Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED January 2014

BOARD OF DIRECTORS

CONTENTS

BOARD OF DIRECTORS	**1**
SOLO	**20**
SEB Minutes	20
CLUB RACING	**25**
CRB Minutes	25
Technical Bulletin	34
Court of Appeals	None
Time Trials Admin. Council	None
RALLY	**51**
RallyCross	51
Road Rally	53
LINKS	**55**

BOARD OF DIRECTORS | December 6-7, 2013

The SCCA National Board of Directors met at the National Office in Topeka, Kansas Friday, December 6 and Saturday, December 7. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, Bill Kephart, Todd Butler, Secretary; Lisa Noble, Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy, Bruce Lindstrand and newly elected Directors Terry Hanushek, Tere Pulliam, and Peter Zekert. Philip Creighton participated via conference call.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, Interim 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: Jim Wheeler – CRB Chairman, Butch Kummer, John Bauer and Chris Blum, Club Racing Technical Department, Reece White, Public Relations Manager and Heyward Wagner, National Solo Communications Manager. In addition, Tom Campbell, President, SCCA Pro Racing, Erik Skirmants, President, SCCA Enterprises, Steve Pence and Chris Funk, SCCA Enterprises Board Members also attended the meeting.

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.

PRESIDENT'S REPORT

Noble presented her update on the activities of the past eight weeks. External focus was spent communicating with vendors, partners, and sponsors about the CEO shift at SCCA Inc. Internal efforts were working on communication and accountability, spending time with staff interviews, including skip-level staff meetings, understanding roles and responsibilities, working to prioritize and resource projects. In addition, time was spent reviewing office space, resources, and an internal process for potential consolidation and re-alignment.

Currently Executive Staff is working with the BoD Planning Committee on a "Vision 2020", what do we want the organization to look like? Items for consideration include making membership services so valuable that members need it, broadening scope and definition of participation, positioning SCCA as service provider and building a broad based business structure. Programs and membership growth discussion and activity areas included re-examining program volunteer and administrative roles, leveraging National Pro Solo Tour, CPO (Chief Participation Officer) program needs re-energized, closer coordination and sharing with other member driven organizations like AMA and EAA. Multiple engagements are planned with sponsors to discuss new and current partnerships.

Need to continue the momentum, keep pressure on "the way we have always done things", pursue programs and process, governance and yearly convention. Need to continue to think and act boldly

FINANCIAL REPORT

Ehret gave the overview of 2013 finances. October YTD revenue slightly under budget (<2% at $6.25M), operating expenses were slightly over (>3% at $6.18M) net operating income was $73K. Variances from budget are well understood. Year end forecast is projecting a slight operating loss, largely due to lack of sponsorship, and increased spending for the Majors program and National Solo. SCCA Pro Racing projecting a net income for 2013 of approximately $150K and SCCA Enterprises projecting net loss of about $80K.

Ehret and Treasurer Lewis reviewed the 2014 Operating budget. Assumptions that make up bulk of budget have been reviewed by BoD and include membership, Majors Tour, sanction fee model, insurance costs and recovery, SportsCar, Solo programs, and

Runoffs budget. Treasurer Lewis noted that 2014 will likely be a turbulent year, given uncertainty around new Runoffs model, Majors participation and support costs, changes in sanction models and requirements to make investments that may include additional staffing and training. Budget is solid but there is low confidence in meeting projected operating income. Observation made that SCCA Inc is truly a non-profit, and close to break-even year over year.

MOTION: To accept 2014 Budget as presented. Lewis/Wannarka. PASSED 12-1. Langlotz opposed.

Insurance renewal completed with no change in carriers or in program except a reduction in participant accident insurance maximum payout period from 3 years to 2 years. This change saves $40K per year and will be effective 1/1/14. The cost of the program to Regions will be unchanged and recovery rate will remain the same for 2014. Allocations across programs will also remain the same as 2013. SCCA will be looking at insurance programs overall as the insurance industry and health polices and co-pays change. Helman requested review of license fee for 2015.

PLANNING COMMITTEE REPORT
Kephart and Wagner presented some enhancements to the CPO concept focused on membership and participation. The Board made a request for fleshed out financial information to be presented at their March 2014 meeting. Straw vote to approve moving forward.

MARKETING/COMMUNICATIONS REPORT
Prill presented an update on the current and pending partnerships. He is continuing to work with SRI on sales efforts to flesh out demographics with MRI index.

BF Goodrich will continue to sponsor a Super Tour with a subset of Majors events designated as a Super Tour events. Saferacer will continue sponsorship. Of interest to drivers and Region merchandise and Tech and Stewards, there will be new Saferacer Club racing sticker replacing the old SafeRacer national racing stickers and the “plain Jane” SCCA Club Racing” stickers.

He gave a recap of his experience at the ESAD Business School in Barcelona as the lone representative from the United States. The underlying theme was on member value, with a curriculum focused on leadership, strategy, and change implementation. There was good shared learning experience across different membership organizations. There was discussion on the number of member touchpoints and direct relationship to membership retention. More touchpoints (more contact) increases membership retention in first five years of membership.

Marketing and communication schedule has been built for Convention and MSX program. Region website landed with KS region live and other regions are evaluating. There are some improvements and updates scheduled for SCCA.com.

MEMBER SERVICES REPORT
Butler gave review of the IT Oversight Committee’s activities. They are continuing to work toward resource prioritization and allocation to meet deliverables.

Arnold reviewed his development projects and the priorities. First priority: full competition license completed. portable Runoffs in July and Membership System upgrade is on hold. 2nd Priority projects: renewal statement changes in January and renewal print/pre-sort vendor in February. 3rd Priority: Participant data collection, competition license renewed online, membership site add capabilities and UX and internal process automation.

Membership is projected up over 1300 compared to 2012 and shows improved retention rates.

CLUB RACING REPORT
Ozment presented a review of the 2013 Runoffs financial impact. The higher number of entries offset increased costs for 50th event.

2014 review, contract completed with MRLS and supporting regions. Volunteer staffing models coming together. Target is to get schedule out for 2014 Runoffs in February Fastrack. The team is targeting June BoD meeting to get buyoff on 2017 and intent is to announce 2017 at the 2014 event.

Discussion about Runoffs tow fund collection amounts and how to allocate for 2014. GCR changes required to make language compatible with Majors. Tow fund will be collected only from Majors events.

MOTION: To approve the 2014 Tow Fund Program and associated GCR language.
Appendix B. 2.1.E. Tow Fund
Upon conclusion of a National or Double National US Majors Tour race, the organizing region will remit immediately to the SCCA the funds specified by the Board of Directors per paid entrant in National Runoffs eligible 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. Kephart/Harris. PASSED 12-1. Abstained: Noble.

Note: The Board of Directors preference is for minimal changes to program. Staff will review tow fund for 2015 for a more equitable distribution of tow fund not based on event results.

MOTION: To approve the language updating Section 2.2 in the GCR.

2.2. Credit Toward License
A. To qualify for renewing or upgrading a license, a competitor must participate in the minimum number of SCCA races specified in Table 1. However, no license credit shall be given for the following:

1. Drivers Schools
2. Races held as part of a Drivers School
3. Events not sanctioned by the SCCA
4. Events resulting in a DNS or DNF

B. A Full Competition licensed competitor ~~or Novice Permit holder~~ may enter multiple ~~cars~~ races in an event, but will earn only one license credit for ~~only one entry for~~ each class raced per ~~sanction number~~ weekend.~~race group per sanction number A Novice Permit holder will earn license credit foronly one race for each sanction number~~. Langlotz/Harris. PASSED 12-1 Opposed Walsh.

In October, the BoD directed staff to develop a proposal for appeal of medical decisions. Ozment presented the proposal for Board consideration.

MOTION: To approve the following GCR change as recommended by staff:
8.4.2 – Right to Appeal – Medical Decisions
Any member in good standing may appeal a medical decision related to the assessment of their fitness to participate in SCCA events. A request to appeal a medical decision should be sent to SCCA Member Services to be forwarded to the Medical Review Board for review. There is no fee for a Medical Appeal. Langlotz/Butler. PASSED. 13-0.

Discussion of a waiver request for race scheduling close to Runoffs and unintended consequences of granting a waiver to let a race event 2 weeks prior to the Runoffs contribute to Runoffs eligibility. This was requested for a Cen Div race in September 2014.

From April 2013 Fastrack:
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.

MOTION: To waive the requirements established by the BOD in February, 2013 regarding the time frame for Runoffs Invitations from a Divisional Championship from 3 weeks to 2 weeks for 2014 only for Central Division September race event.
Lindstrand/Lewis. FAILED 4-7-1. For: Lindstrand, Lewis, Walsh, Langlotz. Opposed: Kephart, McCarthy, Noble, Patullo, Butler, Harris, Helman. Abstain: Wannarka. Absent: Creighton.

2014 Licensing Change - In the changes to GCR to accommodate changes to Novice and Full Competition license, there is now inconsistency in the GCR language. BoD discussed renewal requirements based on sanction numbers vs race weekends and multi-class credit.

MOTION: Clarify GCR competition license renewal as proposed by Club Racing. Langlotz/Harris. PASSED 11-1. Against Walsh.

Club Racing Experience was an experimental program under the Barriers To Entry program in 2013. There were some successes and knowledge gained providing input going forward. The BoD supports continuation of the program for 2014.

MOTION: To continue the pilot program for the Club Racing Experience "CRE" for 2014. Wannarka/Lindstrand. PASSED. 13-0.

CRB RULE CHANGES
CRB Chairman Jim Wheeler presented the recommended rule changes from the CRB.

MOTION: To approve recommended rules items as presented GCR #12751, Formula #12237, FV #10585 ,P1 #12661, P2 #12916, GT2 #12342 & #12901, IT – none, STL #12051, #12094, STU #12433 and Production #12723, 12279, 12466. ASedan #12598, 12783 and 12875. Spec Miata #12710 and 12711. SMX5 #12701. Touring T1 #12615 and #12643 and #12879. T2 #12172 and 12278. T2-T4 #12536 and 12864, #12870. T3 #11889, 12837. T4 #12202, B Spec #11600 effective 1/1/14. Butler/Walsh. PASSED 13-0.

Rules Season Discussion

The following is intended to be a general guideline that CRB and BoD will strive to follow. Exceptions may be made for safety reasons and/or parts availability concerns at any time. BoD and CRB believe that stable, mature classes should have relatively few competition adjustments and even fewer actual rules changes. Newly created, merged or consolidated classes may require multiple touches over the course of the first 18+ months until settling down. A new car added to a class via Spec Line addition may also require multiple touches.

Background

CRB typically handles 150-200+ rules change requests per month, ranging from major changes to minor competition adjustments. The majority of change requests are from competitors and constructors, and not CRB initiated. Conflicting desires are inherent in the rules making process. Tradeoffs need to be made between stable, static rules for set periods of time, example only making changes at the first of the year and however right or wrong living with it until the next year vs constant change and tinkering. Competitors generally desire stable rules, while at the same time wanting to make sure others do not have unfair advantages due to rules inequities.

The ability to make rules changes is restricted by regional racing seasons (weather), scheduling of events, Runoffs timing, competitors bringing cars out (or not) to tracks to allow for competitive comparisons, and timing of BoD meetings. Typically we want rules changes to be in effect the beginning of the next year while providing timely notification to the members of the changes so they can prepare their cars for the next season. The current Operations Manual has July 1 cutoff for rules change implementation prior to the Runoffs which effectively limits data input on changes to May for June publication.

Types of Rules Changes

Competition Adjustments - typically items such as restrictor plate size or weight adjustments and supercharger pulley sizes, turbo specifications, tire sizes. Competition Adjustments are published via Tech Bulletin or Racing Memo and do not require BoD approval.

Clarifications, Errors and Omissions – Rewriting of rules or specifications to correct errors. This includes omitted information or poorly written rules that need clarification. Clarifications, Errors and Omissions are published via Tech Bulletin or Racing Memo and do not require BoD approval.

