, while effective immediately upon publication for all other events, are not eligible for the 2013 Solo Nationals.**

### Stock

Errors and Omissions: per the SAC, the following correction to an existing Appendix A listing is effective immediately upon publication:

In class SS, correct the Boxster Spyder and Cayman R listings to read as follows:

Porsche

Boxster Spyder (20~~11~~-2013)

Note: This only corrects the model year range.

## Street Prepared

#9431 UD/BD clarification on softop roof removal

Per the SPAC, add to Appendix F under Street Prepared Category Clarifications:

***"Soft Top Removal***

*For a Honda S2000 the deletion of the soft top in BSP is acceptable, but the hard tonneau must be fitted in its place as it is on the CR."*

Note: This is consistent with other update/backdate rulings such as the Ford Mustang Cobra R rear-seat deletion.

## Street Touring

#10083 Intake Clarification

Add the following clarification to Appendix F under Street Touring Category Clarifications:

***"Intake Baffles***

*Street Touring rules specifically allow the modification of air intake tract system components up to the engine inlet as defined therein. The same rule specifically prohibits modifying the existing structure of the car to accommodate the allowed intake tract system modifications. The factory baffles on 1999-2005 Miatas (Mazda part number BP4W-13-204A) are considered to be separate vehicle structures not integral to the air intake tract system. Therefore, it is not permitted to modify these partition structures. These structures must be maintained in the original OE configuration. This is in keeping with previous rulings on this same subject for other vehicles."*

#10380 Mustang Shelby GT500 Classing Clarification

Errors and Omissions: Correct the Camaro and Mustang Appendix A listings in **STU** as follows:

Chevrolet

Camaro (**N/A** over 5.0L)

Ford

Mustang (**N/A** over 5.0L)

Note: per the STAC, It was not intended to classify the supercharged cars in STU.

#10499 VW Golf R Classing Proposal

***Add to STX: Volkswagen Golf R (2.0T)***

#11088 E36 M3 LTW Exclusion Proposal

Errors and Omissions: The **STU** line for the M3 should be corrected to:

M3 (E36 chassis) (1995-99) (**non-LTW**)

Note: per the STAC, prior to the subjective classing, the Lightweight version exclusion from Stock carried over to ST. This corrects this oversight.

#11109 Hyundai Veloster Classing Proposal

***Add to STF: Hyundai Veloster (2011 - 2013)***

#11154 STF/STC/STS E-Diff Clarification

Change the second portion of 14.10.K as follows:

"STX, STU, STR – Only standard (as defined in Section 12.4) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket **mechanical** LSD may be added. 2WD vehicles may use any **mechanical** LSD unit."

Note: This clarifies that the ST LSD rules apply to mechanical differentials only. The original rule did not specify "mechanical" as electronic differentials were not in common use when it was written.

#11336 Audi TT Classing Proposal

*Add to STU: Audi TT S Quattro (2008-2013)*

#11540 Chevy Cruze Classing Proposal

*Add to STF: Chevy Cruze (2008-2013)*

#11591 Cobalt Classing Proposal

*Add to STF: Chevrolet Cobalt 2.2l*

In conjunction, update the **STX** listing for the Cobalt as follows:

Chevrolet Cobalt **NOC**

#11622 93-98 Supra Turbo Classing Proposal

*Add to STX: Toyota Supra N/A (1993-98)*

Note: this is not classing the turbo version.

#11648 Live Axle Clarification

Errors and Omissions: Per the STAC, the following clarification should be added as a new section 14.8.G.6

*"6. Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded on part of a subframe to accommodate the installation."*

#11728 IS250 Classing

*Add to STX: Lexus IS 250*

*Add to STX: Lexus IS 350*

*Add to STU: Lexus IS F*

**NOT RECOMMENDED**

**Safety**

#10807 Speed Limit Proposal

With changes taking place in our program, the SSC would like to monitor the impact on speed potential before suggesting a rule change. Use of Street category as the defining category would be acceptable, but not an increase to maximum speed.

#10972 Tow Hooks Allowance Proposal

Thank you for the suggestion. The issue will be monitored to see if a rule change is truly warranted.

**Stock**

#11572 Crossfire Classing Proposal

The SAC believes the Crossfire performance is appropriate for the DS class.

#11577 GTR Classing Proposal

The SAC believes the performance potential of the GTR is not appropriate for the S-Street class.

**Street Touring**

#9146 Boxster(s) Classing Proposal

The STAC believes that these cars are not within the performance parameters of the existing ST classes. The expected demand for these vehicles does not warrant the risk of upsetting the current competitive balance in the classes.

#10353 New ST Class Proposal

The STAC does not believe the FRS/BRZ should have its own ST class.

#### #10388 Tire Width Allowance in STX Proposal

Per the STAC, a change to 275mm tires in STX would have an inequitable effect on the competition among cars currently classed.

#### #10426 FWD Cars Move to STC Proposal

The STAC believes the current vehicle classifications for these cars are appropriate.

#### #10459 Prius C Classing Proposal

The STAC believes there is insufficient demand to classify a car that is significantly different from the current cars competing.

#### #10492 Mazdaspeed Miata Classing Proposal

Per the STAC, forced induction does not fit the current STR class structure.

#### #10637 Sonic Classing Proposal

Per the STAC, the Chevrolet Sonic is significantly narrower than the currently classed STF cars, and the committee does not support placing it in STF.

#### #10806 ST Class Proposal

The STAC does not believe there is enough demand to support a ST class for Super Stock eligible vehicles.

#### #10987 Engine Fan Allowance Proposal

Per the STAC, allowing the replacement of engine driven fans with electric fans is inconsistent with the underlying class philosophy.

#### #11015 Acura Integra non-VTEC Move to STF Proposal

Per the STAC, the Integra has demonstrated performance exceeding the parameters of STF.

#### #11037 STU Allowance Proposal

The STAC does not feel that increasing the AWD tire limitation for specific models is appropriate, and believes that a blanket increase will adversely affect the competitive environment of STU.

#### #11098 Neon Clarification

Thank you for your input. The STAC believes the current classification is correct.

#### #11099 Neon Move to STF Proposal

The Neon is not believed to fit the performance parameters of STF.

#### #11191 Z4 M in STR Proposal

The STAC believes the Z4M exceeds the performance parameters of STR.

#### #11225 Increase Wheel/Tire Allowance

The STAC believes increasing the tire width limitation would upset the competitive balance within the class.

#### #11253 Proposal to edit 14.6.C

Per the STAC, allowing body modifications to accommodate brake cooling air ducts is inconsistent with the underlying class philosophy.

#### #11327 BMW 1M Classing Proposal

Per the STAC, this vehicle is a low production model that exceeds performance parameters of the class.

### **Street Prepared**

#### #10330 Cobra Replicas Classing Proposal

Please see the first sentence of the Street Prepared section of the Solo rules:

"Cars running in Street Prepared Category must have been series produced . . . and normally sold and delivered through

the manufacturer's retail sales outlets in the United States."

The Cobra replicas do not have a standard configuration with which to apply the Street Prepared rules. The SPAC feels that these cars do not fit well into the ruleset, and the committee does not recommend a Street Prepared classification for them.

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#11202, #11403, #11409, #11431, #11432, #11433, #11434, #11435, #11439, #11442, #11443, #11444, #11445, #11446, #11447, #11449, #11450, #11451, #11452, #11453, #11455, #11456, #11458, #11459, #11464, #11465, #11466, #11467, #11468, #11470, #11471, #11472, #11473, #11475, #11476, #11477, #11478, #11480, #11481, #11483, #11484, #11485, #11486, #11488, #11489, #11494, #11499, #11503, #11511, #11513, #11517, #11520, #11522, #11528, #11531, #11532, #11536, #11539, #11542, #11543, #11544, #11546, #11547, #11548, #11551, #11553, #11556, #11558, #11559, #11561, #11562, #11564, #11566, #11567, #11570, #11573, #11579, #11584, #11588, #11589, #11593, #11596, #11599, #11601, #11603, #11604, #11605, #11606, #11611, #11613, #11634, #11636, #11637, #11641, #11642, #11656, #11658, #11667, #11670, #11706, #11719, #11723, #11725, #11726, #11742, #11755, #11756, #11757, #11758, #11763, #11764, #11766, #11769, #11773, #11774, #11776, #11777, #11780, #11781, #11783, #11787, #11788, #11793, #11796, #11810, #11812, #11814, #11821, #11834, #11835, #11837, #11844, #11850, #11852, #11863, #11873 Street Comments

Thank you for your input. The SAC and SEB have discussed the various allowances and classifications in the latest version of the Street proposal.

The following is an updated revised set of proposed Appendix A classification listings for the Street category. Per the SAC, this version of the Appendix A listings includes minor corrections and moves from the prior version. Changes from the prior version of the listings are *italicized in red*.

### **STREET CATEGORY**

The following make/models are not eligible for the Street Category:

Audi R8  
BMW 325 M-Technic  
BMW M3 Lightweight  
Callaway Corvette  
Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)  
Ferrari 355 & 360  
Ferrari (NOC)  
Ford GT  
Lamborghini (NOC)  
Lotus Elan M100  
Lotus Elise SC (2008-11)  
Lotus Exige S & S/C (2006-11)  
Lotus Sport Elise (2006)  
MINI Cooper S JCW (2002-05)  
Mercedes Benz Black Editions  
Nissan GT-R (2009-13)  
Oldsmobile 442 HO W-41 (Sports package option)  
Pontiac Firebird Firehawk  
Porsche 911 GT2 (2002-05)  
Porsche 911 Turbo AWD  
Porsche 911 GT3 RS (997)  
Porsche 996 Turbo  
Saleen Mustang S/C

Excluded from Street for reasons of stability per Section 3.1:

Dodge Caliber (non-SRT)  
Fiat 500 (non-Abarth)

GEO Tracker/Suzuki Sidekick  
Jeep CJ series  
MINI Countryman  
Nissan Juke  
Suzuki Samurai  
Scion xB (2004-06)  
Scion iQ

### **Super Street (SS)**

Audi  
    TT RS (2012-13)  
BMW  
    Z8  
Chevrolet  
    Corvette ZR1 (2009-13)  
Dodge  
    Viper (NOC)  
Ford  
    Mustang Boss 302 Laguna Seca (2012-13)  
    Mustang Cobra R  
Lotus  
    Elise (non-SC) (2005-11) (see Appendix F)  
    Evora S (2011-13)  
    Exige (normally-aspirated) (2005)  
Mercedes Benz  
    AMG NOC  
Porsche  
    911 (997 chassis)  
    911 GT3 (997 chassis, non-RS)  
    911 GT3 (996 chassis)  
    911 Turbo (930 chassis) (1974-89)  
    Boxster S (2009-13)  
    Boxster Spyder (2011-2012)  
    Cayman R (2012)  
    Cayman S (2009-14)  
Tesla  
    Roadster (all) (2008-13)

### **A Street (AS)**

Acura  
    NSX Alex Zanardi Signature Edition  
Cadillac  
    XLR  
Chevrolet  
    Corvette (C6 chassis, non-ZR1) (2005-13)  
    Corvette Z06 (C5 chassis) (2001-04)  
    Camaro ZL1 (2012-13)  
Dodge  
    Viper (non-ACR) (2008-10)  
    Viper GTS (1996-2005)  
    Viper R/T (1992-2003)  
    Viper SRT-10 (2003-07)

Ford

Mustang Boss 302 (Non-Laguna Seca) (2012-13)  
Mustang Shelby GT500 (2007-13)

Honda

S2000 (CR)

Lotus

Esprit Turbo (1996-2004)  
Evora (non-supercharged) (2010-11)

Mazda

RX-7 (Turbo) (1993-95)

Pontiac

Solstice GXP (2007-09)

Porsche

911 (996 chassis) (1998-2005)  
Boxster S (2005-08)  
Boxster (non-S, non-Spyder) (2009-13)  
Cayman (non-R, non-S) (2009-13)  
Cayman S (2006-08)

*Saturn*

*Sky Redline (2007-2010)*

**B Street (BS)**

Acura

NSX

Audi

RS4  
RS5 (2010-13)  
RS6 (C5 chassis) (2003-04)  
S4 (2010-13)  
S5 (2008-13)  
TTS (2009-13)

BMW

1 Series M Coupe (2011-12)  
M Coupe & Roadster (2001-02)  
M5 (2004-10)  
Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions

Chevrolet

Corvette (C4 chassis, all) (1984-96)  
Corvette (C5 chassis, non-Z06) (1997-2004)

DeTomaso

Pantera  
Mangusta

Honda

S2000 (non CR)

Jaguar

XKR Coupe

Maserati

Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)

Mazda

MX-5 Miata (MSR) (2007)  
Miata Club Sport (2003)



Mercedes-Benz

C32 AMG (2002-04)  
CLK55 AMG (2001-06)  
SLK32 AMG (2002-04)  
SLK350 (2005-13)  
SLK55 AMG (2005-11)

Mitsubishi

Lancer Evolution (2003-13)

Nissan

Nismo 370Z (2009-13)  
Nismo 350Z (2004-2008)

Pontiac

Solstice (NA) (2006-**10**)

Porsche

911 (993 chassis, non-turbo) (1995-98)  
Boxster S (986 chassis) (2000-04)  
Boxster (non-S) (1997-2008)  
Cayman (non-S) (2005-08)

Saleen

Mustang (N/A)

Saturn

Sky (**NA**) (**2007-2010**)

Shelby

Cobra (all)

Subaru

Impreza WRX STI (including Special Edition) (2004-13)

Toyota

Supra Turbo (1993½-98)

**C Street (CS)**

BMW

M Coupe & M Roadster (1996-2000)  
M3 (E30 & E36 chassis) (1988-91 & 1995-99)  
Z3 (6-cyl, NOC) (1997-2002)

Chevrolet

Corvette (1963-82)

Chrysler & Plymouth

Prowler

Ferrari

308 & 328

Jaguar

XKE

Jensen

Jensen Healey

Lotus

7 & 7A  
Eclat  
Elan (RWD)  
Elan +2  
Elite (1216cc)  
Elite 2+2  
Esprit (non-turbo)

- Europa
- Maserati
  - BiTurbo
- Mazda
  - MX-5 Miata (not including 2007 MSR) (2006-13)
  - RX-7 Turbo (1987-91)
  - RX-8
- Mercedes-Benz
  - SLK
- Morgan
  - Plus 8
- Nissan
  - 300ZX Turbo (1990-96)
  - 350Z (all) (2003-09, except Nismo)
  - 370Z (2009-13, except Nismo)
- Porsche
  - 356 Carrera (4-cam)
  - 911 (non-turbo, NOC)
  - 911 Club Sport
  - 914 (all)
  - 928 (all)
  - 944 (16v)
  - 944 Turbo (all)
  - 968
  - Carrera 2 & Carrera 4 (964 chassis)
- Scion*
  - FR-S*
- Subaru*
  - BRZ*
- Toyota
  - MR2 Supercharged
  - MR2 Turbo
- TVR
  - 8-cyl & V6

#### **D Street (DS)**

- Acura
  - Integra Type R
- Audi
  - A3 quattro (3.2L V6, AWD) (2006-09)
  - A5 (2008-13)
  - S4 (2000-03)
  - TT Quattro (AWD)
- Chevrolet
  - Cobalt SS (2.0L Turbo) (2008-10)
- Eagle
  - Talon Turbo (AWD)
- Mazda
  - MazdaSpeed3
  - MazdaSpeed6
- MINI
  - Clubman S

- Clubman S JCW (2009-13)
- Cooper S
- Cooper S Coupe (2013)
- Cooper S Coupe JCW (2013)
- Cooper S JCW (2006-13)
- Mitsubishi
  - Eclipse Turbo (AWD)
  - Lancer Ralliart (2009-13)
- Saab
  - 9-2X Aero (2.0L Turbo)
- Subaru
  - Forester 2.5XT
  - Legacy 2.5GT (2005-12)
  - Impreza WRX (non-STI)
- Volkswagen
  - Golf R (2012-13)
  - R32 (Golf chassis)

### **E Street (ES)**

- Alfa Romeo
  - 2000 Spider
  - 2000 GTV
- BMW
  - Z3 (4-cyl) (1996-98)
- Datsun
  - 2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)
- Dodge
  - Charger Turbo
  - GLH Turbo
- Fiat & Bertone
  - X1/9 (all)
- Mazda
  - Mazdaspeed Miata (2004-05)
  - Miata (1.8L) (1994-2005)
  - Miata (1.6L)
  - RX-7 (non-turbo, all)
- Morgan
  - Plus 4, 4/4
- Pontiac
  - Fiero (V6)
- Porsche
  - 924 Turbo (Audi engine) (1979-81)
  - 924S
  - 944 (8v)
- Shelby
  - Charger GLH-S (1987)
- Sunbeam
  - Tiger
- Triumph
  - TR-8
- Toyota
  - MR2 Spyder

- MR2 (non-turbo) (1985-95)
- TVR
  - 4-cyl & inline-6
  - V8
  - V12
- F Street (FS)**
  - AMC
    - AMX
    - Javelin (V8)
  - Audi
    - S4 (V8) (2004-09)
  - BMW
    - 128i, 135i & 135is (2008-13)
    - 335i & 335is (2007-13), 335i xDrive (2007-13), 335d (2009-11)
    - 3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)
    - 5 series (NOC)
    - 6 series coupe
    - 8 series coupe (all)
    - M3 (E46 chassis) (2001-06)
    - M3 (E90/92/93 chassis) (2008-13)
    - M5 (1988-93)
    - M5 (2000-03)
  - Buick
    - Regal & Grand National (Turbo V6)
  - Cadillac
    - CTS
    - CTS-V
  - Chevrolet
    - Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)
    - Camaro SS (incl. 1LE) (2010-13)
    - Camaro (V8, NOC)
    - Camaro (V6) (2010-13)
    - Corvette (1953-62)
  - Chrysler
    - 300 & 300C (2004-13)
    - 300 (incl. SRT8) (2010-13)
    - Crossfire
    - SRT-6 (2005-06)
  - Datsun
    - 280ZX Turbo
  - Dodge
    - Challenger (all) (2008-13)
    - Magnum (2005-08)
    - Magnum SRT8 (2006-08)
    - Ram SRT10 (2004-06)
    - Stealth Turbo
  - Ford
    - Crown Victoria
    - Mustang V6 (2011-13)
    - Mustang (V8, NOC)
    - Mustang Cobra (2003-04)
    - Mustang GT (2010-13)

Mustang Mach 1 (2003-04)  
Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)  
Mustang SVT Cobra  
Thunderbird (V8 & V6 Supercharged)

GMC  
Syclone  
Typhoon

Hyundai  
Genesis Coupe (4-cyl Turbo) (2013)  
Genesis Coupe (V6) (2010-13)

Infiniti  
G35 Coupe  
G35 Sedan  
G37 Coupe  
G37 Sedan  
Q45

Jaguar  
X Type (3.0L) (2002-08)  
XJ (1998-2013)  
XJ-S (1976-96)  
XK8 (1997-2006)  
S-Type (6-cyl)  
S-Type R  
Sedans (12-cyl)

Lexus  
IS 250 (2006-13)  
IS 300  
IS 350 (2006-13)  
IS F (2008-13)  
GS400  
SC400 (1992-2000)

Lincoln  
LS (V8 sedans)  
Mark VIII

Mercedes-Benz  
C280 (2001-07)  
C300 (2007-13)  
C320 (2001-05)  
C350 (2007-13)  
C36 AMG  
C63 AMG (non-Black Series) (2008-13)  
CLK  
E55 AMG

Mercury  
Capri (V8)  
Cougar (V8 & V6 Supercharged)

Mitsubishi  
3000 GT Turbo

Nissan  
300ZX (non-turbo) (1990-96)  
300ZX Turbo (1984-90)

Pontiac  
Firebird (V8, NOC)

- Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)
- G8 (V8 & NOC) (2008-09)
- GTO (2004-06)
- Trans Am Turbo (V-6)
- Shelby
  - GT350 (1965-70)
  - GT500 (1967-70)
- Tesla
  - Model S (2012-13)
- Toyota
  - Supra (non-turbo) (1993-98)
  - Supra Turbo (1987-92)
- Triumph
  - Stag
- V8 sedans, pick-ups, and sedan-derived convertibles NOC

### **G Street (GS)**

- Acura
  - CL
  - Integra (1986-89)
  - Integra (incl. GS-R) (1990-2001)
  - Legend
  - RSX incl. Type S
  - TL (all)
  - TSX
  - Vigor
- Alfa Romeo
  - 164 (non-S) (1991-93)
  - 1300
  - 1600
  - 1750 & 1750 GTV
  - 2000 (4-door sedans)
  - GTV V6
  - Milano
  - Sedans (NOC)
- AMC
  - Gremlin (4-cyl & 6-cyl)
  - Spirit (4-cyl & 6-cyl)
- Audi
  - 80 & 90 (all)
  - 100 (non-S4)
  - 4000 (all)
  - 200 Turbo quattro
  - 5000
  - A3 (FWD) (2006-13)
  - A4 (V6 & 4-cyl Turbo)
  - A6
  - A8 & V8 quattro (AWD)
  - Quattro Coupe (Turbo)
  - S4 (100 CS chassis) (1992-94)
  - TT (non-quattro/FWD) (2000-06)
  - TT 2.0 Turbo (non-quattro/FWD) (2008-12)

Austin

Mini (all)

Austin-Healey

100/4

100/6

3000

Sprite (all)

BMW

1600

1800

1800ti

1800 TiSA

2000 CS Coupe

2002 (all)

318 (NOC)

318i & 318is (1992-98)

318i & 318is (1991)

318ti (1995-99)

320

325e (eta engine)

325i, 325is (1987-91), & 325ix (1988-91)

3 series (6-cyl E36 except M3), (1992-99)

7 series (6-cyl)

Buick

Reatta

Cadillac

Catera

Chevrolet

Aveo

Beretta (NOC)

Camaro (inline-4 & inline-6)

Camaro (V6) (1980-2002)

Chevette

Cobalt (2.2L, all) (2005-10)

Cobalt Sport (2.4L) (2008)

Cobalt SS (2.4L) (2006-07)

Cobalt SS (2.0L SC) (2005-07)

Corvair

Cruze

Malibu (all) (2008-13)

Nova (4- & 6-cyl, RWD) (1962-79)

Nova (FWD) (1986-88)

Sonic (2012-13)

Spectrum (all)

Sprint (all)

Vega & Cosworth Vega

Volt (2012-13)

Chrysler

300M (1999-2004)

Cirrus (V6)

Conquest Turbo

Laser

PT Cruiser (non-turbo) (2001-2010)

- Sebring
- Daewoo
  - 4 and 6-cyl models
- Datsun
  - 1200
  - 1500 & 1600 Roadsters
  - 210 & B-210
  - 310 & 310 GX
  - 510
  - 610
  - 710
  - 810
  - F10
- Dodge
  - 024 (1.7L)
  - Avenger
  - Caliber SRT4
  - Challenger (2.6L)
  - Charger (non-turbo, FWD) (1981-87)
  - Colt (1600, FWD)
  - Colt (1.8L 16v) (1993-94)
  - Colt (1.4L & 1.5L, FWD)
  - Colt (RWD)
  - Colt Turbo (1984-88)
  - Colt Turbo (16v)
  - Conquest Turbo
  - Daytona IROC R/T
  - Daytona
  - Dart (FWD) 2013
  - GLH (non-turbo)
  - Intrepid
  - Lancer
  - Neon (1995-05)
  - Omni (1.7L & 2.2L)
  - Rampage (2.2L)
  - Shadow
  - Spirit
  - SRT-4 (Neon chassis)
  - Stealth (non-turbo)
  - Stratus
- Eagle
  - Summit (1.8L 16v) (1993-96)
  - Summit (non-turbo, NOC)
  - Summit Turbo (16v)
  - Talon (16v non-turbo)
  - Talon Turbo (FWD)
- Fiat
  - 124 (all)
  - 128
  - 131 (Mirafiori)
  - 500 Abarth (2012-13)
  - 850 (all)
  - Brava



- Strada
- Ford
  - Aspire
  - Contour
  - Cortina (all)
  - Escort (all)
  - EXP (all)
  - Festiva
  - Fiesta (2011-13)
  - Fiesta (1976-80)
  - Five Hundred
  - Focus
  - Fusion
  - Mustang (Inline-4 & Inline-6)
  - Mustang II (4-cyl & 6-cyl)
  - Mustang (4-cyl Turbo & V6) (1979-93)
  - Mustang (V6) (1994-2010)
  - Mustang SVO
  - Pinto
  - Probe (1989-97)
  - Taurus (NOC)
  - Taurus SHO (1989-99, 2010-13)
  - Tempo
  - Thunderbird (1989-97)
  - ZX-2 & Escort ZX-2 (incl. SR)
- General Motors
  - FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)
  - FWD models (NOC)
  - Geo
  - Metro
  - Prizm
  - RWD V6 models (NOC)
  - Spectrum
  - Storm (all)
- Hyundai
  - Accent (1995-2012)
  - Genesis Coupe (4-cyl Turbo) (2010-12)
  - Scoupe (all)
  - Tiburon (all)
  - Veloster
  - NOC
- Honda
  - 600
  - 800
  - Accord
  - Civic (2006-13)
  - Civic (NOC)
  - Civic del Sol DX
  - Civic del Sol S & Si (1994-97)
  - Civic del Sol VTEC
  - Civic EX & Civic LX (1988-2013)
  - Civic Si (1986-91)
  - Civic Si (1999-2000)

- Civic Si (2002-13)
- Civic Si Mugen (2008)
- CRX Si
- CRX (non-Si)
- CR-Z
- Fit
- Insight
- Prelude
- Infiniti
  - G20
  - M30
- Isuzu
  - I-Mark (all)
  - Impulse
  - Stylus (all)
- Jaguar
  - 120
  - 140
  - 150
  - X-type (2.5L) (2002-05)
- Kia
  - Forte & Forte Koup
  - Optima
  - Sephia (1.8L)
  - Spectra5
- Lancia
  - Beta (all)
  - Scorpion
- Lexus
  - ES 250
  - ES 300
  - GS 300
  - SC300
- Lincoln
  - LS (V6 sedans)
- Lotus
  - Cortina
- Mazda
  - 323
  - 6 (4-cyl)
  - 626 (all)
  - 808
  - 929
  - Cosmo
  - GLC (all)
  - Mazda2 (2011-13)
  - Mazda3 (2004-13)
  - Mazda6 (V6) (2003-13)
  - Mazdaspeed Protege
  - Millenia
  - MX-3
  - MX-6
  - Protégé MP3 (2001)

Protégé (NOC)  
R100  
RX-2  
RX-3  
RX-4  
Mercedes  
190 (16v)  
190 (2.6L)  
280 (1995-2000)  
C230 (1999-2007)  
NOC  
Mercury  
Bobcat  
Capri (FWD)  
Capri  
Cougar  
LN-7 (all)  
Lynx (all)  
Milan  
Montego  
Mystique  
Sable  
Scorpio  
Topaz  
Tracer (all)  
MG  
MGA  
MGB & MGB-GT  
MGC  
Midget (all)  
"T" Series  
Merkur  
XR4Ti  
MINI  
Clubman (non-S) (2008-13)  
Cooper (non-S) (2002-13)  
Cooper Coupe (non-S) (2012-13)  
Mitsubishi  
3000 GT (non-turbo)  
Cordia  
Eclipse  
Galant  
Lancer (non-turbo)  
Mirage  
Precis  
Premier  
Starion  
Tredia  
Nissan/Datsun  
200SX  
240SX  
300ZX (non-turbo) (1984-89)  
Altima

- Maxima
- NX1600
- NX2000 (1991-93)
- Pulsar (all)
- Sentra
- Stanza
- Versa (2007-13)
- Oldsmobile
  - Calais W41
  - Opel
  - 1100
  - 1900 (all)
  - GT
  - Isuzu
  - Manta
- Peugeot
  - 405 DL & 405 S
  - 405 Mi16 (1989-92)
  - 505 (1979-91)
- Pininfarina
  - 2000
- Plymouth
  - Acclaim
  - Arrow
  - Champ
  - Colt (1.5L)
  - Colt (1.8L 16v) (1993-94)
  - Horizon
  - Laser (non-turbo)
  - Neon (1995-01)
  - Sapporo
  - Scamp (2.2L)
  - Sundance
  - TC3
  - Turismo
- Pontiac
  - G5 (2.2L) (2007-09)
  - T-1000
  - Fiero (4-cyl)
  - Firebird (inline-4, inline-6 & V6)
  - G5 GT (2.4L) (2007-08)
  - G8 (V6) (2008-09)
  - LeMans (FWD) (1988-93)
  - Sunfire (2.2L)
  - Vibe
- Porsche
  - 356 (non-Carrera)
  - 912
  - 924 (Audi engine)
- Renault
  - NOC
- Saab
  - 900 (V6) (1994-97)

- 9-2X Linear (2.5L)
- Turbo models (NOC)
- NOC
- Saturn
  - 8v
  - Astra (2008-09)
  - DOHC models (NOC)
  - Ion
  - ION Redline
  - L series
- Scion
  - tC (incl. Release Series 5.0,2009) (2005-13)
  - xA (2004-06)
  - xB (2008-12)
- Shelby
  - Charger (non-turbo)
- Subaru
  - Impreza 2.0i
  - Impreza 2.5 (non-turbo)
  - Impreza (NOC)
  - Legacy (NOC)
  - Sedan Turbo (NOC)
  - SVX
  - NOC
- Sunbeam
  - Alpine (4-cyl)
- Suzuki
  - Esteem GL
  - Forenza
  - Kizashi (2010-13)
  - Swift (all)
  - SX4 sedan (2007-13)
- Toyota
  - Camry (4-cyl)
  - Camry (V-6) (1988-13)
  - Celica
  - Corolla
  - Cressida
  - Echo
  - Matrix (all)
  - Paseo
  - Prius
  - Starlet
  - Supra (1979-92)
  - Tercel
  - Yaris
- Triumph
  - GT6
  - Spitfire
  - TR2
  - TR250
  - TR3
  - TR4

TR4A  
TR6  
TR7  
Volkswagen  
1.8L Turbo models (NOC) (2002-06)  
air-cooled models (all)  
diesel models (all)  
Beetle & New Beetle  
Corrado (all)  
Dasher  
Fox  
Golf/GTI & Jetta (8v, all)  
Golf TDI  
Golf/GTI & Jetta (16v)  
Golf/GTI & Jetta (1.8L Turbo)  
Golf/GTI & Jetta (VR6 24v) (2002-05)  
GTI (2006-13)  
Jetta  
Passat  
Scirocco (16v)  
Quantum  
Rabbit & GTI (all, NOC)  
Rabbit (2007-09)  
Scirocco (8v)  
VR6 (FWD, NOC)  
Volvo  
C30  
P1800  
S60R  
V70R  
NOC  
Yugo  
All  
RWD pickup trucks (NOC)

### **Street Touring**

#10191 EGR Clarification

Please see item 9618, which is being recommended to the BOD.

#10249, 10251, 10262, 10310, 10377, 10433, 10487, 11217 Boxster in ST Comments

Thank you for your input, please see the response to letter 9146.

#10346 Mustang Classing Proposal

See item #10437 Cars Move to STU Proposal

#10382, 10394, 11530, 11554, 11557 Mustang Move to STX/STU Proposals

Please see item #10437

#10429 Mustang move to STU Proposal

See item #10437

#10439, 11602 FRS/BRZ Move to STR Proposal

The SEB and STAC will continue to monitor the performance of the FRS/BRZ.

**#10568 VW TDI in STF Proposal**

Thank you for your input.

**#10710 ST Tire Proposal**

Thank you for the commentary on proposed treadwear changes.

**#11218, 11258, 11259, 11266, 11267, 11273, 11281, 11282, 11335, 11345, 11418 Exhaust Allowance Proposal**

Thank you for your input. This issue was addressed by a change published in last month's Fastrack (page 27).

**#11229 Heavier cars in STX**

Please see item #10437

**#11375, 11457, 11534, 11535 Steering Wheel Allowances**

Please see item #11316

**#11395 Z4M in STR Comments**

Please see item #11191

**Street Prepared**

**#10731, 11084, 11172 Differential Cover Comments**

Thank you for your comments. Please see item #9961.

**#11081, 11123, 11125 Shelby GT500 Classing**

Thank you for your comments. Please see item #10808.

**#11175 BMW Move from DSP To FSP Proposal**

Thank you for your input. As a reminder, the PAX index is not set by the SPAC, SEB, or BOD.

**#11448, 11462, 11633, 240SX Move to FSP Proposal**

Thank you for your comments. Please see item #11396.

**#11495 Porsche 924 Move to FSP Proposal**

Thank you for your input. Please see item #10402 in last month's Fastrack.

**#11523, 11524, 11533, 11538 CRX/Civic in FSP Comments**

The SPAC thanks you for your input. We welcome any additional comments regarding letter #9922 regarding the CSP Civic/CRX re-classing to FSP.

**#11555 Alfa Move to FSP Comments**

Thank you for your comment. This item has been recommended to the BOD for 1/1/2014 implementation, per the normal classing change process.

**Kart**

**#11075, 11171 KM Age Comments**

Thank you for your input. Item #9526 has been recommended to the BOD.

**#11502, 11509 KM Weight Clarification**

Please see the Member Advisory pertaining to item #8535

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | June 26, 2013

The RallyCross Board (RXB) met via conference call on June 26. Attending were Warren Elliott, Chairman, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance were Stephen Harris and Brian McCarthy, BoD liaisons, Brian Harmer from the National office, and Colin Rogers, Competitor Advisor.

The Secretary acknowledges that these minutes may not be in chronological order.

### Competitor Advisor Report

Colin Rogers, from the Central Florida Region, was introduced as the current competitor advisor to the RXB. Rogers suggested marketing RallyCross to the drifting crowd through the use of flyers and stickers. Entering RallyCross vehicles in car shows could be an effective way to create exposure for RallyCross. Videos can effectively demonstrate the RallyCross experience. RallyCross programs need good locations but can be difficult to find and secure. The forthcoming landowner packet should assist in the process.

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that no incident reports had been submitted since the last RXB meeting.

In an effort to recruit new Safety Committee members, Doctor emailed a notice of the search to all licensed RallyCross Safety Stewards. He received several responses of interest and has requested more information from a few of those respondents. He hopes to have a complete committee of five members within two weeks, at which time the Safety Committee will begin to address the Safety Steward training guidelines.

- RallyCross Rules Committee (Keith Lightfoot):

**Motion:** Appoint Keith Lightfoot as chairman of the Rules Committee. Elliott/Foley. PASSED unanimous.

The Rules Committee will write up all submitted rules proposals and have them posted to the RallyCross forum for member discussion by August 1.

- National Championship Committee: The contract negotiations for the 2014 National Championship site is in process and should be completed soon. The plan is to have the contract signed and publicized in July.

Surface preparation for the 2013 National Championship site in Tulsa is ongoing with little progress at this point. Elliott will contact Blakely to encourage quick action on the task.

The RXB discussed key worker positions and the critical nature of the choice of the chief steward this year. The RXB discussed layout options with the possible use of a reliable wireless timing system for this year's event. Brian Harmer volunteered to organize the grid draw in an effort to make it more entertaining for the competitors.

- Marketing Committee (Ron Foley): Foley reported that a good article covering the Dixie National Challenge is posted at SCCA.com. John Schellenberg wrote the article.

Foley is planning several press releases to publicize the National Championship, to encourage early registration, to publicize the number of entrants, the size of the event, and where it is, and to publicize the True Grit Award and its requirements. There will also be the "Who Will Win" article in early September, which requires an entrant to be registered to be considered for the article.

Foley also reported a good RallyCross article in a recent Grassroots Motorsports magazine.

- Divisional Steward Liaison (Stephen Hyatt): No Divisional RallyCross Stewards (DRXS) meeting has been held yet this month due to the earlier meeting schedule for the RXB.

Hyatt requested that the RXB reevaluate the expectations of the National Challenge events. These events should reflect the National program. The format of all the events should be standardized as much as possible. Using MotorsportsReg.com for event registration would be just one element of the standardization. Hyatt would like to have the format finalized within the next couple of months so that the Divisions will have a clear understanding of how to organize their events for 2014. Hyatt



will draft a format page for RXB consideration at the next RXB meeting.

Hyatt reminded the RXB of the Regional conference call scheduled for July 15. He encouraged all to remind their Regional directors to sign up and plan to participate.

#### **Old Business**

- Advisory position: This position is now being utilized as is noted in the Competitor Advisor Report above. It will be an open position with no specific time frame. Doctor expressed a desire for advice on retention of RallyCross competitors.
- STRAP: Elliott will work with Steve Harris to complete with in the next couple of months.
- Landowner packet: Brian Harmer reported that the contents for the packet are completed and need to be assembled into the folders. This is currently on hold until other National Office priorities are completed but will be completed as soon as possible.

#### **New Business**

- Global RallyCross: The RXB discussed the status of Global RallyCross and the relationship between it and SCCA RallyCross. The RXB plans to meet and discuss the relationship with Kurt Spitzner, Rally Programs Director, in the near future.

Next meeting: August 7, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | July 2, 2013

The RoadRally Board met by conference call on July 2, 2013; meeting called to order by Rich Bireta at 7:38 pm CDT.

In attendance: Jeanne English, Chuck Hanson, Bruce Gezon, Sasha Lanz, Len Picton, Deena Rowland from the National Office, guest Jay Nemeth-Johannes. Not in attendance: Clarence Westberg, Howard Duncan from the National Office, BOD liaisons.

Guest Topic: 2014 USRRRC Proposal presented by Jay Nemeth-Johannes; his report is in the Dropbox.

Jay said his proposal is in two parts. Part 1, which we discussed last month, is an event aimed primarily at the current rally community. Part 2 is an event that looks to outside clubs and organizations, aiming outside of our road rally community; an event of this nature will need support from the entire rally community, not just a single region or division; it will also need major help/support from the National Office. Because of all the work/preparation that needs to be done, Jay believes it cannot be ready for 2014. Bruce commented that we will need the marketing department, and he was disappointed that someone from that department was not here for this meeting. Another conference call needs to be scheduled with the appropriate Topeka people, Jay, and a couple of RRB members. Jay also commented that we need to set up some excitement to make this successful. Rich asked about a budget, and Jay said he would put together a preliminary budget (for us first, then to Topeka); Chuck said that based upon what he knows of the Porsche Parade and BMW Oktoberfest the budget could run into 10s of 1000s of dollars. Rich said that the next steps are to get Jay's budget for review, and schedule a call with Howard Duncan and Marketing; Chuck suggested adding Jeff Dahnert, Rich said he would take that suggestion under advisement. (At the finish of this discussion, Jay left the meeting.)

The June minutes were approved (Chuck/Sasha/passed).

### General Road Rally/Regional

- 1) Road Rally Calendar in Sports Car – The August Sports Car has the remaining 2013 Nationals and Regional events listed. Issue resolved. Thank you, Deena! The August Sports Car also has a blurb that the complete road rally planning calendar is available on the Road Rally page of the SCCA website.
- 2) Road Rally eNewsletter – Much kudos and appreciation to Cheryl Babbe for the second edition of the newsletter! The article from Dave Head about the Arizona events and the article on the Detroit Rally School really made that issue. Thank you, Cheryl! Chuck will send an article about the Indy rallies. Rich thought this issue was better than first, very positive. Deena talked to Cheryl about calendar events.
- 3) In May we collectively decided that increasing the number of entrants and events was the primary goal of the RRB. How should that be measured? We were all asked to send suggestions for doing so; Rich has done that via email and documents in Dropbox. Sasha is working on a way to measure the number of new participants, as well as returning participants; Bruce pointed out that the key is having enough rallymasters to put on enough events, grow the organizer base so there are events for new participants to return to. Rich said that we need the number of entrants, events, regions holding events, regions having strong rally programs; he wants to report accurate state of growth. Len asked what the RRB can do to stimulate this activity, that the Regional Development Committee has discussed this ad nauseum, that an important point is the need to take away disincentives; it defies simple solutions.
- 4) 2014 Coker Tire Run - Jeanne will be liaison for 2014 event, with assistance from Bruce; nothing new to report
- 5) Mentoring Committee Report:
  - a) Chuck reported that Jim Fekete has relocated to Colorado and wants to restart the rally program there; he was put in contact with the Rocky Mountain Region and Jay has provided contact info also.
  - b) Chuck said the Committee is willing to help, if we can get people to ask. Bruce asked if perhaps Rick Beattie could mention in an article that the Mentoring Committee is available. What about regions that seem to not want to have a rally program? Would the National Office be willing to tell them 'you need to have rally for a fully rounded program for your members'?

### Committee Reports

#### Rules Committee (Bruce)

##### 1. Article 11 – Classes

The proposed wording is in the Dropbox, with no changes except replacing the word 'mileage' with 'distance'. Motion: approve Article 11 changes as posted for the 2014 competition year. Discussion: Chuck asked if allows Curtas in Class S; Bruce answered yes, and it also allows certain apps (e.g. basic Richta app) depending upon what they do. Vote: Bruce – yes, Chuck – yes, Sasha – yes, Jeanne – yes, Len – abstain, Rich – abstain. Jeanne/Len/passed.

##### 2. Article 16 – Controls

The current wording is in the Dropbox. Bruce reported that not much has changed except for a few sentences; it says that national rallies are still responsible to set/use WWV/CHU as their official time; if signal not available, set master clock set as best as possible, have this clock be available to all and have entrants acknowledge it. Bruce

has been asked to add a subsection that a lead car shall precede all cars to verify official time, but he thinks this is covered elsewhere. Rich – we will delay the vote to next month, he wants to get Clarence's input.

Publicity Committee (Sasha)

1. A list of 8 questions was sent to Dave Head, chairman of the Publicity Committee, it is in the Dropbox. We did not discuss Dave's submitted answers; Rich will reread his answer; discuss next month.
2. Sasha reported that a top priority is finding new members; the Committee is currently Dave Head, Cheryl B a b b e , and Sasha as liaison. Dave is willing to commit to managing the 10 spots on the SCCA website, and will start by putting out info on all upcoming nationals, and recent results. The Committee is glad to accept suggestions for those 10 spots other than rally flyers (today, the 2014 SCCA Convention was put in top spot above the USRRC); we want to try to keep rally items in the top 10

National Rally Committee (Chuck.):

- 1) The members are Bob Demeritt, Dave Weiman, and Mike Thompson, with Chuck as liaison). They have not met because Chuck has been busy (working on his nationals), he wants to have a conference call the week of July 27 (Deena says OK). The Committee will appoint liaisons, to spread the work around (still chosen from RRB and Rules Committee members, and other select people). Their primary objective will be to make it easy to put on events, to make it happen.
- 2) Statement of Personal Opinion – Chuck requests that we all read it (it's in the Dropbox).
- 3) National Sanction Fees – reduce them? Bruce made proposal which seems viable, because of the shortness of time left tonight this is deferred to next month. Deena will check about the insurance portion of the fees.

Regional Development Committee (Rich) –

1. They tried to have a conference call held last week, but had technical issues, try again this month. Jim Fekete expressed Interest in joining this committee.
2. Patrick Strong is working on an Introduction to the Toolkit.
3. Rich would like to invite Clarence to the next Committee call, for his input on recruiting new rallymasters.

New Business General Road Rally/Regional:

1. Len's note regarding Historic Rallying (carryover from May): 40 percent of the entrants to a recent DC region event were historic and vintage entrants; we should approach these vintage people with a specific place for them.
2. Divisional Road Rally Steward Responsibility (June Minutes) – Jeanne has volunteered to update the DRRS portion of the Road Rally Policies and Procedures manual. Bruce asked if the Reg Dev Comm should contact the DRRSs now that we know what their responsibilities, to make sure they understand their responsibilities? Sasha is the liaison to the DRRSs. Jeanne would prefer that we wait until the manual update is completed before contacting them.
3. Worker Recognition (June Minutes) – postpones, due to lack of time.

Long-standing Issues

What is the status of the ongoing issues with SCCA.com, namely forum notifications, and the "Racing on the Street" part of 'What can I do with my car?' The Forum notifications is a known issue that the RRB alone cannot fix, Deena will keep after the web folks. She also suggested that removing "Racing on the Street" might be the way to go; she will check on this also.

Closing

What is your "one RRB-task" this month?

Chuck – survive his upcoming nationals

Bruce – same as Chuck

Jeanne – update DRRS manual

Sasha – read Chuck and Jay's documents

Rich – get the agenda out earlier

Meeting adjourned at 7:30 pm CDT.

Next meeting August 6, 2013, via telephone conference.

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 Web site at the following links:

### CLUB RACING

50th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>

## CLUB RACING BOARD

### Club Racing Board Minutes | August 6, 2013

The Club Racing Board met by teleconference on August 6, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager of Club Racing; and Chris Blum, Club Racing Technical Services Assistant. The following decisions were made:

### SUGGESTED RULES FOR 2014

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).

### Formula/Sports Racer

#### DSR

##### 1. #11676 (Ken Kaplowitz) Allow Alternate Valves in SR2

Thank you for your letter. In the SR2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, add 9.1.8.A.3.k.b.8: 8. Stainless steel valves of the same diameter may be substituted for titanium valves.

##### 2. #11677 (Fabian Okonski) Shifters in Proposed SR1/SR2 Rules

Thank you for your letter. In the rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change 9.1.8.A.3.j.4:

#### j. Transmissions

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. 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.

~~Devices that interact with the throttle or ignition system during a shift operation (blippers and ignition/fuel cut) are permitted, but such devices shall not remove the driver's control of the gear change initiation, gear selection or completion.~~ *Devices that interact with ignition or fuel on the up shift (for example: ignitions cuts, flat shifters) are permitted; devices other than the throttle pedal that interact with the throttle during downshifts (blippers) are prohibited, this includes ECU programming to accomplish the same, and no devices shall remove the driver's control of the gear change initiation, gear selection or completion. P2 cars with assisted shifting mechanisms must remove the devices by September 1, 2014. Cars retaining the assisted shifting mechanism between January 1, 2014 and September 1, 2014 have a 50 lb weight penalty.*

#### F5

##### 1. #11739 (Jim Murphy) Allow F600 Motorcycle Drivetrain into F500

The CRB recommends the merging of the F600 class into F500 effective January 1, 2014. The entirety of section 9.1.1.J should be removed from the GCR. The below modifications to 9.1.1.D are recommended.

#### 1. Definition

A class for single-seat, open-wheel, rigid-suspension race cars using *either a* snowmobile-derived engine and drive components *or a 600cc motorcycle engine*. Specifications are restrictive in nature in order to emphasize driver ability, rather than design.

Formula 500 is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.

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## 2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 700 pounds (800 pounds for AMW and Rotax RAVE/non-RAVE 494 engines, 825 pounds for Rotax 493 engines, 850 pounds for Rotax 593 engines). *is defined below in Table 1.*

Wheelbase: Maximum 80"

Overall Length: Minimum 110"

Maximum 150"

Overall Width: Minimum 50"

Maximum 55"

*Table 1*

<i>Chassis/Engine</i>	<i>Weight</i>	<i>Restrictor</i>
<i>F 500 Snowmobile derived engine</i>	<i>700 pounds (800 pounds for AMW and Rotax RAVE/ non-RAVE 494 engines, 825 pounds for Rotax 493 engines, 850 pounds for Rotax 593 engines).</i>	<i>Rotax 593 see section 14. Engine</i>
<i>F600 600cc motorcycle engines</i>	<i>875</i>	<i>32mm</i>

## 6. Transmission and Final Drive

### *A. Snowmobile-derived engines*

Transmission of power from the engine to the rear wheels shall be through an automatic torque converter-type, centrifugal variable ratio drive, using a belt and/or drive chain and centrifugal clutch. Sprocket and/or pulley diameters may be changed to alter the drive ratio. No electronically or driver-controlled variable drive is permitted.

### *B. Motorcycle - engines*

- 1. Only rear wheel drive is permitted.*
- 2. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.*
- 3. Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.*
- 4. All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are permitted. This may include cables, rods, or other mechanical linkage systems. All other shifting mechanisms are not permitted. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.*
- 5. The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.*
- 6. Mechanical throttle mechanisms must be used on all engines. Computer, electronic or pneumatic control of the throttle position is not permitted.*
- 7. The use of jackshafts to transmit power from the output shaft to the rear axle is permitted.*
- 8. Final drive chain tensioners are permitted.*

## 14. Engines - Snowmobile-Derived Engines

### 15. Engines - 600cc motorcycle engines

*A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.*

*B. It is the purpose of this section to control the power level of current and future F600 engines to be approximately the same. Thus all engines must use individual inlet restrictors (IIRs) that comply with Appendix F, Flat Plate Intake Restrictor, except the third and fourth bullet items. The IIRs holes shall each be as listed in table 1. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may require adjustments to the restrictors at any time by publication in Fastrack.*

*C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the*

engine unless specifically authorized in these rules.

D. The stock ECU shall be used. The ECU fuel and ignition map may be changed. Devices that modify inputs to or outputs from the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.

E. Turbochargers and superchargers are prohibited.

F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.

G. The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.

H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems are permitted.

I. Oil coolers are unrestricted.

J. The cooling system is unrestricted.

K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is permitted. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.

L. Replacement of the standard connecting rod fasteners with alternate fasteners is permitted as long as there are no modifications to the production connecting rods. Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or to the production assembly.

M. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.

N. Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.

O. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.