Rules Changes - typically more complex adjustments such as cam lift, brakes, body work, aero, changing entire tables (eg engine tables vs individual spec lines). Rules Changes require BoD approval at BoD meetings typically held at Convention in Spring, Early Summer, Oct, and Dec of the year. In the past several years, BoD typically does not approve rules changes other than at face to face meetings.

- **Rules Season** Most rules changes can be expected at October BoD and at December BoD meeting with member input considered however BoD will consider CRB recommended rules changes at other BoD meetings with various effective dates. In general however rules changes should typically be effective beginning next racing season defined as 1/1/xx of the following year.
    - October BoD should handle changes leading up to Runoffs
    - December BoD should handle changes frozen pre-Runoffs and allow for post Runoffs adjustment

SCCA Enterprises

Chris Funk and Stephen Pence, Board of Directors for Enterprises and Erik Skirmants gave an update on the activity of 2013 and plans for 2014.

SCCA Pro Racing

Tom Campbell, President, SCCA Pro Racing provided an update on 2013 and 2014.

SOLO/RALLY REPORT

Howard Duncan reported that 2013 Regional Solo Participation numbers are encouraging as compared to 2012 and overall better than they appeared in October. Solo up 2%, RX up 17% and RoadRally even. The Rally/Solo Department has continued its planning for the new SCCA National Convention by developing tightly defined sessions to fit the streamlined schedule, but with the general focus being program improvement and growth directed to Club leaders. The R/S program boards will be meeting at the Convention on Thursday and Friday morning so they will be available to the membership during the Convention. Budget control is a front burner priority for 2014 including where possible, a shift to variable costs to mitigate unforeseen drop in entries. Example: National Solo Region Agreements will be changed so that the fee paid Regions is more aligned with event attendance. There are multiple initiatives underway in Solo, example outreach to muscle cars and increased participation by women.
RoadRally Board requested continuation of Weekend Membership Fee Waiver. BoD approves, no motion required.

RoadRally Rules Changes

Article 11 Championship Classes, Article 16 Clocks, Article 21 Time Allowances, Article 4 SCCA Sanction, Article 8 Competition Year

MOTION: Approve RoadRally rule changes as presented effective 1/1/14. Lindstrand/Noble. PASSED 13-0

The 2014 US Road Rally Challenge, the road rally event most similar to the Runoffs or Solo Nationals, will be held in conjunction with the Coker Tire Challenge in September 2014. The Board approved their request for assistance in publicity and promotion from the SCCA HQ staff.

2014 RX National championship scheduled for October 3-5, 2014 in Greenwood, NE (20 miles east of Lincoln) contracts are complete. RX Program development is active with growing use of site acquisition packet, more emphasis on searching and nurturing potential leaders in the program.

RallyCross Rules Changes

ARTICLE 4 MANDATORY PROVISIONS
5.2.B EVENT OPERATING RULES
5.2.C EVENT OPERATING RULES
6.2.C.2. VEHICLE CLASSIFICATION – Rally Stock Category
6.2.C.13. VEHICLE CLASSIFICATION – Rally Stock Category
6.2.C.16. VEHICLE CLASSIFICATION – Rally Stock Category
6.2.D.12 VEHICLE CLASSIFICATIONS – Rally Prepared Category
6.3 VEHICLE/DRIVER SAFETY hand held devices
2.2 (RXB) Duties
6.2.D. VEHICLE CLASSIFICATIONS – Rally Prepared Category
6.3.P. VEHICLE/DRIVER SAFETY helmets
RALLYCROSS SAFETY STEWARD TRAINING PROGRAM

MOTION: Approve RallyCross rules changes as presented effective 1/1/14. Harris/Noble. PASSED 13-0

Solo Events Board Rules

E&O Item
ITEM 9 (#10437) Cars Move to STU Proposal Package

MOTION: Approve SEB rules package as presented. Lindstrand/Patullo. PASSED 13-0

Proposal for 2014 changes in the current Divisional Solo Steward (DSS) position as follows:

- New purpose of Position: To serve as a resource for Regions in their Division for the goals of expansion, growth, operational excellence, and program exposure
- New Position Title: Solo Development Coordinator (SDC), one per Division.
- Duties: change rule book in the following manner from 2013:
  - Delete current sub-sections of Section 1.3.2 Responsibilities: B, C, D, E, G, H
  - Revise language and order as follows:
    - A. Serve as a resource to Regions within the Division to assist them with program challenges, including but not limited to growth/expansion, operational matters, site acquisition/maintenance, communications, promotion, and training/educational opportunities.
    - B. Maintain liaison with the SCCA National Office, the SEB, Divisional Solo Safety Steward, and other appropriate Division Officials, including Division Meeting organizers.
    - C. Notify SCCA Solo Department of the dates of any Inter-Regional Solo events and the organizational structure of the program
    - D. Serve as a resource to the SCCA National Office and the SEB to share and propagate best practices as developed and performed by the Regions within the Division
- Appointment: SCCA National Office annually recommends candidates to the SEB, who then consider these candidates and submit selected names to the BOD, who then make the final appointment
- The primary National Office liaison to the SDC would be the Solo Program Development Manager(s).

MOTION: Approve Solo Development Coordinator position and associated Ops and rule changes to accomodate. Lindstrand/Wannarka. PASSED 13-0

Board of Directors discussion for selection of Member of Excellence Award. This award is for the volunteer who shows the greatest commitment to SCCA Motor Sports activities. Presentation is to be at the SCCA National Convention.

MOTION: to appoint JoAnne Jensen as Cen Div Executive Steward. Lindstrand/McCarthy. PASSED 13-0.
MOTION: to recess the 2013 Board of Directors. PASSED 13-0.

BOARD STATEMENT: The BoD wishes to express thanks to the three outgoing members of the Board, Lisa Noble, Jerry Wannarka, and Phil Creighton for their past six years of service to SCCA as BoD members.

The 2014 Board of Directors convened immediately following to install officers, approve program board appointments and determine their 2014 meeting schedule.

Terry Hanushek, Area 2 Director, Peter Zekert, Area 6 Director and Tere Pulliam, Area 12 Director were welcomed to the 2014 SCCA, Inc. Board of Directors.

Election of officers followed with the results as follows: Chairman, John Walsh; Vice Chairman, Richard Patullo; Treasurer, Michael Lewis; Vice Treasurer, Brian McCarthy and Secretary, Todd Butler. Bruce Lindstrand was elected as the 5th member to the Executive Committee.

The following appointments were made:

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

TTAC: Jerry Cabe, Chuck DeProw, Dave DeBorde, Matt Yip, Craig Farr, Roy Mallory and Dr. Kent Carter

COURT OF APPEALS: Rick Mitchell, Chairman, Tom Hoffman, AG Robbins, Jeff Niess, Laurie Sheppard and Sue Roethel, Secretary

BOARD STATEMENT: The Board extends its appreciation to Jack Marr for his service to the Court of Appeals.

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

Divisional Solo Stewards: Todd Farris, SW; Scott Dobler, SE; Steve Garnjobst, CenDiv; Tom Berry, SoPac; Keith Brown, NorPac; David Newman, NE; Lindsay Wilson, Rocky Mountain; Al Hermans, MiDiv; Raymond Jason, Great Lakes.

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

RRB: Rich Bireta, Chairman; Jeanne English, Sasha Lanz, Bruce Gezon, Clarence Westberg, Charles Hanson, Len Pincton

Divisional RoadRally Stewards: Bob Ricker, SE; Larry Scholnick, SoPac; Mike Bennett, Great Lakes; Clarence Westberg, CenDiv; Steve McKelvie, NE; Rich Bireta, MiDiv; Lindsay Wilson, Rocky Mountain; Sasha Lanz, SW

RXB: Warren Elliott, Ron Foley, Brent Blakely, Karl Sealander, Keith Lightfoot, Stephen Hyatt, Chairman

BOARD STATEMENT: The Board extends its appreciation to Jerry Doctor for his service to the RallyCross Board.

Divisional RX Stewards: Damon Cuccia, SW; Z.B. Lorenc, Great Lakes; Dustin Nevonen, CenDiv; Jim Rowland, MiDiv; Paul Eklund, NorPac; Aaron Miller, Rocky Mountain; Charles Wright, Southeast; Jayson Woodruff, SoPac

BOARD STATEMENT: The Board extends its appreciation to Scott Beliveau for his service to the RallyCross program.

2014 Schedule of meetings for the Board of Directors

- March 5-9 in Charlotte
- May 15-17
- August 1 or 2 – web meeting
- October 30-Nov 1
- Dec 11-13

MOTION: To adjourn the meeting. PASSED 13-0

APPROVED CLUB RACING RULE CHANGES will become effective 1/1/2014, unless indicated otherwise.
GCR
1. #12751 – (December Fastrack – 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.*

FORMULA/SPORTS RACING

FA

1. #12237 – (November Fastrack – 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.

FV

1. #10585 – (December 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 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 – (December Fastrack – 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 – (December Fastrack – 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	~~*TBD*~~ *39.5mm/39.5mm*	~~*TBD*~~ *1200*
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1005		No modifications allowed on engines manufactured after year model 2008	~~*TBD*~~ *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	~~*TBD*~~ *>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	~~34mm~~ *41.5mm*	1400
F	4 cycle 4 cyl auto based	2000	4	Approved engines list: MZR/*Duratec* Pinto: Cam ~~*TBD*~~ *Max lift 12mm*, Cast Iron or ~~FastForard~~ *FastForward* Cylinder head, Intake system Free, Fuel Injection Allowed	~~40.5mm / 42.5mm~~ *40.5mm/40.5mm* ~~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~~ 1350
H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs *Engine specification per the 2009 GCR*	~~Engine to be used in S2000 only~~	~~TBD~~ 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 ~~32mm/34mm~~ *40.5mm/40.5mm*	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~~ 40.5mm/40.5mm	1350
K	Venturi ~~36mm/38mm~~ *41.5mm/41.5mm*	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		Weight Stock Engine lb / Weight	Wing	Engine	Notes
A	AMAC, ~~Aztec~~ *Asteck*, Cheetah, Decker, Fox, LeGrand	94 / 54		End plate	Max	Minimum width 55 inches
B	*AMAC-AM5, Fox-2 Seater, Zephyrus*	*94/54*	*900/950*	*End plate*	*Max*	*Minimum width 55 inches*

~~B~~ *C*	Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
~~C~~ *D*	Radical SR-3 SR-4		1300lb Stock 1370 cc max			Radical wing or ~~SR2~~ P2 class compliant wing and end plate Radical rear diffuser permitted
~~D~~ *E*	Radical SR-3 Radical Cup		1500lb Sealed Radical Cup engine and			Radical wing or ~~SR2~~ P2 class compliant wing and end plate Radical rear diffuser permitted
~~E~~ *F*	Radical Club Sport, Pro-Sport, PR-6		1000lb Stock 1005cc max			Radical wing or ~~SR2~~ *P2* class compliant wing and end plate 61 in width min Radical rear diffuser permitted
~~F~~ *G*	Bobsy			Wing		

GRAND TOURING
GT2

1. #12342 – (December Fastrack – 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~~ *A*ppendix L*. (2013 rules) or current Trans Am rules.* ~~for complete rule set.~~ *Tire make/size are free.*

2. #12901 – (December Fastrack – 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. *Edelbrock "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 – (December Fastrack – 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.

IMPROVED TOURING
None.

SUPER TOURING
STL
1. #12051 – (December Fastrack – 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:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Acura B18C5	*NA*	*Chart + 2%*	*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.*

2. #12094 – (Will Clark) Use Honda S2000 Intake Manifold with Alternate Honda Engine
Edit 9.1.4.2.B.1:

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

   The following vehicles in their entirety are ineligible for STL:

   Lotus Elise/Exige
   Lotus 2 eleven

   The engines from the following cars are ineligible for STL:

   ~~Honda S2000 F20C~~
   Acura Type R Code B18C5

Forced induction is not permitted in STL.
Add to 9.1.4.2.Table A:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda F20C	*NA*	*Chart + 2%*	*Must meet ALL STL regulations. 50 mm Flat Plate Restrictor required.*

STU
1. #12433 – (December Fastrack – 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~~	~~2390~~
34	2525
35	2675
~~36~~	~~2820~~
37	2985
38	3150
~~39~~	~~3315~~
40	3480

~~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: ~~2~~*3*. 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 – (December Fastrack – 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.~~

PRODUCTION

FP

1. #12723 – (December Fastrack – 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

~~EP~~*FP*	Prep Level	Weight	Engine Type	Bore x Stroke mm/(in.)	Displ. Cc/ (ci) (nominal)	Block Mat'l	Head/PM & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/ (in.)
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

~~EP~~*FP*	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt: (mm/(in.))	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes
Toyota Celica GT *(00-05)*	15 x 7	5	(F) 254 Disc (R) ~~254~~ *300* Drum		*Stock*	Comp Ratio limited to ~~12.5:1~~*11.0:1*. Valve lift limited to ~~.500~~*.450*"

Production

1. #12279 – (December Fastrack – 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 – (December Fastrack – 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.*

AMERICAN SEDAN

1. #12598 – (December Fastrack – 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 – (December Fastrack – 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.		3.37, 1.99, 1.33, 1.00, 0.67	(F) 330 Vented Disc (R) 296 Vented Disc		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. 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*.

3. #12875 – (December Fastrack – 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 that*n* 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.*

SPEC MIATA
SM
1. #12710 – (December Fastrack – 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 – (December Fastrack – 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 – (December Fastrack – 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.

TOURING
T1
1. #12615 – (December Fastrack – Scott Bove) Allow Carbon Doors for T1
Thank you for your request. Please see the response to letter #12879.

2. #12643 – (December Fastrack – 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.~~ *Pennon Fender flares allowed. The headlights can be modified to allow air to pass into the engine induction system.*
BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required. *The headlights can be modified to allow air to pass into the engine induction system.*
	4000	3200		*The headlights can be modified to allow air to pass into the engine induction system.*
	5000 (V8 only)	3500		

2. #12879 – (December Fastrack – 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 – (December Fastrack – 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 – (December Fastrack – 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 – (December Fastrack – 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 – (December Fastrack – 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: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint*.
3. #12870 – (December Fastrack – 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 – (December Fastrack – 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-AFront, 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 – (December Fastrack – 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 – (December Fastrack – 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.*

B-SPEC
1. #11600 – (December Fastrack – SCCA Staff) Add B-Spec Chevrolet Sonic Suspension Kit
In B-Spec, Chevrolet Sonic (2012), add to the Notes: *GM suspension kit #23123679 permitted.*

APPROVED RALLYCROSS RULES

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.

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.
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.
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.)
5. ***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.
6. ***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.
7. ***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.
8. ***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.

9. ***Revise RXB Duties to better conform to current rule revision guidelines & time frames.***

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.

10. ***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.

11. ***Specify that helmets must be worn during competition runs.***

6.3 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.

12. ***Add new language for RallyCross Safety Steward license renewal.***

RALLYCROSS SAFETY STEWARD TRAINING PROGRAM

Training Methodology

. . .

4) 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.

~~4~~ 5) If a Divisional Steward denies the application for a Safety Steward *license or its renewal* 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.

APPROVED ROADRALLY RULES

ARTICLE 11 CHAMPIONSHIP CLASSES

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

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

B) Class L
No limit is placed on distance measuring equipment. Computation equipment must not receive a direct input from any distance measuring device (including GPS). Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment.

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

In addition to the above, organizers may offer other classes, such as a vintage class or an "SOP" (Seat-Of-the-Pants) class. The criteria for such class(es) are to be determined by event organizers. For the purpose of official results, such entrants shall also be scored in one of the three official classes above.

ARTICLE 16 – Clocks

I) Official Time
All Road Rallies shall use as official time the time signals broadcast by either Station WWV, operated by the National Bureau of Standards, or Station CHU, operated by the Dominion Observatory in Canada, with the hour adjusted to local time. In the absence of a viable time signal broadcast a Master Clock identified as such shall be set as accurately as is possible from another viable source. The identified Master Clock shall then be used as official time and each entrant shall be required to sign a sheet acknowledging the change. No adjustment shall be made to the Master Clock once it has been made available to any contestant nor may the Master Clock be removed from display until all contestants have had an opportunity to adjust their timing equipment.

J) Timing Equipment

1) Each open or passage control shall be equipped with at least one accurate timing device set to official time.

2) The time signals broadcast and an unofficial clock reflecting the time signals broadcast or an identified Master Clock shall be available to all contestants for reference at the start of the day's run.

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.

ARTICLE 4 SCCA-SANCTION

A) Definition of an SCCA RoadRally

1) An SCCA RoadRally in the National championship series shall be an automotive test in which skillful and thoughtful driving and navigational skills are stressed. For NTR and NCR only each vehicle must individually follow a prescribed common route at specified legal and reasonable average speeds.

2) NTR Only - Events shall contain no course following or timing 'traps'. The route instructions shall be completely straightforward, so that the entire emphasis of the competition shall be to remain on time on a clearly defined course.

3) NCR Only - Events may contain course following and timing exercises ('traps').

4) A maximum of the equivalent of four events within a National Championship Series (Course, GTA, or Tour) may be sanctioned for a region within a consecutive seven day period.

ARTICLE 8 – Competition Year

The 2014 competition year will extend from the 2013 USRRC through Dec. 31, 2014. Thereafter the competition year will be the calendar year.

SEB Errors and Omissions

STREET TOURING

The proposed “Infiniti G35” listing in Item 9 for STU should have been “Infiniti G35 Coupe.”

The current STX “Infiniti G35” listing should be “Infiniti G35 Sedan.”

This only moves the Coupe out of STX to STU and keeps the Sedan in STX as it has been.

The proposal as approved in October:

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 unclassed 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 reclassed 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.

SCCA Fastrack News August 2013 Page 11, October 2013 Page 11

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 25, 2013

The Solo Events Board met by conference call November 25th. Attending were SEB members Steve Hudson, Dave Feighner, Dave Hardy, Mark Andy, Mike Simanyi, 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.

Member Advisories

Street/Street-R (Stock)

Committee Applicant Request

The SEB is anticipating vacancies on the SAC, and requests that members interested in serving on this Advisory Committee submit their qualifications in writing to the SEB via www.soloeventsboard.com

#12898 Wheel Size Clarification

Per the SAC, this is meant to clarify the +/- 1" wheel allowance in Street:

Start with a vehicle that is legal in the 2013 Stock category, with any allowed optional (per Solo rules Section 12.4) wheel packages that were available from the factory (not dealer installed). You can then go up or down 1" on any wheel. If your car came with 17's on all four corners you can run 16, 17 or 18's up front and then 16, 17 or 18's in the rear. So a 16" front/18" rear combo is legal as is a 18" fronts/16" rear combo.

If the car was available with an optional 18" package that was also 1" wider you may run any combination of 17, 18 or 19's at this wider width. You may not mix and match standard and optional wheel packages. So in this last case you may not run 16's. Also, if your car came with wider wheels in the rear you may not run them on the front.

#13098 Street/Street-R Classification Changes Under 12-month Rule (3.2)

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

Street Modified

Committee Applicant Request

The SEB is anticipating vacancies on the SMAC, and requests that members interested in serving on this Advisory Committee submit their qualifications in writing to the SEB via www.soloeventsboard.com

Modified

#10436 Twin Chassis Design Clarification

Per the MAC, the following is meant to clarify the meaning of 18.0, 2nd paragraph, starting at the 4th sentence:

All aerodynamic devices must be securely mounted to the chassis, and not to suspension arms, dampers, springs, uprights or other unsprung or partially-sprung parts of the car. No movable wing flaps, suction fans, or other movable aerodynamic devices allowed, except for side skirts where noted in the rulebook. The historical Lotus "Twin Chassis" design, in the opinion of the MAC, creates a movable aerodynamic device (the so-called second chassis) mounted to the suspension uprights and would be illegal for A Modified.

Kart

#12395 Engine Clarification

Per the KAC, 250cc 4 stroke motocross type engines are not legal in KM under 19.1.D.3 as they use a multiple gear transmission.

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.

Recommended to the BOD for 2015

The following subjects are planned to be referred to the Board of Directors for approval. Members should address all comments, both for and against, to the Solo Events 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.soloeventsboard.com.

Prepared

#11625 Subarus on the Same Line Proposal

The PAC recommends the following listing change for 2015:

Change Appendix A, F-Prepared, to read:

Impreza/WRX (AWD) - ALL

The PAC appreciates the feedback received in letters 12737, 12738, 12795, 12801

Change Proposals

Stock

#12693 Wheel Offset Allowance Proposal

The SAC would like member feedback on changing the first sentence in rule 13.4 as follows.

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 ~~±¼" (±6.35mm)~~ *7mm* from a standard wheel for the car.

Comment: The wheel industry has moved from using inch measurements to using millimeters for wheel offsets.

Street Touring

#12680 240SX Move to STX Proposal

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

Change Appendix A classification from STC to STX: Nissan 240SX

Modified

#12389 Solo Vee Allowance Proposal

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

Modify C.6.a under Modified Class C in Appendix A, to say:

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts. *Bolt pattern may be changed.*

Other Member Items Reviewed

Stock

#12669 Street Comments

Thank you for your input.

#12767, 12880 Wheel and Offset Allowance Proposals

Thank you for your suggestion. Please see item #12693 regarding the same subject.

Street Prepared

#11722, 11866, 12411, 12427 FRS/BRZ Classing Proposal

Please see item #10365 elsewhere in these minutes.

Street Touring

#12475 STC and STS Combining Proposal

Please see item #12465 in the December Fastrack.

#12505 ECU Clarification

Please see item #12251 elsewhere in these minutes.

#12682, 12683, 12695 240SX Move to STX Proposal

Please see item #12680 elsewhere in these minutes.

Prepared

#12985, 12986, 12987 Wheel Width Allowance Comments

Thank you for your input. This feedback is accounted for in the 2015 rule change proposal #12423 in the November Fastrack.

#12738, 12801 Impreza Classing Comments

Thank you for your input. This feedback is accounted for in the 2015 rule change proposal #11625 as shown in the November Fastrack and elsewhere in these minutes.

Not Recommended

Stock

#12635 Street Comments

Thank you for your input.

#12642 Street Comments

SCCA Technical Services can be a resource for accessing the Tire Guide information.

#12676 Engine Dress Up Clarification

Per the SAC, only engine “dress up” items adhering to section 13.2 are permitted in Street/Street-R.

#12688 BMW E39 Move to GS Proposal

Please see items #12859 and 13098 elsewhere in these minutes for related information.

#12692 Miata Club Sport Classing Proposal

Please see items #12859 and 13098 for related information.

#12742 Audi TT Move to GS Proposal

Please see items #12859 and 13098 for related information.

#12771 Lexus IS300 Move to FS Comments

Please see items #12859 and 13098 for related information.

#12859 Saturn Sky Classing Clarification

Please note that the SAC/SEB can no longer reclassify existing Street-R (formerly known as Stock) class cars (with the exception of SSR) due to the need to follow the rules process. Any changes would have to go out for member comment and be approved towards the end of 2014, for the 2015 season when most of the Street-R classes will no longer exist. New cars may be classed up until the July 2014 Fastrack (see Solo Rules 3.1). The Street Appendix A classifications

were just recently approved, as published in the November Fastrack. The SAC prefers to take some time to gather and evaluate more data before making any further changes under the 12 month rule (3.2).

Please see item #13098 for additional information.

Street Modified

#12735 Rear Hatch Allowance Proposal

The SMAC does not recommend this proposal. The committee prefers to stand by 16.1.I, which specifically prohibits replacement panels containing glass.