## **16. Chain Guards**

## **17. Radiators**

## **18. Safety Items**

### **FV**

#### **1. #10580 (Stevan Davis) GCR Errors and Omissions for FV Bodywork**

Thank you for your letter. Change 9.1.1.C.9.E: E. Any bodywork forward of the center of the torsion bar tubes shall ~~have a maximum width of 31.75 inches (80.645cm)~~ *not extend outward beyond the centerline of the shock towers (maximum width of 31.75 inches or 80.645cm).*

Change 9.1.1.C.9.K: K. Air ducting may be attached to the carburetor and/or the engine. *Brake ducts are not permitted.*

#### **2. #10581 (Stevan Davis) Addition to FV Rules to Define "Bodywork"**

Thank you for your letter. Add 9.1.1.C.9.Q: *Q. 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 attached to the chassis and shall not move relative to the chassis while the car is in operation. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame.*

#### **3. #10585 (Stevan Davis) Add Wording to Allow Removable Head Surrounds**

Thank you for your letter. Change 9.1.1.C.9.G: G. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel *with the exception of the steering wheel and/or an optional driver's head surround. Any removable head surround shall meet the following requirements:*

*1. Padding should be of a suitable non-rebounding material and shall not extend more than 2 inches in front of the driver's helmet in the normally seated driving position. No portion can be directly in front of any part of the driver's helmet in the normally seated driving position. Padding shall not restrict vision to the sides of the car and must be easily removable by the driver and/or safety workers without the use of any tools.*

*2. Removal instructions for safety workers are recommended. Constructors and drivers should consider removal difficulty should the car be inverted off course.*

### **Grand Touring**

#### **GT**

##### **1. #10284 (SCCA Staff) GTA Consistency**

The GTA ruleset found at: <http://www.scca.com/clubracing/content.cfm?cid=44472> will be submitted to the Board of Directors for approval as a GCR Divisional only class for 2014.

#### **GTL**

##### **1. #12068 (Club Racing Board) Consolidation Process for GTL**

In 2012 the Club Racing Board (CRB) was given direction by the Board of Directors (BOD) to actively manage classes. That  
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direction led to the consolidation of the Touring classes and the incorporation of STO into GT2 in 2013. For 2014, CSR, DSR and Sports 2000 will be consolidated into two classes P1 and P2.

In 2012 the Club Racing Board (CRB) was given direction by the Board of Directors (BOD) to actively manage classes. That direction led to the consolidation of the Touring classes and the incorporation of STO into GT2 in 2013. For 2014, CSR, DSR and Sports 2000 will be consolidated into two classes P1 and P2.

In an effort to strengthen GT racing, the Club Racing Board has determined that the next class to be consolidated is GTL. The CRB is recommending a multi-step process that will fairly classify the existing (cars with log books issued prior to January 1, 2014) GTL cars into GT3, FP and HP. GTL will remain a Majors and Runoffs eligible for 2014 and will be eliminated in 2015. Current GTL cars may begin to run in GT3 or the appropriate Production classes starting on January 1, 2014. The current CRB proposal is as follows:

1. Reduce the speed potential of the current GT3 cars approximately 3 seconds a lap. This change will allow current 1.6-2.0 liter GTL cars to be unrestricted and move to GT3.
2. The remaining 1.2-1.5 liter GTL cars will be moved to FP with a weight penalty for tube frame chassis. This allowance will only be for existing GTL cars. No new tube frame cars can be built for FP.
3. Some of the very small bore 0.9-1.2 liter GTL cars will be moved to HP with a weight penalty for tube frame chassis. This allowance will only be for existing GTL cars. No new tube frame cars can be built for HP.

The CRB has presented this idea, at this time, to give the GT and Production communities time to recommend the best way to make these changes work. The CRB will listen to all those involved and will make every effort to incorporate as much of that input as possible.

#### **WHAT DO YOU THINK?**

None.

#### **MEMBER ADVISORIES**

##### **GCR**

##### **1. #11995 (Club Racing Board) Request for Advisory Committee Resumes**

The Club Racing Board is requesting those interested in serving on a number of its Advisory Committees to submit resumes at crbscca.com. Selected new members will serve beginning in 2014.

##### **Grand Touring**

##### **GT2**

##### **1. #11427 (Robert Lentz) Request to Slow Down STO Cars Added to GT2**

#### **GT2/ST/TA2 2013 CONSOLIDATION UPDATE**

The CRB recognizes that some adjustments are necessary and warranted to the newly consolidated GT2/ST/TA2 class. The intent is to create the best possible parity among this group of diverse race cars. Evaluations have been made from this season's well attended Majors and National races and will continue; however, more information is necessary for a proper evaluation of the adjustments required to avoid inappropriate adjustments. No changes will be made prior to the 2013 runoffs.

At the 2013 Runoffs, SCCA data acquisition boxes will be installed into select GT2 cars and this data will be used along with the data that has been gathered throughout the racing season to make competition adjustments that will be effective January 1, 2014.

##### **Super Touring**

##### **ST**

##### **1. #11980 (ST Committee) Miata Chassis Definitions**

Advise Competitors that the Mazda Miata has different chassis as they relate to ST and engine swaps. (The NA Chassis 1990-1997, the NB Chassis 1999-2000, and the NB Chassis 2001-2005) For example, a Miata running in STL may be a 1999-2000 using a 2001-2005 engine and may use a 1999-2000 intake manifold. However, a 2001-2005 chassis car cannot use a 1999-2000 intake on its engine.

#### **NOT APPROVED BY THE CRB**

##### **GCR**

##### **1. #11860 (Eric Heinrich) Runoffs Schedule Change Request**

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



## **Formula/Sports Racer**

### **FF**

1. #11624 (David Ott) Freeze Previous Track Records for FF  
Thank you for your request. The CRB does not recommend this.

### **Grand Touring**

#### **GT2**

1. #11745 (Ken Muth) Allow 40 mm Chokes for VG35  
Thank you for your letter. All V6 engines in the general size of 3.5 liters are required to run an SIR in GT2. The CRB has no plans to change this.

### **Production**

1. #10411 (Jesse Prather) Allow Aftermarket Connecting Rods in Production  
Thank you for your letter. This issue was addressed in the response to a series of earlier letters. The CRB does not recommend this change.

2. #11132 (Eric Prill) Alternate Connecting Rods for Level 2

Thank you for your letter. This request has been addressed in responses to a number of recent letters. The CRB does not recommend this change.

### **FP**

1. #11607 (Steve Sanders (Mazda North American Operations)) FP "Spec" Connecting Rod - Request for Approval  
Thank you for your request. The CRB has voted against allowing any alternate rods in Restricted Preparation Production cars.

### **Super Touring**

#### **STU**

1. #11093 (Chris Edens) Allow Alternate Turbo for Mazdaspeed Miata  
Thank you for your request. The requested part is not a duplicate of the Mazdaspeed part and therefore, the CRB does not recommend it.

### **STL**

1. #11156 (Victor Chalk) Allow JDM B16b Civic Type R Swap in STL  
Thank you for your request. Please provide a VTS and re-submit your request. SCCA VTS sheets can be found at: [www.clubracingboard.com](http://www.clubracingboard.com) (the Menu button) or [www.scca.com/clubracing/content.cfm?cid=44472](http://www.scca.com/clubracing/content.cfm?cid=44472) (under the Forms section).

2. #11568 (Robert Paszkiewicz) Classing Integra GSR for STL, Japanese OEM Fascia Request

Thank you for your request. The CRB does not recommend the body work changes you requested. The CRB encourages a review of the ST rules to keep your car in compliance.

### **American Sedan**

1. #11770 (Cheyne Daggett) Allow Modifications to the Grill Opening for Mustang GT  
Thank you for your request. Per ASCS 9.1.6.D.2 "Engine Cooling System," there are sufficient modifications available to improve engine cooling for all American Sedan cars. Therefore, the CRB has no plans to modify grill openings for the 2011 and newer Mustangs unless all available modifications can be shown to be inadequate.

2. #11771 (Cheyne Daggett) Allow alternate Bumper Covers for Mustang GT

Thank you for your request. The CRB has no current plans to allow alternate bumper covers on 2011-13 Mustangs in American Sedan.

### **Touring**

#### **T3**

1. #11618 (Patrick Womack) Weight reduction for BMW Z4M  
Thank you for your letter. The CRB does not recommend this change at this time.

## **PREVIOUSLY ADDRESSED**

### **Formula/Sports Racer**

#### **CSR**

1. #10498 (David Watson) Help With Weight for Stohr in CSR  
Thank you for your letter. Please see the response to letter #11189.

2. #11054 (Bruce Funderburg) SR1 Class Proposal

Thank you for your letter. Please refer to the approved rulesets located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>. Please see the responses to your topics (in bold print) below.

#### **i. Engine and Weight Restrictions**

The CRB considered the potential problems of electronic throttle control to outweigh the possible cost of mechanical throttle control.

#### **10. Supercharging is prohibited.**

Please see the current proposed rules, supercharging has been allowed.

#### **SR1 Engine table**

##### **Lines C-G**

Thank you for your input the rules are adequate as written.

##### **Line I**

Thank you for your input the rules are adequate as written.

##### **Table K**

Thank you for your input the rules are adequate as written.

#### **ASR Remains as a GCR Class Comments**

The new SR1 class will be designated as P1 and the SR2 will be P2. Since ASR is a regional only class the name is not being considered in the structure.

#### **FV**

1. #11094 (Jeffrey Hennessy) Clarification/Change to Proposed Rule change - Tracking #10585

Thank you for your feedback. Please see the response to letter #10585.

2. #11413 (Thomas Kaufman) Add Wording to Section 9.1.1.9.G

Thank you for your feedback. Please see the response to letter #10585.

3. #11420 (Dennis Andrade) Proposed Rule Clarification

Thank you for your feedback. Please see the response to letter #10580.

4. #11424 (Craig Swinehart) Response to "What Do You Think?"

Thank you for your feedback. Please see the response to letters #10580, #10581, and #10585.

5. #11436 (Hugh Maloney) WDYT Letter #10580

Thank you for your feedback. Please see the response to letter #10580.

6. #11437 (Hugh Maloney) WDYT Letter #10581

Thank you for your feedback. Please see the response to letter #10581.

7. #11438 (Hugh Maloney) WDYT Letter 10585

Thank you for your feedback. Please see the response to letter #10585.

8. #11440 (Andy Pastore) Member Input: Clarification to the Bodywork Rule 9.1.1.9.E

Thank you for your feedback. Please see the response to letter #10580.

9. #11441 (Andy Pastore) "What Do You Think" #10581

Thank you for your feedback. Please see the response to letter #10581.

10. #11497 (Derek Harding) Define Bodywork #10581

Thank you for your feedback. Please see the response to letter #10581.

11. #11498 (Derek Harding) Allow Removable Head Surrounds #10585

Thank you for your feedback. Please see the response to letter #10585.

12. #11512 (Anthony Parker) June Fastrack Approval

Thank you for your feedback. Please see the response to letters #10580 and #10581.

13. #11515 (Terry Abbott) Supports FV What Do You Think

Thank you for your feedback. Please see the response to letters #10580, #10581, and #10585.

14. #11581 (Gary Kittell) #10580 Steven Davis FV Bodywork

Thank you for your feedback. Please see the response to letter #10580.

15. #11582 (Gary Kittell) #10581 Steven Davis Addition to FV Rule to Define Bodywork

Thank you for your feedback. Please see the response to letter #10581.

16. #11583 (Gary Kittell) #10585 Steven Davis Allowing Removable Head Surrounds

Thank you for your feedback. Please see the response to letter #10585.

17. #11619 (Greg Rice) FV Bodywork and Head Surrounds

Thank you for your feedback. Please see the response to letter #10585.

18. #11663 (Bill Dennis) Opposed to #10585 (Stevan Davis) Add Wording to Allow Removable Head Surrounds

Thank you for your feedback. Please see the response to letter #10585.

19. #11664 (Bruce Livermore) Support Letter #10580, Errors and Omissions

Thank you for your feedback. Please see the response to letter #10580.

20. #11665 (Bruce Livermore) Support for Letter #10581, Improved Definition of Bodywork in FV

Thank you for your feedback. Please see the response to letter #10581.

21. #11666 (Bruce Livermore) Support for Letter #10585, Allow Removable Head Surrounds in FV

Thank you for your feedback. Please see the response to letter #10585.

22. #11674 (Bill Dennis) #10580 (Stevan Davis) GCR Errors and Omissions for FV Bodywork

Thank you for your feedback. Please see the response to letter #10580.

23. #11675 (Bill Dennis) #10581 (Stevan Davis) Addition to FV Rules to Define "Bodywork"

Thank you for your feedback. Please see the response to letter #10581.

24. #11746 (Bill Kephart) My View on Letter #10585 (Stevan Davis)

Thank you for your feedback. Please see the response to letter #10585.

25. #11881 (Thomas Pape) Clarification to the Bodywork rule 9.1.1.9.E

Thank you for your feedback. Please see the response to letter #10580.

26. #11882 (Thomas Pape) Addition to FV Rules to Define Bodywork

Thank you for your feedback. Please see the response to letter #10581.

27. #11883 (Thomas Pape) Add Wording to Allow Removable Head Surrounds

Thank you for your feedback. Please see the response to letter #10585.

28. #11902 (Dan Voss) Letter # 10581 Comment

Thank you for your feedback. Please see the response to letter #10581.

29. #11919 (Paul Faford) #10580 Bodywork Clarification

Thank you for your feedback. Please see the response to letter #10580.

30. #11920 (Paul Faford) #10581 Define Bodywork

Thank you for your feedback. Please see the response to letter #10581.

31. #11921 (Paul Faford) #10585 Removable Head Surround

Thank you for your feedback. Please see the response to letter #10585.

## **ASR**

1. #11285 (Bruce Funderburg) Modify Width and Engine/Weight Requirements to Allow F5/F6 Based Cars

Thank you for your letter, some of your suggestions have already been incorporated in the approved version of the P2 rules while others the CRB feels are not in the best interest of the new class.

## **SR**

1. #11380 (MICHAEL DEVINS) Allow Alternate Wing Size in SR2

Thank you for your letter. Please see the response to letter #11590.

## **Grand Touring**

### **GT2**

1. #11654 (Gerson Rosenberg) Competition Adjustment For GT2  
Thank you for your letter. Please see the response to letter #11427.

2. #11671 (Pete Peterson) Further Adjustments Needed for GT2  
Thank you for your letter. Please see the response to letter #11427.

3. #11827 (Christopher Rallo) Edit Spec Line Notes, Audi R8  
Thank you for your letter. Please see the response to letter #11894, Technical Bulletin.

4. #11829 (Christopher Rallo) Strike Not Required and Obsolete Note  
Thank you for your letter. Please see the response to letter #11894, Technical Bulletin.

## **Touring**

### **T2**

1. #11736 (Marty Grand) Touring 2 Disparity  
Thank you for your request. Please see the response to letter #11972, Technical Bulletin.

### **T3**

1. #11861 (Harley Kaplan) T3 Competition Levels  
Thank you for your letter. Please see the response to letter #11759, Technical Bulletin.

## **NO ACTION REQUIRED**

### **GCR**

1. #11731 (John Fine) Errors and Omissions  
Thank you for your inquiry. Please see letter #6539, January 2012 Fastrack. The Board of Directors approved this change in March 2012, effective 1/1/2013.

2. #11862 (Gordon Jones) Clarify Electrical Kill Switch  
Thank you for your letter. The rule is adequate as written.

## **Formula/Sports Racer**

### **CSR**

1. #11189 (Lee Alexander) Proposed 2014 SR1 Rules  
Thank you for supplying engine dyno data in addition to your letter. The CRB has used a HP/Torque/weight formula for the class and considers the current weight to be consistent with the matrix of engines. The CRB will be monitoring the performance of the new class and will make performance adjustments if necessary.

## **Production**

### **EP**

1. #11597 (Bill Lamkin) Clarification: Chassis vs. Body  
The body is defined in Appendix F as "all parts of the car above the floor licked by the air stream". Thus additional openings can be created in the floor to permit draining of dry sump tanks, etc. and this will not violate 9.1.5.E.9.a.1. Please note additional provisions of the Production rules that limit modifications to the floorpan in certain circumstances.

## **Super Touring**

### **STL**

1. #11952 (Michael Jones) Allow Parts Interchange in STL  
Thank you for your request. Drivetrain swaps are allowed within the rules so there is no need for update/backdate rule in ST.

## **Touring**

### **T3**

1. #11744 (Harley Kaplan) Safety Recommendations for T3  
Thank you for your letter. This is already allowed. Please refer to section 9.1.9.2.D.10.

## **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2013

NUMBER: TB 13-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/30/2013 unless otherwise noted.

## GCR

1. #11785 (Terry Ozment) Change sound language in the GCR

In GCR section 5.7.1.G, change the language as follows:

"Ensure that yearly ~~calibration~~ **certification** of the equipment (meter, cables, microphone, and field calibrator) has been performed by the manufacturer or a certified laboratory."

Change the Sound control manual, page 10 as follows:

"The sound meter, microphone and field calibrator must be sent... "

2. #11809 (John Costello) Change the wording of section 9.3.20.C.2 of the GCR

In GCR section 9.3.20.C.2, change the language as follows:

"~~The back of each~~ **Each** driver's helmet shall be labeled with a minimum of the driver's name."

3. #11903 (SCCA Staff) Add B-Spec to section 9.3.55, Windshield safety clips

In section 9.3.55, add the language as follows:

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

4. #12041 (Terry Ozment) Accept IMG license for Regional Racing

In GCR section 3.1.5.C, add new section 22 as follows:

"**22. International Motorsports Group (IMG) Advanced License**"

5. #11655 (Greg Amy) Require Alternate Category Designations on Cars

In GCR section 9.3.29.A, add the language as follows:

"... Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended. **Cars running in multiple classes must clearly identify which class and weight they are running.** The numeral "1" shall be exclusively reserved for the current national champion in each class for national events."

6. #11840 (Peter Calhoun) Wet Tires- GCR 9.3.45

Effective immediately, in section 9.3.45, change the language as follows:

"In the Improved Touring, Super Touring, American Sedan, Spec Miata and Touring categories, ~~only DOT approved tires are permitted. Racing;~~ **any U rated, or better, DOT approved tire is permitted. Re-grooving of tires by any method once the tire has left the manufacturer is not permitted.** Recapped, or re-grooved tires are not allowed."

## Formula/Sports Racer

### Prototype

1. #11508 (Mark Langer) Car Model Correction for Diasio D962R

In P1, Diasio D926R-Renesis, change the spec line as follows:

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor may be applied at any time
D	Diasio <del>D926R-</del> <b>D962R</b> -Renesis					Note: Chassis and body-work as delivered by Diasio Car Com-	

2. #11378 (James Wege) SR2 spec line for Diasio

In P2, classify the Diasio D962 as follows:

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
<i>G</i>	<i>Diaso D962</i>				<i>Motorcycle only 1005cc max</i>	<i>Body, front splitter and wing either original OEM or P2 compliant.</i>

### 3. #11479 (Dan McBreen) The New SR2 Class - big participation potential

In P2, Radical SR-3 and SR-4, add the weights and engine size as follows:

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
C	Radical SR-3 SR-4		<i>1000lb Stock 1005cc max Restrictor TBD 1300lb Stock 1005 &lt;1370 cc max Restrictor TBD</i>			Radical wing or SR2 class compli- ant wing and end plate Radical rear dif- fuser permitted

### 4. #11590 (mike devins) spec line wing rules for cheetah

In P2, section e.2, change the Language as follows:

"A rear wing is allowed. Wing of single or dual element of any shape or chord length to fit in a ~~horizontal~~-rectangle of 6 inch height by 12 inch length as viewed from the side; end plates must fit in a ~~horizontal~~-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 ~~horizontal~~-rectangle of 9 inches height by 18 inches length as viewed from the side; end plate height is restricted to a ~~horizontal~~-rectangle 14 inches height by 18 inches length. Wing and end plates to be measured as raced."

In P2 (SR2) Spec Line Cars, change the following:

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes

A	AMAC, Aztec <i>Asteck</i> , Cheetah, Decker, Fox, LeGrand	94 / 54	950/1025	End plate mounting allowed, <i>except for Cheetah, Wing</i> maximum chord 16 inches for end plate mounting- mounted wings.	Max displace- ment 1005cc Restrictor per line B of SR2 engine table	Minimum width 55 inches
B	<i>AMAC-AM5, Fox-2 Seater, Zephyrus</i>	<i>94/54</i>	<i>900/950</i>	<i>End plate mounting allowed maximum chord 17 inches.</i>	<i>Max displace- ment 1005cc Restrictor per line B of SR2 engine table</i>	<i>Minimum width 55 inches</i>
B C	Enterprise Sports Racer					See GCR sec- tion 9.1.8.F for complete speci- fications
E D	Radical SR-3 SR-4		1300lb Stock 1370 cc max Restrictor TBD			Radical wing or SR2 class compliant wing and end plate Radical rear dif- fuser permitted
D E	Radical SR-3 Radical Cup		1500lb Sealed Radi- cal Cup engine and trans- mission Restrictor TBD			Radical wing or SR2 class compliant wing and end plate Radical rear dif- fuser permitted
E F	Radical Club Sport, Pro- Sport, PR-6		1000lb Stock 1005cc max Restrictor TBD or 1300lb Stock 1370 cc max Restrictor TBD			Radical wing or SR2 class compliant wing and end plate 61 in width min Radical rear dif- fuser permitted
F G	Bobsy			Wing unre- stricted		

## FF

1. #11623 (Lois Petersen) Reference errors in FC/FF GCR section 9.1.1.B

In FF, section 9.1.1.B.11, change the language as follows:

Engines

Formula F engines

The only permitted engines are:



- a. The Ford 1600 GT "Kent" pushrod "crossflow" as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in ~~Đ-2~~ **B.12**.
- b. The Ford 1600 GT "Cortina" engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in ~~Đ-3~~ **B.13**.
- c. The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit (all models starting 2009). The Honda Fit engine specifications are contained in ~~Đ-4~~ **B.14**.

#### Formula Continental Engines

The only permitted engines are:

- a. The Ford 2 liter single overhead camshaft "NE" series engine or the 1971-74 Pinto/Capri 2 liter single overhead camshaft engine. The specifications are contained in ~~Đ-5~~ **B.15**.
- b. The Ford Zetec ZX3 2 liter dual overhead camshaft engine. The specifications are contained in ~~Đ-6~~ **B.16**.

In section 9.1.1.B.12.a.4, change the following:

"Valve guides are unrestricted provided the position of the valve is not changed. Standard Ford replacement valves, with over-size stems, may be used as normal repair/maintenance procedures. The specifications, in ~~Đ-4-f~~ **B.12.f** are mandatory. It is permitted to re-cut or replace valve seats. Valve seat angles are unrestricted."

In section 9.1.1.B.12.a.7.D, change the following:

"The following specifications are used in determining compression ratio:

- A. Maximum bore size: 3.200"
- B. Minimum cylinder volume at Top Dead Center: 42.0cc
- C. Maximum valve protrusion from head surface:
- D. Only approved head gaskets may be used (~~see Đ-4-e.3~~) (**B.12.c.3**)"

In section 9.1.1.B.13, change the following:

#### 13. Cortina Engine

All of ~~Đ-4~~ **B.12** applies to the Cortina engine except as specified in this section. Components shall not be interchanged between the Kent and Cortina versions of the engine unless specifically authorized.

In section 9.1.1.B.15.x, change the following:

"Gaskets and seals are unrestricted except for the cylinder head gasket that has the requirements listed in ~~B-3-Đ-2-~~ **B.15.d.2** and the intake gasket. The intake gasket thickness must not exceed 1.1mm. Intake gasket is not to be construed as a spacer."

In section 9.1.1.B.19, change the following:

- "a. Formula F: The use of any single plate clutch on the Ford Cortina and Kent is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel, and provided that it shall have an operable clutch system. Carbon Fiber clutches are not permitted.
- b. The Honda Fit shall use the clutch specified in Section ~~Đ-14-~~ **B.14**.

#### Formula Continental

See ~~Đ-15 and Đ-16-~~ **B.15 and B.16**."

#### FC

1. #11741 (John LaRue) rule clarification for section 9.1.1.16.j

In FF/FC, section 9.1.1.B.16.j, change the language as follows:

"ECU: The Pectel T2 unit is required. The current specification SCCA Club map or 2013 Pro map as published by SCCA is required. ~~Failure to use the current SCCA Club or 2013 Pro map will result in an automatic penalty of 1 year suspension from SCCA club racing.~~ The SCCA Club and 2013 Pro map are available on the SCCA website."

#### Grand Touring

##### GT

1. #11970 SCCA Staff GT Allow Use of Race Tires of America Tires

Effective 1/1/14, in GT section 9.1.2.F.4.c.10, add the following language: *Cars using 13" wheels may run 13 x 8 wheels, but only with Race Tires of America 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 15 x 10 wheels, but only with Race Tires of America 23.5-10.0-15, bias ply, non-belted tire.*

##### GT2

1. #11893 (GT Committee) add wording



In GT2-ST, Ferrari 430 Challenge, add the notes as follows:

*"The competitor must have the rules in their possession and present them upon request."*

**2. #11894 (GT Committee) GT2-ST Audi R8 linked to #11827**

In GT2/ST, Audi R8, change the notes as follows:

"Must meet February 2012 Grand Am Specs. The competitor must have the rules in their possession and present them upon request. ~~Must meet 9.1.4.P.1 for tire requirements.~~"

**Improved Touring**

None.

**Production**

**1. #11174 (Mike Ogren) Change of wording for windshield removal**

In Prod, Section 9.1.5.E.9.a.8, change the language as follows:

"A. Open cars ~~must~~ **may** remove the windshield glass, door window glass, quarter window glass, rear glass, vent glass, as well as its frames/channels and all mounting brackets. Window winding mechanisms can be removed. If removed, a replacement windshield must be installed. The replacement windshield must be fitted within the vertical planes of the front most and rear most elements of the stock windshield and frame. The replacement windshield must not exceed the height or width of the stock windshield and frame. Any portion of the windshield that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement windshield can be constructed of glass. *If the stock windshield frames/channels are retained, a high front roll cage hoop must be utilized, and the stock windshield can be retained or replaced. If replaced, the replacement windshield must be of a polycarbonate material with a minimum thickness of 6mm, be identical in size and curvature to the stock glass windshield, and have a minimum of three vertical inner supports to prevent the windshield from collapsing inward. Inner windshield supports must be a minimum of 0.75" by .125" straps of aluminum. The inner supports must be mounted a minimum of eight inches apart. The rear window can be removed, as well as its frames/channels and mounting brackets.*"

"B. Closed cars can retain or replace the stock glass windshield. The replacement windshield must be constructed of a polycarbonate material with a minimum thickness of 6mm, and must be identical in size and curvature to the stock glass windshield. Replacement windshields must have a minimum of three inner supports to prevent the windshield from collapsing inward. Inner windshield supports must be a minimum of 0.75" by .125" straps of aluminum. The inner supports must be mounted a minimum of eight inches apart. ~~Closed cars can replace the rear window with clear polycarbonate material having a minimum thickness of 3mm.~~"

"C. ~~Closed~~ **All** cars can remove all door window, quarter window and vent window glass. Window winding mechanisms can be removed. Door window, vent window and quarter window frames/channels can be removed. Door window slots can be covered. ~~Closed cars can install~~ **Rear, door, vent, and quarter window glass can be replaced with a** clear polycarbonate material having a minimum thickness of 3mm ~~to replace the rear, door, vent and quarter window glass.~~ The windows in the rear door of a 4 door car and quarter windows can be run in their stock open or closed position. Ducts can be installed in the door, vent and quarter windows or resultant door window openings, for the sole purpose of supplying cooling air to the driver."

**2. #11422 (David Dewhurst) clarify word used within rule addition for trim.**

In section 9.1.5.E.9.a.12, remove the language as follows and add a new section 13:

Windshield wiper system can be modified, substituted or removed. Holes created in the body by the removal of these components can be covered. ~~Any interior or exterior trim pieces may be removed.~~

**13. Any interior or exterior trim pieces may be removed and the resulting openings may be covered with a solid panel.**

Re-number items 13 - 17

**2. #11971 SCCA Staff Prd Allow Use of Race Tires of America Tires**

Effective 1/1/14, in Production section 9.1.5.E.8, add a new section as follows: **c. Cars using 13" wheels may run 13 x 8 wheels, but only with Race Tires of America 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 15 x 10 wheels, but only with Race Tires of America 23.5-10.0-15, bias ply, non-belted tire.**

**HP**

None.

**Super Touring**

**ST**

**1. #11416 (Greg Amy) E&O: "Standard Body Appearance"**

In ST, section 9.1.4.C.1, change the language as follows:

**"Unless otherwise allowed, standard body appearance must be strictly maintained. ~~Standard body appearance includes the OEM grille and badge. A photographic replica is not sufficient.~~"**

## American Sedan

None.

## Spec Miata

None.

## Touring

### 1. #11941 (SCCA Staff) Clarify the Brake Duct Rule

In section 9.1.9.2.D.6.a.5, clarify the brake duct rule as follows:

"Duct intake openings may be created by the opening of 2 sections up to 14.5 square inches *each* in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches *each* of stock false grills originally located in the front fascia."

### 2. #12055 (Club Racing Board) Add verbage to add clarity to restrictor type in spec lines.

In T2, BMW E92 M3 (08-12), change the spec line notes as follows:

80 mm ~~Inlet restrictor~~ *Flat Plate Restrictor* required

In T2, Chevrolet Camaro SS, 1LE (10-13), change the spec line notes as follows:

67 mm *Flat Plate* Restrictor required

In T3, BMW M3 (01-06), change the spec line notes as follows:

48 mm *Flat Plate* restrictor required.

## T1

### 1. #11908 (Ted Hight) Clarify T1 rules to permit removal of steering lock

In T1, section 9.1.9.1.N.9, add the language as follows:

*Steering column locks may be removed or disabled.*

## T2

### 1. #11965 (SCCA Staff) Adjust ride height for T2

Effective immediately, in section 9.1.9.2.5.b.2.c, change the language as follows:

~~"Minimum ride height is 4.5" inches, to be measured without driver at the lowest point of the rocker panel, but not to include welded seams or fasteners."~~

*"T2 only: minimum ride height is 3.75" inches.*

*T3 and T4 only: minimum ride height is 4.5" inches,*

*Ride height to be measured without driver at the lowest point of the rocker panel, but not to include welded seams or fasteners."*

See racing memo 13-06

## T3

### 1. #12042 (Touring Committee) Clarify wording for restrictor

In T3, BMW Z4 M Coupe (2007), change the spec line notes as follows:

48mm *flat plate* restrictor required.

### 2. #12054 (Club Racing Board) Add 01-04 Mustang that was delisted in 2013

In T3, add the Ford Mustang GT (01-04) incl. Bullitt (2001), as follows:

T3	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>Ford Mustang GT (01- 04) incl. Bullitt (2001)</i>	<i>90.2 x 90.0 4601</i>	<i>2573</i>	<i>17x9 (F&amp;R)</i>	<i>275</i>	<i>3.37, 1.99, 1.33, 1.00, 0.67,</i>	<i>3.27</i>	<i>(F) 330 x 28 Vented Disc (R) 295 x 18 Vented Disc</i>	<i>3330</i>	<i>H&amp;R Race Springs (79-04 Mustangs) part #47200, includes 750- 850 (pro- gressive), 260-280 (progressive, solid axle) permitted at 3400 lbs.</i>

#### **T4**

##### **1. #11911 (Touring Committee) Mazda 3**

In Touring, Section 9.1.9.2.D.5.b.2, add section d as follows:

*"T4 only: Cars with alternate spring allowance in spec line, may use adaptors to allow fitment of springs."*

#### **B-Spec**

##### **1. #11964 (SCCA Staff) Allow Windows and door panels to be removed in B-Spec**

Effective Immediately, In B-Spec, add the language as follows:

See Racing Memo 13-06

In B-Spec, section 9.1.10.D.5, change the language as follows:

"All cars shall run with both front door windows fully open (down) *if equipped*, and shall have a driver's side window safety net per GCR Section 9.3, Window Safety Nets. Any cars where a window safety net cannot be installed, arm restraints shall be used. Arm restraints are not an acceptable substitute for window nets in other cars. Window safety nets shall be mounted in such a manner to provide protection in the event the driver's door opens. Rear windows shall be run in the closed (up) position."

In B-Spec, section 9.1.10.E.34, add the language as follows:

"Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and *headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed.* Original radio/stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, hoses, and all duct work must remain except duct work under seats."

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Steve Sturm vs. SOM - COA Ref. No. 13-09-NE

August 10, 2013

### FACTS IN BRIEF

On July 13, 2013 at the 2013 MARRS 7 regional event held at the Summit Point Motorsports Park, during the Saturday race on for SSM, David Gomberg, Assistant Chief Steward (ACS), submitted a Request For Action (RFA) seeking an investigation of a multiple car incident at Turn 1 that involved #83 driven by Bill Windsor, #90 driven by Steve Sturm, and #82 driven by William Petracca. Contact with the #90 car caused Mr. Windsor to spin and his car was struck by #82 who, unable to avoid contact, rolled into the gravel trap. Neither Mr. Windsor nor Mr. Petracca was able to continue. At the conclusion of the race, Mr. Sturm filed a protest against Mr. Windsor, citing 2013 GCR 6.11.1 (A, B, & C) – Rules of the Road, for failure to provide racing room. Mr. Sturm asserted in his protest statement that Mr. Windsor made an abrupt move toward the apex of the turn, and that Mr. Windsor's right rear made contact with Mr. Sturm's left front, causing the spin.

Since the parties involved were the same for both the RFA and the protest, the Stewards of the Meeting (SOM), John Deonarine, Larry Oliver, Steve Pence, Jim Harrison (SIT) and Steve Keadle, Chairman, combined the two actions, heard testimony, reviewed witness statements and reviewed a video. Their investigation concluded that Mr. Sturm (#90) was responsible for the contact with Mr. Windsor (#83). The basis for their decision was that Mr. Sturm failed in his obligation to pass safely and avoid contact. Mr. Sturm failed to put his car in position in time to reasonably expect racing room on the inside of Turn 1. The SOM disqualified Mr. Sturm and placed him on probation for three (3) subsequent race events. The penalties assessed four (4) penalty points to Mr. Sturm's competition license.

Mr. Sturm appealed the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Hoffman, Jack Marr and Rick Mitchell, Chairman, met on August 1 and 8, 2013 by Conference Call to review, hear and render a decision on the appeal.

### DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from Steve Sturm with related witness statements and video, received July 19, 2013.
2. E-mail statement from Steve Keadle, CSOM, received July 19, 2013.
3. E-mail statement from Steve Pence, SOM, received June 24, 2013.
4. Relevant sections of the Official Observer's Report, including video, dated July 14, 2013.

### FINDINGS

Witness statements from the Turn 1 workers reported that Mr. Windsor was running ahead of Mr. Sturm as they raced down the front straight. Their statements and video support the fact that Mr. Sturm had not reached Mr. Windsor's car when Mr. Windsor made his move to the apex of Turn 1. In Mr. Sturm's appeal, he stated that evidence he submitted would conclusively show that Mr. Windsor initiated the crash and that he, Mr. Sturm, had provided racing room. In its review of the evidence, the COA concluded Mr. Sturm's evidence is not substantive, but indeed, indicates that Mr. Sturm was responsible for the initial contact.

Mr. Sturm asserts that his testimony served only as a "prosecutorial" witness and that he was provided no opportunity to defend his actions. SOM hearings are held to determine the facts surrounding an incident, and "all parties shall be bound by the decision, subject only to appeal, as specified in GCR 8.2. (Hearings and Judgments) and 8.4.1. (Right to Appeal).

For the purpose of this section the term "party" means anyone who has protested or been protested, or who is the subject of a Chief Steward's Request for Action, in addition to anyone found to have been involved with and possibly responsible for the incident(s) in question.

### DECISION

The Court of Appeals rules that the SOM conducted their hearing in the appropriate manner, and finds no compelling evidence to overturn their decision. The COA upholds the decision of the SOM in its entirety. The penalties to Mr. Sturm are confirmed. Mr. Sturm's appeal is deemed to be well founded and his appeal fee, less an administrative fee, shall be returned.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | July 24, 2013

The Solo Events Board met by conference call July 24th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Bruce Lindstrand, Jerry Wannarka, and Dick Patullo of the BOD; Doug Gill of the National Staff. 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 1/1/2015

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

## CHANGE PROPOSALS

### Prepared

#### #9672 XP Front Endplate Proposal

The PAC has provided the following corrected version of a previously-published rule change proposal for 2014: In Appendix A, under Prepared Class X (XP) change the second paragraph of 1.c to read as follows:

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2sq ft. Wing endplate surface area is limited to 100 sq in (645.16cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

## MEMBER ADVISORIES

### Street Touring

#### #11792 Fuel Clarification

The SEB is not aware of a list of approved fuels, or of specifically how fuels become federally approved for street use. Distributors/retailers sell fuel marketed as "street legal" and the SEB believes that this is sufficient documentation, as the penalty for selling fuel not meeting federal requirements would be severe. Should a protest be lodged, the Protest Committee would look at the facts and make a ruling.

## NOT RECOMMENDED

### Stock

#### #11768 997 911 Move to AS Proposal

The SAC believes the 997 911 base model is appropriately classed in S-Street.

#### #10455, #10576 Boss 302 Move to FS Proposal and Mustang Classing Proposal

The SAC does not recommend moving the Ford Mustang Boss 302 (non-Laguna Seca) (2012-2013) to F-Street.

#### #11716 Seat Allowance Proposal

This change is considered inconsistent with the limited preparation philosophy of the Street Category.

#### #11813 Mazdaspeed 3 Classing Proposal

The Mazdaspeed is believed to be classed appropriately in D-Street.

#### #11820 Crossfire Classing Proposal

The Crossfire is believed to be classed appropriately in F-Street.

#### #11709 Short Shifter Allowance Proposal

This change is considered inconsistent with the limited preparation philosophy of the Street Category.

#### #11705 Focus ST Classing Proposal

Thank you for your input. The SAC believes the current classing is appropriate.

## **Street Modified**

### **#11491 Steering Allowance Proposal**

The SMAC does not recommend this proposal. The steering column within the passenger compartment is specifically excluded from modifications for safety concerns being these are "Street" cars. The current rule set already enables many options to increase steering rack speed (changing racks, changing internal box gearing, modifying idler arms/steering knuckles, etc.).

### **#11162 Alternate Subframe Proposal**

The SMAC does not recommend the proposed change. The intent of 16.2.T is to facilitate engine swaps ONLY and not to save weight.

### **#11269 Minimum Weight with Driver Proposal**

The SMAC does not recommend this change. Currently only the Modified category includes the driver, due to significantly lower vehicle weights. Also, ballast changes for two driver cars are considered problematic for the SM category.

### **#11631 Front Bumper Allowance Proposal**

The SMAC does not recommend this proposal. The committee does not believe modification or replacement of a safety item of this nature should be allowed within the SM category. The current rule set allows more than adequate provisions for installing an upgraded cooling system.

### **#11640 SM/SSM Classing Proposal**

SM and SSM participation at Nationals has been on an upward trend over the past 5 years. The SMAC will look at category restructuring if and when it becomes necessary.

### **#11660 Diffuser Allowance Proposal**

The SMAC does not agree with a diffuser allowance. Unlike a wing, a diffuser would need to be custom engineered for the specific vehicle it is being installed upon. The committee believes the requirements necessary in producing an effective diffuser are too costly and not healthy for the category.

### **#11795 Steering Column Allowance Proposal**

The SMAC does not recommend this proposal. The steering column within the passenger compartment is specifically excluded from modifications for safety concerns being these are "Street" cars. Any hydraulic power steering system can be converted to an electric system without modifying the steering column.

## **Prepared**

### **#9240 More LP Cars Proposal**

The PAC will continue to monitor and address the competitive balance in GP between the full-prep and limited preparation vehicles for addition of vehicles in the future. The PAC thanks the member for the request and input.

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#### **#11845 Shelby GT350 Classing Proposal**

The 2013 Shelby GT350 is not available through US Ford dealerships, and can only be obtained as an aftermarket modification by Shelby America. Therefore the SAC doesn't recommend classifying the car in Street category.

### **Street Touring**

#### **#11743 Mustang Move to STU Proposal**

Thank you for your input. Please see Street Touring item #10437, published in the August Fastrack.

## Street Modified

### #11213 Exhaust Proposal

Street Modified allowances for exhaust system and E85 have not changed, please see sections 15.10.I and 3.6 of the Solo Rules, respectively. Another reference suggested is the May 2013 Fastrack, item #9998.

## Prepared

### #11805 Charger & 300 Classing Comments

The PAC thanks the member for the input. This matter has been resolved by the Tech Bulletin in response to item #11819, found elsewhere in this issue of Fastrack.

## TECH BULLETINS

## Stock

### #11350 Spacer Clarification

The SAC has provided the following clarification of Section 13.4. This wording will also be added to the Street rules proposal.

#### "13.4 WHEELS

Any type wheel may be used provided it complies with the following: it is the same width and diameter as standard and as installed (including wheel spacers if applicable) it does not have an offset more than  $\pm 1/4"$  ( $\pm 6.35\text{mm}$ ) from a standard wheel for the car. The resultant change in track dimensions is allowed. Tire pressure monitoring sensors may be removed.

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. *On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel.* Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed.

Vehicles equipped with rims having metric specifications may use alternate rims as determined by using the following procedure:

Diameter: converting the metric measurement to inches and using the nearest smaller inch diameter rim.

Width: converting the metric measurement to inches and using the nearest smaller  $1/2"$  (12.7mm) width rim. Offset and track must still comply with the requirements of this section."

Note: This adjustment to the existing 13.4 rule will allow a competitor in this situation to follow a more common practice to utilize a single spacer to achieve the proper offset.

## Street Modified

### #11868 16.1R Side Mirrors

Per the SMAC, clarify 16.1.R. to read:

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 15 sq. in. *per mirror.*

## Prepared

### #11819 Charger & 300 Classing Comments

In response to member feedback, the previously published Tech Bulletin which was provided in response to item #10417 has been clarified to exclude the AWD models. It now reads as follows:

The PAC recommends the following new vehicle classifications in Appendix A, Class C Prepared, effective immediately:

Dodge:

Challenger (2008-2013)

Charger (2006-2013) (*RWD*)

Chrysler:

300 (C/SRT8) (2006-2013) (*RWD*)

#10197 Turbo Restrictor Clarification

The PAC has provided the following clarification for Section 17.10.C.2:

Add a new third sentence as follows: "*Induction system restrictors may be located within or be integral to the compressor housing, provided that all dimensional requirements of 17.10.C.2 are maintained.*"



# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | August 7, 2013

The RallyCross Board (RXB) met via conference call on August 7. Attending were Warren Elliott, Chairman, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance were Stephen Harris, Brian McCarthy and Dick Patullo, 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 (Jerry Doctor): Doctor reported two new members have joined the Safety Committee, Mark Utecht from the Land O' Lakes Region and Rebecca Ruston from the Oregon Region. The Committee has been tasked to provide feedback on Safety Steward license renewal.

Two incident reports have been received in the last month. One report raised no concerns, while the other elicited several questions from Doctor. Once answers to those questions have been received from the submitting Region, Doctor will report back to the RXB.

On behalf of the Divisional RallyCross Stewards (DRXS) Hyatt requested any conclusions from any submitted debeat forms. Doctor reported that there has been no correlation to tire pressures from the half-dozen forms received thus far.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that this year's rules proposals are posted at the RallyCross forum for discussion and feedback from the membership. The RXB discussed the current rules timeline and how well it works with the BoD meeting schedule.

Lightfoot reported the receipt of two rules inquiries for the Committee that he will post for comment.

- National Championship Committee: Elliott reported coordinating with Pat Lipsinic, from the Northeast Oklahoma Region, to scrape and pack the National Championship site surface as soon as possible in preparation for the event in October. The bid to do the work is within the preapproved amount and has been given the green light. Mark Walker, from the Committee, will confirm the work has been done.

Key worker positions for the National Championship event were discussed and voted on by the RXB:

**Motion:** Accept the following key worker positions: Chief Steward – Steve Hyatt; Assistant Chief Steward – Karl Sealander; Operational Steward – Warren Elliott; Chief of Protest – Keith Lightfoot; Chief of Course – Charles Wright; Chief of Safety – Jerry Doctor; Chief of Workers – Ron Foley; Chief of Timing – Sandi Brown; Chief of Tech – Z B Lorenc. Hyatt/Lightfoot. PASSED 5-1 (Blakely absent, Doctor opposed)

These positions are subject to change and to approval by Jim Rowland, Midwest Divisional RallyCross Steward.

The RXB discussed plans recommended by the National Championship Committee to use impound procedures at the National Championship this year. With the goal early in 2013 to keep the Supplemental Regulations for National events unchanged for the year, the RXB decided to cancel any plans for an impound at this year's event. Doctor was in favor of implementing those impound procedures this year. Discussions will continue about incorporating impound regulations for 2014.

Contract negotiations 2014 National Championship site are ongoing but are close to being completed. An announcement will be released as soon as the contract has been signed.

- Marketing Committee (Ron Foley): Foley reported progress towards National Championship press releases with the first press release coming soon. He hopes to include a release this year that names the course designers and includes their proposed course designs.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt distributed a proposed 2014 National Challenge format and MotorsportsReg.com requirements for RXB review. Discussion will continue at future RXB meetings and be finalized by November. Elliott reminded the RXB to review the proposal for future discussion.

Hyatt reported a good DRXS meeting last month. Discussion included questions about the debeat form as noted above. Most of the stewards will be attending the National Championship.

## **Old Business**

- Landowner packet: The RXB received a draft of the RallyCross site acquisition packet. The RXB discussed a few adjustments to the packet. These materials should be available soon for Regions to use.
- Global Rallycross: Elliott reported on attending the Global Rallycross event in Loudon, New Hampshire. The Global Rallycross offering is much different than SCCA RallyCross and provides few cross-marketing opportunities. There may be the possibility of having an SCCA RallyCross booth to hand out materials and answer questions at selected Global events.

## **New Business**

- 2014 Divisional / National Challenge requirements (Howard Duncan): Duncan presented a proposal for National RallyCross program changes. This proposal would be composed of three core components: a National Championship, three to five National events, and nine Divisional Championship events. The RXB discussed the details and logistics of the proposal. Further discussions will continue at future RXB meetings to determine the workability and benefits it might provide the RallyCross program.
- Midwest Divisional Challenge: Lightfoot noted that the Midwest Divisional Challenge scheduled for September 14-15 does not have an active link to registration at the SCCA website. Howard Duncan will remind Brian Harmer to activate the link once he is back in the office.
- Legend Car eligibility request: Lightfoot received a request from a competitor with a log booked Legends Car to compete in RallyCross. The RXB denied the request. As a clarification, vehicles must be production based and road going based.
- 2014 National Convention sessions: With plans for early 2014 National Convention promotion, Howard Duncan requested that the RXB choose three session topics plus the Town Hall. Foley will determine those topics by the next RXB meeting.

Next meeting: September 4, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | August 6, 2013

The Road Rally Board met by conference call on August 6, 2013; meeting called to order by Rich Bireta at 7:29 pm CDT.

In attendance: Chuck Hanson, Sasha Lanz, Jeanne English, Len Picton, Clarence Westberg, Rich Bireta, Bruce Gezon, Deena Rowland from the National Office, and Jerry Wannarka from the BOD. Not in attendance: Howard Duncan from the National Office.

The July minutes were approved (Chuck/Len).

### General Road Rally/Regional:

- 1) 2014 Coker Tire Run - nothing new; Jeanne will contact them to solidify plans for this to be the 2014 USRRC; more info at our October meeting.
- 2) 2014 SCCA Convention – will be in Charlotte, NC, March 7-9; Howard has asked for suggestions from us for sessions geared toward leadership; Rich said that safety steward training is well received, and would like to keep it as one of our sessions.
- 3) Mentoring Report - nothing from Chuck; Rich has been in contact with Jim Fekete in Colorado, Jim has also talked with Jay Nemeth-Johannes.
- 4) 2015 USRRC -
  - a. Jay has produced a preliminary budget and distributed to us.
  - b. Rich will schedule a meeting/conference call with Howard (mid August due to Howard's travel) to pave the way for a conversation with Jay.
- 5) Significant changes to the Road Rally Championship -
  - a. See files in the DropBox (SCCA RRB 2013\Rule Changes – 2014\Bulletized)
  - b. Many of the changes originated with a memo from Bob DeMeritt, which was then revised by the NEC
  - c. Many significant changes proposed:
    - i. That the USRRC be a stand-alone event/championship
    - ii. Change to classes based only upon experience, i.e. removal of Stock, Limited and Equipped classes
    - iii. Points for the National Championship be based upon your best 3 of 5 national rallies run, and 4 of 6 regional rallies run (actual numbers to be determined)
    - iv. Removal or modification of regional events counting for the National Championship
  - d. See the DropBox for the July minutes from the NEC: Chuck added comments, and also posted a proposal from Bruce; please read.
  - e. It is too late for 2014 adoption, but what is the appetite for RRB members to undertake significant changes to the Road Rally Championship? There was discussion about combining the separate series (tour, course, GTA) into one series; the general consensus was that we can do this, likely for 2015. Jeanne asked about bringing back divisional rallies as part of the national series; currently, they are not compatible.
  - f. How do we get this done? Bruce suggested that we let the NEC work on it, come back with what they think is appropriate wording; he would like to be part of the meeting; have it ready for our September meeting and then take it to the Town Hall at the USRRC; post proposal on the SCCA Forum and on the Yahoo list for comments pro and con.
- 6) Strategic Plan for 2014 – please review the 2013 STRAP in our DropBox and send any suggested changes to Rich; we will review this at our September meeting.
- 7) Statement of Personal Opinion from Chuck – please read; it contains several important points, including: personal nitpicking only hurts the rally program, and we (the RRB) need to attend as many events as we can to help committees continue to be active.
- 8) 2014 USRRC – an invitation for proposals was posted on the SCCA Forum 8/15/13; so far no volunteers..