Prepared

#12633 Exomotive Exocet Classing Proposal

The PAC believes exoskeletal cars (e.g. Ariel Atom, MEV Exocet) are inappropriate for the Prepared category.

#12737 Prepared Changes Comments

The PAC believes that 17.2.S provides a competitor with adequate means of heat extraction. The PAC thanks the member for the feedback.

#12795 Impreza Comments

The PAC believes the weight formulas in F-Prepared are appropriate and will continue to monitor the class for future competitive adjustments, if necessary. The PAC thanks the member for the feedback

Tech Bulletins

Stock

#12900 Classify 2014 Audi A6 - V6 supercharged

The SAC wishes to class the new Audi A6 - V6 supercharged in F-Street along with moving the V8 G-Street A6's to F-Street under the 12 month rule. The committee believes the following listings accomplish that.

Add the following to F Street...

Audi
A6 V8 (1997 - 2014)
A6 V6 Supercharged (2008-2014)

Change the G Street listing to...

Audi
A6 (I4, V6 NOC)

#12576 Lexus SC400 and LS400 Classing Clarification

Errors and Omissions: Per the SAC, there was an oversight in the content of a proposal concerning the classification of various Lexus models. The change proposal (associated with item #8966) should have read as follows:

Move from FS to DS: Lexus SC400 ('92-2000)

Move from FS to GS: Lexus SC300 ('92-2000)

The GS300 remains in GS. The GS400 remains in FS.

Street Touring

#12251 ECU Clarification

Add the following to Appendix F under the Street Touring category

PIGGYBACK ECU INSTALLATION

1. The piggyback ECU must be used alongside the standard (see 12.4) ECU. If a piggyback has been installed it is not allowed to additionally modify the standard ECU in any way.

2. The piggyback ECU must be "supplemental" to the standard ECU and as such the standard ECU must retain some functionality.

3. The piggyback ECU must be "plug in compatible" with the standard ECU. So it must be possible to unplug the piggyback ECU and associated harness, and the car must be able to run on the standard ECU.

From the STAC: There have been numerous member questions about piggyback ECU installations. Solo Rules Section 14.10.F.2 lists the restrictions when installing a piggyback ECU.

Street Prepared

#10365 FRS/BRZ Classing Proposal

Per the SPAC, add the following listings in class C Street Prepared:

Subaru & Scion
BRZ & FR-S (2013-2014)

Note: this is initial classing for these cars in this category, and thus is subject to the provisions of 3.2.

Modified

#11151 S2000 Move to BM Proposal

Errors and Omissions: Per the MAC, in Appendix A, under C Modified, update the weight listings in subsection A.2 to read as follows:

Iron cylinder head and standard camshaft: 1310 lbs.
Aluminum cylinder head and standard camshaft: 1335 lbs.
Iron cylinder head and alternate camshaft: 1335 lbs.
Mazda MZR engine: 1335 lbs.

Note: the need to update these values for consistency with the current GCR was inadvertently overlooked.

#11916 Stohr FF Allowance Proposal

Per the MAC, effective immediately upon publication, add the following to the list of approved manufacturers in Appendix A under Modified Class C: *Piper, Stohr*.

CLUB RACING BOARD

Club Racing Board Minutes | December 3, 2013

The Club Racing Board met by teleconference on December 3, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler, BoD liaison; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

Member Advisory
None.

No Action Required
F5
1. #12730 (Brian Brothers) #12562 (Club Racing Board) Spec Lines for F500 cars
Thank you for your letter. Please see GCR 9.1.1.D.14 for Rotax 593 restrictor gasket information.

2. #12755 (Jeff Jorgenson) Clarification to F500/F600 Merge
Thank you for your letter. The motorcycle engines have been approved for F500 in 2014. The CRB understands your concerns about achieving on track parity. The rules have wording to allow for adjustments to the motorcycle engines that include weight, restrictor and final drive ratio, in order to achieve the required on track performance.

GCR
1. #12161 (William Trainer) Consolidation/Participation Comments
Thank you for your suggestion. The 2.5 rule is still under suspension per the Board of Directors.

GT1
1. #12638 (Frank Pool) Generation 5 Camaro
Thank you for your letter. You may stay at 102" wheelbase.

GT2
1. #12951 (Chuck Mathews) Use a Power to Weight Formula to Class the Cars
Thank you for your letter. Your suggestion is among several methods that the CRB currently uses when classifying or adjusting cars.

EP
1. #12997 (Nick Fonte) Alfa Romeo GTV 2000 Valve Size - EP
Thank you for your inquiry. Section 2 of Appendix G of the GCR states the dimensions for valve and venturi sizes are maximum numbers. Thus, components of smaller dimensions are permitted.

T1
1. #12616 (Chuck Mathews) T1 and GT2 OEM Stock LS3 Engine Ambiguity
Thank you for your inquiry. OEM means as supplied by the manufacturer. Please refer to the factory service manual.

T2
1. #12930 (David Jones) Maintain Touring 2 Corvette Rules
Thank you for your letter. The changes for T2 were based on data and baseline performance levels. The changes were not based solely on one car's performance.

2. #12965 (Marty Grand) Touring 2 Recommended Adjustments
Thank you for your request. The CRB will continue to monitor the performance of the cars.

T2-T4
1. #12978 (Steven Glaab) Tire/Wheel Standardization
Thank you for your inquiry. The specification is for a maximum wheel width. Smaller widths are permitted.

Not Recommended
AS
1. #13006 (American Sedan Committee) Should the Spec Mustang Become Part of American Sedan?
The Club Racing Board and American Sedan Advisory Committee wish to thank the authors of the below letters for their input on this subject. The CRB has decided not to recommend approval of the proposal to add Spec Mustang to American Sedan. Any Ford or GM car that meets the Full Preparation or Restricted Preparation rulesets in GCR 9.1.6 can run in American Sedan. (Note that letters separated by "/" indicate more than one letter from the same author, with only one input counted.)

Scott Olsen (12968/12998/13016), Scott Sanda (12970/13025), Kevin Smith (12974/13081), Dean Bailey (12977/13066), Cheyne Daggett (12980), Alex Szilagyi (12989/13011), Jerry Hooten (13014), Brian Thomas Himes (13020), Aaron Bailey (13027), Joseph Trapani (13032), Dylan Olsen (13036), David Ray (13037), Thomas Toth (13044), Matt Regan (13045), Darryl Seefeldt (13056/13069), Steve Ott (13062), Dean Palmer (13068), Jeff Hoffman (13075), Andy Wilkin (13076), Ted Warning (13078), Mark Muddiman (13084), Howard Imhof (13088), Mark Wheaton (13089), Jerry Post (13090), Jeff Werth (13105), David Ours (13131), Tom Aguilante (13138)

2. #13104 (Jeff Werth) Please Update GCR Carburetor Specifications
The rule is adequate as written. Carburetors shall not be modified, except for those items listed in the GCR. SCCA staff will answer any questions, should you believe your carburetor may not be compliant.

DSR
1. #12691 (Bob Fox) Restrictors on Older DSR
Thank you for your letter. The CRB does not recommend this.

SR
1. #12594 (Mike Devins) Spec Lines in P1
Thank you for your letter. The use of spec lines for cars in the new P1 class is to accommodate cars that no longer easily fit into the new class structure of P1. In the new P1 class structure, engine performance balancing is a significant factor where in the previous CDR/DSR classes this was a lesser consideration. The 2 simplest ways to accomplish performance balance are weight and engine restriction. Spec lines will be used to accommodate current cars while not limiting the building of new cars at the new weights.

GCR
1. #11782 (Richard Gray) Allow Use of Turn Signals
Thank you for your suggestion. After extensive discussion, the CRB determined that implementation of this change would not appreciably improve safety when passing in race conditions, as significant levels of confusion could be expected. There are often cases where classes of cars without turn signals are run with cars so equipped, making uniform application of such a rule difficult or impossible.

2. #11823 (John Bornholdt) Change GCR 6.11.1. To Clarify No Blocking Rule
Thank you for your thorough analysis, which resulted in much discussion. The CRB feels that the proposed change would still leave the matter subject to interpretation of the rules.

3. #12440 (Eric Heinrich) Prohibition on Disqualified Drivers Entering Next Year's Runoffs
Thank you for your suggestion. The Runoffs Supplemental Regulations allow the stewards to consider exclusion of competitors from the next season's Runoffs for any infraction deemed severe enough to warrant exclusion. The CRB has no plans to recommend changing this.

4. #12495 (Jay Novak) Car Weights for All Classes in Impound
Thank you for your suggestion. The rule as written does not have as its intent to disclose weights. The rule is that you are either weight compliant or not.

5. #12552 (Tracy Ramsey) Red Headlight Covers
Thank you for your suggestion. The CRB does not recommend this change.

6. #12763 (SCCA Staff) Passing Under Yellow
Thank you for your suggestion. There are sufficient penalties listed in the GCR to address egregious passes under yellow flag situations. However, the CRB believes that there could be better communications between the Stewards and the Flagging & Communications specialty on the review and determinations of pass under yellow calls. The GCR Committee has forwarded your letter to the Chairman of the Stewards for discussion with the Executive Stewards.

7. #12787 (Allen Davis) Rear-Facing Cameras and Monitors in Lieu of Mirrors
Thank you for your suggestion. Mirror requirements are class specific and the CRB does not want to change this.

8. #12829 (Dennis Andrade) Registration Wrist Bands
Thank you for your thoughtful letter. The use of wristbands as proof of registration and appropriate licensing is an economical and efficient way of quickly identifying people. Until such time as an alternative method of identification can be developed it is the discretion of the host region on how participants are identified and verified.

GT2
1. #12703 (Shad Huntley) Classify the STO Spec Acura NSX in GT2
Thank you for your request. The CRB does not recommend this classification. This car is currently classified in T1.

2. #12889 (Chuck Mathews) Wing Placement for T1 and GT2
Thank you for your letter. The rule is adequate as written.

GT3
1. #12887 (Bill Davis) GT2 to GT3 Weight Penalty, Pontiac Sunfire
Thank you for your letter. GT2 cars classified into GT3 using the GT2 specifications will be assessed an appropriate weight penalty. The CRB feels the current weight penalty is appropriate.

2. #13193 (Ralph Thuesen) Toyota 1600 Cars
Thank you for your letter. The current weight is correct for this displacement group of cars.

GTL
1. #12899 (Bill Blust) Spridget Weight in GTL
Thank you for your letter. In GT, there is no distinction placed between tube and tub construction. Additionally when weight reductions were given to the small bore unrestricted cars as a group, the adjustment was given to all. This must be the case that you speak of with the Spridget and Spitfire getting the same adjustment, as well as others.

2. #12914 (Curtis Wood) Require SIR on all GTL cars - No Limited Prep Engines Jan 2015
Thank you for your letter. The decision to go down this path was based on member input.

3. #12937 (John Hewell) Request Weight Reduction for 1380cc GTL Sprite/Midget
Thank you for your letter. The CRB believes that the weight differential between the Spridget and Mini is appropriate. The aerodynamic allowances given to the Mini were done in an effort to aid in its performance balance within the class. Those changes resulted from member input generated by letter #8749 (WDYT) which became a recommended item in the January 2013 Fastrack.

ITS
1. #12884 (Glenn Murray) Classify 2000 Honda Civic SI in ITA
Thank you for your request. The car is correct as classified.

EP
1. #12337 (Orin Leitner) Classify the 1974 Dodge Colt
Thank you for your request. The request is to classify this car under level 1 preparation rules. New classifications under the level one rules are not consistent with current class philosophy.

2. #12523 (Jim Daniels) Balance of Performance for Miata in EP
Thank you for your letter. Based on displacement to weight ratios and a variety of other factors, the specification for this car place it squarely within the performance parameters of all cars classed in EP. It is neither at the top nor at the bottom. Although a Miata dominated in the EP race at the Runoffs, a review of lap-time charts for the race and lap-time charts for past Runoffs indicate this car prevailed due to the consistency of the times it ran, rather than any superiority of the particular car. The CRB will continue to monitor the performance of this car through the 2014 season.