### Committee Reports

#### Rules Committee (Bruce) -

1. Article 16 – Controls and Time Reference - wording is in Dropbox, nothing changed since last month. Motion to approve and adopt - Jeanne/Chuck/passed with Clarence voting Nay
2. 2014 Rule Book
  - a. Changes for 2014 finalized at this (August) conference call.
  - b. Four changes:
    - i. Article 21 – Time allowances (Effective 4/2/13)
    - ii. Article 4 – 40 Championship point per week per region (Effective 3/1/13)
    - iii. Article 11 – Championship Classes (Effective for 2014 championship)
    - iv. Article 16 – Controls and Time Reference (Effective for 2014 championship)

- v. Rules done, just need 2013 winners; Jeanne will contact Dave Kolb about getting the RRRs updated by the USRRC
- vi. Article 8.B.1 - Motion: that the 2014 competition year be from after this year's USRRC until the end of calendar year 2014, and thereafter from Jan 1 to Dec 31. Bruce/Chuck/passed.

#### **Publicity Committee report (Sasha) -**

Current members are Dave Head and Cheryl Babbe, with Sasha as liaison; Sasha put out notice on the SCCA Forum for more members; Eileen Waters and her daughter are interested. SCCA.com/rally has news items about Texas Regions recent rally with great turnout and the upcoming Western Virginia National. SW Div report will have report about recent rally with great turnout; Rich submitted POR press release; this month's *Sportscar* had a nice rally article (thanks Rick Beattie).

#### **National Events Committee (Chuck) -**

- 1) Report in Dropbox – please read
- 2) National Sanction Fees - under review by SCCA HQ
- 3) Chuck plans to have prelim 2014 calendar to send to current committees asking for 2014 dates.

#### **Regional Development Committee (Rich) –**

1. Conference call held last week, included a discussion with Clarence regarding LOL efforts in growing their rally program; Len had a successful rally; RDC compiling experiences of Texas, LOL, and DC regions about their successes.
2. Len asked about incentives for rallymasters, what is being done around the country, is it successful in getting new rallymaster? Cal Club and Texas have monetary incentives; DC, LOL, and Steel Cities do nothing, Indy gives worker points; Kansas has good guy points.
3. Introduction to the Toolkit (on the SCCA website) is being considered; is it too complex? What about the Regional Rally book? Is it too complex? Clarence said that we need a specific guide for first-timers; make it so they don't have to do the paperwork but instead just let them go out and have fun.
4. Sasha will be invited to the next meeting

#### **New Business General Road Rally/Regional:**

1. Len's note regarding Historic Rallying (carry over from May) – It is an opportunity to increase regional participation, but the region has to invest time to put on such an event. He compared it to the Hawthorn effect which concluded that anything improves with attention. Bruce said that people with older cars are looking for things to do with their cars, we need to 'fill their needs'.
2. Divisional Steward Responsibility (June Minutes) - Bruce said that we need to get them involved; Sasha (RRB liaison) sent them a message about calendar, to make sure all of their rallymasters know about calendar and newsletter. Len asked what is the relevance of the position? Motivate regions to put on rallies, whether already have program or not, help as needed, some regions need this help, others are fine as is, go to divisional conventions; the RR Policies and Procedures manual has a list. Sasha will contact the DRRSs about their duties, prodding them.
3. Worker Recognition (June Minutes) – postponed again due to time constraints.
4. Ongoing issues with SCCA.com:
  - a. Notifications of Forum postings often does not happen; the National Office acknowledges that this is a problem, but there are no plans to change or fix it at this time – the webmaster said that only people using the forum are road rally people (a small portion of total members), so he can't put in the time to fix it. Rich will put a note on yahoo group about this.
  - b. "Racing on the Street" (from "What Can I Do With My Car?" on the SCCA website) has been removed from the SCCA website.

Comment from Jerry Wannarka (BOD) – it is obvious that we really care about the Road Rally program; it's where he started and he has warm space in his heart for rally.

Meeting adjourned at 9:30 pm CDT.

Next meeting September 3, 2013, via telephone conference.

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 Web site at the following links:

### CLUB RACING

50th 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/>

## CLUB RACING BOARD

### Club Racing Board Minutes | September 3, 2013

The Club Racing Board met by teleconference on September 3, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; and John Bauer, Technical Manager, Club Racing. The following decisions were made:

#### Member Advisory

None.

#### No Action Required

##### FF

1. #12234 (David Ott) \*\*\*\*\*FORMULA FORD\*\*\*\*\*

Thank you for your letter. The CRB will continue to monitor the on track performance of the class.

##### FM

1. #11454 (Daryl Drummond) Alternate Engine Builders for FM

Thank you for your letter. Please see the response to letter #10199, May 2013 Fastrack Minutes. Mike Williams, CER, Inc., was approved as an engine builder for the Pro Formula Mazda in Club Racing only in the June 2013 Board of Directors Meeting, effective 1/1/2014. At this time, no other engine builders are under consideration.

##### FV

1. #12235 (Bruce Fuchiwaki) FV Safety Issue Head Surround

Thank you for your letter. Head surrounds are allowed in FV at this time but are not required.

##### STL

1. #12045 (James Innes) Omission to Strut Tower Rules

Thank you for your letter. This is already allowed per GCR 9.1.4.2.D.1.

##### T1

1. #11934 (Ted Hight) Correct Steering Lock Language for T1

Thank you for your letter. Please refer to letter #11908, September 2013 Fastrack Technical Bulletin.

#### Not Recommended

##### AS

1. #12080 (Cheyne Daggett) Changes for 2014

Thank you for your letter. Please see the responses to your requests below.

1. The CRB has no plans to change the way restrictor size and weight are determined in American Sedan. All classes in SCCA specify a weight with driver regardless of the driver's weight.

2. The CRB has no plans to change the two tire size options for the Restricted Preparation 2011-13 Mustang.

3. The CRB has no plans to allow alternate body panels for the Restricted Preparation 2011-2013 Mustang. Please see the response to letter #11771, September 2013 Fastrack Minutes. Please review ASCS 9.1.6.D.7.b.1, which allows the use of an air dam/front spoiler which includes splitters.

An air dam/front spoiler must meet the requirements of 9.1.6.D.7.b.2 through 9.1.6.D.7.b.6.

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4. The CRB will continue its monitoring of the Getrag MT82 transmission for reliability. There are no plans to provide an alternate transmission for the Restricted Preparation 2011-2013 Mustang at this time. Please see the response to letter #11233, July 2013 Fastrack Minutes.

#### **F**

1. #12043 (Michael Bernstein) Parity of Honda and Kent Motors in Formula F

Thank you for your letter. The CRB will continue to monitor the on track performance of the Honda and Kent engines in FF. There is no need for adjustment at this time.

#### **FA**

1. #11786 (Mark Tosa) Adding the Same Engine Platform from Different Engine Manufacturers

Thank you for your letter. Any engines to be considered for FA must provide complete build specifications and engine dyno information and will be considered on an individual basis.

2. #11826 (James Roberts) Allow F3 Cars into FA under Current GCR Homologation

Thank you for your letter. F3 cars are currently classified to run in FS as long as they meet all SCCA safety requirements. The CRB will monitor and evaluate on track performance for future consideration in FA.

#### **FV**

1. #12159 (Stan Clayton) Please Merge FST into FV on 1 January 2015

Thank you for your letter. The CRB is aware of the issues facing FV going forward and is working on long-term solutions to ensure the future of the class.

#### **P1**

1. #11659 (Brian Roberts) Allow Carbon Fiber Bodywork - b. Chassis; 4. CN Two-Seat

Thank you for your letter. After considering the intent of the class to be attractive to the current CN cars, the CRB is recommending the chassis, body and underbody aerodynamics be stock OEM as delivered. Competitors who desire to make modification can still run the cars meeting the general P1 rules and engine table. This will eliminate the provision for unrestricted undertrays.

In the proposed P1 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change 9.1.8.A.2.b.4:

4. CN Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the P1 class subject to the following restrictions. Chassis shall be constructed to the following specifications: FIA Technical Regulations for Production Sports Cars –Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., ~~except that undertrays are unrestricted.~~ Engines shall meet the requirements of line J in the P1 engine table.

#### **GCR**

1. #12273 (SCCA Staff) Change the Location of the Helmet Stickers

Thank you for your letter. The rule (GCR 9.3.20.A) is adequate as written. Note: Inspectors doing annual technical inspections should be aware of the type of seat being used and should place the stickers on the left hand side of the helmet in a location where it will be seen most easily by the grid workers.

#### **GT2**

1. #12014 (Wayne Graham) Increase SIR for 20B Engine

Thank you for your letter. The current SIR for this classification is 43mm not 37mm as referenced. The CRB believes this car/engine is classified correctly.

#### **STU**

1. #12095 (Will Clark) Allow Acura RDX Turbo in Honda S2000

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

#### **T2-T4**

1. #12012 (Jason Fitzpatrick) GCR Clarification; Touring Glass Sunroof

Thank you for your letter. The rule is clear as written.

#### **Recommended Items for 2014**

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. #11778 (Bobby Beyer) 99-04 Mustang GT Restricted Prep Clarifications



Thank you for your request. Effective 1/1/2014 make the below changes to the specification line for the Ford Mustang GT (99-04) Restricted Prep.

<b>Ford Mustang GT (99-04) Restricted Prep.</b>	101.3	3.37, 1.99, 1.33, 1.00, .68	(F) 276/330 Vented Disc (R) 266 Vented Disc	3250	Max. Wheel Size: 17 X 9. Stock brakes <i>or Ford 13" Brembo (Ford Racing Part M-2300-X)</i> must be retained when using authorized wheels larger than 16X8. Installation of Full Preparation brakes requires the use of 16 X 8 wheels. <i>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>
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## F5

1. #12170 (Jack Walbran) Proposal 11739: Response: Proposal to Merge F600 Class into F500

**Revise wording to letter #11739 awaiting BOD decision at this time.**

15. Engines - 600cc motorcycle engines

A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.

b. It is the purpose of this section to control the power level of current and future ~~4 cycle F600~~ engines ~~to be approximately the same~~ *to yield approximately the same on track performance as the 2 strokes*. Thus all engines must use individual inlet restrictors (IIRs) that comply with Appendix F, Flat Plate Intake Restrictor, except the third and fourth bullet items. The IIRs holes shall ~~each be 32.0 mm in diameter~~ be as listed in table 1. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may *at any time require adjustments to items including but not limited to restrictors, minimum weights and final drive ratios* ~~require adjustments to the restrictors at any time~~ by publication in Fastrack.

## P2

1. #12227 (Mark Schue) P2 Weight for YAC Engine

Thank you for your letter. In the P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, make the changes below to the P2 engine table for YAC and Quad 4 engines.

P2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.E	Engine to be used in S2000 only	<del>TBD</del> <i>1350</i>
H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs	Engine to be used in S2000 only	<del>TBD</del> <i>1300</i>

## SR

1. #11182 (Kenneth Taggart) Proposed change to P1-P2 rule set

In the proposed P1 and P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change:

P2:

k. Engine, section f.:

f. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) ~~is not allowed.~~ *Engines utilizing stock ECUs with Drive-By-Wire systems are permitted as long as the throttle pedal activates the original throttle shaft activation mechanism of the production system. This activation mechanism may consist of the stock pedal assembly, twist-grip throttle or a potentiometer that is located on the engine and activated by cable or other linkage. No modifications are permitted that would disable any safety feature of the stock production system.*



P1:

i. Engine and Weight Restrictions, section 8:

8. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) ~~is not allowed.~~ *FBW, DBW, ETC systems are permitted. Any ECU utilizing FBW DBW ETC throttles, must use dual output pedal position sensing (or other ECU required fail-safes) and be capable of detecting a fault and limiting throttle activation.*

2. #11701 (Thomas Hamilton) Modification to P1 Proposed Engine Chart

Thank you for your letter. In the P1 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change line I of the P1 engine table. Strike the word "Volkswagen". Also, remove the word "Unrestricted" and replace it with "30 mm restrictor". Change the weight to 1350.

## GCR

1. #12300 (Eric Heinrich) Clarification Request - Definition of Suspension Pickup Point(s)

Thank you for your letter. Add to Appendix F. Technical Glossary:

**Suspension Pick Up Point** – The point on the frame, subframe, cross member or chassis where the suspension members are attached.

## Taken Care Of

### F5/F6

1. Various Letters (30): Merger of F500 and F600

The CRB thanks all authors for your letters. Please see the response to letter #11739, September 2013 Fastrack.

Letter numbers: 11740, 11760, 11762, 11765, 12106, 12107, 12108, 12109, 12110, 12112, 12114, 12117, 12119, 12120, 12122, 12123, 12126, 12127, 12128, 12142, 12143, 12145, 12146, 12149, 12154, 12158, 12167, 12169, 12183, 12310

The CRB also thanks the authors of the below letters (36) (though not yet processed through the CRB).

12115, 12116, 12135, 12136, 12138, 12144, 12155, 12166, 12175, 12177, 12181, 12185, 12186, 12187, 12191, 12194, 12195, 12199, 12205, 12208, 12209, 12214, 12217, 12219, 12222, 12223, 12236, 12247, 12261, 12265, 12269, 12292, 12305, 12308, 12319, 12326

## FA

1. #11797 (Mike Meyers) Classify FIA-Compliant European F3 Cars in FA

Thank you for your letter. Please see the response to letter #11826.

2. #11824 (Steve Zlotkin) Allowing Formula 3 Cars in Formula Atlantic

Thank you for your letter. Please see the response to letter #11826.

3. #11825 (Lee Alexander) Support Letter 11786 and Allow F3 cars in FA

Thank you for your letter. Please see the response to letter #11826.

4. #11830 (Toshio Kondo) Classify Dallara F3 in FA

Thank you for your letter. Please see the response to letter #11826.

5. #11833 (Walter Topper Jones) Classify Formula 3 Cars in FA

Thank you for your letter. Please see the response to letter #11826.

6. #11843 (Louey Jabouri) Inclusion of F3 Cars into Atlantic

Thank you for your letter. Please see the response to letter #11826.

## FV

1. #12206 (Brian McCarthy) Misleading Letters on FV

Thank you for your letter. Please see the response to letter #12159.

2. #12233 (Bruce Fuchiwaki) Opposed to the Proposal to Integrate FV w/FST

Thank you for your letter. Please see the response to letter #12159.

## SR

1. #12164 (Arnie Loyning) Classify Ford 2135cc 2 Valve for P1

Thank you for your letter. Please see the response to letter #11701.

## T2-T4

1. #11999 (Richard Kulach) Regroup T3 Race at Runoffs

Thank you for your letter. This has been taken care of. Please see the updated 2013 Runoffs schedule.

### **T3**

#### **1. #11998 (Derek Kulach) Move T3 for Runoffs and Grant Me My Number**

Thank you for your letter. This has been taken care of. Please see the updated 2013 Runoffs schedule.

#### **2. #12052 (David Muramoto) 2013 Runoffs Groupings**

Thank you for your letter. This has been taken care of. Please see the updated 2013 Runoffs schedule.

### **What Do You Think**

#### **AS**

##### **1. #11678 (Jim Wheeler) Allow Alternate Gear Sets for T-10 and Muncie Transmissions**

The CRB and ASAC request your feedback on the idea of adding an alternate gear set for Full Preparation (FP) American Sedan cars with an appropriate weight penalty (TBD) (synchro mesh transmissions only). The proposal's premise is to create a more close ratio gear set to improve the reliability of FP drivetrains.

Proposal #1: Change the 2nd gear ratio to the 1.7 range, down from the 1.9 range. This will work for T-10s (gear ratio set "W") and Muncies (2nd gear change only).

Proposal #2: Change complete ratio set in the range areas 2.5/1.5/1.2/1.0. This will work for T-10s (gear ratio set "S"), Muncies (complete gear set change), and T-5s (complete gear set change).

In either proposal, there is no match with Tremec products.

The current suggested effective date is 1/1/2015.

Please provide your comments and suggestions on this idea through the [crbscca.com](http://crbscca.com) website.

### **RESUMES**

#### **1. #11747 (Jacek Mucha) Request to Join Advisory Committee**

Mr. Mucha has been appointed to the FSRAC effective the August 2013 conference call.

# CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2013

NUMBER: TB 13-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/2013 unless otherwise noted.

## American Sedan

AS

1. #12283 (SCCA Staff) American Sedan Aluminum Cylinder heads

Effective immediately, in section 9.1.6.D.1.k.1.h, clarify the language as follows:

"The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than ~~.800~~ **1.100** inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications."

Change the plunge cut dimensions as shown in "Figure 1 Valve Seat Cutting Dimensions" as follows:

~~.800 MAX~~ **1.100 MAX**

Note: This was included in Racing Memo 13-09

## B-Spec

None.

## Formula/Sports Racer

None.

## GCR

None.

## Grand Touring

1. #11892 (GT Committee) 9.1.2.F.4.e.13

In GCR section 9.1.2.F.4.e.13, change the language as follows:

OEM body-engine-chassis combinations run in their stock locations is allowed. *If the factory chassis is altered with respect to engine mounting or spindle location then engine location must comply with the following:* ~~Stock~~ Engine location is defined such that the forward-most spark plug is within 1.0 inch of the ~~stock location compared to the front axle centerline~~. Engine and transmission mounts may be of alternate shape and/or material. Cars with engines mounted longitudinal to the chassis MAY relocate the engine in a longitudinal, not lateral, direction within the following restrictions: (Note: A tolerance of up to a 1.0 inch setback is allowed if the engine is relocated.)

## Improved Touring

None.

## Production

1. #11950 (Dayle Frame) Allow weight reduction on Fiat X1/9

In HP, Fiat X-1/9 prep level 1/2, change the weight as follows:

~~2070~~ **2000**

## Spec Miata

None.

## Super Touring

1. #12267 (Blake Meredith) Allow alternate cylinder material for STL

In ST, section 9.1.4.G.4, add the language as follows:

"Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size. *Any surface treatment originally applied from OEM manufacturer on the specific engines bore may be re-applied after sleeving engine block.*"

## STL

1. #12013 (John Schmitt) Throttle body specification for STL

In STL, add the Honda K20Z3 engine as follows:

STL	Maximum Displacement (cc's)	Minimum weight	Notes
<i>Honda K20Z3</i>		<i>See chart</i>	<i>Honda throttle body #16400-RAA-A130 and Karcepts adaptor # KIM01 may be used</i>

## STO

1. #12316 (John Bauer) Clean up the camshaft lift rules.

In Appendix K, G.5, remove the following language:

"Alternate camshafts are allowed; ~~see individual class rules for lift limits.~~ Camshaft timing is free."

## STU

1. #12024 (Will Clark) Allow Larger differential cover for S2000

In STU, Honda S2000, add to notes as follows:

*"Evasive motorsports EVS-AP-DIFF-HC allowed"*

## Touring

### T1

1. #11909 (Jason Berkeley) Rear Wing 75lb Penalty Should also apply to non-OEM Rear Spoilers

In T1, section 9.1.9.1.B.2.i, add the language as follows:

"Cars with non-OEM rear wing *or spoiler*, shall increase minimum weight by 75lbs. or reduce their flat plate restrictor by 2mm."

2. #12317 (John Bauer) Clean up camshaft rules.

In 9.1.9.1.E.5, remove the following language:

"Alternate camshafts are allowed; ~~see individual class rules for lift limits.~~ Camshaft timing is free."

### T4

1. #12016 (david mead) add T4 to 9.4.C.1.c

In GCR section 9.4.C.1.c, add the language as follows:

"All open cars with a high front hoop and all closed cars except those competing in the *T4*, Improved Touring, and Spec Miata classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in *T4*, Improved Touring, and Spec Miata classes also have the front hoop brace."

# COURT OF APPEALS

## DECISION OF THE COURT OF APPEALS

### COMPLIANCE REVIEW – JIM DRAGO, SPEC MIATA RADIATOR SCREEN

COA REFERENCE 13-10-RI

September 3, 2013

## FACTS IN BRIEF

Jim Drago, SM competitor, submitted a request for review of a proposed radiator screen per GCR 8.1.4. (Spec Miata Class Specifications-Cooling System) to determine if it complies with the requirements of GCR 9.1.7.C.1.o.5. This section of the GCR reads:

“A radiator screen of ¼ inch minimum mesh may be added in front of the radiator and contained within the bodywork. 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.”

The proposed design consists of metal mesh attached to a surrounding ring that appears to be of metal. This surrounding ring is then attached to the front of the radiator air inlet opening in the front bumper.

Jim Averett, Chairman of the Stewards Program, appointed a Review Committee consisting of Gloria Larson, Dan Hodge, Rick Kosdrosky, and JoAnne Jensen, Chair.

The Committee met by conference call on August 20 and 22, 2013 to determine if the proposed design complies with the provisions of GCR 9.1.7.C.1.o.5. The Committee evaluated photographs and text provided by Mr. Drago and heard testimony from Jim Wheeler, Chairman of the CRB.

The Committee looked at two issues: the location of the screen and its attachment to the car.

Regarding the location of the screen, the Committee heard from Jim Wheeler (Chairman of the CRB). Mr. Wheeler stated that he had no doubt that Mr. Drago's installation meets the “within the bodywork” requirement. However, there was doubt in the minds of the Committee with respect to the mesh. The air inlet opening in the bumper curls inward. The Committee was unsure if “within the bodywork” means within the plane of the exterior contour of the bumper and air inlet opening, or inside the edge of the lip formed on the interior of the opening and offered no opinion.

As to the attachment of the screen, the issue for the Committee was that “tape and / or other materials may not be applied to the mesh”. Mr. Drago stated “the new screen is attached with an outer ring and fastened directly to the bumper with screws and / or rivets”. The Committee finds this violates the restriction that “tape or other materials may only be added directly to the radiator” because the ring is an “other material” and it is fastened at the exterior of the radiator opening.

As a result of their deliberations, the Committee determined the proposed installation does not meet the requirements of the rule and is therefore non-compliant.

Per GCR 8.1.4.B the decision is forwarded to the Court of Appeals for review.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Jack Marr and Rick Mitchell, Chairman, met on August 6, 2013 and September 3, 2013 to review, hear and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

- Proposal from Jim Drago with photographs.
- Decision of the Review Committee.
- Physical examination of Miata front bumpers.
- Communication with Jim Wheeler, CRB Chairman.

## FINDINGS

The Court of Appeals finds that the bodywork extends as one continuous piece from the front bumper through the air inlet opening, and ends at the end of the duct formed on the interior of the opening. That this inner duct is bodywork is supported by the fact it is molded as a part of the front bumper and is not a separate part. Any screen must be installed behind this lip. As Mr. Drago's proposed screen is installed over the opening in the front bumper, it is not contained within the body work and is therefore non-compliant.

The Court Of Appeals further finds that the addition of this screen and surrounding ring may provide an aerodynamic benefit by narrowing/blocking the air inlet prior to the radiator and is, therefore, non-compliant.

Regarding the attachment of the screen, the Court of Appeals concurs with the First Court's determination that additional material is being added and is non-compliant.

#### **DECISION**

The Court of Appeals finds that Mr. Drago's proposed radiator screen is not compliant with GCR 9.1.7.C.1.o.5.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | August 26th, 2013

The Solo Events Board met by conference call August 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Connors; Dick Patullo of the BOD; Doug Gill of the National Staff. 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 1/1/2015. The effective date for items being recommended to the BOD is 1/1/2014.

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

## MEMBER ADVISORIES

### Awards Nominations

The SEB is seeking nominations for the Rookie of the Year and Driver of the Year awards. Descriptions of these awards and lists of past winners may be found in Appendix V of the Solo Rules.

### #11932 Convertible Top Removal Clarification

There have been multiple letters written expressing concerns about the SPAC clarification regarding the tonneau cover needing to be in place if the soft top has been removed on a non-CR S2000. Many of these letters have focused on costs associated with this change. It is not the desire of the SPAC to make the sport more expensive for its membership, but the ruleset must apply equally to all cars in all SP classes. It is not always possible to reconcile the cost of preparing a particular vehicle with these rules without causing numerous unintended consequences for other vehicles.

## RECOMMENDED TO THE BOD

The following comprises the full list of change items which the SEB is recommending to the BOD for 1/1/2014 implementation, including both new items approved during the recent conference call and items which were previously published as being recommended.

### **Safety**

#### #10374 Face Protection Proposal

Change 4.3.3 to read as follows:

“4.3.3 *Face* Protection

*Full face Helmets shall be worn while competing in an open wheeled car, formula car or kart.* Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any *other* car with less than a full sized windshield.”

### **Stock/Street**

The Street proposal is being recommended to the BoD for approval with one significant change from the most recently published version. Based on member feedback and discussions at the Nationals Town Hall meeting, G Street and H Street will be separate classes for 2014. The SEB will monitor participation and may propose future adjustments.

#### #8966 SC300 Classing Proposal

Change the applicable listings for Lexus models as follows:

In FS: Change Lexus 400 to Lexus SC400 (1992-2000)

In DS: *Add Lexus SC400 (DS) (1992-2000)*

In GS: *Add Lexus SC300 (GS) (1992-2000)*

#### #9275 BMW E36 Move Out of DS Proposal

Change the DS and GS listings for applicable BMW models as follows:

In DS change:

BMW

3 series (6-cyl *E30, E46, E9X* except M3) (*1984-1993, 1999-2013*)  
In GS add:  
BMW  
*3 series (6-cyl E36 except M3), (1992-99)*

## Street Touring

#9305, 9998 E85 usage proposal

Replace the last sentence in 3.6.A with the following:

*Fuels comprised of more than 15% Ethanol may only be used when specified by the manufacturer (e.g. in the owner's manual for Flex-Fuel vehicles).*

Also change the first sentence of 3.6.B to read:

In addition to fuels which are allowed by 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or the federally approved fuel known as E85.*

Rationale: The use of E85 is becoming more and more widespread within the Street Touring category. In some vehicles it can enable significant power increases, while in others it cannot. Cars have not been classed with this in mind. With inconsistent availability across the nation, it gives significant advantage to those willing to trailer their cars, as opposed to those who choose to daily-drive them. Unlike high octane pump fuels, E85 is relatively easy to police as its use is quite obvious due to smell. Ethanol content in a fuel sample can also be tested easily in the field.

In the Stock category, there is no option to retune a car for the use of E85 so only those designed as Flex-Fuel vehicles can use the fuel anyway. This change will have no effect there.

#9618 EGR Clarification

Modify 14.10.D to include associated EGR tubes:

"D. Exhaust manifolds, headers, downpipes, *and associated EGR tubes* may be replaced with alternate units."

#10218 Watts Link Proposal

Add a new 14.8.G.6 as follows:

*6. Differential covers and attaching hardware may be replaced.*

#10366 Solid Rear Axle Clarification

Add wording to 14.8.G as follows:

G. Solid axle *rear wheel drive* suspension allowances:

Rationale: Few, if any, manufactures market solid axle panhard bars, watts link and other suspension arms for FWD vehicles, and these types of suspensions are becoming more common in classes such as STF. This proposed rule change eliminates the need for custom fabricated parts for these vehicles competing in ST classes.

#10426 Alignment Allowance Proposal

Add new 14.8.H.4 as follows:

*4. Front wheel drive cars with rear beam axles may use shims between the rear axle and hubs.*

#10437 Cars Move to STU Proposal

In Appendix A, Street Touring Category, move the following listings to STU:

*Ford Mustang (N/A)*  
*Chevrolet Camaro (N/A)*  
*Pontiac Firebird (N/A)*  
*350Z non-NISMO*  
*Infiniti G35*  
*Hyundai Genesis (2.0L turbo) (2010-2013)*

In conjunction with the above, add the following new listings to STU:

*Chevrolet Corvette (1997-2004) (non-Z06)*  
*Hyundai Genesis V6*



### *Infinity G37*

Rationale: the STAC and SEB are recommending a package of RWD cars be moved into the STU class. The committee believes this will provide a much wider variety of competitive options and encourage a renewed interest in the class.

The cars chosen include previously unclassified vehicles, as well as a few currently classified in STX/STR. One thing they all have in common is the ability, and need, to fit more tire than allowed in the lower classes. Additionally, this proposal deals with numerous requests for the STAC to allow additional tire width for the RWD pony cars (solid axle RWD) currently in ST. The 350Z has also been reclassified in response to member request.

The C5 Corvette may appear out of place at first glance, but the STAC has done extensive analysis and does not believe it to have a competitive advantage due to its poor gearing. The C5 Corvette puts far less power to the ground at typical autocross speeds than other vehicles in STU. Further, the C5 is a very inexpensive car and the ST allowances provide the ability to correct its poor seating and create a competitive, fun, dual purpose vehicle.

Tire width limitations remain the same at this time.

## **Street Prepared**

### #9228 Alfa Romeo Move to FSP Proposal

Move *from D Street Prepared to F Street Prepared*

*Alfa Romeo*

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders (all)*

Note: The SPAC and SEB have received all positive feedback for this proposal.

### #9315 200SX SE-R Move to FSP Proposal

Move the following listing items *from DSP to FSP*:

*Nissan 200SX SE-R*

*Nissan Sentra (2.0L) (1995-99)*

### #9922 '84-'87 CRX/Civic Move to FSP Proposal

Remove the following lines *from CSP*:

Civic (1.5L) (1984-87)

CRX (1.5L) (1984-87)

Change the applicable *FSP* listing line from:

Civic & CRX (1.3L) (1984-87)

to:

*Civic & CRX (1984-87)*

### #9961 Differential Allowance

Add the following new subsection 15.8.I 6:

*"6. Differential covers and attaching hardware may be replaced."*

### #9982 Crossfire Classing Proposal

Change the Crossfire *BSP* line listing from:

Crossfire and Crossfire SRT-6

to

*Crossfire SRT-6*

and *add to DSP*:

*Chrysler*

*Crossfire (NOC)*

Comment: It is believed that the SRT-6 model should stay in BSP. The N/A Crossfire does appear to be a good fit in DSP.

#### #10281 Electrical/Ignition Clarification

Change 15.9.E to read as follows:

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed.

*Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtails may be used.*

#### #10294 Clutch Allowance Proposal

Change 15.10.O to remove wording, as follows:

O. Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted. ~~, but this does not allow non-original methods of clutch actuation (e.g., pull-type versus push-type).~~

#### #10402 Porsche 924 Move to FSP Proposal

Move the following listing item *from DSP to FSP*:

*Porsche 924 (Audi engine)*

#### #10808 Shelby GT500 Classing Proposal

Add a new line listing item *to ASP* as follows:

Ford *Mustang S197 GT500 (2011-13)*

Also change the applicable ESP listing item to:

Ford Mustang (S197 chassis incl. Boss 302 & Laguna Seca ) (2005-13), *GT500 (2007-10)*

Rationale: The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this recommendation.

#### #10970 Neons on Same Line Proposal

Combine the lines *in FSP* under Chrysler, Plymouth and Dodge from:

Neon (all) (1994-99)

Neon (2000-05)

to:

Neon (1994-*2005*)

### Street Modified

#### #8936 Tow Hook Allowance

Add new section 16.1.U as follows:

*U. Bolt-on tow hooks and tie downs may be modified, removed, or replaced. Addition of tow hooks and tie downs are permitted and location is unrestricted. Non-standard tow hooks shall serve no other function.*

Rationale: Removal of bolt-on factory tow hooks and tie downs is believed to be within the spirit of the class and not a burden on competitors.

#### #11594 SMF Minimum Weight Proposal

Change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations to read:

Street Modified Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

*1750 lbs + 125 lbs per liter*

Supercharged or Turbocharged SMF engines: Add 1.0L to the actual displacement.

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

(Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight adjustment as stated in the SM class.)

Rationale: With the recent increase in base weights it is believed that there is no longer a need for a 2-seater weight penalty in this class.

## Prepared

### #8267 Hood Vent Clarification

Change 17.2.S to remove text, as follows:

S. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver's door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1"; 25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled. Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than 1/2 inch (0.500"; 12.7 mm).~~

The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0", 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A.

### #8312 Belly Pan Proposal

Change 17.2.B, second sentence, to read:

Reinforcing does not authorize the use of ~~underbody or~~ belly pans aft of the front edge of the front wheel opening.

Also change 17.2.S, fifth sentence, to read:

"The approval of alternate body panels does not authorize the use of ~~underbody or~~ belly pans aft of the front edge of the front wheel opening."

Rationale: The proposed set of rule changes clarifies a contradiction in Section 17.2 that previously permitted streamlining/body pans between the front and rear firewalls.

### #8672 Bigger wheels in CP Clarification

REMOVE 17.4.G.2, which currently reads: Wheels greater than 16" in diameter will receive a 50lb penalty.

Rationale: The weight penalty for wheels over 16" has incrementally decreased over the last decade. The current 50lb penalty is relatively insignificant in view of the current minimum weights. The PAC believes that eliminating the weight penalty for wheels over 16" provides members building newer model cars additional options without modification of original equipment (OE) brake systems. Additionally, the proposal improves the wheel and tire options for all CP competitors.

### #8752 ABS Brake Proposal

Change Section 17.6.C to remove text as follows:

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, ~~control and proportioning valves~~, and computers ~~and master cylinders~~ are considered part of the ABS system and may be not altered nor relocated.

Rationale: The proposed amendment brings the Prepared rules with respect to braking systems and ABS systems into alignment with the related section of the Street Prepared rules. The proposed amendment improves progression from the Street Prepared category by eliminating a potential take-back between the categories.

#### #9672 XP Front Endplate Proposal

In Appendix A, Prepared Class X, change 1.c as follows:

c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq ft (0.7432m<sup>2</sup>) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24cm) forward of the rear axle, more than 0" (0.0mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 sq in (129.0cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2sq ft. Wing endplate surface area is limited to 100 sq in (645.16cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

#### Modified

#### #9018 Baby Grand Classing Proposal

In Appendix A, under Modified Class F, change subsection G as follows:

G. Dwarf Cars, 600 Racing, Inc. Legends Cars, ~~and Baby Grands~~ cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, ~~or MMRA Baby Grands~~ specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA, US Legend Cars, ~~or Baby Grands~~ Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

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

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.

Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA, US Legend Cars, ~~and Baby Grands~~ specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements

Quick-release steering wheels

Fire extinguishers  
Fire-retardant driver suit and gloves  
Neck braces  
Head and neck restraints (HNR)

Current Solo® Rules override WSDCA, US Legend Cars, *and Baby Grands* rules for the following items:

Helmets  
Car number and class designation  
Exhaust system, muffler, and tailpipe

#### #9074, 9981 F600 Classification

In Appendix A, under “Modified Class F (FM)” add the following new subsection B.2:

##### *2. Formula 600 (weight 875 lbs.)*

Rationale: Members have requested the addition of such a listing. While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the recommendation contains the explicit listing of the weight in the Solo Rules to address concerns expressed by members.

#### #9231 Aero Clarification

The following package of rule changes is recommended by the MAC in order to address various questions posed by the membership.

Add to 18.1.F.3.d:

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

Change 18.1.F.3.d to read:

*d. Front splitters are allowed but must be installed parallel to the ground (within +/- 1 inches fore to aft). Splitters may not be wider than, nor extend more than 6” forward of, the top-view outline of the car. The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of one inch or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.*

Also add new subsections to 18.1.F.3 as follows:

*e. A front splitter and its associated features shall not function as a diffuser.*

*f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.*

Change 18.1.F.3.b to read as follows:

*b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore to aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10” as viewed from above.*

#### #9251 Rear Spoiler Clarification

Add new subsection 18.1.F.4.7 as follows:

*“7. Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate.”*

#### #9616 FM Weight Proposal

In Appendix A, under Modified Class F, change A.4 to read as follows:

##### 4. Minimum weights with driver

<i>Kawasaki 440</i>	<i>725 lbs</i>
<i>AMW engine</i>	<i>800 lbs</i>
<i>Rotax 493 and 494 engines</i>	<i>800 lbs</i>
<i>Rotax 593 engine</i>	<i>850 lbs</i>

*600 cc motorcycle engines*

*875 lbs*

*Wheelbase of 73" or less with 440 engine:*

*Subtract 25 lbs*

Also change A.7 as follows:

7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM ~~with minimum weight with driver of 850 lbs.~~ Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

Rationale: the bulk of the changes above simply provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc moto engine listing. The weight for the 440 engine is reduced by 25 lbs.

#### #9889 BM Turbo Engine Clarification

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B, which reads:

*1. Turbocharged and supercharged engines are not permitted.*

Also remove "naturally-aspirated" from C.4

Comment: This proposal has received significant and unanimous member feedback.

#### #10033 Solo Vee Compression Proposal

In Appendix A, Modified Class C, subsection C.1.A.2, change the ninth sentence as follows:

Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~

Rationale: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

#### #10277 Spoiler Strake Comment

Change 18.1.F.17, to read as follows:

*7. Vanes, strakes and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6 inches must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:*

*- up to 56 sq in (362.9cm<sup>2</sup>) for a roof spoiler;*

*- up to 100 sq in (645.16cm<sup>2</sup>) for a trunk spoiler;*

*- up to 36 sq in (232.26 cm<sup>2</sup>) for a front splitter.*

Rationale: the area dimensions are unchanged from the present rule; the intent of this change is to establish the minimum spacing of 6 inches, and to clean up and clarify the rule.

#### #11802 Club Racing Sports Racers Classing Proposal

Change the first sentence under "Modified Class B" in Appendix A to read as follows:

All Formula Cars or Sports Racers compliant under the **2013** Club Racing GCR, unless specifically classed elsewhere, with the following exceptions:

Also change the reference to "current GCR" in subsection E to read "**2013** GCR".

Also change the reference to "current Club Racing GCR" in subsection F to read "**2013** Club Racing GCR."

Rationale: The new GCR classes SR1 and SR2 contain a variety of allowances which are of concern for their potential negative effects upon competitive balance in B Modified. This minor change retains the 2013 status quo in BM for 2014, and provides time for the MAC and SEB to thoroughly evaluate these classes and their GCR rules.

## Kart

### #9363 KML Weights

Change various weight references in 19.1 as follows:

19.1.A.4. Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender ~~or class entered~~. Weights for entrants with karts having other engines are as listed in Section 19.1.D.3. *Ladies class may run with a 20lb weight reduction except engines listed in Section 19.1.D.3.*

19.1.D.2. KZ (ICC): All current or prior approved CIK/FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK/FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the Section 19.1 and ~~incur an additional 25-lb weight adjustment must run at 410lbs.~~

Note: The KAC and SEB wish to proceed with this proposal, as the weight changes to KM Open have been tabled.

### #9526 Age Exception for KM

Replace 4.1.A with:

*Drivers must be SCCA members. A Weekend Membership meets this requirement.*

*Drivers in all categories except Kart must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either a parent / legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian (either signed at the event or notarized) to ride as a passenger.*

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

- 1. Minimum age is 15 years old.*
- 2. Have approval of the event Chairman and event Solo® Safety Steward.*
- 3. Participated in at least four National Solo Events in Formula Junior A (JA).*

*Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.*

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

Also add the following new section 19.1.H:

*H Minimum age requirement is 15 years old for participation in KM.*

Also change 1.3.2.B to read:

All competitors, except those in *Kart* classes, must have a valid driver's license.

Also change the last sentence of the first paragraph in 4.13.A to read:

All competitors, except participants in *Kart classes*, must also have a valid driver's license.

Rationale: Per the KAC, the logic behind this is licensed 15 year old drivers can race heavily modified cars just based on what state they reside in, and the committee feels they present less of a danger in a kart. It's common in national karting organizations to allow 15 year olds to race wheel to wheel in shifter karts.

### #11138 Change to allowable bolt on weights

Change 19.1.A.5 to read as follows:

"5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used along with *an oversized washer to prevent the weight from pulling through the seat, with* a locking nut, pinch nut, double nut, or safety wire. No more than



10 lbs of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts."

## **TECH BULLETINS**

### **Stock/Street**

#### **#12184 Mini Roadster Classing Proposal**

Effective immediately upon publication, add the following new listings:

*D Stock*      *MINI Cooper Roadster S (2013-2014)*  
*D Stock*      *MINI Cooper Roadster JCW (2013-2014)*  
*H Stock*      *MINI Cooper Roadster (2013-2014)*  
*D Street*      *MINI Cooper Roadster S (2013-2014)*  
*D Street*      *MINI Cooper Roadster JCW (2013-2014)*  
*H Street*      *MINI Cooper Roadster (2013-2014)*

### **Street Touring**

#### **#11816 STX Classing Proposals**

Effective immediately upon publication, add the following new listings:

*STX*          *Saab 9-3 (non-Viggen) (1998-2012)*  
*STU*          *Mercedes CLK430 (1999-2003)*

#### **#12037 Fiat 500 Turbo Classing Proposal**

Effective immediately upon publication, add the following new listing:

*STC*          *Fiat 500 Sport Turbo (2013)*

#### **#11968 Sonic Classing Comments**

Effective immediately upon publication, add the following new listings:

*STF*          *Chevrolet Sonic n/a (2012-2013)*  
*STC*          *Chevrolet Sonic turbo (2012-2013)*

#### **#12031 New Beetle Classing Proposal**

Effective immediately upon publication, add the following new listings:

*STF*          *Volkswagen Jetta (2.0I, 8V) (2000-2004)*  
*STF*          *Volkswagen Jetta (2.5I)*  
*STF*          *Volkswagen Beetle (2.0I 8V) (1998-2005)*  
*STF*          *Volkswagen Beetle (2.5I) (2006-2010)*

#### **#11907 E39 M5 Classing Proposal**

Effective immediately upon publication, add the following new listing:

*STX*          *BMW E39 M5 (1998-2003)*

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock/Street**

#11783, 11876, 11887, 11912, 11939, #11940, 11956, 11966, 11969, 11978, 11986, 11987, 11988, 12004, 12039 Street Comments

Thank you for your input.

#### **#12025 4th Version Street Comments**

The alternate steering wheel allowance (13.2.F) has been restored in the final version of the Street proposal.

Rationale: The SAC would like to keep this allowance in the Street rules due to cars up to 1993 still having 9 years of



national eligibility left.

### **Street Prepared**

#11523, 11524, 11533, 11538, 11643 CRX/Civic in FSP Comments

The SPAC thanks you for your input. The proposal is being recommended to the BOD.

#11917, 11918, 11928 Hardtop Clarification Comments

Please see item #11932 elsewhere herein for clarification/explanation.

### **Modified**

#11714 Aero Comments

Thank you for your input.

### **Kart**

#11390 Kart Inspection Proposal

The KAC is researching minimum kart widths and kart heights for proper safety. It is expected that a proposal for a 2015 rule change will be forthcoming.

#11575 Kart Weight Clarification

The KAC prefers to make no changes to KM Open for now. Thanks for your input.

#11578 KM Weight Clarification

Thank you for your input.

#11592 Kart Comments

The age rule change has been recommended. The KML 20lb weight reduction has been recommended. The weight per bolt proposal has been recommended. The KM Open class changes have been tabled. Thanks for your input.

#11649 KML Weight Comments

The 20lbs reduction has been recommended, but the Open class changes have been tabled at this time. Thanks for your input.

#11713, 11715, 11720, 11989, 11990, 11991, 11993, 11994, 11996, 12006, 12009, 12019, 12020, 12021, 12033, 12035 Weight Comments

Thank you for your input.

#11718 KM Age Comments

Thank you for your input.

#11962 Spec Honda weight proposal feedback

Thank you for your input.

### **NOT RECOMMENDED**

### **Stock**

#9385 Shock Allowance Comments

The proposal to add wording regarding drilling a hole in a strut bar for shock adjustment has been withdrawn per SAC recommendation.

### **Street Touring**

#11586 FRS/BRZ Move to STR Proposal

The SEB has reviewed the results of STX competition at the Solo Nationals, along with member input regarding the classification of these models, and is not recommending moving the BRZ and FRS out of STX. The cars neither won

nor dominated the top placements in the class at Nationals, and at this time the SEB believes they are a good fit.

**#11857 MR2 Turbo Classing Proposal**

The STAC believes the Turbo MR2 exceeds the performance parameters of the ST category.

**#11886 Cam Gear Allowance Proposal**

Per the STAC, adjustable cam gears are not within the ST category philosophy.

**#11895 Oil Cooler Allowance Proposal**

The STAC continues to believe that oil coolers are not appropriate for ST.

**Street Prepared**

**#11647 S2000 Move to SSP Proposal**

The SPAC does not believe the requested change is necessary.

**#10992 Aero Allowance Proposal**

At this time the SPAC feels the aero rules are sufficient. Thank you for your input.

**#11791 C5 Non Z Move to BSP Proposal**

The SPAC feels that this car would be too fast for the current BSP; in addition, splitting the line would strand those members who have already built an SSP car from a non-Z06 C5 using Z06 components.

**#11880 Convertible Allowance Proposal**

The SPAC feels that this change is not consistent with the philosophy of Street Prepared. Thank you for your input.

**Prepared**

**#9238 GP Limited Prep Adjustment Proposal**

This proposal is being withdrawn.

**Kart**

**#8535 Proposal to provide Spec Honda and modify weights**

This proposal is being withdrawn.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | September 4, 2013

The RallyCross Board (RXB) met via conference call on September 4. Attending were Warren Elliott, Chairman, Brent Blakely, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance was Stephen Harris, BoD liaison.

The Secretary acknowledges that these minutes may not be in chronological order.

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that the Committee has started discussions on Safety Steward license renewal procedures, which will probably follow a similar line as the Solo program with a time adjustment to account for fewer events.

The Committee has received additional information, a course map and photos, of an incident discussed last month. They hope to have the incident resolved shortly.

The Committee released the following Safety Bulletin last month:

It is clear based on reports and videos posted on the Internet that some SCCA RallyCross events are allowing passengers to use, either by oversight or permission, hand-held video recording devices. 6.3.A states: "All loose items, inside and outside the car (including the trunk and storage areas), must be removed." Passengers using these devices is a violation of this safety rule. Please review this rule and this application with all your event officials to insure compliance with this safety issue.

The Committee recommends that the RallyCross Rules be changed to clearly reflect this bulletin. Elliott also requested that the bulletin be posted at the website as a member advisory.

**Motion:** Accept the recommendation of the Safety Committee to adjust the RallyCross Rules to prohibit the use of hand-held recording devices by passengers. Hyatt/Foley. PASSED unanimously.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that the 2014 rules proposals are on track and will be ready for RXB review by October 1. Elliott requested that all RXB members be familiar with all rules proposals in preparation for discussions at the National Championship event in Tulsa.
- National Championship Committee (Brent Blakely): Blakely reported that grading and packing of the Tulsa surface by track personnel was scheduled and should be completed. He will check with Pat Lipsinic to confirm that the work has been completed.

The Committee has made plans to use three grids if possible this year. A second access point to the courses is being investigated. Plans are to have the two courses for Saturday preset on Friday with a minimal use of cones. Current plans are to set a practice course in an area outside the normally used space.

Doctor distributed an email previous to the meeting stating that a contract had been tentatively accepted, pending legal review, for the 2014 RallyCross National Championship site.

- Marketing Committee (Ron Foley): Foley is working on National Championship press releases to cover planned GoPro prizes, the course designers, and the True Grit award to be presented at the event.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported that four Divisional RallyCross Stewards attended last the meeting. Discussion included the RallyCross National Championship, the National Convention session topics and awards, and details of an incident. There was also a report that several RallyCross members worked as corner workers at the recent Global Rallycross events in Bristol, Tennessee and Atlanta, Georgia.

### Old Business

- Impound discussion: The RXB again discussed using an impound at the 2013 RallyCross National Championship. The discussion resulted in the following motion:

**Motion:** No impound periods will be used at the 2013 RallyCross National Championship. Hyatt/Blakely. PASSED 6-0-1.  
**Abstention:** Doctor.

- 2014 National Convention sessions (Foley): Foley explained how the new National Convention format would work and asked that the RXB to come up with some seminar ideas in time to present to the BoD for their December meeting. A few of the preliminary proposals included a Safety Steward update, how to start a new program, event management ("How to Put on a Good Event"), site acquisition, and course design. Steve Harris explained that the new format has been designed to attract the racers and enthusiasts in the club, so seminars should be geared towards them.
- "What is RallyCross" video (Lightfoot): Lightfoot reported that Tim Hardy from the Colorado Region is willing to produce a 3 to 4 minute video explaining RallyCross that would be available at the SCCA website. It would cover the basics of RallyCross such as safety, tech, car classing and event scoring. Lightfoot requested further content ideas, if any.
- 2014 National RallyCross program changes (Howard Duncan): Tabled.
- Landowner packet status: A few changes were requested prior to printing. Brian Harmer may bring some completed packets to the RallyCross National Championship.

### **New Business**

- Record individual member votes except when voting is unanimous (Doctor): Doctor made the following motion:  
  
**Motion:** Record individual member votes in RXB meeting minutes except when voting is unanimous. Doctor/Hyatt.  
 PASSED unanimously.
- Application of SCCA Operations Manual Section 2.2 to meetings of the RXB (Doctor): At some point in the past the BoD requested that each the program boards put their official procedures in writing. Doctor pointed out that written procedures for the RXB do not currently exist and proposed that the RXB create the requested official procedures document. Doctor agreed to draft RXB official procedures using Section 2.2 of the SCCA Operations Manual as a guide.

Next meeting: October 9, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | September 3, 2013

The RoadRally Board met by conference call on September 3, 2013; meeting called to order by Rich Bireta at 7:36 pm CDT.

In attendance: Chuck Hanson, Sasha Lanz, Jeanne English, Len Picton, Clarence Westberg, Rich Bireta, Bruce Gezon, and Bruce Lindstrand from the BOD. Not in attendance: Deena Rowland and Howard Duncan from the National Office.

The August minutes were approved (Clarence/Bruce).

### General Road Rally/Regional

- 1) 2014 Coker Tire Run – nothing new this month, Jeanne will talk to them after this year's Coker Tire Challenge (Sept 20-22); more at our October meeting.
- 2) 2014 SCCA Convention – same as last month (Charlotte, NC, March 7-9, 2014; Howard would like 3-4 sessions that address the expansion of the program; i.e. leadership training, etc, Rich would like Safety Steward training also).
- 3) Mentoring Report – Clarence reported that his mentoring has gone well, he has a new rallymaster; Bruce reported that central PA needs safety steward training, he sent them the video and paperwork, they will return it to Bruce, who will forward it to Deena.
- 4) 2015 USRRRC (JNJ Proposal) – No substantive change since last meeting.
  - a. Jay has produced a preliminary budget and distributed it to rrb@scca.com.
  - b. Rich is scheduling a meeting with Howard (this month due to Howard's travel).
  - c. Rich will schedule a call with Howard and Jay hopefully in next couple of weeks.
  - d. Two main concerns:
    1. monetary support – Bruce Lindstrand asked how much money is needed, we do not have an answer yet about that
    2. publicity/marketing – needs to be done by someone who knows how, such as marketing dept in Topeka.
- 5) Strategic Plan for 2014
  - a. 2013 STRAP is in the DropBox
  - b. No action this month; please review for October call.
  - c. Send any suggested changes to Rich; no further comments were submitted, final action next month
- 6) 2014 USRRRC
  - a. No region has volunteered as of today. Invitation for proposals posted to SCCA forum 8/5/13.
  - b. Need to firm up the Coker Tire event (Chattanooga, Sept 2014) before this year's USRRRC.

### Committee Reports

#### Rules Committee (Bruce):

There are five changes for the 2014 RRRs:

1. Article 21 – Time allowances (Effective 4/2/13)
2. Article 4 – 40 Championship point per week per region (Effective 3/1/13)
3. Article 11 – Championship Classes (Effective for 2014 championship)
4. Article 16 – Controls and Time Reference
5. Article 8 - Make the 2014 competition year extend from the 2013 USRRRC through Dec. 31, 2014.

Thereafter the competition year will be the calendar year.

Bruce has sent the wording for each change to Dave Kolb as each one was approved, we have asked Dave to have the RRRs ready for our October meeting; next is BOD approval. In the past, approval was done at their Dec meeting; Rich was hoping that we could do it this year by the October BOD meeting; Bruce Lindstrand asked Rich to send him the info and he will take care of it.

#### Publicity Committee report (Sasha):

Elaine Waters and her daughter have agreed to join the Publicity Committee, both are experienced with this; not sure yet exactly what they will do.

#### National Events Committee (Chuck):

- 1) National Sanction Fees - under review by SCCA HQ – no change.
- 2) 2014 National date requests have been received from Steel Cities and Arizona Border Regions.  
Discussion about AZB - last month Chuck said that we should support AZ Border to help them make sure their events meet quality standards expected of National rallies; Jeanne's efforts on Desert Sands were instrumental in them winning the Gervais for 2012; the NEC will watch their December rallies before approving the March rallies.
- 3) Chuck's motion to reconsider change to RRR Article 11.

Chuck said that we've been tweaking the rules for the past few years, it looks like we don't know what we're doing; the NEC has made a proposal for sweeping changes to the program. Bruce responded that the Article 11 change is primarily to clarify the usage of GPS and other apps, that we should leave the change as is and deal with NEC proposal separately. Motion from Chuck: rescind the change to action on Art 11, let it be under 2015 rules change. Chuck/Jeanne/failed

4) Significant changes to National Championship program – discussion:

Mike Thompson proposal is to go to a two class system – a: any correctable odo; b – anything else, with no experience limit; c – same equip as b, but less experience (25 points?); Mike added that anyone who finishes in top 20 % of class c be automatically bumped up to b. Bruce said there are 6,500 people in his standings data base. Proposal includes that rank is based upon the 'highest' person in car. Bruce suggested that the NEC revisit combining tour, course, and GTA into one series, which has support from several RRB members. Chuck said the proposal includes two types of regionals – championship and non-championship. The NEC will be involved with sanctioning; Clarence said that just adds another level of bureaucracy. Sasha said we should make all regionals count towards the championship. Chuck said regionals must follow RRRs. He also said that the proposal does not have worker points. Bruce and Clarence both commented that if there is only one series that there must be truth in advertising on fliers. The NEC will discuss their proposal further based upon this discussion. Rich expressed his appreciation for the work done on this.

**Regional Development Committee (Rich)** – Sasha was a guest on their most recent conference call.

**New Business General Road Rally/Regional** (change to old business for next meeting) -

1. Divisional Steward Responsibility (June Minutes)
  - a. Sasha will contact the Divisional stewards to make sure they know their responsibilities and that they are willing to do them.
  - b. Bruce said that they should do as the Policy and Procedures manual says
2. Worker Recognition (June Minutes) – not discussed due to lack of time

**Long-standing Issues -**

Ongoing issues with SCCA.com:

- a. Forum notifications disappearing
  - i. Problem acknowledged by SCCA, but no changes or fixes are planned for this feature. The RRB is the only competition program using the forums, apparently.
  - ii. Should we be looking for a replacement? Who will volunteer to investigate the options?
- a. Racing on Street == Road Rallying – it's back on scca.com.

Meeting unofficially adjourned when out time ran out at 9:30 CDT

Next meeting October 1, 2013, via telephone conference.

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 Web site at the following links:

### CLUB RACING

50th 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

### BOARD OF DIRECTORS | October 11-12, 2013

The SCCA National Board of Directors met at the National Office in Topeka, Kansas Friday, October 11 and Saturday, October 12. Area Directors in attendance were: Lisa Noble, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, and Brian McCarthy. Bruce Lindstrand participated via conference call.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President and CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services and Aimee Thoennes, Executive Assistant.

The following guests participated: Steve Hudson – SEB Chairman, Jim Wheeler – CRB Chairman, Butch Kummer, John Bauer and Chris Blum, Club Racing Technical Department, Reece White, Public Relations Manager and Dave McDermott, President and CEO, Premier One.

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 -Chairman Patullo.

### IT AUDIT REPORT

Dave McDermott presented an overview of the IT operations for SCCA. The audit covered infrastructure, scope of work, prioritization, resources available and comparison to industry best practices for small to medium business. Personnel and devotion to task, and the passion of staff for the organization received high marks. There were areas for improvement noted such as equipment refresh and improved documentation processes. Some potential organization issues were also noted as well as headcount resources as is typical of many IT departments. McDermott noted that there are no immediate issues to address, however a plan should be put into place to make sure the IT department is equipped and appropriately staffed to meet the organizational goals. The BoD will appoint an IT oversight committee to work with staff and potentially external consultants, to build a plan and timeline with a report back to the BoD in December. Chairman Noble thanked Mr. McDermott for his assistance.

### PRESIDENT'S REPORT

Dahnert presented an overview of current projects, status, and his observations year to date. Membership numbers are up almost 3000 for the year. The increased effort on branding, SportsCar refresh, and emphasis on customer service are seen as contributing to increased membership and member satisfaction. There have been many positive articles on SCCA in multiple publications. Sponsorship is behind based on our budget projections, and SCCA Inc. has recently retained a new sponsorship sales person. There are proposals out to several sponsors for opportunities in 2014 and beyond.

Preparation for the National Convention and MSX show in Charlotte NC is underway and progressing as scheduled. Several speakers are committed and booth sales are underway. Significant staff effort is being invested to make this a successful event for our members, both workers and competitors.

Both the Solo Nationals and 50th Runoffs were successful events. In-depth recaps will be presented to the Board at the December meeting.

SCCA is moving forward with a partnership with the World Karting Association.

A new vendor was brought onboard to revitalize the SCCA merchandise program. Response to date based on merchandise sales has been positive.

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## FINANCIAL REPORT

Richard Ehret provided a full report on the SCCA Inc Year to date financials. Revenues were about 5% under budget, while operating expenses were 1% over budget. Operating loss for the year is projected at approximately \$180K.

Key variances on the revenue side were membership increases and other increased revenue. With the Majors launch, there were increases in race and meeting expenses and lower than projected sponsorship. Overall financials are healthy with good reserves in our investment account and the Board has a good understanding of the variances.

Preliminary 2014 operating budget was presented for review targeting a net operating income of \$150K, approximately the same as 2013 planned. Challenges will be increasing sponsorship revenue, Majors tour breakeven, national solo improvements and reducing convention costs.

Subsidiary financial reports - SCCA Pro racing will have a net operating income. Commercially they are debt free having paid off all commercial loans and will begin paying principal on SCCA Inc loans. SCCA Enterprises is forecasting a net loss of approximately \$100K for 2013.

Ehret reported that the 2014 Insurance renewal process underway. No significant increases are expected and we expect to be able to offer competitors a new optional offering of both on-track and off track/storage coverage in 2014.

## SOLO EVENTS BOARD REPORT

Hudson presented an overview of the Solo rules proposals, including history and various revisions of the Solo Street Stock proposal presenting category with data going back 10 years. Hudson presented summaries of the Street Stock proposals, responses, and changes driven by over 400 comment letters to the various proposal revisions.

**MOTION:** To appoint Scott Dobler as SEDiv Solo Divisional Steward for 2014. Walsh/Langlotz. PASSED 13-0.

Appointments to the various program boards and committees in the Solo program are due in December. The Board has requested input from the SEB on those appointments as well as appointments to the SEB for 2014.

Noble, on behalf of the Board of Directors, thanked the SEB for their professional and thorough presentation of the Street Proposal.

**MOTION:** To approve the SEB rules package comprised as Items 1-37 and 39 as presented in BoD briefing book. Creighton/Patullo. PASSED 13-0.

Expectation is item 37 Street Stock proposal will have minor Errors and Omissions corrections in December BoD meeting primarily relating to section numbering and references to other rule book sections.

## GENERAL

### ITEM 1 (#9305, #9998) E85 usage proposal

Replace the last sentence in 3.6.A with the following:

*Fuels comprised of more than 15% Ethanol may only be used when specified by the manufacturer (e.g., in the owner's manual for flex-fuel vehicles).*

Modify the first sentence of 3.6.B to read:

In addition to fuels which are allowed by 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or federally approved E85.*

Comment: The use of E85 is becoming more and more widespread within the Street Touring category. In some vehicles, it can enable significant power increases, while in others it cannot. Cars have not been classed with this in mind. With inconsistent availability across the nation, it gives significant advantage to those willing to trailer their cars, as opposed to those who choose to daily-drive them. Unlike high octane pump fuels, E85 is relatively easy to police as its use is quite obvious due to smell. Ethanol content in a fuel sample can also be tested easily in the field.

In the Stock category, there is no option to retune a car for the use of E85 so only those designed as Flex-Fuel vehicles can use the fuel anyway. This change will have no effect there.

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### ITEM 2 (#9526) Age Exception for KM

Replace 4.1.A with:

*A. Drivers must be SCCA members. A Weekend Membership meets this requirement.*

*Drivers in all categories except Kart must possess a currently valid automobile driver's license or permit. Driving license or permit restrictions must be followed. If those restrictions require a passenger and the event allows a passenger, that passenger must be either a parent/legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian (either signed at the event or notarized) to ride as a passenger.*

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

1. Minimum age is 15 years old.
  2. Have approval of the event Chairman and event Solo® Safety Steward.
  3. Participated in at least four National Solo Events in Formula Junior A (JA).
- Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.

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

Also add the following new section:

*H. Minimum age requirement is 15 years old to participate in KM.*

Change 1.3.2.B to read:

All competitors, except participants in *Kart* classes, must also have a valid driver's license.

Change the last sentence of the first paragraph in 4.13.A to read:

All competitors, except participants in *Kart* classes, must also have a valid driver's license.

Comment: The logic behind this is licensed 15 year old drivers can race heavily modified cars just based on what state they reside in, and they present less of a danger in a kart. It is common in national karting organizations to allow 15 year olds to race wheel-to-wheel in shifter karts.

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#### **ITEM 3 (#10374) Face Protection Proposal**

Change 4.3.3 to read as follows:

##### **4.3.3 Face Protection**

*Full face Helmets shall be worn while competing in an open wheeled car, formula car or kart. Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any other car with less than a full sized windshield.*

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#### **STOCK**

#### **ITEM 4 (#9275) BMW E36 Move out of DS Proposal**

Change in DS:

BMW

*3 series (6-cyl E30, E46, E9X except M3) (1984-93, 1999-2013)*

Add to GS:

BMW

*3 series (6-cyl E36 except M3), (1992-99)*

Comment: This effectively moves the E36 non-M3 models from DS to GS.

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#### **STREET TOURING**

#### **ITEM 5 (#10366) Solid Rear Axle Clarification**

Add wording to 14.8.G as follows:

G. Solid axle *rear wheel drive* suspension allowances:

Comment: Few, if any, manufactures market solid axle panhard bars, watts link and other suspension arms for FWD vehicles, and these types of suspensions are becoming more common in classes such as STF. This proposed rule change eliminates the need for custom fabricated parts for these vehicles competing in ST classes.

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#### **ITEM 6 (#10218) Watts Link Proposal**

Add a new 14.8.G.6 as follows:

*Differential covers and attaching hardware may be replaced.*

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#### **ITEM 7 (#11426) Alignment Allowance Proposal**

Add new 14.8.H.4 as follows:

*Front wheel drive cars with rear beam axles may use shims between the rear axle and hubs.*

SCCA Fastrack News August 2013 Page 11, October 2013 Page 11

#### **ITEM 8 (#9618) EGR Clarification**

Add to 14.10.D:

Exhaust manifolds, headers, downpipes, *and associated EGR tubes* may be replaced with alternate units.

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#### **ITEM 9 (#10437) Cars Move to STU Proposal Package**

In Appendix A, move the following listings to STU:

*Ford Mustang (N/A)*

*Chevrolet Camaro (N/A)*

*Pontiac Firebird (N/A)*

350Z (non-NISMO)

Infiniti G35

Genesis (2.0L Turbo) (2010-13)

In conjunction, add the following new listings to STU:

Chevrolet Corvette (1997-2004) (Non-Z06)

Hyundai Genesis V6

Infiniti G37

The SEB is recommending a package of RWD cars be moved into the class. This will provide a much wider variety of competitive options and encourage a renewed interest in the class.

The cars chosen include previously unclassified vehicles, as well as a few currently classed in STX and STR. One thing they all have in common is the ability and need to fit more tire than allowed in the lower classes. Additionally, this proposal deals with numerous requests for the STAC to allow additional tire width for the RWD pony cars (solid axle RWD) currently in ST. The 350Z has also been reclassified in response to member request.

The Chevrolet Corvette C5 may appear out of place at first glance, but extensive analysis does not lead to believe it to have a competitive advantage due to its poor gearing. The Corvette C5 puts far less power to the ground at typical autocross speeds than other vehicles in STU. Further, the Corvette C5 is a very inexpensive car and the ST allowances provide the ability to correct its poor seating and create a competitive, fun, dual purpose vehicle.

Tire width limitations remain the same at this time.

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### **STREET PREPARED**

#### **ITEM 10 (#9961) Differential Allowance**

Add new subsection 15.8.I.6 in the solid axle allowances:

*Differential covers and attaching hardware may be replaced.*

SCCA Fastrack News February 2013 Page 11, April 2013 Page 16, August 2013 Page 9, October 2013 Page 12

#### **ITEM 11 (#10281) Electrical/Ignition Clarification**

Add to 15.9.E as follows:

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed. *Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtales may be used.*

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#### **ITEM 12 (#10294) Clutch Allowance Proposal**

Change 15.10.O as follows:

O. Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted, ~~but this does not allow non-original methods of clutch actuation (e.g., pull-type versus push-type).~~

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#### **ITEM 13 (#9982) Crossfire Classing Proposal**

Change the BSP listing from Chrysler Crossfire and Crossfire SRT-6 to:

Chrysler

*Crossfire SRT-6*

Add to DSP:

Chrysler

*Crossfire (NOC)*

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#### **ITEM 14 (#9228) Alfa Romeo Move to FSP Proposal**

Move from DSP to FSP:

Alfa Romeo

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders (all)*

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#### **ITEM 15 (#10970, 10991) Neon on Same Line Proposal**

Combine the lines in FSP from Neon (all) (1994-99) and Neon (2000-05) to:

Chrysler, Plymouth, & Dodge

*Neon (1994-05)*

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#### **ITEM 16 (#9922) Honda Civic & CRX (1984-87) Move to FSP Proposal**

Remove from CSP the following lines Honda Civic (1.5L) (1984-87) and CRX (1.5L) (1984-87) and change the FSP Listing from Honda Civic & CRX (1.3L) (1984-87) to:

Honda

*Civic & CRX (1984-87)*

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**ITEM 17 (#9315) 200SX SE-R Move to FSP Proposal**

Move from DSP to FSP:

Nissan

200SX SE-R

Sentra (2.0L) (1995-99)

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**ITEM 18 (#10402) Porsche 924 Move to FSP Proposal**

Move from DSP to FSP:

Porsche

924 (Audi engine)

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**STREET MODIFIED**

**ITEM 19 (#8936) Tow Hook allowance**

Add new section 16.1.U as follows:

*Bolt-on tow hooks and tie downs may be modified, removed, or replaced. Addition of tow hooks and tie downs are permitted and location is unrestricted. Non-standard tow hooks shall serve no other function.*

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**ITEM 20 (#11594) SMF Minimum Weight**

Change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations by removing text as follows:

Minimum Weight Calculations (without driver):

~~2-seater: 1810 lbs. + 125 lbs. per liter~~

~~4-seater: 1750 lbs. + 125 lbs. per liter~~

Comment: There is no longer a need for a 2-seater weight penalty in SMF with the recent increase in base weights.

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**PREPARED**

**ITEM 21 (#8312) Belly Pan Proposal**

Change 17.2.B, second sentence, to read:

Reinforcing does not authorize the use of *underbody* or belly pans aft of the front edge of the front wheel opening.

Change 17.2.S, fifth sentence, to read:

The approval of alternate body panels does not authorize the use of *underbody* or belly pans aft of the front edge of the front wheel opening.

Comment: The proposed set of rule changes clarifies a contradiction in section 17.2 that previously permitted streamlining/body pans between the front and rear firewalls.

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**ITEM 22 (#8267) Hood Vent Clarification**

Remove text from the second paragraph of 17.2.S:

Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq. in. (3225.8 sq. cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than 1/2 inch (0.500"; 12.7 mm).~~

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**ITEM 23 (#8672) Bigger wheels in CP Clarification**

Remove 17.4.G.2:

~~Wheels greater than 16" in diameter will receive a 50 lb. penalty.~~

Comment: The weight penalty for wheels over 16" has incrementally decreased over the last decade. The current 50 lb. penalty is relatively insignificant in view of the current minimum weights. The PAC believes that eliminating the weight penalty for wheels over 16" provides members building newer model cars additional options without modification of original equipment (OE) brake systems. Additionally, the proposal improves the wheel and tire options for all CP competitors.

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**ITEM 24 (#8752) ABS Brake Proposal**

Remove text from 17.6.C:

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, ~~control and proportioning valves~~, and computers ~~and master cylinders~~ are considered part of the ABS system and may be not altered nor relocated.

Comment: The proposed amendment brings the Prepared rules with respect to braking systems and ABS systems into alignment with the related section of the Street Prepared rules. The proposed amendment improves progression from the Street Prepared category by eliminating a potential take-back between the categories.

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**TEM 25** (#9672) XP Front Endplate Proposal

In Appendix A, Prepared Class X, change the second paragraph in 1.c:

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq. ft. *Canard endplate surface area is limited to 100 sq. in. (64.5cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).* ~~15% of the total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance.~~

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**MODIFIED**

**ITEM 26** (#9251) Rear Spoiler Clarification

Add new subsection 18.1.F.4.7 as follows:

*Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate.*

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**ITEM 27** (#11802) Club Racing Sports Racers Classing Proposal

Change the first sentence under "Modified Class B" in Appendix A to read as follows:

All Formula Cars or Sports Racers compliant under the 2013 Club Racing GCR, unless specifically classed elsewhere, with the following exceptions:

Also change the reference to "current GCR" in subsection E to read:

2013 GCR

Also change the reference to "current Club Racing GCR" in subsection F to read

2013 Club Racing GCR

Comment: The new GCR classes SR1 and SR2 contain a variety of allowances which are of concern for their potential negative effects upon competitive balance in B Modified. This minor change retains the 2013 status quo in BM for 2014, and provides time to thoroughly evaluate these classes and the GCR rules.

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**ITEM 28** (#9889) BM Turbo Engine Clarification

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B (BM), which reads:

*Turbocharged and supercharged engines are not permitted.*

Also remove "naturally-aspirated" from C.4.

Comment: This proposal has received significant and unanimous member feedback.

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**ITEM 29** (#9074 & #9981) F600 Proposal & Comments

In Appendix A, under Modified Class F (FM), add the following new subsection B.2:

*Formula 600 (weight: 875 lbs.)*

Comment: While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the recommended explicit listing of the weight in the Solo Rules is to address concerns expressed by members.

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**ITEM 30** (#9018) Baby Grand Classing Proposal

In Appendix A, under Modified Class F, change subsection G as follows:

G. Dwarf Cars, 600 Racing, Inc. Legends Cars, and *Baby Grands* cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, or *MMRA Baby Grands* specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA, US Legend Cars, or *Baby Grands* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

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

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.



Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs. with driver.

WSDCA, US Legend Cars, and Baby Grands specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements

Quick-release steering wheels

Fire extinguishers

Fire-retardant driver suit and gloves

Neck braces

Head and neck restraints (HNR)

Current Solo® Rules override WSDCA, US Legend Cars, and Baby Grands rules for the following items:

Helmets

Car number and class designation

Exhaust system, muffler, and tailpipe

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**ITEM 31** (#10033) Solo Vee Compression Proposal

In Appendix A, Modified Class C, subsection C.1.A.2, remove text from the ninth sentence as follows:

Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~

Comment: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

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**ITEM 32** (#10277) Spoiler Strake Comment

The MAC recommends a proposal to change 18.1.F.17, to read as follows:

*7. Vanes, strakes, and/or endplates (elements) are permitted on front and rear spoilers. A minimum distance of 6 inches must separate adjacent elements. These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:*

- up to 56 sq. in. (362.9cm<sup>2</sup>) for a roof spoiler;*
- up to 100 sq. in. (645.16cm<sup>2</sup>) for a trunk spoiler;*
- up to 36 sq. in. (232.26 cm<sup>2</sup>) for a front splitter.*

Comment: The area dimensions are unchanged from the present rule; the intent of this change is to establish the minimum spacing of 6 inches, and to clean up and clarify the rule.

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**ITEM 33** (#9231) Aero Clarification

Add to 18.1.F.3.d:

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

Change 18.1.F.3.d to read:

*d. Front splitters are allowed but must be installed parallel to the ground within ±1 inch fore to aft. Splitters may not be wider than, nor extend more than 6" forward of the top-view outline of the car. The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of one inch or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.*

Also add new subsections to 18.1.F.3 as follows:

*e. A front splitter and its associated features shall not function as a diffuser.*

*f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and model.*

Change 18.1.F.3.b to read as follows:

*b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10" as viewed from above.*

Comment: These proposed changes, in addition to a group of Tech Bulletins published in the April Fastrack, are intended to address member concerns regarding various aerodynamic device implementation issues.

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**ITEM 34** (#9616) FM Weight Proposal

In Appendix A, under Modified Class F, change A.4 to read as follows:

Minimum weights with driver

*Kawasaki 440: 725 lbs.*

*AMW engine: 800 lbs.*

*Rotax 493 and 494 engines: 800 lbs.*

*Rotax 593 engine: 850 lbs.*

*600cc motorcycle engines: 875 lbs.*

*Wheelbase of 73" or less with 440 engine: Subtract 25 lbs.*

Remove text from A.7:

7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM ~~with minimum weight with driver of 850 lbs.~~ Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

Comment: The bulk of the changes above simply provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc moto engine listing. The weight for the 440 engine is reduced by 25 lbs.

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## **KART**

### **ITEM 35 (#11138) Change to allowable bolt on weights**

Change 19.1.A.5 to:

5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used along *with an oversized washer to prevent the weight from pulling through the seat*, with a locking nut, pinch nut, double nut, or safety wire. No more than 10 lbs. of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts.

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### **ITEM 36 (#9363) KML Weights Comments**

Change 19.1.A.4 as follows:

Minimum weight for entrants in 125cc shifter karts is 385 lbs. as raced, including driver, regardless of driver gender ~~or class entered~~. Weights for entrants with karts having other engines are as listed in Section 19.1.D.3. *Ladies class may run with a 20lb weight reduction.*

Change 19.1.D.2 as follows:

KZ (ICC): All current or prior approved CIK/FIA engines are allowed. Engine must be a liquid-cooled, single-cylinder, 125cc design with a single reed-valve circuit. All engine, intake, exhaust, ignition, and transmission components must be CIK/FIA homologated except where otherwise specified. However, components may be interchanged between model years of the same engine manufacturer and brand. Karts with ICC engines must conform to chassis, braking, wheel, and tire regulations of the Section 19.1 and ~~incur an additional 25 lb. weight adjustment must run at 410 lbs.~~

Comment: The SEB wish to proceed with this proposal as the weight changes to KM Open have been tabled.

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### **ITEM 37 New Preparation Category**

#### **13. STREET CATEGORY**

Cars running in *Street* Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. A Canadian-market vehicle is eligible for *Street* Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in *Street* Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year. A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the *Street* classes.

Except for modifications authorized below, *Street* Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed. Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, *fuel caps*, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are used in the same location, and

provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in *Street* Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

### **13.1 AUTHORIZED MODIFICATIONS**

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures. It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

### **13.2 BODYWORK**

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

D. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.

E. Alternate shift knobs are allowed.

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

G. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

H. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.



I. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

J. Tow bar brackets may be installed but may serve no other purpose.

K. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

### 13.3 TIRES

*Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in the Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.*

#### A. Specifications

1. *Effective 1/1/14 - Minimum UTQG tread wear rating of 140*
2. *Effective 1/1/15 - Minimum UTQG tread wear rating of 200*
3. *Molded tread depth of 7/32" or greater as specified by the manufacturer.*
4. *Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"*
5. *Department of Transportation (DOT) approval.*

*B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National events.*

1. *Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*
2. *The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*
3. *The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*
4. *Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*
5. *Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model falls below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*
6. *Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

#### C. Other

1. *Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*
2. *Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*
3. *No recap / retread may be used.*
4. *The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership:*

*No tires currently listed*

### 13.4 WHEELS

*Any type wheel may be used provided it complies with the following:-*

1. It is the same width as standard, and as installed it does not have an offset more than  $\pm\frac{1}{4}$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.
2. *Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. *On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel.* Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

*Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.*

### 13.5 SHOCK ABSORBERS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.
2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.
3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative to the hub as on the standard part. Shims may be used to achieve compliance.
4. The fully extended length must be within  $\pm 1$ " of the dimension of the standard part.
5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.
2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops

installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

### **13.6 BRAKES**

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

### **13.7 ANTI-ROLL (SWAY) BARS**

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

### **13.8 SUSPENSION**

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. ~~Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.~~ Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

### **13.9 ELECTRICAL SYSTEM**

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted,

provided they affix to the original standard location and serve no other purpose. (Modification of the distributor

cap for the purpose of installing allowed non-standard components is not permitted.)

B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.

C. Ignition settings may not be adjusted outside factory specifications.

D. No changes are permitted to electronic engine management systems or their programming.

E. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

*F. Tire Pressure Monitoring Systems may be disabled. Altering the signal to the TPMS is permitted.*

*G. On cars without the ability to turn off Electronic Stability Control / Traction Control from the factory, modifications to the car to achieve a defeated ESC / TC are permitted. These modifications are limited to altering the inputs to the Stability / Traction Control processor (ie, removing fuses, unplugging yaw / steering angle sensors, altering the signals, etc) and may serve no other purpose. Any codes or error lights resulting from ESC / TC modifications are permitted.*

### 13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system *exits the car in the original location* and meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may use any or all of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

I. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

**The accompanying proposed Street Touring changes are as follows:**

Change 14.3:

**14.3 TIRES**

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

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.~~

Pirelli P Zero Corsa

Change 14.10.D as follows:

D. Exhaust manifolds, headers, and downpipes may be replaced with alternate units. *Exhaust exit may be relocated provided it meets the requirements of 3.3.3.B.15.* Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. Alternate oxygen sensors, including heated, are permitted. These allowances do not permit relocation of the catalytic converter. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mounting brackets which serve no other purpose are considered part of the exhaust components.

**The accompanying proposed Street Prepared changes are as follows:**

Change 15.3:

**15.3 TIRES**

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3.*

The list of non-eligible tires in *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.

No tire models are currently listed.

**Other associated proposed changes:**

Modify 3.3.3.B.6 as follows:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at any time during the start of competition. ~~For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

Insert a new Section 20 as follows (and renumber the current Section 20 to 21):

## **20. STREET-R CATEGORY**

*This category exists to combine Street Category cars with the highest performing DOT legal tires. All rules are the same as those of Section 13 (Street Category) with the following exceptions:*

### **20.1 TIRES**

*Tires must meet the eligibility requirements for Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3. The list of non-eligible tires in 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.*

*No tire models are currently listed.*

### **20.2 Wheels**

*Any type wheel may be used provided it is the same width and diameter as standard, and as installed it does not have an offset more than  $\pm\frac{1}{4}$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.*

### **20.3 Exhaust**

*Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system meets the requirements of Sections 3.5 and 3.3.3.B.15. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.*

*Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be changed or removed.*

### **20.4 Participation Requirement**

*(Effective 1/1/15) If in two consecutive Solo National Championships, class SSR fails to achieve attendance of 35 total participants in Open and Ladies, the class will be eliminated the following year.*

## **Street Proposal Appendix A Changes**

For 2014, the Stock category will remain in place and be renamed the Street-R category. All 2013 Stock classes will become Street-R (SR) classes and follow the rules which were in place for Stock at the end of 2013.

For 2015, the Street-R category will be reduced to a single class, SSR, as follows:



### **Super Street R (SSR) (Effective 1/1/2015)**

#### *Audi*

*TT RS (2012-13)*

#### *Chevrolet*

*Corvette (C6 chassis, non-ZR1) (2005-13)*

*Corvette Z06 (C5 chassis) (2001-04)*

#### *Dodge*

*Viper (non-ACR) (2008-10)*

*Viper GTS (1996-2005)*

*Viper R/T (1992-2003)*

*Viper SRT-10 (2003-07)*

#### *Lotus*

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

*Evora S (2011-13)*

*Exige (normally-aspirated) (2005)*

#### *Porsche*

*911 (997 chassis)*

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

*911 GT3 (996 chassis)*

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

*Boxster S (2009-13)*

*Boxster Spyder (2012)*

*Cayman R (2012)*

*Cayman S (2009-12)*

#### *Tesla*

*Roadster (all) (2008-12)*

The Street category class listings, effective 1/1/2014, will be as follows:

### **STREET CATEGORY**

The following make/models are not eligible for the Street Category:

*Audi R8*

*BMW 325 M-Technic*

*BMW M3 Lightweight*

*Callaway Corvette*

*Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)*

*Ferrari 355 & 360*

*Ferrari (NOC)*

*Ford GT*

*Lamborghini (NOC)*

*Lotus Elan M100*

*Lotus Elise SC (2008-11)*

*Lotus Exige S & S/C (2006-11)*

*Lotus Sport Elise (2006)*

*MINI Cooper S JCW (2002-05)*

*Mercedes Benz Black Editions*

*Nissan GT-R (2009-13)*

*Oldsmobile 442 HO W-41 (Sports package option)*

*Pontiac Firebird Firehawk*

*Porsche 911 GT2 (2002-05)*

*Porsche 911 Turbo AWD*

SCCA Fastrack News

*Porsche 911 GT3 RS (997)*

*Porsche 996 Turbo*

*Saleen Mustang S/C*

*Mercedes Benz Black Editions*

*Excluded from Street for reasons of stability per Section 3.1:*

*Dodge Caliber (non-SRT)*

*Fiat 500 (non-Abarth)*

*GEO Tracker/Suzuki Sidekick*

*Jeep CJ series*

*MINI Countryman*

*Nissan Juke*

*Suzuki Samurai*

*Scion xB (2004-06)*

*Scion iQ*

### **Super Street (SS)**

#### *Audi*

*TT RS (2012-13)*

#### *BMW*

*Z8*

#### *Chevrolet*

*Corvette ZR1 (2009-13)*

#### *Dodge*

*SRT Viper (2013-2014)*

*Viper (NOC)*

#### *Ford*

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

*Mustang Cobra R*

#### *Lotus*

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

*Evora S (2011-13)*

*Exige (normally-aspirated) (2005)*

#### *Mercedes Benz*

*AMG NOC*

#### *Porsche*

*911 (997 chassis)*

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

*911 GT3 (996 chassis)*

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

*Boxster S (2009-13)*

*Boxster Spyder (2011-2012)*

*Cayman R (2012)*

*Cayman S (2009-14)*

#### *Tesla*

*Roadster (all) (2008-13)*

### **A Street (AS)**

#### *Acura*

*NSX Alex Zanardi Signature Edition*

#### *Cadillac*

*XLR*

#### *Chevrolet*

*Corvette (C6 chassis, non-ZR1) (2005-13)*

Corvette Z06 (C5 chassis) (2001-04)  
 Camaro ZL1 (2012-13)  
 Dodge  
   Viper (non-ACR) (2008-10)  
   Viper GTS (1996-2005)  
   Viper R/T (1992-2003)  
   Viper SRT-10 (2003-07)  
 Ford  
   Mustang Boss 302 (Non-Laguna Seca) (2012-13)  
   Mustang Shelby GT500 (2007-13)  
 Honda  
   S2000 (CR)  
 Lotus  
   Esprit Turbo (1996-2004)  
   Evora (non-supercharged) (2010-11)  
 Mazda  
   RX-7 (Turbo) (1993-95)  
 Pontiac  
   Solstice GXP (2007-09)  
 Porsche  
   911 (996 chassis) (1998-2005)  
   Boxster S (2005-08)  
   Boxster (non-S, non-Spyder) (2009-13)  
   Cayman (non-R, non-S) (2009-13)  
   Cayman S (2006-08)  
 Saturn  
   Sky Redline (2007-2010)  
**B Street (BS)**  
 Acura  
   NSX  
 Audi  
   RS4  
   RS5 (2010-13)  
   RS6 (C5 chassis) (2003-04)  
   S4 (2010-13)  
   S5 (2008-13)  
   TTS (2009-13)  
 BMW  
   1 Series M Coupe (2011-12)  
   M Coupe & Roadster (2001-02)  
   M5 (2004-10)  
   Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions  
 Cadillac  
   ATS 3.6L (2013)  
 Chevrolet  
   Corvette (C4 chassis, all) (1984-96)  
   Corvette (C5 chassis, non-Z06) (1997-2004)  
 DeTomaso  
   Pantera  
   Mangusta  
 Honda

S2000 (non CR)  
 Jaguar  
   XKR Coupe  
 Maserati  
   Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)  
 Mazda  
   MX-5 Miata (MSR) (2007)  
   Miata Club Sport (2003)  
 Mercedes-Benz  
   C32 AMG (2002-04)  
   CLK55 AMG (2001-06)  
   SLK32 AMG (2002-04)  
   SLK350 (2005-13)  
   SLK55 AMG (2005-11)  
 Mitsubishi  
   Lancer Evolution (2003-13)  
 Nissan  
   Nismo 370Z (2009-13)  
   Nismo 350Z (2004-2008)  
 Pontiac  
   Solstice (NA) (2006-10)  
 Porsche  
   911 (993 chassis, non-turbo) (1995-98)  
   Boxster S (986 chassis) (2000-04)  
   Boxster (non-S) (1997-2008)  
   Cayman (non-S) (2005-08)  
 Saleen  
   Mustang (N/A)  
 Saturn  
   Sky (NA) (2007-2010)  
 Shelby  
   Cobra (all)  
 Subaru  
   Impreza WRX STI (including Special Edition) (2004-13)  
 Toyota  
   Supra Turbo (1993½-98)

**C Street (CS)**  
 BMW  
   M Coupe & M Roadster (1996-2000)  
   M3 (E30 & E36 chassis) (1988-91 & 1995-99)  
   Z3 (6-cyl, NOC) (1997-2002)  
 Chevrolet  
   Corvette (1963-82)  
 Chrysler & Plymouth  
   Prowler  
 Ferrari  
   308 & 328  
 Jaguar  
   XKE  
 Jensen



Jensen Healey  
 Lotus  
   7 & 7A  
   Eclat  
   Elan (RWD)  
   Elan +2  
   Elite (1216cc)  
   Elite 2+2  
   Esprit (non-turbo)  
   Europa  
 Maserati  
   BiTurbo  
 Mazda  
   MX-5 Miata (not including 2007 MSR) (2006-13)  
   RX-7 Turbo (1987-91)  
   RX-8  
 Mercedes-Benz  
   SLK  
 Morgan  
   Plus 8  
 Nissan  
   300ZX Turbo (1990-96)  
   350Z (all) (2003-09, except Nismo)  
   370Z (2009-13, except Nismo)  
 Porsche  
   356 Carrera (4-cam)  
   911 (non-turbo, NOC)  
   911 Club Sport  
   914 (all)  
   928 (all)  
   944 (16v)  
   944 Turbo (all)  
   968  
   Carrera 2 & Carrera 4 (964 chassis)  
 Scion  
   FR-S  
 Subaru  
   BRZ  
 Toyota  
   MR2 Supercharged  
   MR2 Turbo  
 TVR  
   8-cyl & V6  
**D Street (DS)**  
 Acura  
   Integra Type R  
 Audi  
   A3 quattro (3.2L V6, AWD) (2006-09)  
   A5 (2008-13)  
   S4 (2000-03)  
   TT Quattro (AWD)  
 Cadillac

ATS 2.0L (2013)  
 Chevrolet  
   Cobalt SS (2.0L Turbo) (2008-10)  
 Eagle  
   Talon Turbo (AWD)  
 Mazda  
   MazdaSpeed3  
   MazdaSpeed6  
 MINI  
   Clubman S  
   Clubman S JCW (2009-13)  
   Cooper Roadster JCW (2013-2014)  
   Cooper Roadster S (2013-2014)  
   Cooper S  
   Cooper S Coupe (2013)  
   Cooper S Coupe JCW (2013)  
   Cooper S JCW (2006-13)  
 Mitsubishi  
   Eclipse Turbo (AWD)  
   Lancer Ralliart (2009-13)  
 Saab  
   9-2X Aero (2.0L Turbo)  
 Subaru  
   Forester 2.5XT  
   Legacy 2.5GT (2005-12)  
   Impreza WRX (non-STI)  
 Volkswagen  
   Golf R (2012-13)  
   R32 (Golf chassis)  
**E Street (ES)**  
 Alfa Romeo  
   2000 Spider  
   2000 GTV  
 BMW  
   Z3 (4-cyl) (1996-98)  
 Datsun  
   2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)  
 Dodge  
   Charger Turbo  
   GLH Turbo  
 Fiat & Bertone  
   X1/9 (all)  
 Mazda  
   Mazdaspeed Miata (2004-05)  
   Miata (1.8L) (1994-2005)  
   Miata (1.6L)  
   RX-7 (non-turbo, all)  
 Morgan  
   Plus 4, 4/4  
 Pontiac  
   Fiero (V6)  
 Porsche

924 Turbo (Audi engine) (1979-81)  
 924S  
 944 (8v)  
 Shelby  
   Charger GLH-S (1987)  
 Sunbeam  
   Tiger  
 Triumph  
   TR-8  
 Toyota  
   MR2 Spyder  
   MR2 (non-turbo) (1985-95)  
 TVR  
   4-cyl & inline-6  
   V8  
   V12  
**F Street (FS)**  
 AMC  
   AMX  
   Javelin (V8)  
 Audi  
   S4 (V8) (2004-09)  
 BMW  
   128i, 135i & 135is (2008-13)  
   335i & 335is (2007-13), 335i xDrive (2007-13), 335d (2009-11)  
   3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)  
   5 series (NOC)  
   6 series coupe  
   8 series coupe (all)  
   M3 (E46 chassis) (2001-06)  
   M3 (E90/92/93 chassis) (2008-13)  
   M5 (1988-93)  
   M5 (2000-03)  
 Buick  
   Regal & Grand National (Turbo V6)  
 Cadillac  
   CTS  
   CTS-V  
 Chevrolet  
   Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)  
   Camaro SS (incl. 1LE) (2010-13)  
   Camaro (V8, NOC)  
   Camaro (V6) (2010-13)  
   Corvette (1953-62)  
 Chrysler  
   300 & 300C (2004-13)  
   300 (incl. SRT8) (2010-13)  
   Crossfire (incl. SRT-6) (2005-06)  
 Datsun  
   280ZX Turbo  
 Dodge  
   Challenger (all) (2008-13)  
   Magnum (2005-08)  
   Magnum SRT8 (2006-08)  
   Ram SRT10 (2004-06)  
   Stealth Turbo  
 Ford  
   Crown Victoria  
   Mustang V6 (2011-13)  
   Mustang (V8, NOC)  
   Mustang Cobra (2003-04)  
   Mustang GT (2010-13)  
   Mustang Mach 1 (2003-04)  
   Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)  
   Mustang SVT Cobra  
   Thunderbird (V8 & V6 Supercharged)  
 GMC  
   Syclone  
   Typhoon  
 Hyundai  
   Genesis Coupe (4-cyl Turbo) (2013)  
   Genesis Coupe (V6) (2010-13)  
 Infiniti  
   G35 Coupe  
   G35 Sedan  
   G37 Coupe  
   G37 Sedan  
   Q45  
 Jaguar  
   X Type (3.0L) (2002-08)  
   XJ (1998-2013)  
   XJ-S (1976-96)  
   XK8 (1997-2006)  
   S-Type (6-cyl)  
   S-Type R  
   Sedans (12-cyl)  
 Lexus  
   IS 250 (2006-13)  
   IS 300  
   IS 350 (2006-13)  
   IS F (2008-13)  
   GS400  
   SC400 (1992-2000)  
 Lincoln  
   LS (V8 sedans)  
   Mark VIII  
 Mercedes-Benz  
   C280 (2001-07)  
   C300 (2007-13)  
   C320 (2001-05)  
   C350 (2007-13)

C36 AMG  
 C63 AMG (non-Black Series) (2008-13)  
 CLK  
 E55 AMG  
 Mercury  
   Capri (V8)  
   Cougar (V8 & V6 Supercharged)  
 Mitsubishi  
   3000 GT Turbo  
 Nissan  
   300ZX (non-turbo) (1990-96)  
   300ZX Turbo (1984-90)  
 Pontiac  
   Firebird (V8, NOC)  
   Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)  
   G8 (V8 & NOC) (2008-09)  
   GTO (2004-06)  
   Trans Am Turbo (V-6)  
 Porsche  
   Panamera (2010-2013)  
 Shelby  
   GT350 (1965-70)  
   GT500 (1967-70)  
 Tesla  
   Model S (2012-13)  
 Toyota  
   Supra (non-turbo) (1993-98)  
   Supra Turbo (1987-92)  
 Triumph  
   Stag  
 V8 sedans, pick-ups, and sedan-derived convertibles NOC

### **G Street (GS)**

Acura  
   CL (V6)  
   Integra GS-R (1992-2001)  
   Legend  
   RSX Type S  
   TL (all)  
   Vigor  
 Alfa Romeo  
   1750 & 1750 GTV  
   164 (non-S) (1991-93)  
   GTV V6  
   Milano  
 Audi  
   200 Turbo quattro  
   5000 Turbo  
   A3 (FWD) (2006-13)  
   A4 (V6 & 4-cyl Turbo)  
   A6  
   A8 & V8 quattro (AWD)

Quattro Coupe (Turbo)  
 S4 (100 CS chassis) (1992-94)  
 TT (non-quattro/FWD) (2000-06)  
 TT 2.0 Turbo (non-quattro/FWD) (2008-12)  
 BMW  
   2002 (all)  
   318i & 318is (1991)  
   318ti (1995-99)  
   325e (eta engine)  
   325i, 325is (1987-91), & 325ix (1988-91)  
 Buick  
   Reatta  
 Cadillac  
   Catera  
 Chevrolet  
   Camaro (V6) (1980-2002)  
   Cobalt Sport (2.4L) (2008)  
   Cobalt SS (2.4L) (2006-07)  
   Cobalt SS (2.0L SC) (2005-07)  
   Corvair (Turbo & 4-carb)  
   Malibu (all) (2008-13)  
 Chrysler  
   Cirrus (V6)  
   Conquest Turbo  
   Laser Turbo  
   PT Cruiser (Turbo) (2003-09)  
   Sebring (V6)  
 Daewoo  
   6-cyl models  
 Dodge  
   Avenger (V6)  
   Caliber SRT4  
   Conquest Turbo  
   Daytona IROC R/T  
   Daytona Turbo (NOC)  
   Lancer Turbo  
   Neon (1995-99)  
   Shadow (Turbo & V6, NOC)  
   Spirit (4-cyl Turbo & V6)  
   Spirit R/T  
   SRT-4 (Neon chassis)  
   Stealth (non-turbo)  
   Stratus (V6)  
 Eagle  
   Talon Turbo (FWD)  
 Fiat  
   500 Abarth (2012-13)  
 Ford  
   Contour (V6)  
   Fiesta ST (2014)  
   Five Hundred  
   Focus ST (2013)  
   Fusion (6-cyl)

*Mustang (4-cyl Turbo & V6) (1979-93)*  
*Mustang (V6) (1994-2010)*  
*Mustang SVO*  
*Probe (all) (1993-97)*  
*Probe (4-cyl Turbo & V6) (1989-92)*  
*Taurus SHO (1989-99, 2010-13)*  
*Tempo (V6)*  
*Thunderbird Turbo*  
*ZX2 S/R (1999-2003)*  
**General Motors**  
*FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)*  
**Honda**  
*Accord (V6)*  
*Civic Si (1986-87)*  
*Civic Si (2006-12)*  
*Civic Si Mugen (2008)*  
*CRX Si*  
*Prelude VTEC (1993-96)*  
*Prelude (2.3L DOHC) (1992-96)*  
*Prelude (1997-2001)*  
**Hyundai**  
*Genesis Coupe (4-cyl Turbo) (2010-12)*  
**Infiniti**  
*M30*  
**Isuzu**  
*Impulse Turbo (all)*  
**Jaguar**  
*X-type (2.5L) (2002-05)*  
**Kia**  
*Forte & Forte Koup (2.4L)*  
**Lexus**  
*ES 250*  
*ES 300*  
*GS 300*  
**Lincoln**  
*LS (V6 sedans)*  
**Mazda**  
*323 GT Turbo (sedan)*  
*323 GTX Turbo (AWD)*  
*Mazda6 (V6) (2003-13)*  
*Mazdaspeed Protege*  
*Millenia S (Supercharged)*  
*MX-6 (4-cyl) (1993-97)*  
*MX-6 (V6 & 4-cyl Turbo, all)*  
**Mercedes**  
*190 (16v)*  
*190 (2.6L)*  
*280 (1995-2000)*  
*C230 (1999-2007)*  
**Mercury**  
*Capri (4-cyl Turbo & V6, US)*  
*Cougar (V6)*

*Milan (6-cyl)*  
*Montego*  
*Mystique (V6)*  
*Topaz (V6)*  
**Merkur**  
*XR4Ti*  
**Mitsubishi**  
*3000 GT (non-turbo)*  
*Eclipse (2000-12)*  
*Eclipse Turbo (FWD)*  
*Galant (V6)*  
*Galant VR4*  
*Starion Turbo*  
**Nissan**  
*200SX (4-cyl Turbo & V6)*  
*240SX (all)*  
*300ZX (non-turbo) (1984-89)*  
*Altima (2002-13)*  
*Maxima (1992-2013)*  
*NX2000 (1991-93)*  
*Sentra (2.0L) (2000-01)*  
*Sentra SE-R (1991-94)*  
*Sentra SE-R (2002-12)*  
*Sentra SE-R Spec-V (2002-12)*  
**Oldsmobile**  
*Calais W41*  
**Peugeot**  
*405 Mi16 (1989-92)*  
*505 (1979-91)*  
**Pontiac**  
*Firebird (V6)*  
*G5 GT (2.4L) (2007-08)*  
*G8 (V6) (2008-09)*  
**Plymouth**  
*Acclaim (V6 & 4-cyl Turbo)*  
*Neon (1995-99)*  
*Sundance (V6 & 4-cyl Turbo)*  
**Saab**  
*900 (V6) (1994-97)*  
*9-2X Linear (2.5L)*  
*Turbo models (NOC)*  
**Saturn**  
*ION Redline*  
*L series (6-cyl)*  
**Subaru**  
*Impreza 2.5 (non-turbo)*  
*SVX*  
**Toyota**  
*Camry (V6) (1992-2013)*  
*Celica All-Trac Turbo*  
*Celica GT (1994-2005)*  
*Celica GT-S (1986-93)*  
*Celica GTS (2000-03)*

*Celica ST (1994-99)*  
*Supra (1982-86)*  
*Supra (1986½-92)*  
**Volvo**  
*C30*  
*S60R*  
*V70R*  
*Turbo models (NOC)*  
**Volkswagen**  
*1.8L Turbo models (NOC) (2002-06)*  
*Beetle & New Beetle (1.8L Turbo)*  
*Corrado (all)*  
*Golf/GTI & Jetta (16v)*  
*Golf/GTI & Jetta (1.8L Turbo)*  
*Golf/GTI & Jetta (VR6 24v) (2002-05)*  
*GTI (2006-13)*  
*Jetta (2.0L Turbo) (2006-13)*  
*Passat (1.8L Turbo)*  
*Passat (V6, all)*  
*Passat (W8)*  
*Scirocco (16v)*  
*VR6 (FWD, NOC)*