Prd
1. #12928 (Sam Moore) Wheel and Tire Rules for Production
Thank you for your request. The wheel allowance for American Racing tires will not have the potential to create an ultra competitive combination. At present, the options available to production class racers for tires do not necessitate a departure from the current approach of specifying maximum wheel width and diameter. However, the CRB will continue to monitor the situation to determine when a change along the lines suggested by the author is appropriate.

STL
1. #13095 (Dale Shoemaker) Excessive Weight Penalty for Rear Wheel Drive
Thank you for your letter. Making front wheel drive cars lighter is not practical, as smaller-displacement cars are having difficulty getting to minimum weight. The CRB prefers to adjust front wheel drive/rear wheel drive parity via rear wheel drive adders.

STU
1. #12438 (Eric Heinrich) Require Boost Limits in STU
Thank you for your request, however, it would be impractical for SCCA to police.

2. #12451 (Eric Heinrich) Consolidate Wheel Well Rules between Body and Chassis Sections
Thank you for your request. The CRB does not recommend this change to the body of the ST rules.

3. #12626 (Jim Rogaski) TIR Measurement Tool
Thank you for your request. The process and tools are adequate.

4. #12860 (Shad Huntley) Honda S2000 STU Intake Manifold
Thank you for your request. This change is not within class philosophy.

5. #12861 (Shad Huntley) Honda S2000 STU Compression ratio
Thank you for your request. The CRB does not recommend this change.

6. #12869 (Rylan Hazelton) Higher Compression Ratio: Honda S2000
Thank you for your request. The CRB does not recommend this change.

T1
1. #12483 (Tim Myers) Remove Restrictor T1 Viper OEM 8400
Thank you for your request. The CRB does not recommend this change at this time.

2. #12950 (Chuck Mathews) Use a Power to Weight Formula to Class the Cars
Thank you for your suggestion. The CRB has no plans to change to this method of classifying cars.

3. #12952 (William Brinkop) Change Classing Rules for Power to Weight
Thank you for your input suggestion. The CRB has no plans to change to this method for classifying cars.

T2
1. #12519 (George Biskup) Classify Boss 302R & S
Thank you for your request. The CRB does not recommend this car for T2, as it is outside the performance level for T2. Changes have been made in T1 to increase parity of the class.

T2-T4
1. #12697 (Rob Hines) Allow Replacement of OEM Dual-Mass Flywheels
Thank you for your request. A need for this change has not been established.

T3
1. #11650 (David Mead) Upgrade Spring Rate for Mustang V6
Thank you for your request. The CRB does not recommend this change.

2. #12461 (Marc Feinstein) Audi S4 and S5
Thank you for your request. The CRB does not recommend this change at this time.

T4
1. #12897 (Tom Bull) Request for Upgrade for BMW Z4
Thank you for your request. Please see the response to letter #12874, December 2013 Fastrack Technical Bulletin, for allowances for the Z4.

Recommended Items for 2015
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

AS
1. #12478 (Cheyne Daggett) Allow Lexan Windows in AS
Thank you for your request. Change 9.1.6.D.7.e.2 and 3: 2. OEM or factory equivalent rear/deck glass is required *with the following exception. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 3 mm, but must remain the same shape, size, and location as the original glass. The rear window must be secured by 2 additional straps 1.0 inch wide by .0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required.*

3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed *or replaced with Lexan-type plastic material as noted in 9.1.6.D.7.e.2*) must be OEM or factory equivalent.

The CRB thanks the following authors for their input: Dean Palmer (13068), Ted Warning (13077), Mark Muddiman (13083),

Jeff Werth (13017), Jim Wheeler (13130), Thomas Toth (13162), Cheyne Daggett (12478/13177(one vote counted)), and Dean Bailey (13202).

P1

1. #12973 (Matt Graham) Recommended changes to FIA CN Chassis Regulation

The CRB recommends changes to FIA CN cars in P1. 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.~~*Group CN two seat sports cars complying with FIA Appendix J, Article 259 are eligible to compete in the P1 class. The vehicle must fully comply with the FIA regulations stated above, with the following allowances:*

a. Carbon fiber bodywork is allowed.

b. Article 6.1 Fuel Specification: FIA CN cars running in SCCA category P1 must run to SCCA approved fuel specifications-not to FIA Article 259

c. Article 6.5 Refueling: FIA CN cars running in SCCA category P1 are not required to meet the refueling rules as written in Article 6.5, but may do so if desired. All fuel system components must still meet applicable SCCA rules. Any FIA CN car running in an SCCA endurance race must meet those applicable refueling and technical sporting regulations for that event

d. Article 6.6 Fuel Capacity: FIA CN cars running in SCCA category P1 are not required to meet the maximum fuel capacity of 100 liters, for SCCA category P1 fuel capacity is free.

e. Article 8.4 Lighting Equipment: Compliance to Rule 8.4.2 is not required. Compliance to Rule 8.4.3 is not required-however any FIA CN car running in an SCCA night race must meet all applicable SCCA lighting rules for night/endurance racing.

f. Compliance to Rule 8.4.4 (Rain light) FIA CN cars running to SCCA category P1 can install a rain light to FIA Article 259 rules or to SCCA GCR rules.

g. Engines must comply with line J or line L (Table L) from the P1 engine table. If an engine from Table L is used, the appropriate weight and restrictor must be used.

GT

1. #12772 (Peter Zekert) Allow OE Fuel Tanks for Production Based GT in GT2 and GTL

Thank you for your letter. Add wording to 9.1.2.F.3.b: b. A safety fuel cell complying with GCR Section 9.3 Fuel Cell Specifications, shall be installed. All fuel cell vents shall incorporate check valves to prevent fuel spillage. Dry-break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork. *The use of a fuel cell is required unless the stock fuel tank is located between the axel centerlines and within the main chassis structure (e.g. frame rails). Spec line allowances will be added on a case by case allowance.*

GT2

1. #13033 (Jason Berkeley) Permit Drop Spindles on Appendix K (Former STO) Cars

Thank you for your request. Please change Appendix K.N.5: 5. Suspension components shall be the stock OEM parts, but they may be reinforced. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. *Drop spindles are allowed.*

<u>Taken Care Of</u>

CSR

1. #12525 (Wayne Felch) CSR Proposed Weight Increase

Thank you for your letter. Please see the response to letter #12975, Technical Bulletin.

2. #12545 (Joseph Schifini) P1/P2 Rule Changes

Thank you for your letter. Please see the response to letter #12975, Technical Bulletin.

3. #12548 (Lee Alexander) Performance Adjustments for P1 Class

Thank you for your letter. Please see the response to letter #12975, Technical Bulletin.

DSR

1. #12148 (Michael Devins) Allow SS Valves for P2

Thank you for your letter. Please see the response to letter #11676, September 2013 Fastrack Minutes.

2. #12153 (Michael Devins) Do Not Restrict Use of Blippers in P2

Thank you for your letter. Please see the response to letter#11677, September 2013 Fastrack Minutes.

3. #12163 (Jonathan Marshall) Proposed 2014 DSR/P2/SR2 Rule #11677 Shifter

Thank you for your letter. Please see the response to letter #11677, September 2013 Fastrack Minutes.

4. #12846 (Ted Arken) Unrestricted 1000cc Motorcycle Engines for Spec Line Cars
Thank you for your letter. Please see the response to letter #12691.

F5
1. #12637 (Russell Strate Jr) Opposed to Combining F500 and F600
Thank you for your letter. Please see the response to letter #12755.

2. #12652 (Valerie Heun) Strong Objection to 600cc Motor Inclusion in F5 Class
Thank you for your letter. Please see the response to letter #12755.

3. #12670 (Jeff Jorgenson) Please Keep F500 a Two-Stroke CVT Class - Again!
Thank you for your letter. Please see the response to letter #12755.

4. #12687 (Carl Wassersleben) Opposes the F500-F600 Merger
Thank you for your letter. Please see the response to letter #12755.

5. #12729 (Chuck McAbee) Restrictors for Rotax 593
Thank you for your letter. Please see the response to letter #12730.

F6
1. #12622 (Chuck McAbee) Response to Fastrack Proposal #11739
Thank you for your letter. Please see the response to letter #12755.

FA
1. #13115 (Richard Zober) FA Increase Swift 016a Restrictor to 35 mm
Thank you for your letter. Please see the response to letter #12707, Technical Bulletin.

2. #13116 (Chris Fahan) Restrictor Size on 016 Mazda
Thank you for your letter. Please see the response to letter #12707, Technical Bulletin.

FV
1. #11899 (Dan Voss) Agrees with Letter #10580
Thank you for your letter. Please see the response to letter #10580, September 2013 Fastrack Minutes.

P1
1. #12543 (Jeff Shafer) 1615 Motorcycle Engine Specifications
Thank you for your letter. Please see the revised spec. table with letter #12975, Technical Bulletin.

2. #12992 (Richard Cottrill) Weight Changes in P1
Thank you for your letter. Please see the revised spec. table with letter #12975, Technical Bulletin.

P2
1. #12704 (Craig Farr) P2 Class Request
Thank you for your letter. Please see the response to letter #12691.

2. #12726 (SCCA Staff) Comments About Letter #12691
Thank you for your letter. Please see the response to letter #12691.

3. #12741 (John Bosso) Support for Proposal for Cars with No Rear Diffuser
Thank you for your letter. Please see the response to letter #12691.

4. #12831 (Andy Juner) Diffusers in P2
Thank you for your letter. Please see the response to letter #12691.

5. #12843 (Mike Bachman) P2 Diffuser
Thank you for your letter. Please see the response to letter #12691.

6. #12845 (Thomas Hamilton) Older Cars Without Diffusers
Thank you for your letter. Please see the response to letter #12691.

7. #12856 (Kurt Ladendorf) P2 Consideration of No Engine Restrictor with No Diffuser
Thank you for your letter. Please see the response to letter #12691.

8. #12903 (Gary Guethlein) Unrestricted MC Engines for Spec Line Cars Without Diffuser
Thank you for your letter. Please see the response to letter #12691.

9. #12922 (Claude Solanas) Spec Line Cars Without Diffusers
Thank you for your letter. Please see the response to letter #12691.

10. #12996 (Eric O'Brien) Request for P2 Rules Modification
Thank you for your letter. Please see the response to letter #12691.

11. #13145 (Bob Urso) Move Car to Spec Line B in P2
Thank you for your letter. The Decker 1/2 has been added to spec line B per letter #13101, Technical Bulletin.

SR
1. #12841 (Paul Morrison) Support for Letter #11677
Thank you for your letter. Please see the response to letter #11677, September 2013 Fastrack Minutes.

GCR
1. #12500 (BoD Action Item) Court of Appeals Appointments Clarification
Thank you for your inquiry. Please see the response to letter#11417, August 2013 Fastrack Minutes. The CRB proposed changed language for 8.4.2, which was approved by the Board of Directors in their October 2013 meeting.

2. #13125 (GCR Committee) #11858 Scott Bowman Expand Definition of Finisher in Timed Races
Thank you for your letter. Please see the response to letter #11858, Technical Bulletin.

GT2
1. #12226 (Jason Berkeley) Do Not Adjust GT2 Per Letter #11427
Thank you for your letter. Please see the response to letter #13224, Technical Bulletin.

2. #12700 (Rob May) Look at Parity of GT2
Thank you for your letter. Please see the response to letter #13224, Technical Bulletin.

3. #12954 (Jason Berkeley) Slow LS6 Powered C6 Corvette, Leave LS3 Powered Cars As Is in 2013
Thank you for your letter. Please see the response to letter #13224, Technical Bulletin.