### **H Street (HS)**

**Acura**  
*CL (4-cyl)*  
*Integra (1986-89)*  
*Integra (NOC) (1990-2001)*  
*RSX (non-Type S)*  
*TSX*

**Alfa Romeo**  
*1300*  
*1600*  
*2000 (4-door sedans)*  
*Sedans (NOC)*

**AMC**  
*Gremlin (4-cyl & 6-cyl)*  
*Spirit (4-cyl & 6-cyl)*

**Audi**  
*100 (non-S4)*  
*4000 (all)*  
*5000 (non-turbo)*  
*80 & 90 (all)*  
*Coupe quattro (non-turbo)*

**Austin**  
*Mini (all)*

**Austin-Healey**  
*100/4*  
*100/6*  
*3000*  
*Sprite (all)*

**BMW**  
*1600*

*1800*  
*1800ti*  
*1800 TiSA*  
*2000 CS Coupe*  
*318 (NOC)*  
*318i & 318is (1992-98)*  
*320*  
*7 series (6-cyl)*  
**Chevrolet**  
*Aveo*  
*Beretta (NOC)*  
*Camaro (inline-4 & inline-6)*  
*Chevette*  
*Cobalt (2.2L, all) (2005-10)*  
*Corvair (2 carb, non-turbo)*  
*Cruze*  
*Nova (4- & 6-cyl, RWD) (1962-79)*  
*Nova (FWD) (1986-88)*  
*Sonic (2012-13)*  
*Spectrum (all)*  
*Sprint (all)*  
*Vega & Cosworth Vega*  
**Chrysler**  
*300M (1999-2004)*  
*Laser (non-turbo)*  
*PT Cruiser (non-turbo) (2001-2010)*  
*Sebring (4-cyl)*  
**Daewoo**  
*4-cyl models*  
**Datsun**  
*1200*  
*1500 & 1600 Roadsters*  
*210 & B-210*  
*310 & 310 GX*  
*510*  
*610*  
*710*  
*810*  
*F10*  
**Dodge**  
*024 (1.7L)*  
*Avenger (4-cyl)*  
*Challenger (2.6L)*  
*Charger (non-turbo, FWD) (1981-87)*  
*Colt (1600, FWD)*  
*Colt (1.8L 16v) (1993-94)*  
*Colt (1.4L & 1.5L, FWD)*  
*Colt (RWD)*  
*Colt Turbo (1984-88)*  
*Colt Turbo (16v)*  
*Daytona (4-cyl non-turbo)*  
*GLH (non-turbo)*  
*Intrepid*

*Neon (2000-05)*  
*Omni (1.7L & 2.2L)*  
*Rampage (2.2L)*  
*Shadow (4-cyl non-turbo)*  
*Spirit (4-cyl non-turbo)*  
*Stratus (4-cyl)*  
*Eagle*  
*Summit (1.8L 16v) (1993-96)*  
*Summit (non-turbo, NOC)*  
*Summit Turbo (16v)*  
*Talon (16v non-turbo)*  
*Fiat*  
*124 (all)*  
*128*  
*131 (Mirafiori)*  
*850 (all)*  
*Brava*  
*Strada*  
*Ford*  
*Aspire*  
*Contour (4-cyl)*  
*Cortina (all)*  
*Escort (all)*  
*EXP (all)*  
*Festiva*  
*Fiesta NOC (2011-13)*  
*Fiesta NOC (1976-80)*  
*Focus (except ST 2013)*  
*Fusion (4-cyl)*  
*Mustang (Inline-4 & Inline-6)*  
*Mustang II (4-cyl & 6-cyl)*  
*Pinto*  
*Probe (4-cyl non-turbo) (1989-92)*  
*Taurus (NOC)*  
*Tempo*  
*Thunderbird (V6 non-S/C) (1989-97)*  
*ZX-2 & Escort ZX-2 (non-SR)*  
*Geo*  
*Metro*  
*Prizm*  
*Spectrum*  
*Storm (all)*  
*General Motors*  
*FWD models (NOC)*  
*RWD V6 models (NOC)*  
*Honda*  
*600*  
*800*  
*Accord (4-cyl)*  
*Civic (2006-13)*  
*Civic (NOC)*  
*Civic del Sol DX*  
*Civic del Sol S & Si (1994-97)*

*Civic del Sol VTEC*  
*Civic EX & Civic LX (1988-2013)*  
*Civic Si (1989-91)*  
*Civic Si (1999-2000)*  
*Civic Si (2002-05)*  
*CRX (non-Si)*  
*CR-Z*  
*Fit*  
*Insight*  
*Prelude (1979-91)*  
*Prelude S (1992-96)*  
*Hyundai*  
*Accent (1995-2012)*  
*Scoupe (all)*  
*Tiburon (all)*  
*NOC*  
*Infiniti*  
*G20*  
*Isuzu*  
*Impulse (non-turbo)*  
*I-Mark (all)*  
*Stylus (all)*  
*Jaguar*  
*120*  
*140*  
*150*  
*Kia*  
*Forte & Forte Koup (2.0L)*  
*Optima*  
*Sephia (1.8L)*  
*Spectra5*  
*Lancia*  
*Beta (all)*  
*Scorpion*  
*Lotus*  
*Cortina*  
*Mazda*  
*Mazda2 (2011-13)*  
*Mazda3 (2004-13)*  
*323 (1.6L 8v)*  
*6 (4-cyl)*  
*626 (all)*  
*808*  
*929*  
*Cosmo*  
*GLC (all)*  
*Millenia (non-S)*  
*MX-3 (all)*  
*MX-6 (non-turbo) (1988-92)*  
*Protégé MP3 (2001)*  
*Protégé (NOC)*  
*R100*  
*RX-2*

RX-3  
 RX-4  
 Mercedes  
   NOC  
 Mercury  
   Bobcat  
   Capri (FWD)  
   Capri (4-cyl & V6, German)  
   Capri (4-cyl, US)  
   Cougar (4-cyl) (1999-2002)  
   LN-7 (all)  
   Lynx (all)  
   Milan (4-cyl)  
   Mystique (4-cyl)  
   Sable  
   Scorpio  
   Topaz (4-cyl)  
   Tracer (all)  
 MG  
   MGA  
   MGB & MGB-GT  
   MGC  
   Midget (all)  
   "T" Series  
 MINI  
   Clubman (non-S) (2008-13)  
   Cooper (non-S) (2002-13)  
   Cooper Coupe (non-S) (2012-13)  
 Mitsubishi  
   Cordia (all)  
   Eclipse (8v & 16v, non-turbo)  
   Galant (4-cyl non-turbo)  
   Lancer (non-turbo)  
   Mirage (all)  
   Precis  
   Premier (all)  
   Starion (non-turbo)  
   Tredia (all)  
 Nissan/Datsun  
   200SX (4-cyl non-turbo)  
   Altima  
   Maxima (NOC)  
   NX1600  
   Pulsar (all)  
   Sentra (1982-2013) (NOC)  
   Stanza  
   Versa (2007-13)  
 Opel  
   1100  
   1900 (all)  
   GT  
   Isuzu (all)  
   Manta

Peugeot  
   405 DL & 405 S  
 Pininfarina  
   2000  
 Plymouth  
   Acclaim (4-cyl non-turbo)  
   Arrow  
   Champ  
   Colt (1.5L)  
   Colt (1.8L 16v) (1993-94)  
   Horizon  
   Laser (non-turbo)  
   Neon (2000-01)  
   Sapporo  
   Scamp (2.2L)  
   Sundance (4-cyl non-turbo)  
   TC3  
   Turismo  
 Pontiac  
   G5 (2.2L) (2007-09)  
   T-1000  
   Fiero (4-cyl)  
   Firebird (inline-4 & inline-6)  
   LeMans (FWD) (1988-93)  
   Sunfire (2.2L)  
   Vibe  
 Porsche  
   356 (non-Carrera)  
   912  
   924 (Audi engine)  
 Renault  
   NOC  
 Saab  
   NOC  
 Saturn  
   8v  
   Astra (2008-09)  
   DOHC models (NOC)  
   Ion  
   L series (4-cyl)  
 Scion  
   tC (incl. Release Series 5.0,2009) (2005-13)  
   xA (2004-06)  
   xB (2008-12)  
 Shelby  
   Charger (non-turbo)  
 Subaru  
   Impreza 2.0i  
   Impreza (NOC)  
   Legacy (NOC)  
   Sedan Turbo (NOC)  
   NOC  
 Sunbeam



<i>Alpine (4-cyl)</i>	<i>TR4</i>
<i>Suzuki</i>	<i>TR4A</i>
<i>Esteem GL</i>	<i>TR6</i>
<i>Forenza</i>	<i>TR7</i>
<i>Kizashi (2010-13)</i>	<i>Volkswagen</i>
<i>Swift (all)</i>	<i>air-cooled models (all)</i>
<i>SX4 sedan (2007-13)</i>	<i>diesel models (all)</i>
<i>Toyota</i>	<i>Beetle (2.0L)</i>
<i>Camry (4-cyl)</i>	<i>Dasher</i>
<i>Camry (V-6) (1988-91)</i>	<i>Fox</i>
<i>Celica (FWD; NOC)</i>	<i>Golf/GTI &amp; Jetta (8v, all)</i>
<i>Celica (RWD)</i>	<i>Golf TDI</i>
<i>Corolla (all)</i>	<i>Jetta (2.5L) (2005-13)</i>
<i>Cressida</i>	<i>Jetta TDI (2005-06, 2009-13)</i>
<i>Echo</i>	<i>New Beetle (NOC)</i>
<i>Matrix (all)</i>	<i>Passat (4-cyl non-turbo)</i>
<i>Paseo</i>	<i>Quantum</i>
<i>Prius</i>	<i>Rabbit &amp; GTI (all, NOC)</i>
<i>Starlet</i>	<i>Rabbit (2007-09)</i>
<i>Supra (1979-81)</i>	<i>Scirocco (8v)</i>
<i>Tercel</i>	<i>Volvo</i>
<i>Yaris</i>	<i>P1800</i>
<i>Triumph</i>	<i>NOC</i>
<i>GT6</i>	<i>Yugo</i>
<i>Spitfire</i>	<i>all</i>
<i>TR2</i>	<i>RWD pickup trucks (NOC)</i>
<i>TR250</i>	
<i>TR3</i>	

#### **ITEM 39 (#10808) Shelby GT 500 Classing Proposal**

Add to ASP: Ford

*Mustang S197 GT500 (2011-13)*

Change the ESP listing to: Ford

Mustang (S197 chassis incl. Boss 302 & Laguna Seca) (2005-13), *GT500 (2007-10)*

*Comment:* The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this proposal.

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#### **MEMBER SERVICES REPORT**

Arnold presented an update on the membership program and status reports on current initiatives.

Membership is up compared to previous years. SCCA is seeing a higher membership renewal rate and about 50% of the growth is new membership. Within the Club Racing program, the trend continues to show that more members exit the program than enter. The Solo program, however, is growing.

Arnold has initiated a program to recruit local region members to call lapsed members personally to better understand the reasons for non-renewal/lapse. This data will assist in developing incentives and ideas for improved member retention.

A survey of new and non-renewing members was conducted over the summer. As expected, lapsed membership is tied to lack of participation. The full reports were shared with the Board of Directors who was encouraged to share the data with Region officials.



The Data collection project continues to progress with improvements toward Solo, Time Trials and PDX event data acquisition. This event data is critical to the Board and Regions in making sound decisions on program direction.

Arnold announced that the region web site development has been completed and that 6 regions are evaluating at this time. Multiple membership surveys have been developed. Arnold noted that the Runoffs support is a 4-6 week time impact on IT staff.

New members are receiving the updated membership packet which was developed with Trozzolo. Some internal changes to support the packet have been implemented.

### **MARKETING/COMMUNICATIONS REPORT**

Prill shared that the Official partnerships are confirmed in multiple areas and several discussions are underway for extension of existing or with new sponsorship. Marketing efforts with Trozzolo are fully implemented i.e. new membership packets, new member communications, enhanced media relations (Runoffs and Solo Nationals etc.).

Stories were sent to every national champion's home market and a number of those received good media coverage. Overall, there was improved media and event coverage for both the Runoffs and Solo Nationals.

### **SOLO/RALLY REPORT**

Duncan reported that 2013 regional participation down about 2% on Solo, down 14% in Road Rally, but up 9% in RallyCross. National Solo participation was mixed compared to 2012 with Pro Solo down 3%, Champ Tour up 1.3% Nationals down 6%. The new program, 2013 Match Tour, averaged 163 cars per event.

There was a discussion around 2014 SCCA Convention sessions directed towards Rally and Solo. The National Convention sessions will be shifted towards program leaders with more focus on grassroots programs. Duncan would like to have a stronger presence at the Divisional Conventions and focus those sessions towards individual participants. Staff would like to get on the agendas for the Divisional Conventions and may need Board assistance.

2013 RallyCross National Championship had 100+ entrants and significant operational improvements. Overall, the best RallyCross Nationals. In 2014, the RallyCross National Championship moves to the I-80 Speedway in Greenwood, Nebraska.

A RallyCross site acquisition packet was developed to provide additional credibility and assistance to regions. Plans are underway to develop a RallyCross National Challenge Series for 2014. Primary goal is to provide consistency for the competitor by establishing an operational standard that Regions may emulate.

RoadRally is working on a region development program, a showcase rally event designed for all levels of entrants. The concept is being developed and will likely happen no sooner than 2015.

Duncan shared that the Starting Line Autocross Schools introduction has been a success and they will be working out details for future program development.

Quick highlights of the 2013 Tire Rack Solo National Championship are 1057 drivers and 6300 runs lead to a very successful event and happy competitors. Planning debriefs are underway for improvements for 2014 and a full recap will be provided at the December meeting.

Overall the Solo program is in good shape with long term contracts in place with both Tire Rack and Lincoln Airport. There was some discussion at BoD level with staff about the long term direction for the Solo program and its overall place in the organization. In the distant past Solo was seen by some as a feeder for Club Racing but this is no longer the dominant view. Part of the discussion was about how to strengthen and enhance Solo from the regional development perspective when many regions may be comfortable at present event participation levels.

### **CLUB RACING REPORT**

Ozment presented a brief overview of the 2013 Runoffs. The final car count was 700 entries. The Runoffs will be at Mazda Raceway Laguna Seca October 6-12, 2014. She has met with management at Daytona to work on 2015 dates. There will be challenges every year with the venue changes i.e. sound, fuel, parking, etc.

Ozment presented a recommendation on 2014 Licensing Changes to go to two levels of licenses effective 1/1/2014: Novice Permit and Full Competition License. Current Regional and National license holders will be grandfathered in as Full Competition Licenses. New licenses issued in 2014 will be under the two level program. The license type will be updated on membership cards as they are renewed; they are not planning to issue replacement cards in 2014.

Medical review process was discussed. Club Racing currently has 6700 licensed drivers. Of these 519 were subject to medical review and 8 drivers in 2013 were placed on medical suspension. There are a total of 16 drivers currently on medical suspension with some dating back to 2009. The Medical Advisor and Medical Review Board members are not compensated for their time.

They average over 200 hours per year with 24 hour response times. The Board of Directors thanks our Medical Advisor Dr. Jim Butler and the Medical Review Board for their continuing service.

A recommendation was made to formalize the appeal process for medical review, provide clarification of the medical form and formalize approval of appointments to the Medical Review Board.

Ozment presented potential Driver School Enhancements for 2014. Options included an online training component and/or DVD components for specific modules of training that could be supplied to regions for use at Driver's schools.

Majors 2014 schedule is nearly complete with a few dates pending track availability. There will be an optional Majors Conference registration fee which will provide for reserved number and other benefits. Competitors may also reserve a 3-digit number for all conferences, with a leading 1.

**MOTION:** To set 2014 Majors Assessment fee per car to \$60 per event weekend. Langlotz/Helman. PASSED 13-0.

**MOTION:** To approve Jim Averett as Chairman of the Stewards for 2014. Kephart/Wannarka. PASSED 13-0.

### PLANNING COMMITTEE REPORT

Planning Committee meeting held pre-BoD meeting covered multiple discussion areas around 2014 Majors, branding, how to get consistent messaging to our customers and stakeholders, and how to up-level and focus strategically for BoD directions vs tactical planning.

### TTAC REPORT

Brian McCarthy presented a complete rewrite of the TTAC rules. This was primarily a simplification to keep the rules set consistent with similar GCR language. Three separate books were created: an operations manual for regions, a competitor manual for PDX/Club Trials and a competitor manual for Time Trials/Hillclimb.

**MOTION:** To approve TTAC rules as presented effective upon publication. Walsh/McCarthy. PASSED 13-0.

The Board of Directors wishes to thank Roy Mallory and the TTAC for their work on the revised TTAC rules.

**MOTION:** To appoint the following as Executive Stewards for a one year term beginning 1/1/14. PASSED.

GLDiv – Dan Hodge  
Midwest – Scott Bowman  
NEDiv – Kathy Barnes  
Northern Pacific – Ken Jones  
Rocky Mountain – Gloria Larson  
Southeast – Paul Gauzens  
Southern Pacific – Barbara Knox  
Southwest – Tom Brown

**MOTION:** To appoint Lisa Noble as interim President of SCCA, Inc. effective 10/14/13. Lewis/Wannarka. PASSED 12-0-1. Noble absent.

Note: Following the passing of the motion, Chairman Noble formally resigned as Chairman of the Board of Directors for SCCA, Inc. effective Monday, 10/14/13.

**MOTION:** To appoint John Walsh as Chairman of the Board of Directors for SCCA, Inc. for the remainder of the 2013 term effective 10/14/13. Patullo/Harris. PASSED. 12-0-1. (Walsh abstained.)

### CLUB RACING BOARD REPORT

Wheeler presented the recommended rules package from the Club Racing Board for approval.

**MOTION:** To approve 11417, 11474, 12300 as written effective 1/1/2014. Walsh/Butler. PASSED 12-1 (Langlotz opposed).

#11417 – (August Fastrack – Janet Farwell) Request from COA Revision of GCR 8.4.2

Change GCR 8.4.2: 8.4.2. Each year, the Board of Directors, SCCA, Inc., will appoint a 3 member Court of Appeals (Court), consisting of 3 regular members and one or more alternates, to review any Appeal filed under this section and make a final decision. *(5) active and experienced members to the Court of Appeals. At least three (3) members, selected from the members of the Court by its Chairman, shall review any appeal filed under this section and make a final decision.* The purpose of the Court is to provide a mechanism to resolve differences by a committee composed of members with individual and collective expertise in racing matters.

#11474 – (August Fastrack – Fred Brinkel) Amend GCR Section 6.8

Thank you for your suggestion. Change GCR 6.8: ~~In a timed race, the clock is restarted when the field is dispatched.~~  
*If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched.*

#12300 – (October Fastrack – Eric Heinrich) Clarification Request - Definition of Suspension Pickup Point(s)

Thank you for your letter. Add to Appendix F. Technical Glossary:

**Suspension Pick Up Point** – The point on the frame, subframe, cross member or chassis where the suspension members are attached.

**MOTION:** To approve 11676 and 11677 as written effective 1/1/2014. Walsh/Butler. PASSED 13-0.

#11676 – (September Fastrack – Ken Kaplowitz) Allow Alternate Valves in SR2

Thank you for your letter. In the SR2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, add 9.1.8.A.3.k.b.8: 8. Stainless steel valves of the same diameter may be substituted for titanium valves.

#11677 – (September Fastrack – Fabian Okonski) Shifters in Proposed SR1/SR2 Rules

Thank you for your letter. In the rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change 9.1.8.A.3.j.4:

j. Transmissions

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. 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.*

~~Devices that interact with the throttle or ignition system during a shift operation (blippers and ignition/fuel cut) are permitted, but such devices shall not remove the driver's control of the gear change initiation, gear selection or completion.~~ *Devices that interact with the throttle, ignition or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted; and no such devices shall remove the driver's control of the gear change initiation, gear selection or completion.*

**MOTION:** To approve 11739 and 12170 as written with 600cc MC engine spec lines to be provided by CRB effective 1/1/14. PASSED 9-4. Opposed Langlotz, McCarthy, Walsh and Patullo.

#11739 – (September Fastrack – Jim Murphy) Allow F600 Motorcycle Drivetrain into F500

The CRB recommends the merging of the F600 class into F500 effective January 1, 2014. The entirety of section 9.1.1.J should be removed from the GCR. The below modifications to 9.1.1.D are recommended.

### 1. Definition

A class for single-seat, open-wheel, rigid-suspension race cars using *either a snowmobile-derived engine and drive components or a 600cc motorcycle engine*. Specifications are restrictive in nature in order to emphasize driver ability, rather than design.

Formula 500 is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.

### 2. Weight and Dimensions

Minimum weight as qualified and raced, with driver, ~~shall be 700 pounds (800 pounds for AMW and Rotax RAVE/non-RAVE 494 engines, 825 pounds for Rotax 493 engines, 850 pounds for Rotax 593 engines).~~ *is defined below in Table 1.*

Wheelbase: Maximum 80"

Overall Length: Minimum 110"

Maximum 150"

Overall Width: Minimum 50"

Maximum 55"

Table 1

<i>Chassis/Engine</i>	<i>Weight</i>	<i>Restrictor</i>
<i>F500 Snowmobile derived engine</i>	<i>700 pounds (800 pounds for AMW and Rotax RAVE/ non-RAVE 494 engines, 825 pounds for Rotax 493 engines, 850 pounds for Rotax 593 engines).</i>	<i>Rotax 593 see section 14. Engine</i>
<i>F600 600cc motorcycle engines</i>	<i>875</i>	<i>32mm</i>

## **6. Transmission and Final Drive**

### **A. Snowmobile-derived engines**

Transmission of power from the engine to the rear wheels shall be through an automatic torque converter-type, centrifugal variable ratio drive, using a belt and/or drive chain and centrifugal clutch. Sprocket and/or pulley diameters may be changed to alter the drive ratio. No electronically or driver-controlled variable drive is permitted.

### **B. Motorcycle - engines**

1. Only rear wheel drive is permitted.
2. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.
3. Engines must use the sequentially shifted motorcycle transmission as supplied with the engine. Reverse gear is not required.
4. All gear changes must be initiated and made by the driver. Only mechanical gear shifting mechanisms are permitted. This may include cables, rods, or other mechanical linkage systems. All other shifting mechanisms are not permitted. This prohibition shall include electric solenoid shifters, air-shifters, etc. Devices that allow pre-selected gear changes are also prohibited.
5. The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method. There shall be no modifications to the engine/transmission to enable the use of replacement clutch components or assemblies.
6. Mechanical throttle mechanisms must be used on all engines. Computer, electronic or pneumatic control of the throttle position is not permitted.
7. The use of jackshafts to transmit power from the output shaft to the rear axle is permitted.
8. Final drive chain tensioners are permitted.

## **14. Engines - Snowmobile-Derived Engines**

### **15. Engines - 600cc motorcycle engines**

- A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.
- B. It is the purpose of this section to control the power level of current and future F600 engines to be approximately the same. Thus all engines must use individual inlet restrictors (IIRs) that comply with Appendix F, Flat Plate Intake Restrictor, except the third and fourth bullet items. The IIRs holes shall each be as listed in table 1. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may require adjustments to the restrictors at any time by publication in Fastrack.
- C. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless specifically authorized in these rules.
- D. The stock ECU shall be used. The ECU fuel and ignition map may be changed. Devices that modify inputs to or outputs from the ECU (e.g., Power Commander) may be used. Stand-alone after market ECUs are not permitted.
- E. Turbochargers and superchargers are prohibited.
- F. Carburetion or fuel injection may be used. Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used.
- G. The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped exhaust headers are not allowed.
- H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted and the use of dry sumps, Accusumps or similar oiling assist systems are permitted.
- I. Oil coolers are unrestricted.
- J. The cooling system is unrestricted.
- K. Replacement of the stock camshaft chain tensioner with any other chain tensioner is permitted. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.
- L. Replacement of the standard connecting rod fasteners with alternate fasteners is permitted as long as there are no modifications to the production connecting rods. Replacement of other nuts, bolts, fasteners, and washers with common hardware items performing only the same fastening/fitting functions also is permitted as long as there are no modifications to the production parts being assembled or to the production assembly.
- M. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.
- N. Camshafts and camshaft drive mechanisms may not be modified or adjusted in any way unless specifically authorized in these rules.
- O. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.

## **16. Chain Guards**

## **17. Radiators**

## **18. Safety Items**

#12170 – (October Fastrack – Jack Walbran) Proposal 11739: Response: Proposal to Merge F600 Class into F500

### **15. Engines - 600cc motorcycle engines**

- A. Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed.

b. It is the purpose of this section to control the power level of current and future ~~4 cycle~~ F600 engines to be approximately

~~the same~~ *to yield approximately the same on track performance as the 2 strokes.* Thus all engines must use individual inlet restrictors (IIRs) that comply with Appendix F, Flat Plate Intake Restrictor, except the third and fourth bullet items. The IIRs holes shall ~~each be 32.0 mm in diameter~~ be as listed in table 1. The IIRs shall be placed between each cylinder throttle body and its corresponding inlet port. The CRB may *at any time require adjustments to items including but not limited to restrictors, minimum weights and final drive ratios* ~~require adjustments to the restrictors at any time~~ by publication in Fastrack.

The CRB withdrew letter #10585 for further rules refinement.

#10585 – (September Fastrack – Stevan Davis) Add Wording to Allow Removable Head Surrounds

Thank you for your letter. Change 9.1.1.C.9.G: G. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel *with the exception of the steering wheel and/or an optional driver's head surround. Any removable head surround shall meet the following requirements:*

*1. Padding should be of a suitable non-rebounding material and shall not extend more than 2 inches in front of the driver's helmet in the normally seated driving position. No portion can be directly in front of any part of the driver's helmet in the normally seated driving position. Padding shall not restrict vision to the sides of the car and must be easily removable by the driver and/or safety workers without the use of any tools.*

*2. Removal instructions for safety workers are recommended. Constructors and drivers should consider removal difficulty should the car be inverted off course.*

**MOTION:** To approve letters 10580, 10581, 12227, 11182, 11701 as written effective 1/1/14. PASSED 13-0.

#10580 – (September Fastrack – Stevan Davis) GCR Errors and Omissions for FV Bodywork

Thank you for your letter. Change 9.1.1.C.9.E: E. Any bodywork forward of the center of the torsion bar tubes shall ~~have a maximum width of 31.75 inches (80.645cm)~~ *not extend outward beyond the centerline of the shock towers (maximum width of 31.75 inches or 80.645cm).*

Change 9.1.1.C.9.K: K. Air ducting may be attached to the carburetor and/or the engine. *Brake ducts are not permitted.*

#10581 – (September Fastrack – Stevan Davis) Addition to FV Rules to Define "Bodywork"

Thank you for your letter. Add 9.1.1.C.9.Q: *Q. 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 attached to the chassis and shall not move relative to the chassis while the car is in operation. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame.*

#12227 – (October Fastrack – Mark Schue) P2 Weight for YAC Engine

Thank you for your letter. In the P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, make the changes below to the P2 engine table for YAC and Quad 4 engines.

P2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.E	Engine to be used in S2000 only	<del>TBD</del> <i>1350</i>
H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs	Engine to be used in S2000 only	<del>TBD</del> <i>1300</i>

#11182 – (October Fastrack – Kenneth Taggart) Proposed change to P1-P2 rule set

In the proposed P1 and P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change:

P2:

k. Engine, section f.:

~~f. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) is not allowed.~~ *Engines utilizing stock ECUs with Drive-By-Wire systems are permitted as long as the throttle pedal activates the original throttle shaft activation mechanism of the production system. This activation mechanism may consist of the stock pedal assembly, twist-grip throttle or a potentiometer that is located on the engine and activated by cable or other linkage. No modifications are permitted that would disable any safety feature of the stock production system.*

P1:

i. Engine and Weight Restrictions, section 8:

~~8. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) is not allowed.~~ *FBW, DBW, ETC systems are permitted. Any ECU utilizing FBW DBW ETC throttles, must use dual output pedal position sensing (or other ECU required fail-safes) and be capable of detecting a fault and limiting throttle activation.*

#11701 (Thomas Hamilton) Modification to P1 Proposed Engine Chart

Thank you for your letter. In the P1 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>, change line I of the P1 engine table. Strike the word "Volkswagen". Also, remove the word "Unrestricted" and replace it with



"30 mm restrictor". Change the weight to 1350.

**MOTION:** To approve 10284 and 11778 effective 1/1/14. PASSED 13-0.

#10284 – (September Fastrack – SCCA Staff) GTA Consistency

The GTA ruleset found at: <http://www.scca.com/clubracing/content.cfm?cid=44472> will be submitted to the Board of Directors for approval as a GCR Divisional only class for 2014.

#11778 – (October Fastrack – Bobby Beyer) 99-04 Mustang GT Restricted Prep Clarifications

Thank you for your request. Effective 1/1/2014 make the below changes to the specification line for the Ford Mustang GT (99-04) Restricted Prep.

<b>Ford Mustang GT (99-04) Restricted Prep.</b>	101.3	3.37, 1.99, 1.33, 1.00, .68	(F) 276/330 Vented Disc (R) 266 Vented Disc	3250	Max. Wheel Size: 17 X 9. Stock brakes <i>or Ford 13" Brembo (Ford Racing Part M-2300-X)</i> must be retained when using authorized wheels larger than 16X8. Installation of Full Preparation brakes requires the use of 16 X 8 wheels. <i>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>
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**MOTION:** To approve 12068 GTL becomes a Regional Only class in 2015. PASSED 12-1. Langlotz opposed.

#12068 – (September Fastrack – Club Racing Board) Status of GTL

In 2012 the Club Racing Board (CRB) was given direction by the Board of Directors (BOD) to actively manage classes. That direction led to the consolidation of the Touring classes and the incorporation of STO into GT2 in 2013. For 2014, CSR, DSR and Sports 2000 will be consolidated into two classes P1 and P2. In June 2013, the BoD asked the CRB to continue with recommendations for additional classes.

REC: Effective 1/1/2015 GTL becomes a Regional-only class.

Should 2014 numbers reflect the resurgence of credible competition in GTL at Majors/Nationals, the CRB may request that the movement of the class to Regional status be held back, with 2015 becoming a probationary year.

**MOTION:** To change GCR section 9.1.7.6.c Tires, approving a Spec Miata Hoosier tire as specified for regional and national (Majors+Runoffs) racing. PASSED 12-1. Langlotz opposed.

9.1.7.6.c. Tires

1. ~~National~~ **Regional and Majors** Competition

All cars shall use the P205/50ZR15 Hoosier "~~SM6~~"**SM7**" Spec Miata Dry or the P205/50R15 Hoosier "H2O" Spec Miata Wet Tires.

All cars may run SM6 or SM7 dry tires through the first two Majors conference weekends in Mid-States, Northern and Western Conferences. In the Eastern Conference, the SM6 and SM7 may be used until the completion of the third Majors weekend. After these dates, only the SM7 tires will be permitted in Majors competition. In Regional competition, both the SM6 and SM7 will be permitted through the end of 2014.

Only the SM7 and H2O tires will be permitted in the 2014 Runoffs.

2. ~~Regional~~ **Competition**

~~Tires must conform to 9.3.45. Individual Regions may require spec tires for Regional Races. Supplemental regulations for specific events should be checked.~~

The CRB will further develop a statement to formalize a rules season and competition adjustments and present to the BoD in December.

**GCR Re-write to accommodate Majors**

A GCR Committee was tasked with revising the GCR to accommodate the Majors events and addresses other changes in Club Racing such as the competitor licensing change. Copies were previously provided to Directors and Harris reviewed each section for discussion.

**MOTION:** To change the points structure for the US Majors Tour Events as follows: Points are awarded to the top 20 finishers (first through last) 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. Harris/Wannarka PASSED 13-0

**MOTION:** To accept 3.1.1.E.2 requiring that at least one race of a Majors shall be a minimum of 45 miles in length. Harris/Wannarka. PASSED 11-1-1 (Against- McCarthy, Abstain – Langlotz)

**MOTION:** To accept GCR Section 3 as amended. Harris/Wannarka. PASSED 12-1 (Against-McCarthy)

**MOTION:** To extend section 9.1.13.A enforcement of 2.5 Rule to 2015. Kephart/Creighton. PASSED 13-0

**MOTION:** To approve the proposed 2014 General Competition Rules (GCR) as edited with specific Director exceptions noted above. Harris/Wannarka PASSED 13-0

**MOTION:** To approve change in GCR language section 3.6.1 supporting insurance requirements and change section 8.4.2 of the Operations Manual to reflect change in the make-up of the CoA. Helman/Harris PASSED 13-0

**MOTION:** To approve GCR changes in section 2.8 for competition license type definitions and grandfather in existing regional and national licenses. Harris/Wannarka PASSED 13-0

The Board of Directors wishes to thank the Majors GCR Committee: Dave Gomberg, JoAnne Jensen, Dave Nokes and John Nesbitt for their effort in the rewrite of the GCR to accommodate the inclusion of the Majors program.

**MOTION:** To adjourn the meeting. PASSED 13-0

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | September 25, 2013

The Solo Events Board met by conference call September 25th. Attending were SEB members Dave Feighner, Dave Hardy, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo and Bruce Lindstrand of the BOD; Doug Gill of the National Staff. 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 1/1/2015.

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

### Member Advisories

#### #11794, 11874, 11933 Allowing Cars at Events Clarification

Regions are free to make classing changes to suit local needs, provided they comply with all of the mandatory provisions in the Solo Rules. Section 3 lists requirements for eligible vehicles. As such, a region is allowed to ban a car model from competition even if that car is classed in Appendix A. Competitors are encouraged to support those regions that value their participation.

#### PAC Vacancies

The SEB is seeking to fill positions on the Prepared Advisory Committee. Members interested in serving on this committee are invited to submit their qualifications in writing to the SEB at the above website.

The SEB thanks Steve Garnjobst for his service to the Club as a PAC member.

### Change Proposals

#### **Prepared**

#### #12423 CP Wheel Width Allowance Proposal

The PAC recommends publishing the following rule change proposal:

Change Section 17.4.F to read: For class CP, any size wheel may be used. Wheel size does not affect minimum weight.

Comment: The PAC believes that changes in the tire availability for CP cars necessitates the proposed rule change. Track dimensions must comply with 17.8.B.5 and Appendix A, and increasing the width of the wheels effectively increases the width of the car.

#### #12419 E-Prepared/D-Prepared Reorganizing Proposal

The PAC recommends publishing the following preliminary proposal for member comment:

Move rear-wheel drive EP cars to DP, effective Jan 1, 2015. These cars will use the current DP weight formulas and rotary engines will use the Appendix A listed displacements.

Weight formulas (lbs):

Engines with displacement less than or equal to 1667cc:  $1.06 \times \text{displacement (cc)}$

Engines with displacement greater than 1667cc:  $0.91 \times \text{displacement (cc)} + 250 \text{ lbs}$

Weight Adjustments (lbs):

Solid Axle: -50lbs

Comment: The PAC believes this reorganization will ensure the health of EP as a FWD Prepared class. The inclusion of these vehicles without adding excessive weight under the DP weight formula will supplement the competition in DP.

#### #11625 Subarus on the Same Line Proposal

The PAC recommends publishing the following rule change for member comment:

Appendix A, F-Prepared:

Impreza/WRX (AWD) ALL



Comment: The PAC believes that the wheel base and track dimensions between the 1992-2000 Impreza ("GC" chassis) and the 2000+ WRX/STi ("GD" and "GE" chassis) are insignificant in view of the FP weight formula for turbo and AWD vehicles.

## **Other Member Items Reviewed**

### **General**

#12401 Nationals Participation Data comments

The SEB thanks member Ryan Otis for the very useful information.

#12443 PAX Committee Proposal

Thank you for your input. The creation of PAX/RTP indexes, and the use of them at Pro Solo and Match Tour events, are outside the scope of the SEB's rule-making authority. The SCCA National Staff administers the rules for Pro Solo and Match Tour events.

### **Stock/Street**

#12053, 12059, 12060, 12067, 12073, 12078, 12189, 12193, 12200, 12220, 12250 Version 4 Street Comments

Thank you for your input. The details of the Street proposal have been finalized in response to member input, and the proposal is being recommended to the BOD.

#12047 Mustang V6 Classing Clarification

Per the SAC, Mustang Stock classing isn't linear from DS-FS-GS as to performance.

#12262, 12266 Version 4 Street Comments - Save HS!!

Thank you for your input. The final version of the Street proposal, as recommended to the BOD, retains HS and GS as separate classes.

### **Street Touring**

#11905, 11915, 11925, 11927, 11930, 11935, 11942, 11945, 11967, 12005, 12007, 12015, 12029, 12038, 12040, 12062, 12069, 12070, 12072, 12076, 12079, 12097, 12188, 12224, 12258, 12295, New Cars in STU Comments

Thank you for your input. The SEB has recommended the listing changes associated with item #10437 to the BOD, as shown in the October Fastrack.

#11924, 11936, 11975, 11976, 11992, 12000 Steering Wheel Allowance Comments

Thank you for your input. Please see item #11316.

### **Prepared**

#12307 Fiat X1/9 Intake Clarification

The member's concern was addressed in the July 2013 FastTrack by Tech Bulletin item #10335.

## **Not Recommended**

### **Stock/Street**

#12243 BMW Classing Clarification

The SAC feels the 5 series BMW is appropriately classed.

#12263 Boss Mustang Move to FS Proposal

The SAC feels the Mustang Boss 302 is classed appropriately.

#12354 Street Class Tire Exclusion - Toyo R1R

The SEB does not feel it is necessary to exclude the R1R from the Street category.

### **Street Touring**

#### #11316 Steering Wheel Clarification

Based on member feedback, the previously-published proposal regarding this item has been withdrawn per STAC recommendation.

### **Tech Bulletins**

#### **Stock/Street**

##### #12077 Fiesta Classing Proposal

Per the SAC, the following new listing is added in both G-Stock (effective immediately upon publication) and G-Street.

Ford

Fiesta ST (2014)

# CLUB RACING BOARD

## Club Racing Board Minutes | October 1, 2013

The Club Racing Board met by teleconference on October 1, 2013. 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 John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

### Member Advisory

None.

### No Action Required

#### **B-Spec**

##### 1. #12513 (Philip Royle) Showroom Stock and B-Spec Comments

Thank you for your letter. The CRB appreciates your thoughtful discussion and is working some of the issues you mentioned. Since B-spec is in its first season, it will be given time to develop as a Majors class. Initial response indicates that it will become more popular next season and in the future. The CRB intends to monitor entry numbers and competitive balance. The former SS cars are also being monitored, as this is the first season after the reorganization. Some adjustments are in the works for 2014.

### Not Recommended

#### **FA**

##### 1. #11832 (Ken Perrotti) Request the F3 Be Allowed to Run FA

Thank you for your letter. The CRB recommends that F3 cars run in FS for the 2014 season to be evaluated for the inclusion in FA for the 2015 season. Cars must meet all SCCA safety requirements and produce FIA compliance documents. Engines will be considered for FA on an individual basis but complete engine dyno information and build documentation must be supplied for consideration.

#### **STL**

##### 1. #12456 (Philip Royle) 13B Allowances in STL

Thank you for your request. Porting is not allowed in STL.

### Recommended Items for 2014

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).

#### **F6**

##### 1. #12562 (Club Racing Board) Spec Lines for F600 cars

Replace the Table 1 and item 15. A. below to update the F600 ruleset described in letter #11739, September 2013 Fastrack Minutes.

Table 1

Chassis/Engine	Weight	Restrictor
Snowmobile derived engine	700 pounds (800 pounds for AMW and Rotax RAVE/ non-RAVE 494 engines, 825 pounds for Rotax 493 engines, 850 pounds for Rotax 593 engines).	NA
600cc motorcycle engines Honda CBR600RR 2005-2013 Suzuki GSXR600 2005-2013 Yamaha R6 2005-2013	875	32mm

15. Engines - 600cc motorcycle engines

A. Only mass produced water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc listed in Table 1 are allowed.

#### **FA**

1. #12237 (Steve Knapp) Toyota 4AG Cylinder Heads

Thank you for your letter. The CRB approves the new casting as a direct replacement of the no longer manufactured head, provided the new part does not fall outside the performance envelope of the existing part.

#### **Taken Care Of**

##### **F5/F6**

1. Various letters (48): Merger of F500 and F600

The CRB thanks all authors for your letters. Please see the response to letter #11739, September 2013 Fastrack.

Letter numbers (36 – Reported in October 2013 Fastrack Minutes): 12115, 12116, 12135, 12136, 12138, 12144, 12155, 12166, 12175, 12177, 12181, 12185, 12186, 12187, 12191, 12194, 12195, 12199, 12205, 12208, 12209, 12214, 12217, 12219, 12222, 12223, 12236, 12247, 12261, 12265, 12269, 12292, 12305, 12308, 12319, 12326

Additional letter numbers (12 – New since the October 2013 Fastrack Minutes): 12331, 12338, 12345, 12346, 12348, 12350, 12405, 12429, 12480, 12504, 12515, 12520

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

##### **FV**

1. #11421 (Craig Swinehart) Allow Front Disc Conversions in FV (Additional Letters: #12328, Bruce Fuchiwaki; #12329, Bruce Fuchiwaki; #12369, Quinn Posner)

Note: As a result of multiple conversations between CRB members and FV racers at the Runoffs, and due to input from the Formula tent meeting, the CRB is asking for your input. The CRB is not recommending anything at this time and is only looking for racer comments.

The CRB seeks input on the potential for allowing disc brakes (front only) in Formula Vee.

Proposal:

1. Allow front disc brakes in Formula Vee.

2. If so, should the CRB allow ball joint beams to accomplish the installation or keep the original suspension?

Please send all comments for or against through the CRB letter system at: [crbscca.com](http://crbscca.com).

#### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2013

NUMBER: TB 13-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/1/2013 unless otherwise noted.

## American Sedan

None.

## B-Spec

None.

## Formula/Sports Racer

### FM

1. #11811 (Jim Graffy) Wet Qualifying / Dry Race and tire rules.

In section 9.1.1.E.14.C, clarify the rule as follows:

"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 otherwise compliant.*"

### GCR

1. #12432 (SCCA Staff) Clarify the Turbo Inlet Restrictor Definition

In Appendix F Technical Glossary, clarify the definition of Turbo Inlet Restrictor as follows:

"A system to limit engine performance that meets these criteria. The inlet restrictor shall have a single, circular opening through which all inlet air passes. The ~~maximum~~ *specified* ID of the restrictor is listed on the vehicle's spec line. The restrictor's ~~maximum~~ *specified* ID must be maintained for at least ~~3mm~~ *3.0 mm*. This ~~3mm~~ *3.0 mm* restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit. On engines where the approved turbo prohibits meeting this distance, different locations may be approved by the CRB on a case by case basis. If an alternative location is approved, the entire restrictor assembly shall have a maximum length of 50 mm. There shall be no other provisions for airflow to the turbocharger other than through this single orifice."

2. #12564 (SCCA Staff) Clarify the Single Inlet Restrictor Definition

In Appendix F Technical Glossary, clarify the definition of Single Inlet Restrictor as follows:

"C. The restrictor must be round in shape. The ~~maximum~~ *specified* ID of the restrictor is listed on the vehicle's spec line. The restrictor's ~~maximum~~ *specified* ID must be maintained for a minimum length of ~~3mm~~ *3.0mm*. Restrictor mounting/placement within the intake system is free, but must allow accessibility for measurement. It is acceptable to have some minor disassembly of the intake system to provide access to the restrictor for measurement. Measurement device and restrictor shall be similar temperatures when used."

## Grand Touring

None.

## Improved Touring

None.

## Production

None.

## Spec Miata

None.

## Super Touring

None.

## Touring

None.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

**Jim Leithauser vs SOM,  
COA Ref. No. 13-11-RO  
September 20, 2013**

## FACTS IN BRIEF

On September 19, 2013, following the third qualifying session for the SCCA National Championship Runoffs, Alan Kossof (driver of T3 #30) protested the car of Dan Spirek (T3 #06), asserting a violation of GCR 9.1.9.2., 2007 BMW Z4 M Coupe spec line, which reads, in part, "...Turner springs permitted: front TMS600-10-250...". The car was impounded and the SOM, in consultation with the Scrutineers, determined that the front springs were TC Kline Racing 700.60.0600. The SOM ruled the car to be non-compliant, and penalized the driver with the loss of qualifying times and the assessment of two (2) penalty points. Jim Leithauser as entrant for car #06 appealed the decision of the SOM.

## DATES OF THE COURT

The Court of Appeals (COA), Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on September 20, 2013, to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Letter and testimony from Mr. Leithauser (entrant car #06).
2. Testimony from Jim Wheeler, Chairman, Club Racing Board.
3. Documentation from the SOM of September 20, 2013.

## FINDINGS

Mr. Wheeler's testimony showed that this change to the spring specifications would have been implemented by the Club Racing Board (CRB) before the rules change cutoff for 2013, but was lost in the volume of work before the CRB.

The Court of Appeals determined that, due to an Error or Omission, the cited rule should have been modified in the 2013 GCR spec line to remove the supplier's name and allow springs of the same rate as the previous alternate spring (TMS600-10-250).

## DECISION

Due to the Error or Omission, the protested springs are found to be in compliance. The decision of the SOM is overturned, the qualifying times are restored and the penalty points are removed. Mr. Leithauser's appeal is well founded and his appeal fee, less the administrative fee retained by SCCA, will be returned.

Further, the CRB is requested to make the necessary corrections to the GCR as soon as possible.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

**Jim Leithauser vs SOM,  
COA Ref. No. 13-12-RO  
September 20, 2013**

## FACTS IN BRIEF

On September 19, 2013, following the third qualifying session for the SCCA National Championship Runoffs, Alan Kossof (driver of T3 #30) protested the car of Jason Ott (T3 #09), asserting a violation of GCR 9.1.9.2., 2007 BMW Z4 M Coupe spec line, which reads, in part, "...Turner springs permitted: front TMS600-10-250...". The car was impounded and the SOM, in consultation with the Scrutineers, determined that the front springs were H&R R250 60 600. The SOM ruled the car to be non-compliant, and penalized the driver with the loss of qualifying times and the assessment of two (2) penalty points. Jim Leithauser as entrant for car #09 appealed the decision of the SOM.

## DATES OF THE COURT

The Court of Appeals (COA), Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on September 20, 2013, to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

Appeal Letter and testimony from Mr. Leithauser (entrant car #09).  
Testimony from Jim Wheeler, Chairman, Club Racing Board.  
Documentation from the SOM of September 20, 2013.

## FINDINGS

Mr. Wheeler's testimony showed that this change to the spring specifications would have been implemented by the Club Racing Board (CRB) before the rules change cutoff for 2013, but was lost in the volume of work before the CRB.

The Court of Appeals determined that, due to an Error or Omission, the cited rule should have been modified in the 2013 GCR spec line to remove the supplier's name and allow springs of the same rate as the previous alternate spring (TMS600-10-250).

## DECISION

Due to the Error or Omission, the protested springs are found to be in compliance. The decision of the SOM is overturned, the qualifying times are restored and the penalty points are removed. Mr. Leithauser's appeal is well founded and his appeal fee, less the administrative fee retained by SCCA, will be returned.

Further, the CRB is requested to make the necessary corrections to the GCR as soon as possible.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Tom Sloe vs. SOM

COA Ref. No. 13-13-RO

September 21, 2013

## FACTS IN BRIEF

At impound following the AS race at the 2013 SCCA Runoffs, the carburetor of car #74 driven by Tom Sloe was found to be non-compliant. The booster venturies were shorter and of a different shape than those in the SCCA standard carburetor as found by visual inspection and use of the BLP booster venturi length gauge (part number 78594). The Chief Steward, Jim Rogaski, disqualified Mr. Sloe.

Mr. Sloe protested the disqualification. The Stewards of the Meeting, Scott Bowman, Ed Paul and Earl Hurlbut, Chairman, conducted a hearing and disallowed the protest.

Mr. Sloe appealed the SOM decision.

## DATES OF THE COURT

The Court of Appeals (COA), Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on September 21, 2013 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and testimony from Tom Sloe.
2. Hearing report from the SOM.
3. Testimony from Lance Mallett, crew for Mr. Sloe.
4. Testimony from Collins Barber, AS Line Chief, Tech.
5. Physical examination and measurement of the carburetor in question and comparison with SCCA standard carburetor.
6. Parts diagrams and other documentation from the Holley Carburetor and BLP web sites.

## FINDINGS

The COA witnessed a repeat of the measurements of the booster venturies and confirmed that all four venturies did not meet the required length. The COA also verified the BLP booster venturi length gauge used to measure the parts in question was within the required specification, and the tests were conducted properly. The COA finds the carburetor to be non-compliant.

Mr. Sloe presented no new evidence to the COA.

## DECISION

The decision of the SOM upholding the disqualification is upheld in its entirety. Mr. Sloe's appeal is not well founded and his appeal fee will be retained by SCCA.



# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Andy Voruz vs. SOM

COA Ref. No. 13-14-RO

September 22, 2013

## FACTS IN BRIEF

Following the S2 race at the 2013 SCCA National Championship Runoffs, Andy Voruz, entrant for car **S2** #8, protested Mark Mercer, driver of car **S2** #34, for the start procedure, GCR 6.5.1.E. and 6.5.2.D., and driving infractions during the race, 2013 GCR 6.11.1.A through D. Mr. Voruz alleged that Mr. Mercer jumped the single file restart and had multiple last lap contacts with car #8 driven by Bart Wolf.

The Stewards of the Meeting (SOM), Laurie Sheppard, Paul Gauzens and Ken Jones, Chairman, reviewed video evidence and heard drivers. The SOM could not find any available evidence that proved Mr. Mercer violated start procedures and that he was responsible for the alleged incident after Turn 12 on the last lap. The SOM disallowed the protest. Mr. Voruz and Mr. Wolf, driver of S2 car #8, appealed the decision.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeff Niess, Rick Mitchell and Jack Marr, Chairman, met on September 22, 2013 to review, hear and render a decision on the appeal.

## DOCUMENTS RECEIVED AND REVIEWED

1. SOM Court's decision with related witness statements and video.
2. Appeal and statement from Mr. Voruz and Mr. Wolf.
3. Testimony from the pace car driver' Todd Heilicher.

## FINDINGS

The COA reviewed the video of the restart and could not determine that a non-compliant restart was made by Mr. Mercer. The green flag was not visible in the video and it could not be determined when it was first waved. When the video first shows the starter, he is already waving the green flag. At that time Mr. Mercer was car lengths ahead of the pace car (which was in pit road past the walking bridge). No start judge was appointed for any of the starts.

Regarding the last lap of the race, the video evidence refutes Mr. Voruz's and Mr. Wolf's statements that Mr. Mercer was attempting to block. The COA concludes minor side to side contact was made, but the aggressor could not be determined. The video did confirm that racing room was afforded by both drivers.

## DECISION

The Court of Appeals rules that the SOM conducted their hearing in the appropriate manner, and finds no compelling evidence to overturn their decision. Mr. Voruz's appeal is well founded and his fee, minus the amount retained by the SCCA, will be returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Tom Sloe vs. SOM

COA Ref. No. 13-15-RO

October 10, 2013

## FACTS IN BRIEF

Following the AS race at the 2013 SCCA Runoffs, the carburetor of car #74 driven by Tom Sloe was found to be non-compliant; the booster venturies did not match those in the SCCA standard carburetor. Chief Steward Jim Rogaski disqualified Mr. Sloe.

Mr. Sloe protested the disqualification. The Stewards of the Meeting (SOM) Ed Paul, Scott Bowman and Earl Hurlbut, Chairman, conducted a hearing and disallowed the protest.

Mr. Sloe appealed the SOM decision.

The Court of Appeals (COA), A.G. Robbins, Jack Marr, and Rick Mitchell, Chairman, met on September 21, 2013 to review, hear, and render a decision on the appeal. The COA interviewed Mr. Sloe and Collins Barber, Tech line chief for AS.

The COA witnessed a repeat of the measurements of the venturies and confirmed that all four venturies did not meet the required length. The COA found the carburetor to be non-compliant. The COA upheld the decision of the SOM in its entirety.

Mr. Sloe has petitioned the COA to reopen the appeal as he has new evidence.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) A.G. Robbins, Jack Marr and Rick Mitchell, Chairman, met on October 10, 2013 to review Mr. Sloe's petition.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related document from Tom Sloe dated September 30, 2013.
2. SOM and COA documents dated 9/22/2013.
3. Emails from Janet Farwell, SCCA Club Racing Manager.

## FINDINGS

The Court of Appeals (COA) heard the original appeal at the National Championship Runoffs and gave the decision to Mr. Sloe on September 21, 2013. The GCR 8.4.5.F (Judgment of the Court of Appeals) states:

"The Court's decision is final, binding and not subject to further appeals by any party, either inside or outside the SCCA."

## DECISION

The Court of Appeals declines to reopen Mr. Sloe's appeal and his petition is returned unheard. Mr. Sloe's appeal fee will be returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Tom Sloe vs. SOM

COA Ref. No. 13-16-RO

October 10, 201

## FACTS IN BRIEF

Following the T2 race at the 2013 SCCA Runoffs, the Chief Steward filed a Request for Action (RFA) asking the Stewards of the Meet (SOM) to investigate metal to metal contact between car # 97 of Tom Sloe and car # 07 of Matthew Pullamo between Turn 14 and Pit Out on the front straight during the last lap. The RFA also asked the SOM to consider this reckless and dangerous driving since there were multiple contact reports.

The SOM, Kathy Barnes, Cathy Barnard, Tom Brown, and Dan Hodge, Chairman, interviewed the drivers of car # 97 and car # 07, reviewed corner worker statements, viewed the Speed Cast video extensively and viewed the Road America video. The SOM found no wrong doing on the part of Matthew Pullamo, driver of car #07.

The SOM found that Tom Sloe, driver of #97, violated 2013 GCR 2.1.4 by endangering not only himself and Mr. Pullamo, but also the people along the inside of the pit wall who were watching the race. With regard to GCR 6.11.1 A,B,C, D., the SOM found that the actions of Mr. Sloe from the area of Pit In to the vicinity of the Start/ Finish Line violated Sections GCR 6.11.1 A, B, C.

On September 21, 2013 the SOM penalized Mr. Sloe by putting him on a 6 month suspension from SCCA competition followed by a 7 month probation. Mr. Sloe was notified of the SOM decision on that date, and did not file an appeal at the event.

On Monday, September 30, 2013 Mr. Sloe submitted an appeal of the SOM action with the Club Racing Department in Topeka.

## DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Jack Marr and Rick Mitchell, Chairman, met on October 10, 2013 to review Mr. Sloe's petition.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and related document from Tom Sloe dated September 30, 2013.
2. SOM documents dated September 21, 2013 at 13:35.
3. Emails from Janet Farwell, SCCA Club Racing Manager.

## FINDINGS

Mr. Sloe registered on line and in so doing confirmed he had read and was bound by the following section from the MSR registration web page:

"It's agreed and understood that the undersigned driver and the car described above will appear at the above described race meet if the entry is accepted by the SCCA. The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary Regulations and certify that automobiles entered comply with provisions of the GCR. All participants must sign release agreements at registration."

The Supplementary regulations for the 2013 Runoffs stated: **(Emphasis added.)**

"12.4. Appeals: The Court of Appeals is listed under "Officials" and has been assigned to bring final resolution of all event disputes. **As all appeals shall be resolved at the event**, anyone who may be involved in an appeal and fails to be available for the Appeal Court hearing waives their right to be heard and/or to call witnesses. Appeals will be handled in accordance with GCR, Section 8.4, with the following exceptions:

Appeal fees for the Runoffs only shall be \$200. \$100 will be retained by the SCCA.

Appeals shall be submitted to the Stewards Center. **The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision.**

A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event. "

The COA finds no provision in either the GCR or the Supplementary Regulations whereby the appeal time limit may be extended. The COA is bound by the GCR and Supplementary Regulations for the event.

The SOM (First Court) decision was announced on September 21, 2013 and Mr. Sloe was advised of their decision on that date. Since Mr. Sloe submitted his appeal on September 30, 2013, his appeal was outside the one (1) hour limit.

Mr. Sloe's appeal is not timely.

#### **DECISION**

The Court of Appeals cannot hear Mr. Sloe's appeal and his petition is returned unheard. Mr. Sloe's appeal fee will be returned.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | October 9, 2013

The RallyCross Board (RXB) met via conference call on October 9. Attending were Warren Elliott, Chairman, Brent Blakely, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance were Brian Harmer and Howard Duncan from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

### Competitor Advisor Report

Colin Rogers, competitor advisor to the RXB, noted that there is a lack of understanding of SCCA RallyCross among the motorsports enthusiasts to whom he has spoken. Rogers suggested using eye-catching pamphlets to describe the basics of RallyCross and to show a variety of examples of cars used in RallyCross. He suggested using a QR code on the pamphlet, or on a business card, that would take the user to a video and more information on the Internet. Rogers also suggested improving the SCCA website to better link to all the Regions. Brian Harmer will begin discussions at the National office about implementing these ideas.

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that the Safety Committee concluded its investigation of an incident reported a couple of months ago. The Committee sent a memo to the Region indicating that there was no particular cause for the incident and that neither the Region nor its officials did anything untoward. This was also the case in a similar incident on the practice course at the National Championship in Tulsa. Doctor complimented the excellent reporting of that incident.

Doctor reported that the Committee has preliminarily formulated standards for Safety Steward license renewal. The Committee is considering having the license be valid for a 3 or 4-year period. Renewal would require working as a Safety Steward for three events during the license period and taking a short quiz. If those requirements are not met, then another Safety Steward school would be required for licensing. Doctor requested another month for the Safety Committee to finalize all requirements.

- RallyCross Rules Committee (Keith Lightfoot): The RXB discussed each of the rules change proposals for the 2014 RallyCross Rules. Lightfoot will incorporate the RXB feedback received at this meeting and in post-meeting discussions into the change proposals for a final vote at the November RXB meeting.
- National Championship Committee (Brent Blakely): The RXB evaluated the 2013 National Championship event in Tulsa. In general, the RXB considers it to have been a well-run, successful event. The use of the tractor for course maintenance was very helpful, and utilization of three grids shortened run group turnaround time. Several items for improvement were proposed. Lightfoot would like to see improvement at the Regional level for ensuring rules-compliant vehicles. Hyatt suggested more proactivity in course adjustments and repairs between the Prepared and Modified run groups, suggesting the use of more virgin course area for the Modified classes. Blakely suggested using numbered cones to facilitate timing and scoring audits. He would like specific work assignments for the course designer and a couple of helpers for set up and teardown of each course. He also emphasized the importance of course preparations being completed within an adequate amount of time before the event. Blakely also would like a June deadline for naming chiefs for the event. Foley would like better communication from the timing trailer to grid by the announcer over loudspeakers or FM broadcast. Howard Duncan noted that the flowing courses had less degradation than those with more abrupt and choppy lines.

The 2014 National Championship event has been confirmed and officially announced for October 3-5 at I-80 Speedway in Greenwood, Nebraska.

- Marketing Committee (Ron Foley): Foley reported that the National Championship writers have submitted their articles for *SportCar* magazine. A press release summarizing the event has been written and posted at the SCCA website. Foley commented on the good quality of the program distributed at the event by Jon Olschewski. Foley would like more lead time and better communication regarding the program in the future. Howard Duncan would like to include the corporate sponsors in future programs.

Foley reported that the planning for the Convention sessions is progressing well. Four sessions are currently planned: 1) a Town Hall that may include discussion of the new Safety Steward renewal process; 2) an open meeting with the program leadership; 3) Best practices, including how to start a program; and 4) Growing a program through RallyCross schools and test events.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a well-attended Divisional RallyCross Stewards (DRXS) meeting that included discussion of the then upcoming National Championship event. Hyatt requested that the DRXS begin providing nominees for the yearend awards that will be presented at the National Convention.

#### **Old Business**

- 2014 National RallyCross program changes (Howard Duncan): Duncan presented his plans to have three of the National Challenge events be premier events that would include full support from the National office with the trailer and staff. These events would include a slight name change such as "Super Challenge." They would require a minimum size to break even, with a goal of 60 to 75 entries. The hope would be for the events to be mini National events that would build momentum for the National Championship event.

**Motion:** Move forward with the "Super Challenge" concept with full backing of the RXB. Hyatt/Lightfoot. PASSED unanimously.

- "What is RallyCross" video (Lightfoot): Lightfoot reported that Tim Hardy would need another 6 to 8 weeks to complete the video. Lightfoot hopes to have a preliminary example by the December RXB meeting.
- Application of SCCA Operations Manual Section 2.2 to meetings of the RXB (Doctor): Doctor reported that he has not started work on this project. Lightfoot agreed to assist.

#### **New Business**

- National Championship participant survey (Lightfoot): Lightfoot requested that a participant survey be sent out to the National Championship participants. It would gauge overall satisfaction of the event and provide aspects for change to improve future events. Brian Harmer will coordinate the project with Rick Myers of Region Development.

Next meeting: November 6, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | October 1, 2013

The RoadRally Board met by conference call on October 1, 2013; meeting called to order by Rich Bireta at 7:30 pm CDT.

In attendance: Chuck Hanson, Jeanne English, Len Picton, Clarence Westberg, Rich Bireta, Bruce Gezon, Sasha Lanz (late), Deena Rowland from the National Office and Bruce Lindstrand from the BOD. Not in attendance: Howard Duncan from the National Office.

The September minutes were approved (Chuck/Len/pass).

### Front Burner Items:

- 1) 2014 Coker Tire Challenge
  - a. Final action adopting 2014 Coker Tire Challenge as 2014 USRRC. Chuck to announce event at Town Hall at USRRC. Jeanne will be liaison for 2014 event, with assistance from Bruce. Jeanne will confirm with Coker that they are still willing to have the USRRC as part of the Coker Tire Run, with the hope that this will draw new people in; final format/details still to be determined, i.e. will it be scored as one three-day rally or three separate rallies; entry fee is comparable to current USRRCs, and they have a 'Pay to Play' option in which there is an additional fee that becomes a fund that is split among the top finishers; we would most likely run SCCA classes; their hospitality is very good; checkpoints are all passage, Bruce has asked about having scores available at lunch.
- 2) Divisional Rally Stewards Responsibility
  - a. Do the Divisional Stewards understand their responsibilities and agree to fulfill them?  
Sasha not here to report; table until next month
- 3) National Events Committee – Clarification of Duties
  - a. The NEC has requested clarification of their authority for reviewing and approving sanction requests for National events. This issue is being raised in light of the request from Arizona Border Region for a triple-National weekend in March 2014. The NEC is also wondering what restrictions and conditions can be reasonably placed on National events. Rich suggests the following guidance: "The RRB has delegated its authority for review and approval of National road rally sanctions and assignment of event liaisons to the NEC. When determining whether a National SCCA sanction will be granted, the NEC is to apply only the criteria in the current Road Rally Rules (RRRs) and Rule for Organizers (RFOs).  
Your attention is directed to the RRRs, Article 4c. Quoting in part, "...a triple event (non-concurrent) proposal which requires a nine month advance request." And (emphasis added) "The RRB specifically reserves the right to refuse calendar listing or sanction of a proposed National **RoadRally** if, in the opinion of the RRB, the rally appears not to conform to required standards. The RRB reserves the right to withdraw a granted sanction at any time prior to the running of an event if, in its judgment, the event committee has failed in important respects to conform with these RRRs, the RFOs, or any recommendation of the RRB, or to observe their spirit, or if it believes the rally will fail to meet required standards. It reserves the right to withdraw sanction after the running of the rally when, in its judgment, such withdrawal is necessary or advisable in the interests of the contestants. Application for National RoadRally status or acceptance of it by any SCCA Region shall constitute recognition of these rights." From the RFOs page iii, "These rules carry the same weight and significance as the RoadRally Rules (RRR) for adherence to them in spirit as well as fact."  
**In short, the NEC is asked to simply apply the rules and recommendations in the RRRs and RFOs when determining whether or not to sanction a National event for any Region.**  
Chuck said that Rich has put it succinctly and that the NEC is happy with this.
- 4) 2015 USRRC (JNJ Proposal) –
  - a. Rich had lunch with Howard on Sept 27 to discuss this. There will be a Jay/Rich/Howard conference call the week of Oct 7. There are many details still to be worked out.
- 5) Strategic Plan for 2014
  - a. The 2014 STRAP is in the Drop Box
  - b. After it has been reviewed and approved, it will be posted on the SCCA web site.  
Comments? Page 4 needs more words, perhaps in outline form.
- 6) RRRs Article 4 (Points-a-Palooza Weekends)
  - a. Several RRB members have expressed a desire to revisit the Article 4 rule change which limits a Region to events awarding 40 points per series per week. On one hand there is a concern that the rule as currently written enables a Region to have an undue influence on the National Championship by purposefully attracting only competitors seeking championship points. This approach is carried to the extreme in the Arizona Border Region where they are so focused on offering points that they offer multiple regional events in a single day – the only Region to do so. On the other hand multi-event weekends are offered in several Regions to make it worth while for competitors to travel to enter (La Crosse, Indy, Kansas). There has been a suggestion of limiting a Region to a single multi-rally weekend per year. Another suggestion

is change Article 4 to limit one National points-rally per day per Region.

The Championship IS meaningful; there was wide-ranging discussion, more to come later.

- 7) Publicity Committee Responsibilities
  - a. During the September RRB meeting it was stated that Eileen Waters and her daughter were willing to join the Publicity Committee, but it was unclear what their specific duties would be. Proposed assignment: write a press release for [scca.com/rally](http://scca.com/rally) and the SCCA Road Rally Facebook page before and after each National event and SCCA "signature" event (POR, Covered Bridges,...) promoting the event and describing the results. The Publicity Committee should monitor the SCCA Rally page on the main website to ensure that it highlights Rally with current info and that some procedure is put in place to remove outdated material and replace it with additional rally material. Rich made this proposal and will tell Dave Head (Pub Comm chair).
- 8) Posting formal announcements from the RRB to the broader rally community
  - a. From September, about the SCCA Forum: "Problem acknowledged by SCCA, but no changes or fixes are planned for this feature. The RRB is the only competition program using the forums, apparently." Proposed action: Formal announcements from the RRB will be published in FasTrack as part of the RRB minutes, posted to the forums on [scca.com](http://scca.com) and notification of this posting will be made to the SCCARoadRally group on Yahoo. Discussion: Dave H has suggested that the RRB have their own Yahoo group, Rich thinks that is overkill; Bruce says not all still read the current Yahoo list, that a new list will get them back; is anyone willing to take this on? Perhaps the publicity committee? We will follow the above procedures for the time being.
- 9) Significant changes to Road Rally Championship (Chuck)
  - a. Latest proposal sent by Chuck via email/dropbox 9/30/13. The proposal includes, for 2015 and beyond: renaming the championship classes A, B, and C, as well as redefining them; new rules for how points are counted (nationals and regionals); combine the different series into one; have regionals conform more to the RRRs; change criteria for which regionals count toward the national championship. The proposal will be posted to [scca.com](http://scca.com) and to the Yahoo group for comments; this will also be discussed at the USRRC Town Hall (Saturday, Oct 19, 5:30 – 6:30).
- 10) Status of 2014 RRRs Update  
Not ready yet; Jeanne and Bruce are sending wording for changes to Dave Kolb.
- 11) New business.
  - a. Third Road Rally eNewsletter distributed – the RRB recognizes and appreciates Cheryl Babbe's continued efforts on this front.

Committee Reports (See DropBox for any committee reports):

National Events Committee (Chuck):

- 1) \*\*\*\*\* National Sanction Fees
  - a. Under review by SCCA HQ – no change.
- 2) \*\*\*\*\* 2014 National date requests received – Steel Cities and Arizona Border Regions

Reminder: 2014 SCCA Convention: Charlotte, NC, March 7-9, 2014

- a. Tentative road rally sessions are in the Drop Box

Meeting adjourned at 9:29 CDT (Chuck/Bruce/pass)

Next meeting November 5, 2013, via telephone conference.

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 Web site at the following links:

### CLUB RACING

50th 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** | October 23, 2013

The Solo Events Board met by conference call October 23rd. Attending were SEB members Dave Feighner, Dave Hardy, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo and Bruce Lindstrand of the BOD; Doug Gill and Howard Duncan of the National Staff. 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 1/1/2015.

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

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### Member Advisories

#### **Stock/Street**

For 2014, the existing Stock category will be renamed to Street-R and will run with the class letters SSR, ASR, BSR, CSR, DSR, ESR, FSR, GSR, and HSR. In 2015, all Street-R classes except SSR will be removed.

#### **Street Touring**

##### **#12098 Control Arm Clarification**

Per the STAC, ball joints and heim joints are considered to be of the same type, and thus replacement control arms utilizing one or the other versus Stock would be in compliance with 14.8.B. Note that this allowance does not open up modification of the mounting point (i.e., tapered holes may not be converted to non-tapered).

Members interested in serving on the STAC are invited to submit their qualifications in writing to the SEB.

The SEB thanks KJ Christopher for his service to the club as a STAC member.

#### **Street Modified**

Members interested in serving on the SMAC are invited to submit their qualifications in writing to the SEB.

#### **Modified**

The SEB thanks Dan Wasdahl for his service as MAC member and Chairman.

#### **Tire Rack Solo Nationals**

Course Designers who are interested in providing a course for the Solo Nationals are invited to submit their qualifications and experience in writing to the SEB.

### Change Proposals

#### **Street Prepared**

The SPAC has provided the following group of listing change proposals for member review and comment:

Delete the following lines in **ESP**:

- Eagle
- Talon Turbo (all) (1989-99)
- Mitsubishi
- Eclipse Turbo (1989-99)
- Subaru
- Impreza WRX (non-STI) (2002-07)

Add the following listing in **ASP**:

- Eagle and Mitsubishi
- Eclipse Turbo and Talon Turbo (1989-99)*

And **change** the following line in **ASP**:

- Subaru
- Impreza WRX STI (2004-07)

to

- Subaru
- Impreza WRX *all incl.* STI (2004-07)

Comment: The SPAC feels that these AWD turbo cars in ESP are not a good fit. ESP has shown strong growth, nearly all of which has been fueled by ponycars. Also, the STIs in ASP may be a more attractive option with the additional UD/BD.

## Kart

### #12430 KM Tire Proposal

The KAC is seeking member feedback for the following change to 19.1.B.2.A - allowing rear tires up to 8.0" wide.

Tires must be no larger than 12.5" in diameter and no smaller than 9.0" in diameter as imprinted on tire. Tire width is limited to 5.5" for the front and ~~7.4~~ 8.0" for the rear as imprinted on tire.

### #12431 Rotax DD2 Engine Allowance Proposal

The KAC is seeking member feedback for classing the Rotax DD2 engine into KM for 2014 season, with the caveat that section 3.2 applies. This would be done as follows:

Change numbering of 19.1.D.3 to 19.1.D.4 (Other Engines).

Change 19.1.A.4 to reflect the renumbering:

Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender or class entered. Weights for entrants with karts having other engines are as listed in Section ~~19.1.D.3~~ 19.1.D.4. Ladies class may run with a 20lb weight reduction except engines listed in Section ~~19.1.D.3~~ 19.1.D.4.

The added subsection 19.1.D.3 describes the newly-added Rotax DD2 engine, as follows:

*19.1.D.3 Rotax DD2: 125cc 2 speed shifter kart with centrifugal clutch. Engine and clutch must be stock and complete with passport matching serial number of engine and seal. Rotax passport is an engine identification card unique to each individual engine with serial numbers, service history is recorded on passport. The seal is provided by authorized Rotax service centers and includes a black anodized aluminum seal with Rotax stamp, serial number matching passport Id. There is a steel cable running through the seal, and 1. intake flange screw 2. stud of cylinder 3. cylinder head cover screw. Only authorized Rotax dealers may repair and re "seal" the engine, updating the passport. The stock no-lift system is legal. All KM legal tires are legal for DD2 engine. Minimum weight is 385lbs.*

## Safety

### #12872 Formula Junior Grid Rules and Helmets

The following rule change proposal has been recommended by the SSC:

Change 2.2.O to read: "At any Solo® event where Formula Junior (FJ) uses the same course layout as all other classes: For any heat in which FJ is in competition, no car *in the vicinity of the FJ grid or the course* may be in motion when any FJ kart is moving under its own power. From the start of FJ competition, when the first driver

in the class leaves the grid for the start line until the last driver has returned his kart to the FJ grid, this rule shall apply.”

### **Street Prepared**

#### **#12503 Reclassify BMW E9X M3 in Street Prepared**

The SPAC does not believe that this car is a good fit for ESP, despite its on-paper similarity to a Mustang in stock trim.

Per the SEB, member feedback is requested on an alternative proposal to move this car to BSP.

### **Street Touring**

#### **#9999 E85 Comments**

Add to the last sentence in 3.6.A the following:

*“Pump gasoline above 95 octane is prohibited.”*

Comment: Per the STAC, higher octane fuels have many of the disadvantages of E85, while costing more and being difficult to source. This gives advantage to those willing to trailer their cars, which is not within the spirit of the category.

#### **#11982 Lexus CT200H Classing Proposal**

Change the first sentence of 14.10.F to read:

“The engine management system parameters and operation *of internal combustion engines* may be modified only via the methods listed below.”

#### **#12465 STS & STC Combining Proposal**

The STAC has provided the following proposal for member review and feedback:

Effective 2015, all cars currently classed in STC will be re-classed to STS.

### **Other Member Items Reviewed**

#### **Stock**

#### **#12330 GS/HS Combine Comments**

Thank you for your input. Per the approved BOD Item 37 as published in last month's Fastrack, GS and HS will remain separate classes.

#### **#12352 Boxster and Cayman Classing Proposal**

There are many Appendix A classings that will need their model year ranges to be updated from -13 to -14 in both Stock and Street. This happens every year.

#### **#12367 Fiesta ST Classing Proposal**

Per Fastrack item #12077 (November) this car has been classed in GS.

#### **#12386, 12403, 12455, 12574 Street Comments**

Thank you for your input.

#### **#12394 Wheel Allowance Clarification**

Thank you for your input. The SAC recommends that the member ask Porsche for clarification on their conflicting wheel width documentation.

#### **#12417 HS Comments**

Thank you for your input.

### **Street Touring**

#### **#12131 Steering Wheel Allowance Comments**

Thank you for your input, the subject proposal has been withdrawn (November Fastrack, #11316).

#12387, 12388 FR-S/BRZ Classing Comments

Thank you for your input.

#12402, 12414, 12445, 12489, 12490, 12573 New Cars in STU Comments

Thank you for your input.

#12428 C5 FRC Classing Proposal

Thank you for your input. The C5 FRC was included in STU package sent to board.

#12517 ST Class Proposal

Thank you for your comments.

#12577 Infiniti G37 Clarification

Thank you for your item, the typo has been noted. Will be fixed in final publication.

### **Street Prepared**

#11914, 12032 240SX Move to FSP Comments

Thank you for your input.

#12377 Boxster/Cayman Classing Proposal

Thank you for your input.

### **Kart**

#12057 KM Weight Comments

Thank you for your input. The proposal pertaining to item #8535 was withdrawn.

### **Handled Elsewhere**

#### **Street Touring**

#11779 STC and STS Combining Proposal

Please see item #12465

#12424 Supra Turbo Classing Proposal

Please see item #11979.

#12509 Supra Turbo in STU Proposal

Please see letter #11979.

### **Not Recommended**

#### **Safety**

#12586 Minimum Age for Passengers Proposal

The SSC does not recommend this change. Laws vary greatly between states and there is also consideration of the maturity of children who are passengers.

#### **Stock**

#12306 Street Comments

Thank you for your input.

#12327 XKE and Miata Classing Proposal

Thank you for your input.

#### #12341 Fiat 500 Turbo Classing Proposal

Classification of this model is not recommended, as it does not meet the requirements of 3.1.A.

#### #12368 Audi TT AWD Move from DS Proposal

Thank you for your input.

#### #12371 Toyo R1R Proposal

Thank you for your input.

#### #12375 Toyo R1R Proposal

Thank you for your input.

#### #12380 Street Comments

The SAC would like to see how things shake out in Street before moving any cars at this time.

#### #12425 4.6L Mustang Classing Proposal

The SAC doesn't believe it is appropriate to split the V8 Mustangs into different classes.

#### #12476 Crossfire Move to GS Proposal

The SAC believes the Crossfire's performance potential is not appropriate for GS at this time.

#### #12593 Suzuki SX4 Sportback Classing Proposal

Classification of the Suzuki SX4 is not recommended, as this model doesn't meet the requirements of 3.1.A

### **Street Touring**

#### #11961 New Street Touring Class Proposal

The STAC does not believe there is enough national demand for an ST class above STU at this time. Members are reminded that Regions may create their own STU-plus class as needs arise.

#### #11979 Supra Turbo Classing Proposal

The STAC believes the turbo Supra exceeds the performance parameters of the ST classing structure.

#### #12332 BMW Classing Proposal

The STAC believes the BMW E30 and E36 are appropriately classed.

#### #12344 Merkur XR4Ti Classing Proposal

The STAC doesn't feel that it would be appropriate to class the XR4Ti in the national ST structure. Regions may classify the car locally as needed.

#### #12382 Pontiac Solstice GXP / Saturn Sky Redline Classing Proposal

Per the STAC, the Pontiac Solstice GXP and Saturn Sky Redline exceed the performance parameters of STU.

#### #12398 ECU Allowance Proposal

In the interest of rules stability, the STAC does not believe 14.10.F should be modified in the requested manner.

### **Street Prepared**

#### #12381 Fuel Lobe Allowance Proposal

The SPAC feels that cam swaps are not consistent with the Street Prepared category philosophy.

#### #12547 Splitter Allowance Proposal

The SPAC feels that the splitter allowance is sufficient as currently written.

## Formula Junior

### #12363 Formula Junior Spec. Gearing Proposal

The KAC feels that spec gearing is not consistent with category philosophy.

## Tech Bulletins

### Safety

The following Tech Bulletins have been recommended by the SSC:

In 1.3.2.o, change the second sentence to read "Drivers from *five (5)* to twelve (12) ..."

In 4.3.1, add to the third paragraph: "*Helmets for Formula Junior drivers must be of closed face design incorporating full face shields and chin bars.*"

### Stock/Street

#### #12318 MR2 Classing Proposal

The SAC recommends moving the Toyota MR2 Supercharged from C-Street to E-Street per the provisions of 3.2.

#### #12320 Lotus Evora Classing Proposal

Per the SAC, correct the A-Stock and A-Street Evora listings with the updated years as shown below:

Lotus

Evora (non-supercharged) (2010-*14*)

#### #12581 Porsche 911 Classing Proposal

Per the SAC, the following new listing is added to both Super Stock and Super Street.

Porsche

*911 (991 chassis) non-GT3 (2012-2014)*

#### #12634 Chevrolet Corvette C7 classing

Per the SAC, the following new listing is added in both Super Stock and Super Street.

Chevrolet

*Corvette (C7 chassis) (2014)*

### Street Touring

#### #11806 Bodywork Clarification

Per the STAC, add to Appendix F under Street Touring Clarifications:

*In the absence of manufacturer supplied instructions, it is recommended to look to other sources (such as a manufacturer's assembly manual) in determining what constitutes "installed as directed".*

*With regard to the S2000 CR wing, it is not believed that there is an issue with drilling holes to mount the wing. However, the factory included trunk reinforments when using the wing, and there has been no evidence presented that this is not required by the manufacturer. Therefore, absent an allowance to include the trunk reinforcement, the addition of the CR wing is not allowed under 14.F. It would be allowed as part of a complete CR conversion.*

#### #12355 Cruze and Cobalt Classing Proposal

Per the STAC, effective upon publication, add the following new listings in class STF:

*Saturn Ion 2.2I*

*Pontiac G5 2.2I*

*Hyundai Elantra (2011-13)*

*Nissan Versa (2007-13)*

*Nissan Sentra (2.0) (2007-12)*

*Nissan Sentra (2013)*

*Scion xD (2008-13)*

Effective upon publication, also add the following new listings in class STX:

*Saturn Ion NOC*

*Pontiac G5 NOC*

#12603 1993-1998 Golf Cabriolet Classing Proposal

Effective upon publication, add the following new listings in class STC:

*Volkswagen Golf, GTI, Cabrio, Jetta (1993-98) (2.0)*



# CLUB RACING BOARD

## Club Racing Board Minutes | November 5, 2013

The Club Racing Board met by teleconference on November 5, 2013. 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 John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

### Member Advisory

None.

### No Action Required

#### **T1**

1. #12842 (Matthew Henwood) Can the C5 Corvette Now Run Coilovers in the T-1 Class?

Thank you for your question. You are correct, as the current T1 rules allow this.

#### **T2**

1. #12487 (William Moore) Bushings for T2

Thank you for your request. A strut style suspension is allowed to have camber plates. Most camber plates are constructed with spherical bearings.

#### **T2-T4**

1. #12028 (Harley Kaplan) Allowance of Jacking Posts

Thank you for your request. This is currently allowed as long as it does not add roll cage attachment points and it serves no other purpose.

2. #12719 (Mark McCaughey) Allow Aftermarket Oil Pans in all Touring Classes

Thank you for your letter. Please see the response to letter #11711, Technical Bulletin.

### Not Recommended

#### **AS**

1. #11678 (Jim Wheeler) Allow Alternate Gear Sets for T-10 and Muncie Transmissions

The CRB thanks the authors of letters 12528, 12529, 12534, 12535, 12585, 12588, 12596, 12671, and 12677 for their views on this potential change. However, the CRB did not approve this change at this time.

2. #12242 (Cheyne Daggett) Classify 2005-10 Mustang GT w/2011-12 Drive Train

Thank you for your request. The CRB has no plans to do this.

3. #12597 (Scott Sanda) Allow Aftermarket Fuel Rails for Restricted Preparation

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

4. #12599 (Scott Sanda) Allow Restricted Preparation Flywheel and Clutch

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

5. #12600 (Scott Sanda) Allow Headers for Restricted Preparation

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

6. #12601 (Scott Sanda) Allow Alternate Intake for 2004-2005 CTSV

Thank you for your request. The CRB does not recommend this change.

#### **FA**

1. #11943 (Paul Morrison) Paddle Shift Weight Adjustment

Thank you for letter. The paddle shift does not represent enough of a performance difference to warrant a weight penalty. The CRB does not recommend a change.

2. #12058 (Kevin Kloopfer) Competition Adjustments for FA

Thank you for your letter. The CRB does not recommend your suggested changes.

#### **GT1**

1. #11789 (Robert Logsdon) Allow 18 Inch Wheels

Thank you for your letter. In 2014, additional 16" tire options will continue to be available for GT1 to choose from without adding

18" as an option. Additionally, cost to upgrade and class stability remains paramount in GT1. Therefore, the CRB does not recommend this change.

## **GT2**

1. #12444 (Amir Haleem) Allow the Mazda 20B to Run Unrestricted at 2700lbs  
Thank you for your letter. The CRB believes this car/engine is classified correctly.

2. #12617 (Chuck Mathews) LG Motorsports GT2 Wing  
Thank you for your request. The CRB does not recommend this change.

## **GT3**

1. #11841 (Mike Henderson) CRB Consideration on an Optional Wheel/Tire size for GT3 Cars  
Thank you for your letter. In 2014, 15" tire options will be available for GT3 to choose from without adding additional sizes as an option. Additionally, cost to upgrade and class stability is paramount. Therefore the CRB does not recommend this change.

The CRB thanks the authors of letters 11869, 11870, 11871, 11875, 11900, 11926, 11938, 12089 for their comments.

## **IT**

1. #11815 (Dave Kutney) Allow 8 Inch Wheels in IT  
Thank you for your letter. The CRB has no plans to increase maximum wheel width IT rules based on OEM equipment.

## **ITS**

1. #11609 (Dave Kutney) Weight Clarification for Pontiac Solstice  
Thank you for your letter. The car is correct as classified.

## **EP**

1. #12228 (Mike Anderson) BMW E36 325is Wheel Size  
Thank you for your letter. There are other cars in EP running 15x7 wheels, for example the BMW Z-3, in the referenced weight range, that do not have difficulties with tire life. Thus listing this car with a 15" wheel, which is what it came with stock, is not a performance disadvantage.

2. #12522 (Chris Dryden) Reduce Weight on the BMW Z3 2.5  
Thank you for your request. This car's weight is consistent with accepted EP displacement to weight ratio ranges. The CRB does not recommend a weight reduction.

3. #12561 (Charles Kim) Classify the Honda S2000 CR  
Thank you for your request. The aerodynamic aids on this model have a material impact on the car's performance. This would not be true of the few very modest aerodynamic factory aids that are currently allowed in Production. Classifying cars based on aerodynamic factors would add a further and unnecessary level of complexity to the Production classes. This car is currently classed in Production without the aerodynamic aids and the same can be removed from the S2000 CR to permit it to compete in Production.

## **HP**

1. #12416 (Michael MacQueen) Please Increase CR for 1275 LP Spridget  
Thank you for your letter. The referenced change was made only to address certain VW models that were accidentally overlooked in a prior specification change. The result was to standardize the VWs in HP and not to generally improve the performance of VWs in HP.

## **Production**

1. #12096 (Philip Royle) Tire-Specific Allowances in Production  
Thank you for your request. The CRB does not recommend this change.

## **ST**

1. #12453 (Eric Heinrich) Regulation of Traction Control in ST  
Thank you for your letter. The CRB does not recommend attempting to regulate traction control.

## **STU**

1. #11177 (Carl Young) Classify the Audi S4 in STU  
Thank you for your request. Please submit a Vehicle Tech sheet for this vehicle. The VTS can be found at [crbscca.com](http://crbscca.com).

2. #12435 (Eric Heinrich) Forced Induction Engine Requirements for 2014 and Forward  
Thank you for your letter. The CRB does not recommend different engine preparation allowances in normally aspirated or forced induction in ST.

3. #12436 (Eric Heinrich) AWD Restrictions in STU

Thank you for your letter. The CRB does not recommend different preparation allowances for all wheel drive, front wheel drive, or rear wheel drive in ST.

4. #12439 (Eric Heinrich) Forced Induction Cars Shall Be Required to Use Stock Brakes

Thank you for your letter. Please see the response to letter #12435.

5. #12448 (Eric Heinrich) Gearbox Restriction for Forced Induction Cars in STU

Thank you for your letter. The CRB does not recommend making any non-engine adjustments to turbo-charged cars in STU.

6. #12462 (Marc Feinstein) Classify Audi 3.0 Supercharged

Thank you for your request. The CRB does not recommend this classification due to the performance potential of the 3.0 SC.

7. #12463 (Marc Feinstein) Require Forced Induction Cars to Install a Specified Boost Sensor

Thank you for your suggestion. The CRB has confidence in the use of appropriate TIRs and therefore does not recommend installing boost sensors.

8. #12468 (Tony Salloum) Weight Factor for Turbos in STU

Thank you for your letter. Please see the response to letter #12433.

9. #12469 (James Spurling) Class BMW Z3 2.5liter

Thank you for your letter. The CRB does not recommend making specific engine to weight allowances.

10. #12632 (MARC HOOVER) MAZDASPEED PROTEGE TURBO ALTERNATE CONFIGURATION

Thank you for your request. The CRB does not recommend the Garret T25 turbo-charger. If the author wishes to request another turbo-charger, it must be of the same specifications as the IHI turbo-charger used on the MazdaSpeed Miata.

**T1**

1. #12001 (Joe Aquilante) Allow Drop Spindles to Adjust Ride Height

Thank you for your request. The CRB does not recommend this change.

2. #12618 (Chuck Mathews) LG Motorsports GT2 / T1 Wing

Thank you for your request. The CRB does not recommend this change.

**T2**

1. #12002 (Matt Slavens) Allow the Use of Aftermarket Springs up to 1000lbs

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

2. #12276 (Jorge Nolla) Cold Air Intake for Mitsubishi Lancer Evo X/GSR/MR (08-11)

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

3. #12727 (Andrew Longe) Allow Modification to Porsche 997 in T2

Thank you for your requests. The CRB does not recommend the change to the 997, however, please see letter #12725 for the recommended change to the 996.

4. #12830 (Michael Pettiford) 2010 Corvette Grand Sport Headers

Thank you for your request. The CRB did not approve your requested items.

**T2-T4**

1. #12497 (David Muramoto) Reduce the 350Z Weight

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin. Only the 350Z DE has a weight change.

2. #12533 (Christopher Childs) Allowances for EVO in T2

Thank you for your letter. Please see the response to letter #12874. The CRB has no plans for the EVO to go to T3; however, adjustments have been made for the EVO in T2.

**T3**

1. #12482 (Tim Myers) Request Competition Adjustment for Nissan 370Z

Thank you for your letter. The CRB does not recommend these changes.

2. #12537 (Harley Kaplan) Parity in T3

Thank you for your request. The CRB does not recommend your suggested changes; however, please see the response to letter #12874, Technical Bulletin, for T3 class changes.

3. #12538 (Harley Kaplan) Allow 1000lb Spring Rates in T3

Thank you for your request. The CRB does not recommend this change.

4. #12746 (Marty Grand) Re-class the Mitsubishi Evo in T3

Thank you for your request. The CRB does not recommend this change.

5. #12815 (Richard Kulach) 370Z Restrictor Removal in T3

Thank you for your request. The CRB does not recommend this change.

6. #12816 (Richard Kulach) Weight Reduction for 370Z

Thank you for your request. The CRB does not recommend this change.

7. #12817 (Richard Kulach) 370Z Suspension Modification

Thank you for your request. The CRB does not recommend this change.

8. #12818 (Richard Kulach) 350Z DE Cold Air Intake, Weight Reduction

Thank you for your request. The CRB does not recommend a cold air intake for the 350Z DE. However, please see the response to letter #12874 for a weight reduction.

#### T4

1. #12190 (Steven Christopher) Allow Former SSC Mazda 3 to Upgrade

Thank you for your requests. Your items are not recommended by the CRB. However, please see the response to letter #12874, Technical Bulletin, for changes to former SSC cars.

2. #12720 (Mark McCaughey) 00-05 Toyota Celica GTS Weight Reduction

Thank you for your request. The CRB does not recommend this change.

3. #12721 (Mark McCaughey) Allow 00-05 Toyota Celica GTS a Cold Air Intake

Thank you for your request. The CRB does not recommend this change.

4. #12852 (Steven Christopher) Mazda MX5 Modifications

Thank you for your request. The MX5 Cup cars are prepared above class allowances; therefore, the CRB does not recommend changes to them.

5. #12863 (Bill Seifert) Allow ECU Change

Thank you for your request. The CRB does not recommend this change.

#### Recommended Items for 2014

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. #12598 (Scott Sanda) Restricted Preparation Fuel Rail Modifications

Thank you for your letter. Change 9.1.6.D.1.c.2.a: a. OEM fuel injectors and fuel rail assembly must be maintained. *To reduce fuel fire hazard, OEM fuel rail inlet and outlet (return) ports may be changed to allow alternate fittings. No other changes to the OEM fuel rail assembly are permitted.*

2. #12783 (John Maloney Jr.) Allow Headers for Restricted Prep Mustang/Cobra

Thank you for your request. Change the specification line for the Ford Mustang Cobra and GT (96-98) Restricted Preparation:

Ford Mustang Cobra and GT (96-98) Restricted Prep.	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 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheel/s. <i>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>
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### 3. #12875 (American Sedan Committee) AS Suspension Rules Update

Change 9.1.6.D.4.d.5: 5. Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). "Air", foam or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified *lower control arms (front and rear), and original unmodified front upper control arms* must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.

Change 9.1.6.D.4.c.: c. Suspension Control - Any anti-roll bar(s), traction bar(s) *and rear upper control arms or like devices*, panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment.

Add 9.1.6.D.7.i.4: *4. The unibody may be deformed or modified to accommodate the installation of components or other modifications allowed by these rules. The rear bulkhead may not be cut to accommodate the installation of traction bars or rear upper control arms or like devices. Deformations or modifications shall perform no other function.*

### B-Spec

1. #11600 (SCCA Staff) Add B-Spec Chevrolet Sonic Suspension Kit

In B-Spec, Chevrolet Sonic (2012), add to the Notes: *GM suspension kit #23123679 permitted.*

### FV

1. #10585 (Stevan Davis) Add Wording to Allow Removable Head Surrounds

Thank you for your letter. Change 9.1.1.C.9.G: G. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, *with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended. Bead seats are recommended.*

### P1

1. #12661 (Club Racing Board) P1, P2, and FB data collection

Add to the P1 and P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>:

#### 9.1.8.A.2

##### K. Data Collection

All P1 Sport Racing Cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.

#### 9.1.8.A.3

##### M. Data Collection

All P2 Sport Racing Cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.

### Change 9.1.1.G. FORMULA 1000 (FB) PREPARATION RULES

Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars. *All FB cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board. It should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.*

### P2

1. #12916 (Club Racing Board ) P2 Engine Restrictors

Make the below changes and additions to the P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

Add 9.1.8.A.3.k.g.3: *3. The following weight and flat plate restrictor sizes are used to populate the P2 Engine Table and the P2 Spec Line Table. All 4 and 2 cycle restrictors are individual inlet flat plate restrictors installed on the intake side of the fuel delivery system within 4 inches of the throttle shaft. . Restrictors may be mounted in any manner that does not reduce the intended effectiveness.*

**P2 Minimum Weight and Restrictor Table**

Minimum Weight Pounds	Restrictor size mm
1500	42.5
1400	41.5
1350	41.0
1300	40.5
1200	39.5
1100	38.5
1025	38
1000	37.5
950	37
900	36.5

Below 9.1.8.a.3.k.g., change the P2 engine table:

**P2 Engine Table**

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
A	2 cycle	1200	NA	Maximum 4 cylinders	<del>TBD</del> 39.5mm/39.5mm	<del>TBD</del> 1200
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1005		No modifications allowed on engines manufactured after year model 2008	<del>TBD</del> Stock 37.5mm/37.5mm Modified 38.5mm/38.5mm	Stock engine 1000 Modified engine 1100
C	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1505	4	>1005 cc no modifications allowed	<del>TBD</del> >1005cc and <1106cc 38.5mm/38.5mm <1206cc 39.5mm/39.5mm <1506cc 40.5mm/40.5mm	>1005cc and <1106cc 1100 <1206cc 1200 <1506cc 1300
D	4 Cycle	1835	2	VW Super V-Note 1	36mm/38mm	1200
E	4 cycle	1615	4	Toyota WSR Specs only	<del>34mm</del> 41.5mm	1400
F	4 cycle 4 cyl auto based	2000	4	Approved engines list: MZR/Duratec Pinto: Cam <del>TBD</del> Max lift 12mm, Cast Iron or FastForward FastForward Cylinder head, Intake system Free, Fuel Injection Allowed	40.5mm / 42.5mm 40.5mm/40.5mm  MZR <del>TBD</del> Pinto <del>TBD</del>	1300
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.E	Engine to be used in S2000 only	<del>TBD</del> 1350

H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs <i>Engine specification per the 2009 GCR</i>	<del>Engine to be used in S2000 only</del>	<del>TBD</del> 1300
I	Mazda 12A Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi <del>32mm/34mm</del> <i>40.5mm/40.5mm</i>	1350
J	Mazda 12A Rotary	NA	NA	Bridgeport Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi <del>32mm/34mm</del> <i>40.5mm/40.5mm</i>	1350
K	Venturi <del>36mm/38mm</del> <i>41.5mm/41.5mm</i>	1400	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.  Formula Mazda Specs only		

Change the Spec Line Table below 9.1.8.A.3.I:

I. Spec Line Cars  
**Spec Line Table**



Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
A	AMAC, Aztec <i>Asteck</i> , Cheetah, Decker, Fox, LeGrand	94 / 54	950/1025	End plate mounting allowed, <i>except for Cheetah</i> , Wing maximum chord 16 inches for end plate mounting <i>mounted wings</i> .	Max displacement 1005cc Restrictor per line B of SR2 <i>P2</i> engine table	Minimum width 55 inches
<i>B</i>	<i>AMAC-AM5, Fox-2 Seater, Zephyrus</i>	<i>94/54</i>	<i>900/950</i>	<i>End plate mounting allowed maximum chord 17 inches.</i>	<i>Max displacement 1005cc Restrictor per line B of P2 engine table</i>	<i>Minimum width 55 inches</i>
<i>B-C</i>	Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
<i>C-D</i>	Radical SR-3 SR-4		1300lb Stock 1370 cc max Restrictor TBD <i>40.5mm</i>			Radical wing or SR2- <i>P2</i> class compliant wing and end plate Radical rear diffuser permitted
<i>D-E</i>	Radical SR-3 Radical Cup		1500lb Sealed Radical Cup engine and transmission Restrictor TBD <i>42.5mm</i>			Radical wing or SR2 <i>P2</i> class compliant wing and end plate Radical rear diffuser permitted
<i>E-F</i>	Radical  Club Sport, Pro- Sport, PR-6		1000lb Stock 1005cc max Restrictor TBD <i>37.5mm</i> or 1300lb Stock 1370 cc max Restrictor TBD <i>40.5mm</i>			Radical wing or SR2 <i>P2</i> class compliant wing and end plate 61 in width min Radical rear diffuser permitted
<i>F-G</i>	Bobsy			Wing unrestricted		



## GCR

### 1. #12751 (SCCA Staff) Allow Three-Digit Numbers for Majors Events

Thank you for your request. Change 9.3.29.A: A. ~~3-digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring.~~ **3 digit numbers starting with the number "1" are permitted at all events.**

## GT2

### 1. #12342 (Butch Kummer) Keep Stock Cars Eligible for GT2

Thank you for your letter. TA2 cars may run in GT2 using the rules listed in the GCR, Appendix L. (2013 rules) or they may run current Trans Am rules. Change the specification line for GT2 TA2 cars:

Cars must comply with 2013 TA2 rules. Tire make/size are free. See ~~Appendix L. (2013 rules) or current Trans Am rules.~~ for complete rule set. **Tire make/size are free.**

### 2. #12901 (Tom Patton) Alternate Cylinder Heads for Sunbeam Tiger

Thank you for your request. In GT2 Engines - SUNBEAM, change "Fuel Induction": Ford C30 FAB, C30F-9510E, C40F-9519-1E\* \*Manifold: Stock Sunbeam Tiger manifold only. Holley P/N 0-80507-1 (390 CFM) on unrestricted manifold. Spacer is unrestricted. The restrictor plate shall be positioned within 4" of the throttle butterflies. ~~All inducted air shall pass through the specified restrictor plate.~~

In GT2 Engines - SUNBEAM, change the Notes:

Cylinder Heads: Any Ford 260, 289, or 302 Windsor V-8 cast-iron production cylinder head, delivered on U.S. model cars or trucks, and bearing unmodified factory casting numbers beginning in C, D, E, or F are allowed. **Edebrock "SCCA American Sedan" aluminum heads, part number 602479 are permitted.** Competitor shall be able to provide documentation from the manufacturer identifying application(s), displacement, engine family, and casting identification. Ford Motorsport engine blocks P/N M-6010-A50, & M-6010-B50 and M6010-BOSS302 are allowed.