GT3
1. #12750 (Shane Thuesen) Allow Alternate Wheel Size for GT3
Thank you for your letter. Please see the response to letter #11841, December 2013 Fastrack Minutes.

GTL
1. #12694 (Glenn Cameron) Lower Weight of GTL Sprite/Midget
Thank you for your letter. Please see response to letter #12899.

2. #12933 (David Yeager) Classify Rabbit into GTL Limited Preparation
Thank you for your letter. Please see the response to letter #12920, Technical Bulletin.

EP
1. #12858 (David Reynolds) Do Not Adjust EP Miata
Thank you for your letter. Please see response to letter #12523.

2. #13035 (Chris Dryden) Please ADD Weight to the 99-02 Miata
Thank you for your letter. Please see the response to letter #12523.

HP
1. #12915 (Curtis Wood) GTL and Production Autonomy
Thank you for your letter. Please see the response to letter #12100, December 2013 Fastrack Minutes.

STU
1. #12868 (Rylan Hazelton) Allow Aftermarket Intake for S2000
Thank you for your request. Please see the response to letter #12860.

T1
1. #9641 (John Slinkard) STO Re-Request for Turbo
Thank you from your inquiry. Please see the response to letter #12878, December 2013 Fastrack Technical Bulletin.

2. #11878 (Carl Fung) Please Class Ferrari 550 in GT2 or T1
Thank you for your request. Please see the response to letter #12488, Technical Bulletin.

3. #12484 (Tim Myers) Simplify Non-OEM Rear Spoiler/Wing Weight/Restrictor Penalty
Thank you for your request. Please see the response to letter #12879, December 2013 Fastrack Minutes.

4. #12485 (Tim Myers) Simplify Non-OEM Front Splitter Rule in GCR
Thank you for your request. Please see the response to letter #12879, December 2013 Fastrack Minutes.

5. #12658 (Jason Berkeley) Reduce Weight of LS3 Powered Corvettes/Camaros and Ford Mustang
Thank you for your request. Please refer to letter #12879, December 2013 Fastrack Minutes.

6. #12713 (MARC HOOVER) Allow Mazdaspeed Powered Miata in T1
Please see the response to letter #12878, December 2013 Fastrack Technical Bulletin.

7. #12733 (David Caldwell) Classify 2014 Camaro Z28 in T1
Thank you for your request. Please see the response to letter #12878, December 2013 Fastrack Technical Bulletin.

8. #12739 (Todd Napieralski) 2014 Competition Adjustment Request
Thank you for your request. Please see the response to letter #12878, December 2013 Fastrack Technical Bulletin.

T2
1. #12690 (George Biskup) Classify the Mustang Boss 302R & S
Thank you for your request. Please see the response to letter #12519.

2. #12964 (CJ Moses) T2 Adjustment Input
Thank you for your request. Please see the response to letter #12981, December 2013 Fastrack Technical Bulletin.

T2-T4
1. #12958 (Steven Glaab) Tire Downsizing
Thank you for your request. Please see the response to letter #12981, December 2013 Fastrack Technical Bulletin.

What Do You Think
FA
1. #12674 (Keith Grant) Carbon Rotors in FA
The CRB is requesting input and commentary from Formula Atlantic competitors. Currently brake rotors are unrestricted and may include non-ferrous materials such as carbon-carbon, carbon ceramic and other “non-traditional” materials. Should the rule be amended to require brake rotors to be constructed exclusively from ferrous material? If so, when should such rule become effective July 1, 2014 or January 1, 2015? Please send your comments through the CRB letter system at crbssca.com.

ITR
1. #11955 (Lee Niffenegger) Move 2006-Up Civic SI from ITS to ITR
The Club Racing Board seeks your input on this question. Please submit responses to crbscca.com. Should the 2006-2008 Civic Si remain in ITS at 3000 lbs or be moved to ITR at 2605 lbs?

ITS
1. #11724 (Willie Phee) Classify Acura TSX in ITS
The Club Racing Board 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?

FP
1. #11851 (Rob Futcher) Classify Lotus 7/America in F Production
The Club Racing Board seeks your input on this subject. Please submit responses to crbscca.com. The issue is that currently in HP this car is permitted either a 948 or a 997 cc engine. The 997 engine can potentially produce significantly more power than the 948 engine. Does any competitor currently running this car object to putting the 997 cc Lotus in FP.

SM
1. #13196 (Club Racing Board) The Future of Spec Miata
The CRB is discussing the future of Spec Miata. The current average age of Spec Miatas competing in the SCCA is 17+ years with most 1.6 cars being 25 years old. The CRB is discussing the possible introduction of the 2006 and newer MX5 into the class. If this would be appropriate, when and how should we introduce this car into the class? Please send all comments through the CRB letter system at crbscca.com.

RESUMES

1. #12890 (Mike Ogren) Resume

Thank you for your interest in helping with the new lower-risk prototype program to introduce new racers to Club Racing, with the "try before you buy" program. We will keep your name on file as this progresses.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2013
NUMBER: TB 14-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2014 unless otherwise noted.

American Sedan
None.

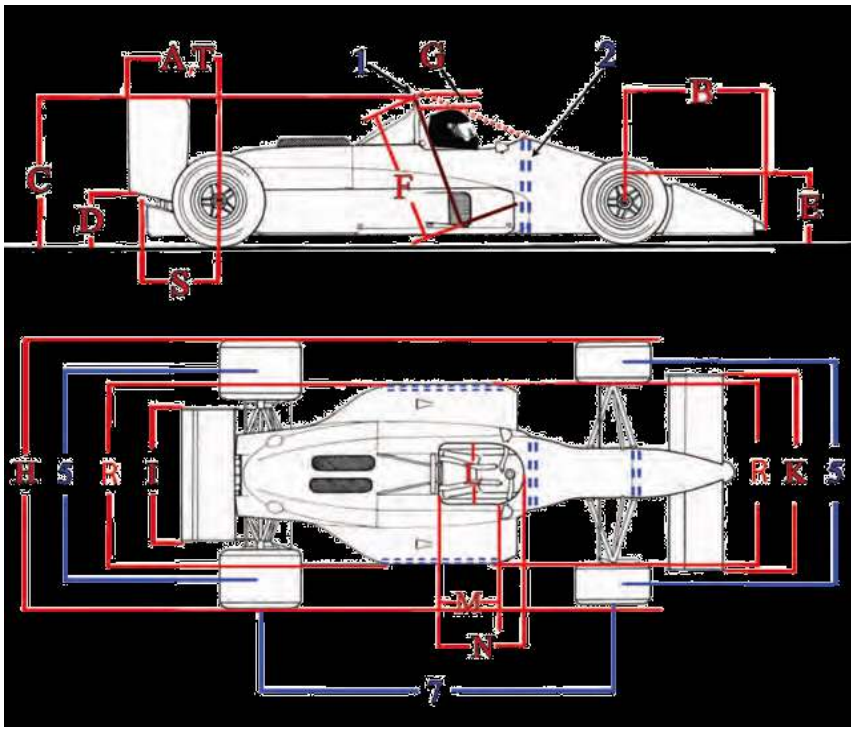
B-Spec
None.

Formula/Sports Racer
FA
1. #12673 (Keith Grant) OEM Head and Block for Swift 016
In FA, Swift 016, change the spec line notes as follows:
"…the maximum compression ratio is 14.0:1, and the maximum displacement is limited to 2266cc. *OEM engine blocks and cylinder heads must be used.* Dimensions: Wheel Base: 109.3 inches (277.6 cm) Overall Length: 177.1 inches (449.8 cm) Over- all Width: F: 76.0 inches (193.0 cm) R: 75.8 inches (192.5 cm)…"

2. #12707 (Chris Fahan) Swift 016 weight and rules adjustment
In FA, Swift 016, change the spec line notes as follows:
"...The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a ~~33mm~~ *34mm* SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises,..."

FB
1. #11973 (Chris Huskamp) Inclusion of omitted text from FB Table 5, Entry E
In FB, change table 5 and add drawing as follows:

F1000 Dimensions - Table 5	
Dimension ~~(Refer to FC drawing)~~ *(refer to drawing on next page)*	Measurement (cm)
A. Maximum rear overhang from rear wheel axis	**80**
B. Maximum front overhang from front wheel axis	100
C. Maximum height measured from the ground	90
D. Exhaust height measured from the ground	20-60
E. Maximum height of any aerodynamic device *forward of the front wheel axis.*	Rim height
H. Maximum width of entire car	185
I. Maximum rear aerofoil width (includes endplates)	95
J. Maximum width of body and lower surface of the car behind the front wheels	150
K. Maximum front wing width *(includes endplates)*	**135**
L. Minimum cockpit bodywork opening	**45**
M. Minimum cockpit parallel opening length	**30**
N. Minimum cockpit overall opening length	**60**
S. Maximum exhaust length from rear wheel axis	**80**
7. Minimum wheelbase	**200**
5 & 6. Minimum track	**120**
Maximum diffuser width	**95**



2. #12565 (SCCA Staff) Remove language from Section 9.1.1.2.H

In section 9.1.1.2.H, change the language as follows:

~~"Front and rear impact impact attenuators are strongly recommended~~. Front impact attenuation structures are required and rear impact attenuation structures are highly recommended. Impact attenuation structures shall be securely attached to the entirely sprung part of the car....."

FF

1. #12287 (Lee Niffenegger) FF Honda Engine GCR Wording Change
In section 9.1.1.B.14.f.2, change the language as follows:
"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 120mm (4.72 inches).~~ *to a service limit of 0.2mm (0.008 inches) based on a height of 120.0 mm (4.720 inches) however the maximum compression ratio of 10.55 to 1*"

P1

1. #12975 (Matt Graham) Recommended changes to P1 engine and spec line car table.
In Section 9.1.8.A.2.h.i, add new section as follows:
10. On motorcycle engines Flat Plate Intake Restrictors must be installed before the throttle body, within 4 inches of the throttle shaft; restrictors may be mounted in any manner that does not reduce the intended effectiveness.
In P1, change the spec lines as follows:

Engine Table

Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor *Unless otherwise noted restrictors are Flat Plate Intake Restrictors*	Min Weight (lbs)
A	Turbocharged	670	NA	TIR	32mm	1050
B	Supercharged	670	NA	SIR	32mm	1050
C	2 cycle	1470	NA		~~Unrestricted~~ TBD	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~~ *34mm*	~~1200~~ *1250*
J	4 cycle	2000	4	2 seat cars only per 9.1.8.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

Spec Line Cars

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor may be applied at any time *Unless otherwise noted restrictors are Flat Plate Intake Restrictors*
A	AMAC, Aztec, Cheetah, Fox, LeGrand	~~94~~ in	~~54~~ in	900lb max engine displacement 1005 cc otherwise weight per P1 engine table	*Unrestricted*	*NA*	*Unrestricted*
B	Staudacher Homologated before 1-1-2014	96	56	~~900~~950lb max engine displacement 1005 cc otherwise weight per P1 engine table	6in F ~~78~~in R	NA	~~40mm~~
C	Shelby Can-AM	*See 9.1.8.D*	*See 9.1.8.D*	*See 9.1.8.D*	*See 9.1.8.D*	*9.1.8.D*	*See 9.1.8.D*
D	Diasio *D962R* ~~D926R~~ ~~D962R~~ Renesis	*88in*	*72in*	*Per line O of the P1 engine table.*	*Unrestricted*	Note: Chassis and bodywork as delivered by Diasio Car Company. Engine per line O of the P1 engine table.	*See line O of the P1 engine table.*
E	Elan DP02	*See 9.1.8.G*	*See 9.1.8.G*	*See 9.1.8.G*	~~*Unrestricted*~~ *See 9.1.8.G*	9.1.9.G *Except transmission gear ratios and tires are unrestricted.*	*See 9.1.8.G*
F	*Stohr or West Homologated before 1-1-2014*	*97in*	*56in*	*1125lb Max engine displacement 1615cc, Suzuki Hayabusa based engine only.*	*Unrestricted*	*NA*	*37mm*
G	*Stohr or West Homologated before 1-1-2014*	*97in*	*56in*	*1075lb Max engine displacement 1455cc, Suzuki Hayabusa based engine only.*	*Unrestricted*	*NA*	*40mm*