### 3. #12931 (Grand Touring Committee) GT2/ST adjustment

Change Appendix K., P.1.: 1. Tires must conform to 9.3.45, GT1/ST & ~~GT2/ST~~ Tire make/size is free, DOT tires are not required. **DOT tires per 9.3.45 are required for GT2/ST cars.**

Change the top "Note" for the GT2/ST specification lines: Note: Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used. ~~GT2/ST Tire make/size are free, DOT tires are not required.~~

## FP

### 1. #12723 (Mark McCaughey) Reclassify the 00-05 Toyota Celica GT

Reclassify the Toyota Celica GT currently in EP to FP with the following changes to the specification line: Add model year-(00-05), weights- 2250, 2306 and 2363, drum brake diameter-300, stock throttle body I.D., comp. ratio- 11.0:1, valve lift- .450

<b>EPFP</b>	<b>Prep Level</b>	<b>Weight</b>	<b>Engine Type</b>	<b>Bore x Stroke mm/(in.)</b>	<b>Displ. Cc/ (ci) (nominal)</b>	<b>Block Mat'l</b>	<b>Head/PM &amp; Mat'l</b>	<b>Valves IN &amp; EX mm/(in.)</b>	<b>Carb. No. &amp; Type</b>	<b>Wheel-base mm/(in.)</b>	<b>Track (F/R) mm/(in.)</b>
Toyota Celica GT (00-05)	2	2090 2250 2306 2363	4 Cycl Dohc	79 x 91.5	1794	Alum	Alum	(I) 32.0 (E) 27.5		102.4	62.9/62.5

<b>EPFP</b>	<b>Wheels (max)</b>	<b>Trans. Speeds</b>	<b>Brakes Std. (mm/ (in.))</b>	<b>Brakes Alt: (mm/(in.))</b>	<b>Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm</b>	<b>Notes</b>
Toyota Celica GT (00-05)	15 x 7	5	(F) 254 Disc (R) 254 300 Drum		Stock	Comp Ratio limited to 12.5:1 <b>11.0:1</b> . Valve lift limited to .500 <b>.450"</b>

## Production

### 1. #12279 (Philip Royle) Allow IT cars to run in Production in IT trim

Thank you for your letter. Add 9.1.5.B5.: **5. Any Improved Touring car meeting all the requirements of ITCS 9.1.3 may compete in the Production class in which the same make, model and engine displacement car is classified. For Improved Touring cars**

*competing in Production, the level of preparation and modifications will be as determined by ITCS 9.1.3 and not by PCS 9.1.5. This is intended to allow Improved Touring competitors to become more familiar with Production to assist them in determining whether to modify their cars to meet the requirements of PCS 9.1.5 and also to permit Improved Touring competitors to compete in all events open to Production cars.*

## 2. #12466 (Production Committee) Retention of Factory Hard Tops

Change 9.1.5.E.9.a.11.: 11. Open cars must remove convertible ~~soft tops~~, ~~removable tops~~ and ~~all~~-attaching bracketry and fasteners. *Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners.*

## SM

### 1. #12710 (Alan Cross) 2001 Air Intake Radiator Clearance

Add 9.1.7.C.1.k.1.e: *e. 2001-2005 cars may replace air intake tube (p/n BP6D-13-331) with the 1999 air intake tube (p/n BP4W-13-331B).*

### 2. #12711 (Spec Miata Committee) Allow for OEM Equivalent Fuel Pumps

Thank you for your letter. Change 9.1.7.C.1.l.1: 1. The fuel pump must be a Mazda *or* OEM *equivalent* part ~~and unaltered~~. Any adjustable mechanical fuel regulator may be used. It may not be mounted in the cockpit. It may not be adjusted electronically or from the cockpit. Cars equipped with a factory installed manifold vacuum reference for the fuel regulator may use it, but it must not be altered in any way. Refer to GCR Section 9.3 for permitted fuel specifications and for the required fuel sample acquisition port.

## SMX5

### 1. #12701 (Michael Collins) Allow Roadstersport Hard Top for SMX5

Change 9.1.11.B.3.p: p. SPEC MX-5 cars may run the factory optional removable hardtop *or the Roadstersport fiberglass hardtop (Roadstersport p/n 21-1006F)*. The factory latches must be removed and replaced with positive fasteners.

## STL

### 1. #12051 (Greg Amy) Classify Type R in STL at 2L Weight

Thank you for your letter. Change 9.1.4.2.B.1: 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:

Honda S2000 F20C  
Acura Type R Code B18C5

Forced induction is not permitted in STL.

Change 9.1.4.2.I Table A title: Table A: Alternate Vehicle and Engine Allowances/*Requirements*

In section 9.1.4.2.I Table A, add spec line as follows:

<input type="checkbox"/> STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Acura B18C5</i>	<i>NA</i>	<i>Chart + 2%</i>	<i>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.</i>

## STU

### 1. #12433 (Eric Heinrich) Minimum Weight for Forced Induction in STU

Thank you for your letter.

Change 9.1.4.1.H.2: 2. All turbocharged engines shall use a turbo inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only. Refer to GCR Appendix F definition of "Turbo Inlet Restrictor" for

correct design parameters. Turbocharged engines of greater than 2.7L displacement shall use the weight as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater.

Inlet Restrictor (mm)	Minimum Weight (lbs)
32	2250
33	2300
34	2350
35	2400
36	2450
37	2500
38	2550
39	2600
40	2650

Turbocharged AWD/RWD cars must deduct 2 mm from this table.

Remove 9.1.4.G.21: Unless otherwise noted, the follow restrictions apply to turbochargers. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may be added to engines that did not originally come equipped with one on a case by case basis. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.

Insert new 9.1.4.1.B.2: *2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see table 9.1.4.h.2. Swapping of turbochargers between engine makes and models is prohibited. 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.*

Change current 9.1.4.B.2 to 3., and all numbers subsequent: **23**. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Turbocharged engines of 3.2 displacement or less are allowed.

2. #12589 (Super Touring Committee) Remove Alternate Turbo from Mazda Miata

Thank you for your letter. Due to the part no longer being available, in 9.1.4.1, remove from Notes, Table A., Mazdaspeed Miata: Alternate turbo Mazdaspeed part #000-88C-89 permitted.

## T1

1. #12615 (Scott Bove) Allow Carbon Doors for T1

Thank you for your request. Please see the response to letter #12879.

2. #12643 (Dan Goodman) Allow Alternate Bodywork for E36 in T1

Thank you for your request. Change the specification lines for the BMW E 46 M3 & E36 / BMW Z3, and the BMW E46 M3 as described below:

BMW E 46 M3 & E36 / BMW Z3	3200	2600		The 3.4L (87.0 x 93.0 Stroke) engine is permitted at 2650 lbs. the M5 5.0L is permitted at 3000 lbs. Flossman body kit is permitted. 4.0L V8 permitted at 2900 lbs. <i>Pennon Fender flares allowed. The headlights can be modified to allow air to pass into the engine induction system.</i>
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BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required. <i>The headlights can be modified to allow air to pass into the engine induction system.</i>
	4000	3200		<i>The headlights can be modified to allow air to pass into the engine induction system.</i>
	5000 (V8 only)	3500		

## 2. #12879 (Club Racing Board) 2014 T1 Ruleset Update

The CRB submits the below rule changes to the Touring section of the GCR for Board of Director approval.

### 1. Insert wording below in 9.1.9.1:

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.

#### *Limited T1:*

*See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2.*

#### *Full Preparation T1:*

#### A. Bodywork

2. Change 9.1.9.1.A.1.: All cars may replace the hood, hatch, *doors*, and/or trunk lid with nonmetallic composite parts.

3. Remove 9.1.9.1.B.1.f.: f. ~~Cars with non-OEM front splitter shall increase the required minimum weight by 75 lbs. or reduce their flat plate restrictor by 2 mm. Vehicle that do not have a flat plate restrictor would add one and reduce the OEM throttle body size by 2 mm.~~

4. Remove 9.1.9.1.B.2.i.: i. ~~Cars with non-OEM rear wing shall increase the required minimum weight by 75 lbs. or reduce their flat plate restrictor by 2 mm. Vehicle that do not have a flat plate restrictor would add one and reduce the OEM throttle body size by 2 mm.~~

5. Change 9.1.9.1.C.2.: Headliner, sun visor, carpeting, carpet pad and/or insulation, sound- proofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, *front door windows*, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.

6. Change 9.1.9.1.N.9.: 9. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified. *Steering column locks may be removed or disabled.*

## T2

### 1. #12172 (BILL CAPOGEANNIS) Request for Solstice GXP Brake and Spring Allowances in T2

Thank you for your requests. The brake upgrade for this car is listed on the specification line.

Add to notes for the Pontiac Solstice GXP Coupe/Convertible

(07-09): 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 FICSSA Intercooler allowed. *Maximum spring rate 800 lb/inch for coil over type spring permitted.*

2. #12278 (Jorge Nolla) Alternate intercooler for Mitsubishi Lancer Evo X

Thank you for your request. Add to Notes for T2 Mitsubishi Evo X/GSR/MR (08-11):

AMS front and rear springs SCCA01-EVO X – AMS. 2" Genesis Technologies spacers allowed. Alternate AMS front sway bar permitted #SCCA-SBF02 EVO X, alternate rear sway bar permitted #SCCA-SBR02 EVO X. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. *AMS 2008+ Evo X FMIC Kit w/Logo/A0044A-2B allowed.*

**T2-T4**

1. #12536 (Harley Kaplan) Allow Adjustable Sway bar Links

Thank you for your request. Change 9.1.9.2.D.5.b.1: 1. Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line. Cars where air conditioning units have been removed shall refer additionally to Section D.3.b.1., above, for additional spring requirements. *If alternate sway bar(s) are listed on the specification line, adjustable end links are allowed. The length of the link must be within 1" +/- length of stock. No modifications are allowed to the mounting point(s) other than to accomplish attachment of link.*

2. #12864 (Jim Leithauser) Allow Alternate Control Arms

In T3, BMW Z4 M Coupe (2007), add to the specification line Notes as follows:

Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Ground control # MZ4Swaybar set permitted. 48mm 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. *E46 M3 front lower control arms allowed: 3112229453 left, 3112229454 right. May remain upright for installation of larger joint.*

3. #12870 (Touring Committee) Max Number of Springs

Thank you for your letter. In section 9.1.9.2.D.5.b.1, add the language as follows:

Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line. Cars where air conditioning units have been removed shall refer additionally to Section D.3.b.1., above, for additional spring requirements. *There may only be (1) rated spring per suspension corner. In addition to the main rated spring, there may be a "helper" spring on cars allowed a maximum spring rate on their spec line. Helper springs keep the main spring snug and feature a very soft rate, on the order of 10 lbs./in.*

**T3**

1. #11889 (David Mead) Allow CS Front Valance for Mustang V6

Thank you for your request. In the specification line for the T3 Ford Mustang V6 (11-13), add to the Notes: 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, 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. Boss 302R Steering EPAS Steering rack #M-3200-EPAS, Boss 302R/S ABS 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 CAI-FMV6-11 permitted. *GT/CS Front Fascia #BR3Z- 17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted.*

2. #12837 (Martin L. Torrence) Allowable Parts Per GCR 2008 Mustang GT

Thank you for your request. Change the Notes in the specification line for the Ford Mustang Coupe GT & Shelby GT 4.6L (05-10): 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. A flat plate restrictor with two 40 mm holes required directly behind throttle body.

*Rear Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M-18183-C allowed.*

**T4**

1. #12202 (Club Racing Board) Allow Removal of Catalytic Converter for Acura RSX

Thank you for your request. In T4, Acura RSX Type-S (02-06), add to the notes as follows:

The following items must remain stock: Catalytic converters, 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. *Catalytic Converters may be removed.*

**Taken Care Of**

**AS**

1. #12528 (Jack Martin) Transmission Ratios

Thank you for your letter. Please see the response to letter #11678.

2. #12529 (Cheyne Daggett) Alternate Gears

Thank you for your letter. Please see the response to letter #11678.

3. #12532 (Christopher Childs) Limited Prep 5.0 Mustang  
Thank you for your letter. Please see the response to letter #12347, Technical Bulletin.

4. #12534 (Dave Ours) Gear Ratios in AS  
Thank you for your letter. Please see the response to letter #11678.

5. #12535 (Mark Muddiman) Transmission Gear Ratios  
Thank you for your letter. Please see the response to letter #11678.

6. #12585 (Scott Schweitzer) #11678 Alternate Gear Sets for T-10 and Muncies  
Thank you for your letter. Please see the response to letter #11678.

7. #12588 (Scott Olsen) Alternate Gear Sets  
Thank you for your letter. Please see the response to letter #11678.

8. #12596 (Scott Sanda) Allow Lexan Windshields  
Thank you for your request. Please see the response to letter #12478.

9. #12671 (Dean Bailey) Alternate Gearsets for A/S -- ITEM 11678  
Thank you for your letter. Please see the response to letter #11678.

10. #12677 (Aaron Bailey) Request 11678  
Thank you for your letter. Please see the response to letter #11678.

#### **GT**

1. #12257 (Peter Zekert) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.

#### **GT3**

1. #11869 (Michael Cyphert) Response to Request of Mike Henderson for Alternate Rim/Tire Spec  
Thank you for your letter. Please see the response to letter #11841.

2. #11870 (Mike Henderson) Proposed GT-3 Wheel/tire Option  
Thank you for your letter. Please see the response to letter #11841.

3. #11871 (Collin Jackson) PROPOSED GT-3WHEEL/TIRE OPTION REQUEST - TRACKING #11841  
Thank you for your letter. Please see the response to letter #11841.

4. #11875 (Michael Cyphert) Comment on Alternate GT3 Tire Rule  
Thank you for your letter. Please see the response to letter #11841.

5. #11900 (Chris Howard) Allow up to 15x10 Inch Wheels in GT3  
Thank you for your letter. Please see the response to letter #11841.

6. #11926 (Wolfgang Maike) Does Not Support Change in Wheel Size  
Thank you for your letter. Please see the response to letter #11841.

7. #11938 (Richard Gray) GT3 Wheel Tire Rule  
Thank you for your letter. Please see the response to letter #11841.

8. #12089 (Ralph Thuesen) Available Tires for GT3  
Thank you for your letter. Please see the response to letter #11841.

9. #12100 (Mark Ward) Proposed GTL Changes  
Thank you for your letter. The Board of Directors in their October 2013 meeting changed the response to letter #12068, September 2013 Fastrack Minutes to: "Should 2014 numbers reflect the resurgence of credible competition in GTL at Majors/Nationals, the CRB may request that the movement of the class to Regional status be held back." The CRB wishes to thank the approximately 80 letters from various classes for their feedback on this subject.

10. #12182 (Richard Gray) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.



11. #12207 (Roger Welling) Opposition to GTL Consolidation Plan  
Thank you for your letter. Please see the response to letter #12100.

12. #12248 (Ken Nelson) GTL Proposal - slowing GT3  
Thank you for your letter. Please see the response to letter #12100.

13. #12568 (Bill Davis) Opposes Proposed GT3/GTL Merger  
Thank you for your letter. Please see the response to letter #12100.

#### **GTL**

1. #12111 (Lawrence Banner) Consolidation  
Thank you for your letter. Please see the response to letter #12100.

2. #12130 (Mark Meller) Don't Eliminate GTL  
Thank you for your letter. Please see the response to letter #12100.

3. #12133 (Michael Collins) Oppose the Current Version of the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.

4. #12134 (Chris Doodson) Opposes the GTL and Prod Merge  
Thank you for your letter. Please see the response to letter #12100.

5. #12157 (Curtis Wood) GTL FP Consolidation Concerns  
Thank you for your letter. Please see the response to letter #12100.

6. #12168 (Gregory Nagy) Against Elimination of GTL  
Thank you for your letter. Please see the response to letter #12100.

7. #12171 (Tom Wedel) Opposes the Consolidation of GTL  
Thank you for your letter. Please see the response to letter #12100.

8. #12173 (Dick Gagliardi) Opposition to Proposed GTL Changes  
Thank you for your letter. Please see the response to letter #12100.

9. #12174 (Dick Gagliardi) Opposition to Proposed GTL Changes  
Thank you for your letter. Please see the response to letter #12100.

10. #12176 (Harold Flescher) Opposes GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.

11. #12178 (Bryan Floyd) Supports GTL Merger  
Thank you for your letter. Please see the response to letter #12100.

12. #12179 (Gordon Benson) Opposes the Elimination of GTL  
Thank you for your letter. Please see the response to letter #12100.

13. #12198 (Dave Parker) Opposed to the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.

14. #12204 (David Vestrand) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.

15. #12212 (TED Heinritz) Opposes Combining GTL with Prod Classes  
Thank you for your letter. Please see the response to letter #12100.

16. #12244 (Kent Prather) Opposed to Consolidation of GTL  
Thank you for your letter. Please see the response to letter #12100.

17. #12249 (Gregory Hotz) Opposes GTL Proposed Rule Changes  
Thank you for your letter. Please see the response to letter #12100.

18. #12252 (Warren Montague) Opposes GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.

19. #12253 (Chris Kopley) Opposes Consolidation of GTL  
Thank you for your letter. Please see the response to letter #12100.
20. #12254 (Chris Riley) Opposes GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
21. #12255 (Lans Stout) Place GTL in Probationary Period  
Thank you for your letter. Please see the response to letter #12100.
22. #12256 (Robert Adams) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
23. #12268 (William Pintric) GTL Status for 2014  
Thank you for your letter. Please see the response to letter #12100.
24. #12270 (Charles Leonard) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
25. #12271 (Joe Harlan) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
26. #12272 (Ellen Leonard) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
27. #12274 (Bob Clark) Opposes Consolidation of GTL to Production  
Thank you for your letter. Please see the response to letter #12100.
28. #12277 (Greg Socha) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
29. #12280 (Jamie Houseman) Opposed to the Proposed GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
30. #12284 (Paul Curry) GTL Extension and Rules Freeze  
Thank you for your letter. Please see the response to letter #12100.
31. #12290 (Tom Feller) Opposes the GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
32. #12291 (Jim Dentici) Opposes the GTL consolidation  
Thank you for your letter. Please see the response to letter #12100.
33. #12293 (Ron Bartell) Opposed to Eliminating GTL  
Thank you for your letter. Please see the response to letter #12100.
34. #12296 (Michael MacQueen) GTL Consolidation Is a Bad Idea  
Thank you for your letter. Please see the response to letter #12100.
35. #12302 (Kirk Olson) Opposition to GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
36. #12309 (James Hargrove) Opposes GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
37. #12321 (Jay Griffin) Opposes GT3/GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
38. #12325 (Paul Saltanis) Opposes GT3/GTL Consolidation  
Thank you for your letter. Please see the response to letter #12100.
39. #12339 (Paul Mevoli) GTL Consolidation and Possible Probation Period  
Thank you for your letter. Please see the response to letter #12100.



40. #12349 (Chris Howard) Opposes GTL Consolidation

Thank you for your letter. Please see the response to letter #12100.

41. #12353 (William Partridge) Request for GTL Class Extension

Thank you for your letter. Please see the response to letter #12100.

42. #12359 (Kyle Disque) Oppose GTL Consolidation

Thank you for your letter. Please see the response to letter #12100.

43. #12360 (Robert Lentz) Opposes Elimination of GTL as a Class

Thank you for your letter. Please see the response to letter #12100.

44. #12366 (Chris Schaafsma) Please Do Not Consolidate GTL Cars in to FP and HP

Thank you for your letter. Please see the response to letter #12100.

45. #12378 (Ron Wilcox) Supports GTL Proposal

Thank you for your letter. Please see the response to letter #12100.

46. #12379 (David Strittmatter) Against Changes to GTL

Thank you for your letter. Please see the response to letter #12100.

47. #12383 (Jonathan Goodale) Opposes GTL Combination

Thank you for your letter. Please see the response to letter #12100.

48. #12396 (Tom Brenza) Opposes GTL Combination

Thank you for your letter. Please see the response to letter #12100.

49. #12422 (Lawrence Banner) Consolidation Input

Thank you for your letter. Please see the response to letter #12100.

50. #12530 (Richard Barlow) Rescind Elimination of GTL

Thank you for your letter. Please see the response to letter #12100.

#### **FP**

1. #12150 (Les Chaney) AGAINST the GTL Consolidation

Thank you for your letter. Please see the response to letter #12100.

2. #12156 (Curtis Wood) GTL FP Consolidation Concerns

Thank you for your letter. Please see the response to letter #12100.

3. #12192 (Austin Britton) Against GTL into FP

Thank you for your letter. Please see the response to letter #12100.

4. #12653 (Jerome Hinkle) Opposed to Merging GTL and Production Classes

Thank you for your letter. Please see the response to letter #12100.

#### **HP**

1. #12102 (Jason Stine) Please Reconsider Consolidation of GTL into Production

Thank you for your letter. Please see the response to letter #12100.

2. #12129 (John Hewell) Please Reconsider Disbanding GTL

Thank you for your letter. Please see the response to letter #12100.

3. #12160 (Bob Hess) Combining Classes/ Eliminating GTL

Thank you for your letter. Please see the response to letter #12100.

4. #12413 (Kevin Brydebell) Opposes GTL

Thank you for your letter. Please see the response to letter #12100.

#### **Production**

1. #12103 (Douglas Christensen) Objection to Consolidation of GTL into the Production Car Class

Thank you for your letter. Please see the response to letter #12100.

2. #12124 (Eric Prill) Opposes Moving GTL into Production  
Thank you for your letter. Please see the response to letter #12100.
3. #12147 (Jesse Prather) Opposes GTL into Production  
Thank you for your letter. Please see the response to letter #12100.
4. #12180 (Ralf Lindow) Not in Favor of the GTL Move  
Thank you for your letter. Please see the response to letter #12100.
5. #12297 (Matt Brannon) Class Consolidation Guidelines - GTL/FP/HP/GT3 Merge  
Thank you for your letter. Please see the response to letter #12100.
6. #12298 (Matt Brannon) Class Consolidation and Elimination  
Thank you for your letter. Please see the response to letter #12100.
7. #12583 (Philip Royle) DOT-Legal Tire Wheel Allowance  
Thank you for your letter. Please see the response to letter #12096.

## **ST**

1. #12370 (Greg Amy) Relocate the Alternate Rod Allowance  
Thank you for your letter. Please see the response to letter #12578, Technical Bulletin.

## **STL**

1. #12260 (Steven Ulbrik) 20 Valve 4AGE Engine Request  
Thank you for your request. Please see the response to letter #12259, Technical Bulletin.
2. #12452 (Eric Heinrich) Car and Engine Eligibility Adjustments in STL 9.1.4.2.B.1  
Thank you for your letter. Please see the response to letter #12498.

## **T1**

1. #11638 (David Mead) Proper Restriction of Vipers in T1  
Thank you for your letter. Please see the response to letter #12878, Technical Bulletin.
2. #11652 (David Mead) Letter 11638 Addendum  
Thank you for your letter. Please see the response to letter #12878, Technical Bulletin.
3. #11910 (Jason Berkeley) Slow Crate (OEM) LS7 Powered Corvettes  
Thank you for your letter. Please see the response to letter #12878, Technical Bulletin.

## **T2**

1. #11949 (Todd Napieralski) T2 Competition Adjustment for C5 Corvette  
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.
2. #11972 (John Buttermore) Balance Performance of new T2  
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.
3. #12099 (Steven Glaab) EMERGENCY REQUEST: RECIPRICAL WEIGHT FOR C6  
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.
4. #12113 (Don Harrington) C5 Weight Addition  
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.
5. #12734 (David Caldwell) Chevrolet Racing Submission for 2014 T2 Camaro Changes  
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.
6. #12740 (Todd Napieralski) T2 Camaro Competition Adjustment Request  
TYFYL, The CRB has approved the following items you requested: Hotchkis sway bar, front and rear sway bar end links. The requested camber plates are already allowed in the class. Please see the response to letter #12874, Technical Bulletin.
7. #12824 (Todd Napieralski) 2010-14 Camaro SS/1LE Durability Request  
Thank you for your request. The following requests are recommended for approval by the CRB:  
Model year 2014

ZL1 brake kit  
Power steering pump  
Upper shock mount  
World Challenge dry sump  
LCA bracket

The following request is not recommended by the CRB:  
Rear differential bushings  
Bump steer kit

Please see the response to letter #12874, Technical Bulletin.

8. #12825 (Todd Napieralski) 2010 - 2014 Camaro SS/1LE Weight Reduction Request

Thank you for your letter. The doors requested are outside the Touring philosophy and were not approved by the CRB. The driveshaft you requested was approved by the CRB. Please see the response to letter #12874, Technical Bulletin.

9. #12826 (Todd Napieralski) 2010 - 14 Camaro SS/1LE Performance Improvements

Thank you for your request. Please see letter #12740.

10. #12828 (Michael Pettiford) 2002 Corvette Z06 restrictor plate size

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

**T2-T4**

1. #12627 (Jim Rogaski) Allow alternate springs for the BMW Z4

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

2. #12862 (Bill Seifert) Allow alternate Exhaust header

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin, for changes to former SSC cars.

**T3**

1. #10763 (David Jones) In T3, Nissan 350Z Front Control Arm Approval for Legal Camber

Thank you for your letter. Please see the response to letter #10409, Technical Bulletin.

2. #11113 (Tim Myers) Allow SPL Front Camber Arms to Get Better Than 1.2 Degrees Negative Front Camber

Thank you for your letter. Please see the response to letter #10409, Technical Bulletin.

3. #11759 (Alan Kossof) Reduce Weight by 150lbs. or Reduce Restrictor for BMW M3

Thank you for your letter. Please see the response to letter #12878, Technical Bulletin.

4. #11904 (Richard Baldwin) Reduce Weight by 125lbs on Nissan 350 Z WITH DE MOTOR(Spec Z trim)

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

5. #12551 (James Leithauser) Observation of the Class

Thank you for your letter. The CRB appreciates your feedback and recommends you see the response to letter #12874, Technical Bulletin.

6. #12803 (Chris Outzen) Nissan 350Z Weight Reduction

Please see the response to letter #12874. Only the 350Z DE has a weight reduction.

7. #12854 (Derek Kulach) 350Z DE Motor Allowance

Thank you for your letter. Please see the response to letter #12874.

8. #12866 (Jason Ott) Restrictor and Weight Reduction

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin. Data from the 2013 Runoffs has shown there is potential in this car.

**T4**

1. #11296 (Joseph McClughan) Allow Aftermarket Headers for Mazda 3

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

2. #12026 (James Ebben) Reduce the Weight of the RX8; Allow It to Use Any Coil Springs

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

3. #12333 (Philip Royle) Allow Headers Ex-SSC cars

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

4. #12511 (Philip Royle) SSC Cars Need Massive Allowances in T4

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

5. #12518 (Stan Czacki) Adjustments 02-06 Acura RSX-Type S

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

6. #12784 (Ed Barr) Request Weight Reduction for BRZ

Thank you for your letter. Please see the response to letter #12623, Technical Bulletin.

7. #12785 (Brian Husting) Cobalt SS Competition Adjustments

Thank you for your letter. Please see the response to letter #12874 for adjustments to former SSC cars.

8. #12851 (Steven Christopher) Migration of Former SSC cars and Competitors to T4

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin, for changes to former SSC cars.

### **What Do You Think**

#### **AS**

1. #12478 (Cheyne Daggett) Allow Lexan windows in AS

The Club Racing Board and American Sedan Advisory Committee seek your input on allowing Lexan-type rear hatches for all American Sedan cars. The proposal is for 1/8" thick units. Also, for Mustangs, should the side windows be included as part of the proposal? Please send your comments through the CRB letter system, crbscca.com.

2. #13006 (American Sedan Committee) Should the Spec Mustang Become Part of American Sedan?

The Club Racing Board and the American Sedan Advisory Committee seek your input on allowing the Spec Mustang, currently running in the San Francisco Region, to be classified in American Sedan, Restricted Preparation. The model years for the specification line are 2005-2009. American Sedan has a specification line for those model years below:

Ford Mustang Coupe GT  4.6L  (05-09/10) Restricted Prep.	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 335 316/355 Vented  Disc (R) 300 Vented Disc	3250	Max. Wheel Size: 17-x-9 1/8 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 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. 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.
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The Spec Mustang would become a Restricted Preparation American Sedan car with a specification line similar to the above line, with the following changes for the Spec Mustang only:

Rear coilover springs allowed.

Stoptech STR40 brake kit with 355 mm 2-piece rotors allowed.

Existing (no new builds) cars with Miller heritage (identifying numbers would be provided if this change is approved) would be allowed the Ford part #8R3Z-7003-AC 6 speed transmission with the following gear ratios: 2.97, 1.78, 1.30, 1.00, .80, .63. 1.75" primary tube headers allowed.

18X10.5 maximum wheel size.

Maximum tire size 295.

#### **ITS**

1. #11724 (Willie Phee) Classify Acura TSX in ITS

The CRB requests member feedback for this question. Please submit letters to crbscca.com. Should the 04-08 Acura TSX remain as currently classified in ITR at 2760 lbs or be moved to ITS at a weight of 3175 lbs?

### **RESUMES**

1. #12335 (Harley Kaplan) Resume for Harley Kaplan

Thank you for your resume. Mr. Kaplan has been accepted on the Touring Advisory Committee.

2. #12481 (Tim Myers) Resume for Touring Advisory Committee

Thank you for your resume. Mr. Myers has been accepted on the Touring Advisory Committee.

# CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2013

NUMBER: TB 13-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/29/2013 unless otherwise noted.

## American Sedan

### AS

1. #12347 (Cheyne Daggett) Change the Weight and Restrictor of the Mustang

In AS, Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep, change the language as follows:

Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep.	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: <del>3600</del> <b>3500</b> 295 Tire: <del>3650</del> <b>3550</b>	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 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. <del>50</del> <b>54</b> mm flat plate restrictor required.
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2. #12696 (Club Racing Board ) Reduce Weight for 99-02 AS Mustang Cobra Restricted Preparation

In AS, Ford Mustang Cobra (99-02) Restricted Prep, change the weight as follows:

~~3400~~ **3300**.

3. #12789 (American Sedan Committee) Change the Weight and Restrictor 10-13 Rest. Prep Camaro

In AS, Chevrolet Camaro SS (V8) (10-13) Restricted Prep., change the language as follows:

Chevrolet Camaro SS (V8) (10-13) Restricted Prep.	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2Vented Disc	275 Tire: <del>3700</del> <b>3600</b> 295 Tire: <del>3750</del> <b>3650</b>	Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 16 X 8. Installation of ASedan specification brakes requires the use of 16 X 8 wheels. <del>50</del> <b>54</b> mm flat plate restrictor required.
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## B-Spec

1. #12883 (Club Racing Board ) Yaris Update for 2014

In B-Spec, Toyota Yaris (07-12), add to the spec line as follows:

Weight: ~~2420~~ **2500**

Notes: **PTR04-52061 TRD Sport Shocks, PTR11-52070 TRD Spring Kit**

## Formula/Sports Racer

### FV

1. #12604 (Stevan Davis) Change required in Sept Fastrack rules proposal

In section 9.1.1.C.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~~ **securely** attached to the chassis and shall not move relative to the chassis while the car is in operation. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame."

## GCR

1. #12788 (SCCA Staff) Add tires to GTA Rules

In appendix TBD, GTA Rules VII.B, change the language as follows:

~~Before the beginning of each season SCCA will contact tire manufacturers to determine what tire model(s) they plan to make available to class competitors during the coming season. Once specified, only those spec tires may be used during that season.~~ All four tires on the car at any time must be the same model number. Tires will be specified by manufacturer and part number.

*Allowed Tires:*  
*Hoosier 3035*  
*Hoosier 3045*  
*Race Tires America American Racer EC-84*  
*Race tires America American Racer EC-85 (until 7/01/14)*  
*Goodyear D2902*  
*Goodyear 2560 (until 7/01/14)*

## Grand Touring GT2

1. #12570 (SCCA Staff) Add Corvette wing width to ST Corvette

In GT2/ST chassis specific notes for Corvette Z06 cars, add the dimension as follows:

"...rear wing (p/n:C6R-1272; **72.25 inches wide including endplates/fasteners**) may be used."

2. #12714 (Michael Sullivan) Parity in GT2

In GT2/ST, Cadillac CTS/ CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird Pontiac GTO Pontiac Solstice, change the spec line as follows:

Cadillac CTS/ CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird Pontiac GTO Pontiac Solstice				
	5733	2950		GM V-8 engines with OEM specs 4.00" bore x 3.48" stroke; e.g., LT1, LT4, L98, etc
	6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5665	2950		GM LS1, LS6
	5967	3240		GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6162	3110		Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.
	6162	3350		GM LS3
	7011	3300	75mm flat plate or 45mm SIR	GM LS7
	7011	3500	80mm flat plate	GM LS7
	Chassis-specific notes: <b>Camaro/Firebird:</b> Aftermarket K members are permitted. <b>Corvette:</b> The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. <b>Pontiac Solstice:</b> May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.			

In GT2/ST, add the Chevrolet Corvette spec line as follows:

<b>Chevrolet Corvette</b>				
	5733	2950		GM V-8 engines with OEM specs 4.00" bore x 3.48" stroke; e.g., LT1, LT4, L98, etc
	6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5665	2950	70mm Flat Plate	GM LS1, LS6
	5967	3240	75mm Flat Plate	GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6162	3110	74mm Flat Plate	Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.
	6162	3350	71mm Flat Plate	GM LS3
	7011	3300	65mm flat plate or 45mm SIR	GM LS7
	7011	3500	70mm flat plate	GM LS7
<b>Corvette:</b> The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH) (p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter.				

### Improved Touring

#### ITA

1. #12343 (Robert Powell) Classify the 1999 Honda Civic EX / Sedan  
 In ITA, Honda Civic EX Coupe (96-00), change the spec line as follows:  
 Honda Civic EX Coupe/**Sedan** (96-00)

#### ITR

1. #11735 (Ricardo Velez) Classify the BMW 535i in IT  
 In ITR, Classify the BMW 535i (E34) (89-93) 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
<b>BMW 535i (E34) (89-93)</b>	<b>6 Cyl DOHC</b>	<b>92 x 86 3430</b>	<b>(I) 46.4 (E) 37.6</b>	<b>9.0</b>	<b>108.7</b>	<b>15</b>	<b>3.83, 2.20, 1.40, 1.00, 0.81</b>	<b>(F) 302 Vented Disc (R) 300 Vented Disc</b>	<b>2925</b>	



## ITS

1. #11608 (dave kutney) Classify 2007 Pontiac Solstice 2.4 in ITS

In ITS, Pontiac Solstice (2006), change the spec line as follows:

Pontiac Solstice (2006) (06-07)

## Production

### EP

1. #12580 classify 944S2 in EP

In EP, classify the Porsche 944S2 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.)
Porsche 944S2 (89-91)	2	2675 * 2742 ** 2809	4 Cyl. DOHC	4.09"x3.46"	182.4 c.i.	Alum	Alum	(I) 1.52" (E) 1.48"	Fuel injection	94.5"	62.4"/61.3"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Porsche 944S2 (89-91)	18x8 17x8.5	5	(F) 11.73" vented (R) 11.77" vented		Comp. Ratio limited to 12.0:1, Valve lift limited to .500", Dry sump is allowed

2. #12602 (james malone) Allow larger throttle body for Porsche 944s

In EP, Porsche 944S (87-88), change the weights as follows:

2550 \*2614 \*\*2678 2500 \*2563 \*\*2625

3. #12722 (Mark McCaughey) Classify the 00-05 Toyota Celica GTS

In EP, classify the Toyota Celica GTS (00-05) 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.)
Toyota Celica GTS (00-05)	2	2100 * 2153 ** 2205	4 Cyl. DOHC	3.23"x3.35"	109.5 c.i.	Alum	Alum	(I) 1.27" (E) 1.08"	Fuel injection	102.4"	62.9"/62.5"
EP		Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)		Notes:				
Toyota Celica GTS (00-05)		15x7	6	(F) 10.7" vented (R) 10.5" solid			Comp. Ratio limited to 12.0:1, Valve lift limited to .500"				

### FP

1. #12003 (SCCA Staff) Classify the 84-87 BMW 325e/es 2 and 4 door in FP

In FP, classify the BMW 325e/es (84-87) 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.)
BMW 325e/es (84-87)	2	2555 * 2619 ** 2683	4 Cyl. OHC	3.35"x3.19"	164.7 c.i.	Iron	Alum	(I) 1.58" (E) 1.34"	Fuel injection Throttle Bore 2.17"	101"	59.6"/59.9"

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
BMW 325e/es (84-87)	15x7	5	(F) 11.3x.91" vented (R) 11.02" solid		Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Truck mounted fuel cell allowed.



2. #12303 (michael kamalian) Allow the 90-97 Miata to use the 1.6L engine.

In FP, Mazda Miata 1.6L (90-93), change the spec line as follows:

Mazda Miata 1.6L ~~(90-93)~~ (90-97)

### Spec Miata

None.

### Super Touring

#### ST

1. #12578 (John Bauer) Discuss the 15 gram connecting rod allowance

In section 9.1.4.G.3, change the language as follows:

"The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. ~~The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, but must be ferrous unless OEM supplied. Alternate connecting rods are permitted, but must be ferrous unless OEM supplied.~~"

In ST, section 9.1.4.G, add new sub-section 4 as follows:

*Alternate connecting rods are permitted, but must be ferrous unless OEM supplied.*

Re-number following sub-sections

2. #12782 (Eric Heinrich) Request classification of 2.0L BMW S14 engine in STL and STU

In STU, Table A, add the spec line as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>BMW S14B20</i>	<i>1990</i>	<i>Chart</i>	<i>Must meet all STU engine regulations</i>

In STL, Table A, add the spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>BMW S14B20</i>	<i>1990</i>	<i>Chart + 2%</i>	<i>Must meet all STL engine regulations</i>

#### STL

1. #12259 (Steven Ulbrik) 20 Valve 4AGE Engine Request

In STL, Table A, classify the Toyota 4AGE as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Toyota 20 Valve 4AGE (Black / Silver Top)</i>	<i>1600</i>	<i>Chart + 2%</i>	<i>Must meet all STL engine regulations.</i>

2. #12447 (Eric Heinrich) Adjust STL rwd weight adder from 3.5% to 10%

In section 9.1.4.2.H.3, change the language as follows:

Rear wheel drive cars in STL must add ~~3.5~~ *5.5* percent to their standard STL weight.

3. #12498 (Greg Amy) Please De-list Mazda Renesis Engine from STL

In STL, Table A, Mazda Renesis, change the spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda Renesis	NA	<del>2970</del> <i>2870</i>	No porting or port matching is permitted. <i>45mm Flat Plate restrictor required</i>

#### 4. #12655 (Super Touring Committee) STL Clutch Size E&O

In section 9.1.4.G.23, change the language as follows:

"Alternate flywheels ~~and clutches~~ are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. ~~Clutch and pressure plate design is free~~, however carbon clutches are not permitted."

In section 9.1.4.1.B, add section 9 as follows:

*Clutch and pressure plate is free. Carbon clutch components are prohibited.*

In section 9.1.4.2.B, add section 7 as follows:

*Any clutch disc and pressure plate of oem diameter may be used. Carbon clutch components are prohibited.*

#### 5. #12885 (Super Touring Committee) Add Flat Plates to K20 Honda and MZR Mazda

In STL, Honda K20Z3, change the spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda K20Z3		See Chart	Honda throttle body # 16400-RAA-A130 and Karcepts adaptor # KIM01 may be used. <i>50mm Flat Plate restrictor required.</i>

In STL, classify the Mazda MZR as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda MZR</i>		<i>See Chart</i>	<i>55mm Flat Plate restrictor required.</i>

#### STU

##### 1. #12434 (Eric Heinrich) Change alternate vehicle allowances table to include restrictions

In STU, Table A, change the language as follows:

Table A: Alternate Vehicle and Engine Allowances/*Requirements*

In STL, Table A, change the language as follows:

Table A: Alternate Vehicle and Engine Allowances / *Requirements*

In STU, Mini Cooper S SC, change the spec line notes as follows:

JCW Pulley permitted, ~~injectors open~~.

In STU, Pontiac Solstice/Saturn Sky, change the spec line as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Pontiac Solstice/ Saturn Sky	<del>2400</del>	<del>2820</del> <i>Chart</i>	May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank. <del>34mm-TIR required.</del>

In STU, classify the GM Ecotech LNF engine as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>GM Ecotech LNF</i>	<i>2000</i>	<i>2820</i>	<i>34mm TIR required. FWD applications may use TIR chart.</i>

##### 2. #12437 (Eric Heinrich) Remove allowance for Lotus. to use alternate supercharger pulley.

In STU, Lotus Elise SC/ Lotus Exige SC, change the spec line notes as follows:

"Minimum 2.7" **2.9" Super Charger** pulley, open injectors; OEM camshaft at 2400 lbs. Stock ~~SG~~ **Super Charger** pulley and injectors permitted at 2200 lbs."

3. #12839 (Super Touring Committee) Class W/C Ford Focus  
In STU, section 9.1.4.2 Table B, add the spec line as follows:

Make and Model	Min. Weight (lbs.)	Required Flat Plate Restrictor (mm)	Notes:
<b>Ford Focus Coupe</b>	<b>2677</b>	<b>-</b>	

## Touring

### T1

1. #12569 (SCCA Staff) Add corvette wing width to spec line

In T1 chassis specific notes for Corvette Z06 cars, add the dimension as follows:

"...rear wing (p/n:C6R-1272; **72.25 inches wide**) may be used."

2. #12878 (Club Racing Board ) 2014 T1 Spec lines

In T1, separate the Notes column into Engine Notes and Chassis Notes, add a limited preparation spec line, and make changes as follows:

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					Chassis Notes
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	
Acura CL	3500	<del>2750</del> <b>3000</b>			
Acura NSX	3000	<del>2650</del> <b>3000</b>		Super-charger permitted. Zero Force Body Kit by Kawagen Route permitted.	
Acura NSX Turbo	3500	<del>2750</del> <b>3100</b>	(2) 35 <b>28</b> mm TIR		
Acura NSX Turbo World Challenge	3500	3000	<b>(2) 28mm TIR</b>	Driving ambitions turbo kit- Part #DA-1000. Comp turbo #ct-4372. <del>Turbo inlet restrictor of 44 mm is required.</del>	
Aston Martin DB9	6000	3300			
Aston Martin GT 4	4700	<del>2900</del> <b>3300</b>			
Aston Martin Vantage N24 (07-08)	4280	<del>2800</del> <b>3400</b>			
Aston Martin Vantage	6000	3300			
Audi R8	5200	3200	35mm	Must meet February 2012 Grand Am Specs. Must meet 9.1.4.P.1 for tire requirements.	
Audi S4 (97-02)	2700	<del>3000</del> <b>3200</b>	<b>(2) 32mm TIR</b>	Twin K04 turbos permitted.	
BMW E46 M3 & E36 / BMW Z3	3200	2600		The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. The M5 5.0L is permitted at 3000 lbs. 4.0L V8 permitted at 3100 lbs.	<i>Pennon Fender flares allowed. Flossman body kit is permitted</i>
BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.	
	4000	<del>3200</del> <b>3100</b>			
	5000 (V8 only)	3500			

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
BMW 335ci/135i	2679	3000		Must use stock turbochargers.	
BMW M3 E92 (08-09)	3999	<del>3200</del> 3150			
<i>Chevrolet Cobalt</i> Pontiac Fiero Pontiac Solstice <i>Saturn Sky</i>	1998	<del>3000</del> 2800	44mm TIR	GM Ecotec LNF. Alternate Turbo permitted.	<i>May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.</i>
Cadillac CTS/CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird Pontiac Firebird Pontiac GTO Pontiac Solstice	4999	2620 2900		GM V-8 engines with OEM specs 3.735" bore x 3.4803" stroke.	<i>Aftermarket K members are permitted.</i>
	5733	3135 3200		GM V-8 engines with OEM specs 4.00" bore x 3.75" stroke; e.g., LT1, LT4, L98, etc	<i>Aftermarket K members are permitted.</i>
	6178	<del>3335</del> 3400		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".	<i>Aftermarket K members are permitted.</i>
	5665	<del>3135</del> 3450		GM LS1, LS6	<i>Aftermarket K members are permitted.</i>
	5967	<del>3400</del> 3450		GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.	<i>Aftermarket K members are permitted.</i>
	5967 OEM	<del>3200</del> 3450		Stock OEM LS2. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	<i>Aftermarket K members are permitted.</i>
	6162 OEM	<del>3275</del> 3500		Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.	<i>Aftermarket K members are permitted.</i>
	6162	<del>3350</del> 3550	75 67mm Flat Plate	GM LS3	<i>Aftermarket K members are permitted.</i>
	7011 OEM	<del>3350</del> 3550	75 65mm flat plate or 45mm SIR	Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	<i>Aftermarket K members are permitted.</i>
	7011	<del>3400</del> 3550	65 60mm flat plate	GM LS7	<i>Aftermarket K members are permitted.</i>

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					Chassis Notes
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	
Chevrolet Corvette	4999	<del>2620</del> 3200		GM V-8 engines with OEM specs 3.735" bore x 3.4803" stroke.	<p>The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. <i>World Challenge</i> body work for C6 Corvette Advanced Composite</p> <p><i>Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH) (p/n:C6/A0009), rear fender (RH) (p/n:C6/A0010), front fender (LH) (p/n:C6/A00-L), front fender (RH) (p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH) (p/n:C6/A0018-L), headlight mounting panel (RH) (p/n:C6/A0018-R), headlight cover (RH) (p/n:C6/A0040-WC), headlight cover (LH) (p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH) (p/n:C6/A0005), rocker (RH) (p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. <b>Non OEM rear wing / splitter reduce restrictor by 5 mm.</b></i></p>
	5733	3135 3300		GM V-8 engines with OEM specs 4.00" bore x 3.75" stroke; e.g., LT1, LT4, L98, etc	
	6178	3335		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".	
	5665	3135 3300	65mm Flat Plate	GM LS1, LS6	
	5967	3400	65mm Flat Plate	GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.	
	5967 OEM	<del>3200</del> 3250		Stock OEM LS2. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	
	6162 OEM	3275	67 mm flat plate	Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.	
	6162	3350	75 61mm Flat Plate	GM LS3	
	7011 OEM	3350	75 60mm flat plate or 45 40mm SIR	Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	
	7011	3400	65 53mm flat plate	GM LS7	
Dodge Neon SRT-4	2400	<del>2900</del> 2800	44mm TIR	Alternate Turbo Allowed	
Dodge Viper, incl. Comp Coupe, ACR/ACR-X	7990	3400	50mm flat plate		OEM fuel tank may be used.

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					Chassis Notes
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	
Dodge Viper, incl. Comp Coupe, ACR/ACR-X	8000	<del>3400</del> 3500	46 mm flat plate		OEM fuel tank may be used.
	8300	3550	(2) <del>53</del> 33mm flat plates		
	8300 OEM	<del>3420</del> 3550	(2) <del>60</del> 37mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.	
	8400	3650	(2) <del>53</del> 30mm flat plates		
	8400 OEM	<del>3520</del> 3550	(2) <del>60</del> 35mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.	
Ferrari 355	3500	<del>2780</del> 2900			
Ferrari 360	3600	<del>2780</del> 3000	65 mm flat plate		
Ferrari 430	4310	<del>3500</del> 3400	52 mm flat plate		Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7. <i>Non-OEM rear wing / splitter reduce restrictor by 5 mm.</i>
Ferrari 430 Challenge	4310	<del>3020</del> 3450	52 mm flat plate	Must be prepared to the 2006 Ferrari Challenge engine and transmission specifications;	DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted. <i>Non-OEM rear wing / splitter reduce restrictor by 5 mm.</i>
Ford Mustang/ <i>Ford Mustang Challenge/</i> Thunderbird	4600	2800			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
<i>Ford Mustang/Thunderbird ("Cobra Jet" engine)</i>	5000	<del>3260</del> 3360			<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					Chassis Notes
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	
Ford 4.0L V6	4000	<del>2800</del> 3000		Rotrex C38-81 supercharger permitted.	
Ford 5.0L "Cammer"/ "Coyote engine	5000	<del>3000</del> 3500		"Boss" intake manifold permitted.	
Ford Mustang/ Thunderbird (pushrod)	5000	<del>2550</del> 2850		Aftermarket K members are permitted. OEM independent rear suspension is permitted.	
Ford Mustang/ Thunderbird (Boss 302)	5000	<del>3260</del> 3550		Allow Laguna Seca intake manifold and throttle body. OEM independent rear suspension is permitted.	
Ford Mustang/ Thunderbird	5400	<del>2900</del> 3000		Aftermarket K members are permitted. OEM independent rear suspension is permitted.	
Ford Mustang/ Thunderbird	5800	3120			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
Honda S2000	2400	2600	40 mm TIR required with turbo configuration	Super-charger permitted. Precision Turbo 505-5858b/505-5558b or Garrett Turbo 803713-1/803712-1 permitted, SST racing exhaust manifold #s2kman-rr, SST racing intercooler pipe kit #s2kicp-rr, SST racing down pipe #s2kdp-rr permitted.	ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted. ASM fiberglass rear bumper ASM-AP100167 permitted.
Lotus 211/Exige/ Elise	3500	2450			
Lotus2-Eleven GT4 Supersport	1800	<del>2100</del> 2300			
Maserati Trofeo Light	4244	2900			
Mazda RX-7		2750		OEM Twin Turbo Charger with no restrictor or any turbo charger with 44mm Turbo Inlet Restrictor permitted.	
Mazda Miata MazdaSpeed	2300	2400	38 mm TIR	Garret GT3076 Turbo Allowed.	
Mazda RX-7 20B		<del>2950</del> 2700		Engine may be Street Ported; contact SCCA Technical Services for details.	
Mistubishi/ DSM	2000	3000		Alternate Turbo permitted. 4G63 block with MD346026 crank allowed resulting in 2324cc displacement allowed.	
Mitsubishi/ DSM	2400	3000		Alternate Turbo permitted.	
Mitsubishi Evo/ DSM	3000	2900		OEM Twin Turbo Charged required.	
Nissan GTR	3800	3520	(2) 35 28mm TIR	Must use OEM GTR twin turbochargers.	

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					Chassis Notes
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	
Nissan 350/370Z	3800	3520	(2) 35 <del>28</del> mm TIR	Must use OEM GTR twin turbochargers.	
Nissan 300ZX	3000	3000		OEM Twin Turbo Charged required.	
Nissan 350Z	3500	2450			
Nissan 350Z/370Z	3700	2600		12.5:1 compression allowed	
Nissan 350Z/370Z	5600	3135			
Panoz Esperante GTS	5800	3000			
Porsche Cayman (05-13)	3600	2875			
Porsche 944	2500	2700		May use Jayco super 50 Turbo.	
Porsche 996	3600	<del>2808</del> 3050			
Porsche 997	3600	<del>2960</del> 3150			
Saleen SR	5800	3190			
Toyota Supra	2500	3000		OEM Twin Turbo Charged required.	