2. #13118 (Club Racing Board) Homologation
In Section 9.1.8.A, add the language as follows:
"The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, or driver alone (single-seater). They shall conform to the following requirements. *Sports Racers Cars except SRF homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required. During competition, cars are subject to the minimum speed/lap time required for that competition event."*

3. #13154 (Ralph Provitz) Last minute change to Staudacher race cars
In P1, Staudacher Homologated before 1-1-2014, remove the restrictor as follows:
~~40mm~~

P2
1. #12372 (Martin Nygard) Classify the Honda in P2
In P2, classify the Honda Motorcycle engine as follows:

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)
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha *Honda 2004-2007*	1005		No modifications allowed on engines manufactured after year model 2008	*Stock 37.5mm/37.5mm Modified 38.5mm/38.5mm*	Stock engine 1000 Modified engine 1100

2. #13101 (Club Racing Board) Engine and Spec Line Car Table
In P2, change the language as follows:
9.1.8.A.3 P2
g. Engine and Weight Table
3. All 4 and 2 cycle restrictors are individual flat plate intake restrictors. On automotive engines it must be within 7 inches of the throttle shaft and may be on either side of the throttle shaft. On motorcycle engines in must be installed within 4 inches of the throttle shaft on the intake side. Restrictors may be mounted in any manner that does not reduce the intended effectiveness.
~~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~~

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*~~ *39.5mm/39.5mm*	~~*TBD*~~ *1200*
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha Honda 2004 - 2007	1005		No modifications allowed on engines manufactured after year model 2008	~~*TBD*~~ *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	~~TBD~~ *>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	~~34mm~~ *41.5mm*	1400
F	4 cycle 4 cyl auto based	2000	4	Approved engines list: MZR/*Duratec* Pinto: Cam ~~TBD~~ *Max lift 12mm*, Cast Iron or ~~FastForard~~ *FastForward* Cylinder head, Intake system Free, Fuel Injection Allowed	~~40.5mm / 42.5mm~~ *40.5mm/40.5mm* ~~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~~ 1350
H	YAC	2000	~~2~~ *4*	40mm Chokes on Weber 45DCOE Carbs *Engine specification per the 2009 GCR*	~~Engine to be used in S2000 only~~	~~TBD~~ 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 ~~32mm/34mm~~ *40.5mm/40.5mm*	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~~ 40.5mm/40.5mm	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~~ *41.5mm/41.5mm*	1400

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 P2 rules. *A car prepared in excess of the P2 allowances, but raced prior to 2014 may continue to use non P2 compliant components not listed in the spec lines (e.g. wings not listed in the spec line), but further development must be compliant with the P2 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 P2 requirements with a notation in the front of the log book noting the requirement *for the car* to be compliant with all P2 rules*. For example, should the spec line allow a different minimum width, and the car were to be changed to meet the P2 minimum width, then the minimum weight would also have to be increased, along with any other non-compliant components to make the car fully P2 compliant.*

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~~ Asteck, Cheetah, Decker, Fox, LeGrand	94 / 54	950/1025	~~End plate mounting allowed, except for Cheetah, Wing maximum chord 16 inches for end plate mounting mounted wings.~~	Max displacement 1005cc Restrictor ~~per line B of SR2~~ *P2* ~~engine table~~ *950lb/1025lb 37mm/38mm*	Minimum width 55 inches Must meet under body aerodynamic requirements in section e.
B	AMAC-AM5, Fox-2 Seater, Zephyrus *Decker 1/2*	94/54	900/950	~~End plate mounting allowed maximum chord 17 inches.~~	Max displacement 1005cc Restrictor ~~per line B of P2 engine table~~ *900lb/950/lb 36.5mm/37mm*	Minimum width 55 inches *Minimum width for Decker 1/2 52 in* Must meet under body aerodynamic requirements in section e.
C	Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
D	Radical SR-3 SR-4		1300lb Stock 1370 cc max Restrictor 40.5mm			Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted

E	Radical SR-3 Radical Cup		1500lb Sealed Radical Cup engine and transmission Restrictor 42.5mm			Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
F	Radical Club Sport, Pro-Sport, PR-6		1000lb Stock 1005cc max Restrictor 37.5mm or 1300lb Stock 1370 cc max Restrictor 40.5mm			Radical wing or P2 class compliant wing and end plate 61 in width min Radical rear diffuser permitted
G	Bobsy			~~Wing unrestricted~~		

GCR

1. #11836 (Terry Ozment) Medical over-ride on non-SCCA licenses
In section 3.1.5.C, add the language as follows:
SCCA members holding competition licenses issued by SCCA approved organizations. The event Supplemental Regulations must list the particular organizations and licenses or else include the entire group by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in Appendix C 2.5. *If a driver is currently listed on the SCCA Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.*

2. #11858 (Scott Bowman) Expand definition of Finisher for Timed Races
In section 6.10.3.A, change the language as follows:
A race finisher is a car that completes half the distance of the ~~overall~~ *class* winner of the race, *or half the official time for timed events. Enduro events should define a finisher in the enduro supplemental regulations.* If the race is an uneven number of laps, divide the winner's laps in half and round down to the nearest whole integer. A car has 5 minutes after the checkered flag to complete its current lap.

3. #12044 (David Arken) Technical Definition Of Choke
In Appendix F, add the language as follows:
Choke - A carbureted induction system mechanism which, when actuated, causes an enrichment of the fuel/air mixture to assist cold starting *or an intake restrictor (venturi) for the purpose of limiting intake air volume*.

4. #12506 (dave Wheeler) Allow AFFF hand held fire bottles
In section 9.3.23.B, add new section 3 and renumber as follows:
1. Halon 1301 or 1211, two (2) pound minimum capacity by weight.
2. Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) recommended, 1A10BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.
3. AFFF (aqueous film forming foam) or equivalent surfactant foam material, 2.25 liter minimum capacity (by volume). All AFFF fire bottles shall incorporate a functional pressure gauge.
4. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick release type.
5. The circle "E" decal of 9.3.23.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher

5. #12566 (Terry Ozment) Racing Season
In Appendix B, section 1.2.F, change the language as follows:
~~"No National races shall be scheduled after Labor Day weekend.~~ *No Majors events may be scheduled for a weekend that is less than two weeks prior to the start of the National Championship event."*

Grand Touring
GT1
1. #12796 (Frank Pool) canted valves for v-6 Chevy
In section 9.1.2.E.1.b.1, add the Note as follows:
Note: Ford engines without inline valves (meaning the valves are splayed or canted) shall add 60 lbs.
Note: GM engines using the SB-2 head shall add 60 lbs.
Note: GM V6 engines without inline valves (meaning the valves are splayed or canted) shall add 45 lbs.

GT2
1. #12221 (Jorge A Nazario) Allow C5 Corvette World challenge Body work
In GT2/ST, Chevrolet Corvette, add the notes as follows:
Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH)(p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72") may be used.

2. #12888 (Chuck Mathews) LG Motorsports World Challenge Carbon Hood
In GT2/ST, Chevrolet Corvette, add the notes as follows:
...."Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. *LG Motorsports World Challenge Carbon Hood #1958 may be used.*"

3. #13224 (Grand Touring Committee) GT2/ST GM adjustment
In GT2/ST, Chevrolet Corvette, change the weights as follows:

Max. Displ.	Min. Weight	
5967	~~3240~~	*3000*
6162	~~3110~~	*3000*
6162	~~3350~~	*3250*
7011	~~3350~~	*3200*
7011	~~3500~~	*3400*

GTL
1. #12470 (Gordon Benson) MGB classification
In GTL Cars, BMC thru Rover Group, classify the MGB and MGB-GT as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MG "B" Series	*4Cyl OHV*	*80.3 x 88.9*	*1798*	*Iron Non-crossflow*	*2*	*24.5mm SIR*	*2035*	

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
MGB & MGB-GT	*N/A*	*2DR*	*RWD*	*91.0*	

2. #12920 (Tim Linerud) Prod Level 2 VW 1780
In GTL Engines, Volkswagen, classify the Watercooled 1780cc as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes

water cooled (Production Limited Prep Level 2)	*SOHC*	*81.0 x 86.4*	*1780*	*Alum, Crossflow*	*2*	*Fuel injection*	*2065*	*Comp. Ratio limited to 12.0:1, Valve lift limited to .425". Use of manufacture's 52mm throttle body permitted. Intake manifold inlet may be machined to throttle body mating surface to a depth of no more than one inch. Drysump and alternate rods allowed. Refer to PCS* 9.1.5.E.2.a.e,f.g.h.i *for limited prep level 2 build specs.*

Improved Touring
None.

Production
EP
1. #13030 (Kevin Ruck) Fix Integra Type R classification
In EP, Acura Integra Type-R (97-00), change the weight and Notes as follows:
~~2165~~ *2190*
~~*2219~~ **2245*
~~**2273~~ ***2300*
Comp ratio limited to ~~10.5:1~~ *12.0:1*, Valve lift limited to ~~.450"~~ *.500"*

2. #13156 (SCCA Staff) Allow 17x8.5 wheel for Porsche 944s2
In EP, Porsche 944S2 (89-91), add the Wheels as follows:
17 x 8.5

FP
1. #12507 (Richard Fohl) Classify Morgan 4/4 series V from FP to HP
In FP, Morgan 4/4 Mk. V, add the carb and change the weight as follows:
Carb. No. & Type: *(2) Weber DCOEs on I.R. manifold with 34mm chokes*
Weight: ~~1600~~ *1530*

2. #12812 (Kirk Knestis) Classify the 1999-2005 VW Golf to F Production
In FP, classify the Volkswagen Golf as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke 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 Golf (99-05)	*2*	*2050 * 2101 ** 2153*	*4 Cyl. SOHC*	*3.25x3.65"*	*121 c.i.*	*Iron*	*Alum*	*(I) 1.1.56" (E) 1.30"*	*Fuel injection*	*98.9"*	*63.9"/63.1"*

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Volkswagen Golf (99-05)	*15x7*	*5*	*(F) 11.12x.74" vented (R) 9.13x.35" solid*		*Comp. Ratio limited to 12.0:1, Valve lift limited to .500". Use of stock fuel tank allowed if stock rear bumper and bumper support structure retained.*

3. #12945 (Chuck Baader) Errors and Omissions
In FP, BMW 325e/es (84-87), change the engine type as follows:
~~4 Cyl.~~ *6 Cyl.* OHC

HP

1. #12650 (Anthony (Tony) Drum) request to reinstate Mazda GLC

In HP, classify the Mazda GLC as follows:

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.)
Mazda GLC (77-80) (RWD)	*1*	*1825*	*4 cly, SOHC*	*2.87"x2.99"*	*77.6 c.i.*	*Iron*	*Alum*	*(I) 1.42" (E) 1.22*	*(1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, (1) 32/38 DGV, (1) 32/36 DGVA, 26mm chokes*	*91.1"*	*53.5/44.5"*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Mazda GLC (77-80) (RWD)	*13x6*	*4 or 5*	*(F) 8.15" (R) 7.97x1.3" drum*		*Rear end housing from 1979-1985 RX-7 allowed.*

Spec Miata

1. #12558 (SCCA Staff) Replace the Missing Cooling Language

In section 9.1.7.C.1.o.5, change the language as follows:

~~"A radiator screen of 1/4 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.~~ *A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator. The screen must be installed behind the front bumper cover and attached to the air guide. Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator.*"

In section 9.1.7.C.1.o, add new sections as follows:

6. The factory air conditioning systems may be removed. Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted.

7. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Upper and lower radiator hoses may be replaced only with rubber or silicone hoses. Heater core may be bypassed but may not be modified or removed. Heater water control valve(s) may be added or substituted.