T1 - Limited									
	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Corvette C7	4.06 x 3.62 / 103.25 x 92 (LT1)	2710	18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)	345/35 max. (F&R)	2.66, 1.78, 1.30, 1.00, 0.74, 0.50, .42	3.42	(F) 320/345 (R)338/345	3400	



Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12)	101.68 x 92.0 5967 (LS2) 103.26 x 92.0 6162 (LS3)	2685	18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)	345/35 max. (F&R)  Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package.  Max. camber: (F) -3.5 (R) -2.5 with GM T1 Performance Suspension package.	2.66, 1.78, 1.30, 1.00, 0.74, 0.50, or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. -----  May use any four piston brake caliper and brack- ets.	<b>3300</b>  Add 50 lbs. for larger wheels and/or tires	C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mount- ing plates. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; GM radiator baffle # 25953429 (LS3 only); fan shroud, Phoenix part # 1005422; Canton Accusump part # CA24006 or # CA24024, along with Electric sole- noid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets; 180 degree thermostat Hypertech # 1015; Lingenfelter Per- formance Engineering #L310055204 thermostat (LS2 only); HD oil pressure shim Phoenix part # 1005421. Wrap- ping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permitted; the following parts are included: mount w/ tensioner and spacer #3020YM, ser- pentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hard- ware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001. The oil tank for either system shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hardware must be used. Alter- nate wheel bearings SKF Part # BAR 5049C permitted.
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<b>T1 - Limited</b>							
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<i>Chevrolet Corvette Z06 (2006-2012)</i>	<i>103.26 x 92.0 6162</i>	<i>2685</i>	<i>18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)</i>	<i>345/35 max. (F&amp;R)  Rear tires may protrude up to 1.0" with GM T1 Perform- ance Suspension package.  Max. camber: (F) -3.5 (R) -2.5 with GM T1 Performance Suspension package.</i>	<i>2.66, 1.78, 1.30, 1.00, 0.74, 0.50 or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57</i>	<i>3.42</i>	<i>(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. ----- May use any four piston brake caliper and brack- ets.</i>	<i>3350</i>	<i>C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mount- ing plates. The max. tire sizes super- sede TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; GM radiator baffle # 25953429; fan shroud, Phoenix part # 1005422; Canton Accusump part # CA24006 or # CA24024, 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; 180 degree ther- mostat Hypertech # 1015; HD oil pres- sure shim Phoenix part # 1005421. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permit- ted; the following parts are included: mount w/tensioner and spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. Aviaid Dry Sump System part number 008-10001 is per- mitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001. The oil tank for either system shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hard- ware must be used. Alternate wheel bearings SKF Part # BAR 5049C per- mitted.</i>
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<b>T1 - Limited</b>								
<i>Chevrolet Camaro Z28 (2014+)</i>	<i>104.8 x 101.6 7008</i>	<i>2852</i>	<i>19 x 11 (F) 19 x 11.5(R)</i>	<i>315/35 max F&amp;R</i>	<i>2.66, 1.78, 1.30, 1.00, 0.74, 0.50</i>	<i>3.91</i>	<i>IF) 394 (R) 390</i>	<i>3550</i>
<i>Dodge Viper RT-10/ RT-10 ACR &amp; GT-S / GT-S ACR (96-02)</i>	<i>101.6 x 98.5 7990</i>	<i>2444</i>	<i>18x10 (F) 18x13 (R)</i>	<i>(F) 275/40 (F) 315/35 (max) (R) 335/35</i>	<i>2.66, 1.78, 1.30, 1.00, 0.74, 0.50</i>	<i>3.07</i>	<i>(F&amp;R) 330 Disc</i>	<i>3500</i>
								<i>Alternate Oil Pan (Part # P5007009), Throttle restrictor between each throttle body and plenum is mandatory: 0.060" flat steel plate with <b>one 50 mm hole</b>. This max. tire supersedes TCS 9.1.10.D.7.b.. May update to 03-06 Viper brakes.</i>

Dodge Viper SRT-10 Incl. Coupe (03-06)	102.4 x 100.6 8300	2510.2	18x10 (F) 19x13 (R)	(F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspen- sion package	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.07	(F&R) 355 Disc	<b>3550</b>	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 45 mm hole (one for each throttle body). 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.
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T1 - Limited									
Dodge Viper SRT-10 Incl. Coupe (08-10)	4.055 x 3.96 (103 x 100.6) 8400	2510.2	18x10 (F) 19x13 (R)	(F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspen- sion package	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.07	(F&R) 355 Disc	<b>3600</b>	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 37 mm hole (one for each throttle body). 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.

## T2

1. #11521 (Joey Wang DeFilippis) Allowance for AMS FMIC Kit For Mitsubishi Evo In T2, Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), add to the notes as follows:  
**"AMS Mitsubishi Lancer Evo VII/VIII/IX Front Mount Intercooler allowed."**

2. #12008 (Todd Napieralski) Weight Increase and Restrictor Change  
In T2, Chevrolet Camaro SS 1LE (10-13), change the weight as follows:  
~~3550~~ **3625**

3. #12275 (Jorge Nolla) Reduce weight for Mitsubishi Lancer Evo X T2  
In T2, Mitsubishi Lancer Evo X / GSR/ MR (08-11), change the weight as follows:  
~~3600~~ **3500**

4. #12725 (Jay Patel) improve parity of the Porsche 996 parts request  
In T2, Porsche 911/996 (98-05), change the weight as follows:  
~~3050~~ **3100**

## T2-T4

1. #12981 (SCCA Staff) Tire change notes for Touring

In section 9.1.9.2.D.7.b, add the language as follows:

Unless otherwise so noted on a vehicle's TCS line, all cars shall run the tire size as listed for the vehicle in the TCS or an authorized replacement size. When authorized replacement tires are used, the same size tire shall be used on each axle (front tires need not be the same size as rear tires). *All touring cars whose tire size has been reduced for 2014 may run the previous tires sizes through the first two Majors conference weekend in Mid-States, Northern and Western Conferences. In the Eastern Conference, the previous tires may be used until the completion of the third Majors weekend. After these races, only the 2014 sizes may be used.*

2. #12874 (Touring Committee) Class change spreadsheet for T2-T4

In Touring, change the spec line information as follows:

T2	Max Tire Size	Weight (LBS)	Notes
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 hardtop (01-04)	<del>345</del> <b>295</b> /35/18 (F&R)	<del>3300</del> <b>3450</b>	<b>3.0 degrees MAX front camber.</b> A <del>63</del> <b>55</b> mm flat plate restrictor is required. <del>Headers are permitted with a 55mm- flat plate restrictor</del>
Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13)	<del>345</del> <b>295</b> / 35 (F&R)	<del>3400</del> <b>3475</b>	<b>3.0 Degrees MAX front camber.</b> LS2: <del>64</del> <b>56</b> mm Flat Plate restrictors is required. LS3: <del>52</del> <b>48</b> mm flat plate restrictor is required.
Chevrolet Corvette ZO6 (2006-2012)	<del>345</del> <b>295</b> / 35 (F&R)	<del>3450</del> <b>3525</b>	<b>3.0 Degrees MAX front camber.</b> LS2: <del>64</del> <b>56</b> mm Flat Plate restrictors is required. LS3: <del>52</del> <b>48</b> mm flat plate restrictor is required.
Chevrolet Camaro SS, 1LE (10-13 <del>14</del> )		<del>3550</del> <b>3625</b>	<b>Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE # 1005M, Petersen # 8009W, Aviad # 009- 92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672</b>
Ford Mustang Boss 302 (2012)	<del>345</del> <b>295</b> / 35 (F&R)	<del>3500</del> <b>3525</b>	Flat plate restrictor <del>60</del> <b>57</b> mm.
Ford Mustang GT 5.0L (10-12)		<del>3500</del> <b>3525</b>	Flat plate restrictor <del>65</del> <b>62</b> mm.
Mitsubishi Lancer Evo 8/9/ RS/GSR/MR (08-11)		<del>3200</del> <b>3200</b>	<b>AMS Mitsubishi Lancer EVO VII/VIII/IX Front mount Intercooler allowed.</b>

Mitsubishi Lancer Evo X / GSR/MR (08-11)		<del>3600</del> <b>3500</b>	AMS 2008+ Evo X FMIC Kit W/Logo/A0044A-2B Allowed.
Porsche 911/996 (98-05)		<del>3050</del> <b>3100</b>	
Subaru Impreza WRX STi (03-07)			<del>Turbo Inlet restrictor-45 mm:</del> Aftermarket Intercooler allowed.
Subaru Impreza WRX STi (08-11)			<del>Turbo Inlet restrictor-45 mm:</del> Aftermarket Intercooler allowed.

<b>T3</b>	<b>Max Tire Size</b>	<b>Weight</b>	<b>Notes</b>
BMW M3 (01-06)		<del>3500</del> <b>3450</b>	Allow 600 lb max Front and 650 lb max Rear springs
BMW Z4 M Coupe (2007)			Allowance of 600 lb max front, 650 lb max rear, M3 front lower control arms 31122229453 left, 31122229454 right
Acura TL SH-AWD (10-13)		<del>3450</del> <b>3550</b>	
Nissan 350Z Track/ Touring/ Standard/Nismo (03-08)		DE Motor: <del>3300</del> <b>3250</b>	
Nissan 350Z Track/ Touring/ Standard/Nismo (03-08) Spec		De Motor: <del>3350</del> <b>3300</b>	
Pontiac Solstice GXP Coupe/ Convertible (07-09)			34 <b>32</b> mm TIR required
Saturn Ion Redline (04-07)		<del>3050</del> <b>2950</b>	

<b>T4</b>	<b>Max Tire Size</b>	<b>Weight</b>	<b>Notes</b>
Ford Mustang V6 (05-10)		<del>3450</del> <b>3500</b>	
Ford Mustang V6 (01-04)		<del>3240</del> <b>3290</b>	
BMW Z4 2.5L (03-05)		<del>3195</del> <b>3145</b>	Limited slip differential allowed at 3245 lbs.
Acura RSX Type-S (02-06)		<del>2850</del> <b>2800</b>	
Mazda RX-8 R3 (04-09)		<del>2650</del> <b>2600</b>	

<b>T4</b>	<b>Max Tire Width</b>	<b>Weight</b>	<b>Notes</b>
Acura Integra GS-R VTEC (3 or 4 door) (94-01):	<del>205</del> <b>235/50</b>	<del>2625</del> <b>2525</b>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Acura RSX Type -S (02-06):	<del>215</del> <b>235/45</b>	<del>2850</del> <b>2750</b>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Chevrolet Cobalt SS, Sport Coupe (08-10):	<del>205</del> <b>235/50</b>	<del>2900</del> <b>2800</b>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Chrysler Neon ACR SOHC (4 door) (01-02):	<del>185</del> <b>235/60</b>	<del>2500</del> <b>2400</b>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (01-02):	<del>185</del> <b>235/60</b>	SOHC: <del>2450</del> <b>2350</b> DOHC: <del>2500</del> <b>2400</b>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Ford Focus SVT (02.5-04):	<del>215</del> <b>235/45</b>	<del>2730</del> <b>2630</b>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Ford Focus ZX4 ST (05-06):	<del>205</del> <b>235/60</b>	<del>2550</del> <b>2450</b>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Honda Accord LX & EX (03-07):	<del>205</del> <b>235/60</b>	<del>2800</del> <b>2700</b>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"

Honda Accord LX-S/EX/EX-L (08-09):	225 <del>235</del> /50	3100 <del>3000</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Honda Civic Coupe Si (99-00):	495 <del>235</del> /55	2530 <del>2430</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Honda Civic Si (02-03)	495 <del>235</del> /60	2500 <del>2400</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Hyundai Elantra GLS (11-12):	495 <del>235</del> /65	2400 <del>2300</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Kia Forte Koup and Sedan LX/EX (2010-)	205 <del>235</del> /55	2590 <del>2490</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Kia Forte Koup and Sedan SX (2010)	215 <del>235</del> /45	2970 <del>2870</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Mazda3 s (04-09): Mazda3 s (2010+):	205 <del>235</del> /55	2650 <del>2550</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Mazda3 S (2010+)	205 <del>235</del> /50	2915 <del>2815</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Mazda Protégé LX, ES (01-03):	495 <del>235</del> /50	2530 <del>2430</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Mazda Protégé 5 (02-03):	495 <del>235</del> /50	2545 <del>2445</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Nissan Sentra SER Spec-V (02-06):	215 <del>235</del> /45	2900 <del>2800</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Scion tC (03-07)	215 <del>235</del> /45	2700 <del>2600</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Subaru Impreza (non-turbo) (04-08):	205 <del>235</del> /55	2935 <del>2835</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Subaru Impreza (08-11):	205 <del>235</del> /55	2950 <del>2850</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Toyota Corolla XRS (05-06):	205 <del>235</del> /50	2725 <del>2625</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Toyota MR-2 Spyder 16V DOHC (01-05):	215 <del>235</del> /45	2370 <del>2270</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Volkswagen Rabbit 2.5 (06-07):	495 <del>235</del> /65	2775 <del>2675</del>	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"

Volkswagen Rabbit 2.5 (08-09):	495 <i>235/65</i>	2950 <i>2850</i>	<i>Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"</i>
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### T3

1. #10409 (David Woodle) In T3, allow alternate front upper A-Arm For Nissan 350z

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add language to the spec line notes as follows:

*"SPC Control Arms 72125 allowed."*

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec, add language to the spec line notes as follows:

*"SPC Control Arms 72125 allowed."*

In T3, Nissan 370Z 09-13 / 370Z NISMO Edition (09-11), add language to the spec line notes as follows:

*"SPC Control Arms 72130 allowed."*

2. #11614 (James Leithauser) Allow alternate spring for BMW

In T3, BMW M3 (01-06), change the spec lines notes as follows:

~~"Turner Motorsports Suspension package #TMST2M3 allowed. This consists of front springs TMS600-10-250, rear springs TMS650-8-250, Max spring rate of 600 F, 650 R allowed."~~

In T3, BMW Z4 M Coupe (2007), change the spec line notes as follows:

~~"Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Max spring rate of 600 F, 650 R allowed."~~

3. #11639 (david mead) 2003 GT/Bullitt classification restoration

In T3, classify the Ford Mustang GT as follows:

T3	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>Ford Mustang GT (01-04) incl. Bullitt (2001)</i>	<i>90.2 x 90.0 4601</i>	<i>2573</i>	<i>17 x 9 (F&amp;R)</i>	<i>275(max) (F&amp;R)</i>	<i>3.37, 1.99, 1.33, 1.00, 0.67</i>	<i>3.27</i>	<i>(F) 330 x 28 Vented Disc (R) 295 x 18 Vented Disc</i>	<i>3300</i>	<i>H&amp;R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) permitted at 3400 lbs.</i>

4. #12011 (Jason Fitzpatrick) Request classification T4 2012+ Volkswagen Passat VR6

In T3, classify the Volkswagen Passat VR6 as follows:

T3	Bore x Stroke (mm)/Displ. (cc)	Wheel-base (mm)	Track F&R (mm)	Wheel Size (in.)/ Matl	Tire Size (stock)	Gear ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Volkswagen Passat 3.6 VR6 (2012+)</i>	<i>88.9 x 96.5 3588</i>	<i>2804</i>	<i>1577 / 1549</i>	<i>18x8 Alum</i>	<i>235/45 (F&amp;R)</i>	<i>2.92 1.79 1.19 0.83 0.86 0.69</i>	<i>4.77 / 3.44</i>	<i>(F) 312 Vented disc (R) 272 Solid Disc</i>	<i>3450</i>	<i>Rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 lbs. may be used. Cold Air Kit allowed.</i>

5. #12231 (Mike Kramer) Error in the GCR Spec Page 790 for the Cobalt SS Turbocharged

In T3, Chevrolet Cobalt SS (08-10), change the final drive as follows:



4.05 3.82

6. #12410 (Terry Rohr) Classify 2006 Subaru WRX TR in T-3

In T3, classify the 2006 Subaru WRX TR as follows:

T3	Bore x Stroke (mm) / Displ. (cc)	Wheel-Base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes
Subaru WRX TR (2006)	99.5 x 79.0 2457	2525	17 x 8 (F & R)	245/35 Max (F&R)	3.17 1.88 1.30 0.97 0.74	4.11	(F) 292 Vented Disc (R) 287 Vented Disc	3360	

T4

1. #11711 (Mark McCaughey) Support for aftermarket oil pans in T4

In T4, Toyota Celica GT (00-05), add to the spec line notes as follows:

*Moroso oil pan 20970 allowed*

In T4, Toyota Celica GTS (00-05), add to the spec line notes as follows:

*Moroso oil pan 20970 allowed*

2. #12101 (Jason Fitzpatrick) Addition of 2012+ Volkswagen Passat 2.5L, mimic 08-09 VW Rabbit

In T4, classify the Volkswagen Passat 2.5L as follow:

T4	Bore x Stroke (mm)/Displ. (cc)	Wheel-Base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes
Volkswagen Passat (12-14)	82.55 X 92.71 2481	2804	n/a	16 X 7 17 X 7 Alum	215	3.78 2.12 1.27 0.86 0.66	3.65	(F) 312 Vented Disc (R) 271 Solid Disc	3000	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 Any spring up to a maximum spring rate of 800 pounds may be used. Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.



**3. #12623 (Jared Lendrum) Request to improve the Subaru BRZ / Scion FRS**

In T4, Scion FR-S (2013 +), change the weight as follows:

~~3475~~ **3075**

In T4, Subaru BRZ (2013 +), change the weight as follows:

~~3475~~ **3075**

**4. #12657 (Jason Fitzpatrick) Classify 2014+ Volkswagen Passat 1.8T in T4**

In T4, classify the Volkswagen Passat 1.8T as follows:

T4	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Track F&R (mm)	Wheel Size (in.)/ Matl	Tire Size (stock)	Gear ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes
Volkswagen Passat 1.8T (2014+)	82.6 x 84.1 1802	2804	1577 / 1549	18 x 8 Alum	235/45 (F&R)	3.78 2.12 1.27 0.86 0.66	3.65	(F) 312 Vented Disc (R) 272 Solid Disc	3300	The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. 30 mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 500 pounds may be used with the stock attachment perches.

**5. #12672 (Dean Bailey) T4 Firebird Spec Line Clarification-Change**

In T4, Pontiac Firebird V-6 (96-02), change the spec line notes as follows:

"The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Performance option permitted, consisting of limited slip differential, uplevel steering rack, dual exhaust. GM PS cooler #10417037 allowed. Z-28 front sway bar (30mm) and rear sway bar (19mm) allowed. GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed. **Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 ¾ inches. Koni Shocks, 8241- 1139 (F) and 8241-1140 (R) permitted. SP-141 front and rear springs permitted; SP-8316 front sway bar and SP- 8327 rear sway bar permitted; UMI-2006 shock tower brace permitted.**"

**6. #12805 (Tim Wise) T4 Spec line for Mazda MX5**

In T4, Mazda MX-5 / Sort (99-00), Mazda MX-5 / Miata (01-05) Mazda MX-5 (06-08) and Mazda MX-5 (09-13), change the spec line notes as follows:

"The following items must remain stock **unless permitted below**: Catalytic converters, struts/springs (including mounts), original wheels, and transmission differential ~~unless specified below.~~"

**7. #12827 (Tim Wise) Allow the Mazda MX5 Club model as donor model for T4**

In T4, Mazda MX-5 (09-13), add the model as follows:

Mazda MX-5 (09-13) / **Club Model**

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Paul Fairchild vs. SOM COA Ref. No. 13-17-SP

November 14, 2013

### FACTS IN BRIEF

Following the Saguaro Series Final and Kickoff on October 20, 2013 at Inde Motorsports Ranch, Delaney Sturgeon, driver of #1 EP filed a protest against Paul Fairchild, driver of # 318 ITE, alleging an unsafe pass prior to Turn 14, citing 2013 GCR 6.11.1 A, B, C and D. The left front of Ms. Sturgeon's car made contact with the right rear of the car driven by Mr. Fairchild. Mr. Fairchild was able to continue; Ms. Sturgeon pulled off at Turn 14. The Stewards of the Meeting (SOM) Heather Baker and Walter Dudley, Chairman (CSOM) held a hearing, heard testimony and reviewed witness statements. The SOM determined that Mr. Fairchild was in violation of 2013 GCR 6.11.1 A,B,C and D (On Course Driver Conduct, specifically avoiding contact, racing room, and responsibility during a pass). Mr. Fairchild was given a Reprimand, which assigned one automatic penalty point to his competition license. Mr. Fairchild is appealing the decision of the SOM.

### DATES OF THE COURT

The National Court of Appeals (COA) Tom Hoffman, A.G. Robbins and Rick Mitchell, Chairman, met on October 31 and November 7 by conference call to hear, review and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Paul Fairchild received October 28, 2013.
2. Official Observer's Report and related documents received October 29, 2013.
3. Statement from R. David Lansing received October 28, 2013.

### FINDINGS

The assigned SOM Committee consisted of Jim Malone and Walter Dudley, Chairman. Because Mr. Malone was the husband of the protestor, he was not able to serve for this protest. Mr. Dudley replaced him with Heather Baker, who was serving as an Assistant Chief Steward. Mr. Dudley and Ms. Baker heard testimony, deliberated and made their decision.

### DECISION

In the hearing of Mr. Fairchild's appeal, information in the Observers Report of Mr. Dudley (CSOM) indicated that the license grade of Ms. Baker was Steward-in-Training (SIT). Section 5.1.1 of the 2013 GCR states:

#### 5.1.1. Required Stewards

At a minimum, there shall be a Chief Steward, an ACS – Safety, and at least 2 SOM (including a Chairman and one other licensed steward in addition to any Stewards-in-Training).

The COA rules that, per 2013 GCR 5.1.1, the SOM Committee was improperly constituted. Even with a limited pool of officials, the rule is clear.

The COA overturns the decision of the SOM. The penalty of Reprimand and the accompanying penalty point will be removed from Mr. Fairchild's competition license. Mr. Fairchild's appeal fee is to be returned in full.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | November 6, 2013

The RallyCross Board (RXB) met via conference call on November 6. Attending were Warren Elliott, Chairman, Brent Blakely, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance were Brian Harmer and Howard Duncan from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

### Competitor Advisor Report

The competitor advisor did not attend this meeting. As a follow up from last month, Brian Harmer reported that he is currently working to design an informational pamphlet that will include a QR code to take the user to more information about RallyCross on the Internet.

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Previous to the meeting Doctor distributed the following proposed procedures for RallyCross Safety Steward license renewal:

Beginning January 1, 2014 all RallyCross Safety Steward licenses, both new and renewals will be issued for a three-year period. At the end of the three years the license holder will be required to submit a renewal application to the Divisional RallyCross Steward documenting at least three events at which the applicant worked as a RallyCross Safety Steward during the previous three years. The application form will include an examination of the RallyCross safety rules that the applicant is required to pass. Completed applications should be submitted to the Divisional RallyCross Safety Steward for the applicant's region of record.

Upon receipt of an application for license renewal the Divisional RallyCross Steward will confirm that the applicant meets the requirements for renewal and notify the SCCA Membership Department to issue the license for another three years. The Divisional RallyCross Steward has the authority to waive the usual renewal requirements in exceptional situations.

Both the Divisional RallyCross Steward and the SCCA RallyCross Safety Committee have the authority to suspend a RallyCross Safety Steward license prior to the usual expiration date if it is determined that the license holder has acted in an improper manner by failing to follow the SCCA safety rules or failed to exercise good judgment as a safety Steward. After the license has been suspended an SCCA member is required to undergo the normal RallyCross Safety Steward training procedure in order to have the license renewed.

The RXB discussed the proposal and the renewal process. Hyatt requested the use of a Review Committee in cases of renewals being denied and that the renewal procedures be added to the RallyCross Rules.

**Motion:** Accept the Safety Steward license renewal plan as submitted with the addition of a Review Committee starting in 2014. Hyatt/Lightfoot. PASSED 6-0-1. Blakely absent.

Doctor reported that the Committee has received and is working on several incident reports. Doctor described and the RXB discussed three of those incidents.

- RallyCross Rules Committee (Keith Lightfoot): After the required membership input, the Rules Committee presented the following rules proposals to the RXB. RXB voting results are included with approved proposals being referred to the BOD for final approval before adding to the 2014 RXR:

1. **Add language to Section 4 requiring compliance with all RX rules and supplemental regulations for any events in which National series contingencies will be paid.**

**ARTICLE 4 MANDATORY PROVISIONS** (Mandatory for all SCCA sanctioned RallyCross events. ~~See Article 4.1~~)  
4.1 Articles 1 (all), 2 (all) and 3 (all), 4 (all), 5 (all except 5.2.E) 6.1, 6.2.b, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

Variations from the remaining non-mandatory sections of these rules are allowed for regional events and must be included as requested sanction exceptions on the sanction application and must be in the National Office no later than a minimum of 14 days prior to said event. See Article 5.6 (Sanction Requirements) for further details.

4.2 All RallyCross rules, not just those listed in section 4.1, and the National Standard Supplementary Regulations are mandatory for any RallyCross event in which RallyCross National Series Contingencies will be paid. Any variances must be approved by the RXB at least 30 days before the event. This section does not mandate the run groups, schedule or work order.

**Motion:** To approve rule change proposal. Hyatt/Elliott. PASSED 6-0-1. Blakely absent.

2. **Change driver eligibility to allow drivers with learner's permits to compete with a specified passenger subject to event chairman or safety steward approval. Language is taken from 2013 SCCA Solo Rulebook Section 4.1.A.**

#### **5.2.B EVENT OPERATING RULES**

Drivers must possess a currently valid automobile driver's license. ~~Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable.~~ Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. **Any driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete as long as the restrictions of the driving license or permit are met and the event allows a passenger.** If those restrictions require a passenger and the Region allows a passenger, that passenger must be either the driver's parent/legal guardian or an approved instructor. That instructor must be approved by both the Event Chairman and the event Safety Steward on a case-by-case basis. The driver must have the written permission of the driver's parent/legal guardian (signed at the event) to ride as a passenger and the restrictions imposed by the underage driver's state must allow the instructor to ride as a passenger. All persons in an event car must have an SCCA membership, either full or weekend.

**Motion:** To approve rule change proposal. Hyatt/Lightfoot. PASSED 5-0-2. Blakely absent, Elliott abstained.

3. **Allow passengers at all non-National events. Removes DOT/Snell reference for helmets; helmet requirements are covered under 6.3.P.**

#### **5.2.C EVENT OPERATING RULES**

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) years of age and **must meet** ~~has met~~ all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the ~~DOT/Snell~~ requirements **of 6.3.P. of 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).

**Participant waivers:** The individual (parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run. However, it should also be noted that some Regions **events** allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, an individual would be allowed at ~~Regional~~ events where a passenger is permitted. Passengers are not allowed during competition runs in ~~Divisional~~ or National Events.

**Motion:** To approve rule change proposal with the exclusion of disallowing passengers at Divisional events. Doctor/Hyatt. PASSED 6-0-1. Blakely absent.

4. **Allow use of studded tires at Regional and Divisional events any time.**

#### **6.2.C.2. VEHICLE CLASSIFICATION – Rally Stock Category**

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. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc.)

**Motion:** To approve rule change proposal but allowing studded at Divisional events. Hyatt/Doctor. PASSED 6-0-1. Blakely absent.

5. **Allow use of alternate wheels by the same manufacturer in Stock classes.**

#### **6.2.C.12. VEHICLE CLASSIFICATION – Rally Stock Category**

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. Wheel offset (backspace) must be within 0.394"(10mm) of original equipment wheel offset **or wheels must be of the same manufacturer as the vehicle, made of aluminum and fit without modification to the wheel or vehicle.**

**No motion for approval or changes made. NOT APPROVED.**

**6. Clarification of Stock class shock/damper rule to prohibit re-valving or other modifications.**

**6.2.C.13. VEHICLE CLASSIFICATION – Rally Stock Category**

Shocks/dampers may be replaced with **unmodified** OEM or **unmodified, mass-produced** aftermarket replacement units intended **by the manufacturer** for the specific year, make and model used. **Rebuilds are allowed but only if the shock/damper is rebuilt to its original specifications (i.e. no re-valving).** The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. Adjustable dampers are only allowed if the OEM unit was adjustable and must retain the same number of adjustments or fewer as OEM. Remote reservoir shocks are only allowed if they are exact OEM units.

**Motion:** To approve rule change proposal. Hyatt/Elliott. PASSED 5-1-1. Doctor opposed, Blakely absent.

**7. Allow use of any type (e.g. lead-acid, lithium-ion, absorbed glass mat, gel cell) battery in Stock classes.**

**6.2.C.16. VEHICLE CLASSIFICATION – Rally Stock Category**

Aftermarket replacement batteries are allowed provided they are the same ~~type~~, group size and location as originally equipped.

**Motion:** To approve rule change proposal. Elliott/Hyatt. PASSED 6-0-1. Blakely absent.

**8. Allow alternate radiators in Stock classes. This proposal removes current sections 6.2.D.21 & 22 from the Prepared category allowances and adds it to Stock category preparation allowances as sections 6.2.C.19 & 20.**

**6.2.C.19-20. VEHICLE CLASSIFICATION – Rally Stock Category**

~~24-~~ **19. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:**

- a. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.**
- b. Radiator must mount to OE radiator mounts.**
- c. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).**

~~In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.~~

**Motion:** To approve rule change proposal with the deletion of the last paragraph beginning with "In addition". Foley/Hyatt. FAILED 3-4-0. Lightfoot, Doctor, Elliott and Blakely opposed.

**9. Allow anti-dive caster kits in Prepared classes.**

**6.2.D.8. VEHICLE CLASSIFICATIONS – Rally Prepared Category**

Any dampers may be used. Damper attachment points on the body/frame/subframe/chassis/ suspension member may not be altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). No damper may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). Threaded collars and camber plates are allowed.

- a. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:**
  - 1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.**
  - 2. On arm-and-strut (MacPherson) suspensions, Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type**

of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).

3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
4. The replacement arms or mounts must attach to the original standard mounting points. All bushings 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.

**b. Caster kits may be installed. The kits must attach to the original factory mounting points. No bushing may be moved or relocated on the arm, except as incidental to the caster adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.**

**b- c.** Springs may be replaced, but they must be of the same type and use original mounting points.

**No motion for approval or changes made. NOT APPROVED.**

**10. Clarify what types of bushings may be replaced in Rally Prepared.**

**6.2.D.12 VEHICLE CLASSIFICATIONS – Rally Prepared Category**

Any non-metallic bushing, **including any suspension, steering rack, engine, transmission, differential, and body/frame mount bushing**, is allowed **but the replacement must be non-metallic and attach to the original factory location without modification.**

**Motion:** To approve rule change proposal. Hyatt/Elliott. PASSED 7-0.

**11. Include revision approved in 2013 regarding hand-held devices.**

**6.3 VEHICLE/DRIVER SAFETY** *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. Entry fees, if already paid, will be refunded if a car fails to pass the safety inspection. A safety inspection is not concerned with class compliance.

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

**Previously approved and released as a Member Advisory.**

**12. Revise RXB Duties to better conform to current rule revision guidelines & time frames.**

*A motion was made by Doctor to drop consideration of proposed rule #12 due to violation of RXB policy in failing to post the proposed rule for member comment. It did not continue for lack of a second. The RXB did not reach a conclusion as to whether all rule changes/revisions must be submitted for member input and will discuss the rule development process in 2014.*

**2.2 (RXB) Duties**

...  
C. The development process for current (and future) rules will follow this general timeline. RXB will agree on the concept for rules revisions, and post for member input. RXB will examine all member input and, if applicable, forward the change to the SCCA Rally and Technical Departments for specific wording.

If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval. The majority of rule changes for the subsequent year will typically be sent to the BOD for consideration **per the RXB timeline at the BOD's August Meeting.**

As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their **December** ~~early November~~ meeting.

Rules will be published with a stated effective date.

**Motion:** To approve rule change proposal with the adjustments above. Hyatt/Elliott. PASSED 7-1. Doctor opposed.

**2.2 (RXB) Duties**

...  
**F. The RXB Chairman will serve as the Divisional Steward for any RallyCross event that is considered to be**



above a Divisional-level event (i.e. National Championship). SCCA national office staff will serve as the Regional Executive and event organizers for these National events.

**No motion for approval or changes made.** NOT APPROVED. (This item will be tabled for future discussion.)

**13. Allow alternate steering wheels for non-airbag-equipped cars in Prepared classes.**

**6.2.D. VEHICLE CLASSIFICATIONS – Rally Prepared Category**

...

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

**Motion:** To approve rule change as proposed. Hyatt/Elliott. PASSED 7-0.

**14. Specify that helmets must be worn during competition runs.**

**6.3.D. VEHICLE/DRIVER SAFETY**

...

**P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened.** All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, 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.

**Motion:** To approve the proposed rule change. Hyatt/Foley. PASSED 7-0.

- National Championship Committee (Brent Blakely): The contract for the 2014 National Championship was amended recently by the hosting Region to require the National Championship course designers to have attended an event at the site in 2014 previous to the National Championship event. The RXB discussed this new requirement and its impact on the event.

**Motion:** To recommend that the contract at the I-80 Speedway site not be signed if it requires the course designers for the National Championship event to attend a prior event at the site. Hyatt/Elliott. PASSED 6-0-1. Doctor abstained.

Howard Duncan noted that the Southwest Division National Challenge date has been changed to April 5-6, 2014. Some discussion followed concerning pre-made and/or permanent courses. Examination of the rules post meeting will determine the length of time required prior to a National Challenge event that a pre-made course can not be run. Follow up will occur at the next RXB meeting.

- Marketing Committee (Ron Foley): Foley reported that the *SportsCar* article on the RallyCross National Championship is now out. Elliott pointed out that one of the contingency sponsors was overlooked and not included. Foley will look into running a retraction in the next issue.

In order to solidify contingencies and be able to make early announcements, Foley stressed that the Divisional RallyCross Stewards need to try to submit their National Challenge dates around the first of 2014.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a very successful Divisional RallyCross Stewards meeting with all 9 stewards attending along with 4 assistants. Discussion topics included Safety Steward license renewal and National Championship.

After the Divisional RallyCross Stewards meeting it was announced that the Northeast Divisional RallyCross Steward would be stepping down at the end of the year. The RXB discussed possible replacements. Hyatt stressed the need to have a formal process in place for replacing Divisional Stewards. Lightfoot volunteered to create a standard application form to aide in the search. The form will be posted at forums.

**Old Business**

- “Super Challenge” update (Howard Duncan): Duncan reported some concerns for the “Super Challenge” concept for 2014 because 1) the need to have sufficient entries at each event to ensure some profitability or at least allow the events to breakeven, and 2) the hosting Regions’ buy in and willingness to allow the National Office to run the events. Duncan stated that the concept may be premature for 2014 or until the program grows some more. Another concern is that not all the sites preplanned for a 2014 “Super Challenge” events are still available. He will continue to try to make it happen, but there are still many questions. Hyatt suggested asking the for BOD help to grow the RXB program by allowing the concept to go

forward without negatively impacting the National RallyCross budget.

- “What is RallyCross” video (Keith Lightfoot): Lightfoot reported that the script was finished up this week and that video pieces will be added to it in the next few weeks. There should be more information available at the December RXB meeting.
- Application of SCCA Operations Manual Section 2.2 to meetings of the RXB (Jerry Doctor): No progress to report yet. Tabled until a future RXB meeting.
- National Championship participant survey results: The RXB discussed the results from the National Championship participant survey and other post-event feedback. There were 63 respondents to the survey. Feedback was generally positive. Lightfoot requested that the results and any improvements the RXB is committed to make be shared with the membership.

#### **New Business**

- Preparation help from RX community (Brian Harmer): A competitor from the Solo community looking to build a RallyCross car contacted Harmer. He has looked for information and suggestions for building a RallyCross car through various forums but has been unable to find adequate information. Harmer suggested that the RXB contact those from the RallyCross community who have expertise building a good RallyCross car of a particular make (Honda, VW, Subaru, etc.) and ask them to start build threads to help those looking to build similar cars. Harmer emphasized going outside of the SCCA forums. The RXB will contact those who might be helpful in this endeavor.

Next meeting: December 4, 2013

Submitted by Karl Sealander, RXB Secretary



# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | November 5, 2013

The RoadRally Board met by conference call on November 5, 2013; meeting called to order by Rich Bireta at 7:50 pm CST.

In attendance: Chuck Hanson, Jeanne English, Len Picton, Clarence Westberg, Rich Bireta, Bruce Gezon, Sasha Lanz, Deena Rowland from the National Office and Bruce Lindstrand from the BOD. Not in attendance: Howard Duncan from the National Office.

The October minutes were approved (Bruce/Chuck/pass).

### Front Burner Items:

#### 1) 2013 USRRC Review

##### a. Quality of events? Hospitality? Other?

Jeanne liked the rallies, and thought that Dave Head did a good job on his rallies; Bruce thought they did a good job; Chuck said he enjoyed the weekend. Rich asked if the rallies were too hard – maybe the GTA; Chuck said he told Dave Head that he thought that the course rally was too tough; Bruce said that the course rally was “choppy”, with some traps resembling those often seen in Tucson. Rich asked how it compared to the Detroit (2012 USRRC) rally – Bruce thought this was harder. Nice article and results by Dave Head and Len Picton in the DC region newsletter; it has been given to Cheryl for publication in the next newsletter.

##### b. Town Hall discussion items?

Bruce described the Coker Tire Challenge of which the 2014 USRRC will be a part. Chuck went over the proposal for the 2015 changes; there were questions but no controversy. Chuck suggested that in the future, the Town Hall Agenda and supporting documents should be included in the competitors registration packets so that they could be better prepared to participate in the discussions. The venue for the Town Hall was good.

#### 2) 2014 Coker Tire Run

##### a. Final action adopting 2014 Coker Tire Run as 2014 USRRC.

Jeanne will be liaison for 2014 event, with assistance from Bruce. It will be one event worth 30 points. At the USRRC Town Hall Bruce explained how we expect it to be; Bruce thinks we should have ‘our’ cars run separately from the Great Race cars, John Classen prefers they be interspersed, Bruce said that if we do that the GR cars will take hacks off of the SCCA cars. Bruce Lindstrand asked how many cars we expect – we’re hoping for 24 to 30. The event needs to be well publicized. Chuck asked if the course might include Tail of the Dragon (a well-known, very twisty, hill climb) – Jeanne will ask John.

Motion: The 2014 USRRC will be run in conjunction with the Coker Tire Challenge. Bruce/Jeanne/pass.

#### 3) Divisional Rally Stewards Responsibility

##### a. Do the Regional Stewards understand their responsibilities and agree to fulfill them?

Sasha sent a questionnaire to all of them and got responses from all but Larry Scholnick (update: Sasha got his response the next day), all seem to agree with what they are supposed to do, but some say that they can’t do it all because there are not enough events in their regions; perhaps they should be given a challenge such as putting on a rally in a region that currently does not have rallies. Bruce asked if the RRB members could serve as DRRS liaisons, as was done in the past; Bruce will be liaison to NeDiv and Southeast, Jeanne will take SoPac, and Chuck will take Great Lakes. Norpac still has no DRRS; is there anyone we can encourage to take the position? Chuck said that Scott Forehand and Jack VonKaenel have expressed interest in getting some rallies going in regional North Carolina.

#### 4) 2013 Championship Points Status

a. When should we expect 2013 Championship results? Bruce is working on it, GTA results are almost done, he hopes to have tour and course done by the first of the year (plus or minus). Rich said that if anything can be delegated, please do so.

#### 5) 2015 USRRC (Jay Nemeth-Johannes Proposal)

a. Conference call with Jay, Howard and Rich was held the week of October 7. Both Jay and Howard were excited about the potential for this event – a destination rally, 3 days, easy, aimed at casual rallyists. Chuck and Gary Patrick had a conversation about this, with Chuck saying that there were lots of money hurdles, Gary will approach his Subaru contacts about backing this event; Howard said there may be some development money available.

#### 6) Reconsideration of Article 11 – Classes

No action; no motion to reopen this.

#### 7) Publicity Committee Responsibilities

a. Rich questioned the lack of output from publicity committee; Dave Head (2013 USRRC rallymaster of two events) has been busy with his rallies (had to make numerous changes) and had no time to give anything to the PubCom. Clarence whether his (Clarence’s) December event was still on as a National, since he has not seen any publicity about it on the SCCA website; Bruce Lindstrand said that if there is a problem getting this done to contact him.

- 8) Significant changes to 2015 Road Rally Championship (Chuck)
  - a. Rich has forwarded all feedback received via email and asked if there was discussion on this topic at the USRCC Town Hall or during rest breaks? Chuck heard some comments including: Fred Rosevear is against non-declares, but will live with it; Bob Morseburg thinks we are crazy for going back to a single series; there was discussion about whether there should be one series or separate series; we need to get input from the rally public. Ch said that the RRB needs to come up with a formal proposal, and put it out for comments; we need comments by mid-June. Bruce suggested that we should try to come to an agreement within ourselves before convention in March, so we present a united front. Can we do this by our February meeting? Perhaps we should have two proposals to present. Clarence asked if anyone can say anything new, that hasn't already been said. Rich conducted a poll of the RRB members to see if we are all in agreement for single series: Chuck - no, Clarence - yes, Bruce - yes, Jeanne - yes, Sasha - no, Len on the fence. Bruce does not want worker points as part of the championship; Chuck does. Another poll about worker points: Bruce - no, Chuck - yes, Clarence - no, Jeanne - doesn't care, Sasha - yes, Len - doesn't care, Rich - no.
  - b. Len said that there appeared to be at least 3 different versions of the NEC proposal in circulation: Dropbox, yahoo, forum and the initial one; he was having difficulties keeping straight which version was being discussed. Len said that he does not like the RRB/NEC telling him what to do; he feels that way because of vague wording on time and mileage, and the need to follow the RRRs but exceptions will be allowed. Bruce said that we need to make sure the wording does not scare away events, that it not be too tough with too many hard and fast rules. Len questioned Article 2.D (regional road rally rules); at our last meeting it was decided that this was too ambiguous
  - c. Rich asked that Chuck please distribute the 2015 proposal for next month's meeting
- 9) 2014 RRRs Update Status?
  - a. Where are we on getting the RRRs out for 2014? They are still being worked on; since the final points standings will not be ready, do the RRRs without them.
- 10) 2014 RRB Members
  - a. Rich posted a solicitation for RRB members for next year. Two responses were received. No vacancies anticipated for 2014. Suggested Action: We inform or BOD Liaison that we would like the RRB composition to remain the same for 2014, including Rich as Chair. Motion: Rich/Chuck/pass
  - b. 2015 RRB Vacancies: Jeanne and Sasha complete 6 years (2 terms) and will be leaving the RRB. Rich and Clarence will have completed their first 3 year term. Bruce and Len will have completed their first year. Chuck will have completed his fourth.
- 11) 2014 SCCA Convention Road Rally Track
  - a. Rally sessions are in the Drop Box.  
Bruce said that we should do 'WHY IS road rally important to your region'? Rich said there will likely be an RE session at which all competition boards get about 10 minutes to make a presentation. Why do Road Rally? It is an entry level event, social, and cheap. Rich has a short presentation about this that he will distribute to the RRB.
- 12) Single Car Classes
  - a. Sasha said that the recent combination event in Indy region had 6 entrants for 5 classes. RRB action on combination events raises the issue of how much direction/interference is appropriate for the RRB to dictate to Regions which are historically very autonomous (ref: Jeff Dahnert's Sports Car column of recent months). Clarence said that he doesn't think we should meddle in how regions stage their events and that no new rules are needed; what can be meddled with is counting points for the series; the proposed 2015 series rules can address this. If a region wants to use combination events work to grow their rally program, it's none of our business but it is our (RRB & NEC) business to figure out how they count.  
Chuck thinks with the new class A, B, and C proposal, without an experience component except for C, single car classes will go away of their own accord. Bruce suggested that a Committee be required to choose which category of combination events will count for the Championship; not prohibit such events, only choose.
- 13) Placing the WDCR Rally School Textbook in the Toolbox
  - a. Len said that this has been mentioned/discussed twice before and one time he actually thought it had been completed, but it hasn't. He would appreciate knowing what the obstacle was/is and how it can be overcome. It should be put in the Toolbox as a reference that can be used for years. Rich will get it formatted for the SCCA website; Deena will take care of posting it.
- 14) Reorganizing the Toolbox
  - a. Len is willing to undertake this task provided that he understands the obstacles to getting it posted once he has completed it. Once the reorganization is planned, is this something Deena can do or will it require assistance from SCCA IT? Len asked if anyone have any thoughts on how to do this, within the next month, please.
- 15) Access to email addresses of members in neighboring regions of those who have listed Road Rally as an area of interest. Len is bordered by regions with no RR program, and he wants to be able to contact them. Sasha said that he can help Len with this.

16) New business, open forum.

- a. Combination events - are they staying or going away? They are a significant source of one car classes. What if only one of the events was for points, the others not so that people who want points know which one to run. (see item 12 above)
- b. The SCCA Forum has been up for about two weeks.

17) Pick your "one RRB-task" this month?

- a. Jeanne - Completion of November minutes for FastTrack
- b. Bruce - Release of 2013 Championship Standings
- c. Clarence - Press Release for Yucatan Safari National Rally
- d. Chuck – 2015 rules proposal
- e. Len – tool box, and regional development
- f. Sasha – getting with Len
- g. Deena – find out what happened to our conference call (not all could get in)? (Update: apparently there were two conference calls scheduled at the same time, and not enough lines for everyone to call in)

Committee Reports (See DropBox for any committee reports):

Rules Committee (Bruce)

Publicity Committee report (Sasha) –

National Events Committee (Chuck):

- 1) National Sanction Fees
    - a. Under review by SCCA HQ – no change.
    - b. Deena said it is still in the office with Howard and has not gone to the BOD yet; Bruce Lindstrand said it has been discussed, he will try to get more info
  - 2) 2014 National date requests received – Steel Cities and Arizona Border Regions
    - Jeanne and Bruce will be the 'official RRB observers' at the upcoming AZ Border regionals and will report back to the NEC immediately after the rallies. The decision will then be made whether or not to sanction their proposed March nationals; the March nationals will be rallymastered by Dave Jameson and Karl Broberg; Jeanne will precheck them.
- Regional Development Committee (Rich) – nothing to report.

Back Burner Items:

- 1. Ongoing issues with SCCA.com (Deena)?
  - a. Forum stability
    - i. Numerous members have reported that the [scca.com](http://scca.com)/forum stability has been very poor this month.
    - ii. Email subscriptions are still being lost.
  - b. Racing on Street for Road Rallying is back on [scca.com](http://scca.com).
    - i. The RRB would like to go on the record once again requesting the "What can I do with my car" pop up either be corrected or removed. Currently when one indicates that one wants to go racing on the street, the view that is shown is the SCCA Road Rally web page. Rallying is not racing on the street.
- 2. Worker Recognition (June Minutes) – nothing this month
- 3. 2014 Strategic Plan
  - a. Tabled due to lack of time

Reminder: 2014 SCCA Convention: Charlotte, NC, March 7-9, 2014

- a. Tentative road rally sessions are in the Drop Box

Meeting adjourned at 10:00 CST

Next meeting December 3, 2013, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

# ROAD RALLY TOWN HALL

ROAD RALLY TOWN HALL | October 19, 2013

RRB members Chuck Hanson, Jeanne English and Bruce Gezon were present. Chuck called the meeting to order at 5:30 pm EDT.

2014 USRRC: Bruce talked about the proposal that the USRRC be held in conjunction with the Coker Tire Challenge, a Great Race-style event. We would run using SCCA classes, with our cars running at the head of the rally, price likely to be \$350, we will score as a single rally run over three days. Coker Tire is the sponsor, and they provide great hospitality. For the USRRC to be successful, we need people from other clubs to come; we need to encourage others to come; new to all is running with equipment.

Questions: Jack VK – are the roads chosen for all cars? Bruce – speeds are slower overall, such as CAST at “MPH”.

Dave Jameson – timing in seconds? B – on the speedometer check, times are to the tenth of a second, for checkpoints timing is in seconds.

Rick Beattie – will we use Great Race type instructions? B – yes.

Dave Jameson – will there be logs? B – maybe at lunch; rally is all passage checkpoints.

We need to bring new people out to rally; Cheryl Babbe’s calendar is for ALL rallies, not just SCCA; [www.comeroadrallywith.us/calendar](http://www.comeroadrallywith.us/calendar); the more rallies that get listed, the more chances for people to participate.

Chuck – Are there any other non-contentious items to discuss?

Chuck – For 2014, we are using the same classes we have now, and we are formally recognizing the use of smart phone apps

Proposal for 2015 – Chuck handed out a document which described the proposal.

Chuck – there are several problems currently; RRB is proposing to redefine the classes and combine the three current series into 1 series which offers more events. Classes will be redefined as A, B, C, trying to fix one car classes. Chuck read the definitions of the new classes and ‘equivalencies’.

Craig Lane – what is the ‘split in the community’? Answer - Tour vs Course vs GTA.

Bruce – even though series were combined previously, and seemed to not work, there are differences this time, e.g. regionals now count, you can’t run everything and have all count, it’s best x of y. Bruce expects tour people to have lots of events, but course and GTA people will have harder time

Fred Rosevear – will there be non-declares? Yes

Bruce – we need suggestions on how to cut down on one-car classes; there are lots of creative people here, so put your thinking caps on.

Jim Wakemen, Sr – likes the new classes, says it eliminates the unfairness of the experience factor

We need to find way to get new people in without them feeling like that are being hit on the head.

Nathan Harris – ITN has a training class at the beginning of year and offers free entries

Stu Helfer – local competitors with computers must be in class A, not C

Kyle Rand – SCCA member for 5 yrs, age 27, got into rally from crosspollination from autocross; mostly, RX seems to not bleed over to rally, how do we ‘crosspollinate’?

Dave Jameson – ‘L has gone down the tubes’. Chuck – the RRB has had many discussions about this

Fred Rosevear - L cars in his region are competitive

Bruce – communication between driver and navigator is imperative in L and tours

Chuck – we are soliciting feedback, pro and con, on this 2015 proposal.

Chuck – no more questions?

Town Hall adjourned at 6:15 pm EDT

Respectfully submitted,  
Jeanne English, secretary

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's Web site at the following links:

### CLUB RACING

50th 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/>