Super Touring

ST

1. #12953 (Greg Amy) Clarify

In section 9.1.4.1.H, add section 5 as follows:

"All weight adjustments for engines shall be applied first, then that total is to be used as the baseline for any chassis-related weight adjustments".

In section 9.1.4.2.H, add section 5 as follows:

"All weight adjustments for engines shall be applied first, then that total is to be used as the baseline for any chassis-related weight adjustments".

STL

1. #12628 (Jim Rogaski) Rear Wing Allowance

In section 9.1.4.D.4.h, add the language as follows:

"APR performance GTC-200 "SCCA Spec" wing *element*, part #AS-104801, variable cord length (8.75" inner chord), is permitted. *All other GCR 9.1.4 requirements - including, but not limited to, mounting, location, height, and end plates limits - must be met."*

STU

1. #12458 (Marc Feinstein) 2 valve per cylinder specific engine weights

In section 9.1.4.1.H.1, add the language as follows:

"...engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc). *Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight by 9%.*"

Touring

T1

1. #12488 (Carl Fung) Classify Ferrari 550 in T1

In T1, classify the Ferrari 550 as follows:

T1 - Limited	Bore x Stroke(mm)/Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ferrari 550 1996-2001	*88x75/5474cc*	*2499*	*18x10F 18x11R*	*315 max*	*3.15:1 2.18:1 1.57:1 1.19:1 .94:1 .76:1*	*3.91*	*330/310*	*3700*	

2. #12927 (Jim Tway) Allow C5 Corvette World Challenge Body Work
In T1, Chevrolet Corvette, add the notes as follows:
"..... front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. *Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH) (p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH)(p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72") 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. Non OEM rear wing / splitter reduce restrictor by 5 mm."

3. #12943 (John Bauer) Clarifiy 10mm thick crushable structure
In section 9.1.9.1.J.1, change the language as follows:
~~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.~~

4. #12994 (Touring Committee) Disallow non-single plane wing
In section 9.1.9.1.B.2.c, add the language as follows:
Wings shall be a single element *and single plane* with a maximum chord length of 12.00 inches, including any wicker. *(except as allowed in 9.1.9.1.B.2.h)*

T2
1. #12546 (SCCA Staff) Classify the Spec Mustang for 2014
In T2, classify the Spec Mustang as follows:

T2	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Spec Mustang									*Must meet all requirements of Spec Mustang rules located in Appendix "X" of the GCR. Cars must Comply with all SCCA T2 graphics and marking rules, including the posting of minimum weight. Appendix "x", item 2.p.2, Graphic requirements are not in effect. Stickers are optional, not mandatory. It is the responsibility of the driver to declare if its running under T2 rules or SMG rules.*

2. #13110 (SCCA Staff) Remove Dodge Vipers From T2
In T2, declassify Dodge Viper RT-10/ RT-10 ACR & GT-S/ GT-S ACR (96-02) and Dodge Viper SRT-10 Incl Coupe (03-06).

T2-T4
1. #12944 (Jason Isley) Allow fender rolling
In Section 9.1.9.2.D.8.a, add a new section 5 as follows:
Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness.

2. #12967 (Ralf Lindow) Tire width and aspect ratio
In section 9.1.9.2.D.7.b, change the language as follows:
All cars shall run tires with a minimum of a "U" speed rating. For size determination, the molded section shall be used. ~~All cars are allowed a section increase or decrease of 10mm or 20mm (e.g., 195 may use 175, 185, 195, 205 or 215). All cars are allowed~~

~~an aspect ratio increase or decrease of 5 or 10 (e.g., 55 may use 45, 50, 60 or 65).~~

In T2-T4 spec lines, change the tire sizes and remove the aspect ratio as follows:

T2	**Max Tire Size**
BMW E92 M3 (08-12)	~~295/40~~ *315 (F&R)*
Cadillac CTS-V (06-07)	~~295/35~~ *315 (F&R)*
Chevrolet Camaro SS (98-02)	~~275/40/17~~ *295 (F&R)*
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)	~~295/35/18~~ *295* (F&R)
Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-*13*)	~~295/35~~ *295* . (F&R)
Chevrolet Corvette Z06 (2006-2012)	~~295/35~~ *295*. (F&R)
Ford Mustang Boss 302 (2012)	~~295/35 (F) 295/35 (R) .~~ *295 (F&R)*
Ford Mustang GT 5.0L (10-12)	~~295/35~~ *295 (F&R)*
Ford Mustang Coupe *GT & Shelby GT 5.0L (05-10)*	~~*255/40 (F&R)*~~ ~~*or 255/45 (F) 285/40 (R)*~~ *295 (F&R)*
Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)	~~275/45 (F&R)~~ *295 (F&R)*
Mitsubishi Lancer Evo X / GSR / MR (08-11)	~~275/45 (F&R)~~ *295 (F&R)*
Nissan 370Z (09-13) / 370Z NISMO Edition (09-*13*)	~~275/30 (F)~~ ~~275/35 (R)~~ *295 (F&R)*
Pontiac Firebird (98-02)	~~275/40/17~~ ~~*295 (F&R)*~~
Pontiac Solstice GXP Coupe / Convertible (07-09)	~~275/35~~ *295 (F&R)*
Porsche 911/ 997 (*06-08*)	~~235/40 (F)~~ ~~295/30 (R)~~ *255 (F)* *315 (R)*
Porsche 911 / 996 (98-05)	~~245 (F), 295 (R)~~ *255 (F)* *315 (R)*
Porsche Cayman S (06-08)	~~245/40 (F)~~ ~~295/40 (R)~~ *255 (F)* *315 (R)*
Porsche Cayman S (2010)	~~245 (F), 295 (R)~~ *255 (F)* *315 (R)*
Saturn Sky / Convertible (07-09)	~~275/35~~ *295 (F&R)*
Subaru Impreza WRX STi (03-07)	~~275/40~~ *295 (F&R)*

T2	Max Tire Size
Subaru Impreza WRX STi (08-11)	~~275/45~~ *295 (F&R)*

T3	Max Tire Size
Acura TL Type S (07-08)	275/~~45~~ (F&R) Max
Acura TL SH-AWD (10-13)	275/~~45~~ (F&R) ~~Max~~
Audi S4 (10-11)	~~255/35 (F&R)~~ *275 (F&R)*
Audi TTS Coupe (10-11)	~~235/35 (F&R)~~ *255 (F&R)*
BMW M3 (01-06)	~~255/35~~ ~~(F & R)~~ *275 (F&R)*
BMW 135i (08-13)	~~(F) 225/40~~ ~~(R) 255/35~~ *(F) 245* *(R) 275*
BMW 335i (08-13)	~~(F) 225/40~~ ~~(R) 255/35~~ *(F) 245* *(R) 275*
BMW 330i/Ci (01-03)	~~225/35~~ *275 (F&R)*
BMW Z4 3.0L (03-04)	~~225/45~~ *275 (F&R)*
BMW Z4 M Coupe (2007)	~~255/35~~ ~~(F & R)~~ *275 (F&R)*
BMW Z4 3.0si Coupe (07-08)	~~225/45~~ *275 (F&R)*
Buick Regal (2011+)	~~235/45 (F) 235/45 (R)~~ *255 (F&R)*
Chevrolet Camaro V6 (2010+)	~~275/45 max~~ *275 (F&R)*
Chevrolet Cobalt (05-07)	~~235/45~~ *255 (F&R)*
Chevrolet Cobalt SS (08-10)	~~235/45~~ *255 (F&R)*
Dodge SRT-4 (03-05)	~~235/45~~ *255 (F&R)*
Ford Focus ST (2013+)	~~235/45~~ *255 (F&R)*
Ford Mustang Mach I (03-04)	275(F&R)
Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)	275 (F&R)
Ford Mustang GT (01-04) incl. Bullitt (2001)	275 *(F&R)*
Ford Mustang V6 (11-13)	275 (F&R)

T3	Max Tire Size
Honda S2000 (all) (00-09)	~~245/50 Max~~ *245 (F&R)*
Hyundai Genesis Coupe (2010+)	~~245/50 (F) Max 245/40 (R) Max~~ *255 (F&R)*
Infiniti G35 (03-08)	~~275/30~~ (F&R)
Lotus Exige S / S220 / Elise SC (07-10)	~~195/50 (F)~~ ~~225/45 (R)~~ *215 (F)* *245 (R)*
Lotus Elise (05-10)	~~195/50 (F)~~ ~~225/45 (R)~~ *215 (F)* *245 (R)*
Lotus Exige (2006)	~~195/50 (F)~~ ~~225/45 (R)~~ *215 (F)* *245 (R)*
Mazda Mazdaspeed3 (07-09)	~~235/50~~ *255 (F&R)*
Mazda Mazdaspeed3 (10-13)	~~235/50~~ *255 (F&R)*
Mazda MazdaSpeed Miata (04-05)	~~245/45 max~~ *245 (F&R)*
Mitsubishi Lancer Ralliart (09-11)	~~245/45~~ ~~265 (F&R)~~
Nissan 350Z Track/ Touring/Standard/ Nismo (03-08)	~~275/30~~ () (F&R)
Nissan 350Z Track/ Touring/Standard/ Nismo (03-08) Spec	~~275/30~~ () (F&R)
Nissan 370Z (09-13) / 370Z NISMO Edition (09-11)	~~275/30 (F) max~~ ~~275/35 (R) max~~ *275 (F&R)*
Pontiac Solstice GXP Coupe / Convertible (07-09)	245~~/45 max~~ (F&R)
Saturn Ion Redline (04-07)	~~235/45~~ *255 (F&R)*
Saturn Sky / Convertible (07-09)	245~~/45 max~~ (F&R)
Volkswagen GTI, Jetta GLI (06-10)	~~235/45~~ ~~(F&R)~~ *255 (F&R)*

T4	Max Tire Size ~~(stock)~~
Acura Integra GS-R VTEC (3 or 4 door) (94-01)	~~235/50~~ *235 (F&R)*
Acura RSX Type-S (02-06)	~~235/45~~ ~~(F&R)~~ *235 (F&R)*
Audi A4 V-6 (96-01) /Volkswagen Passat 2.8 V6 (96-05)	~~205/55~~ *225 (F&R)*
BMW Z4 2.5L (03-05)	~~225/50~~ *245 (F&R)*
Chevrolet Cobalt SS, Sport Coupe (06-10)	~~235/50~~ *235 (F&R)*
Chevrolet Camaro V-6 (96-02)	~~245/50~~ *265 (F&R)*
Chrysler Neon ACR SOHC (4 door) (01-02)	~~235/60~~ *235 (F&R)*
Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (95-99)	~~235/60~~ *235 (F&R)*
Ford Focus SVT (02.5-04)	~~235/45~~ *235 (F&R)*

T4	Max Tire Size ~~(stock)~~
Ford Focus ZX4 ST (05-06)	~~235/60~~ *235 (F&R)*
Ford Mustang V6 (05-10)	~~245/40~~ ~~(max tire size)~~ *245 (F&R)*
Ford Mustang V-6 (01-04)	~~225/55~~ *245 (F&R)*
Honda Accord LX & EX (03-07)	~~235/60~~ *235 (F&R)*
Honda Accord LX-S/EX/EX-L (08-09)	~~235/50~~ *235 (F&R)*
Honda Civic Coupe Si (99-00)	~~235/55~~ *235 (F&R)*
Honda Civic SI (02-03)	~~235/60~~ *235 (F&R)*
Honda Civic Si (06-11)	~~235/45~~ *235 (F&R)*
Honda Civic Si (12-*13*)	~~235/45~~ *235 (F&R)*
Hyundai Elantra GLS (11-12)	~~235/65~~ *235 (F&R)*
Hyundai Tiburon V-6 (03-08)	~~235/45~~ *235 (F&R)*
Kia Forte Koup and Sedan LX/EX (2010-)	~~235/55~~ *235 (F&R)*
Kia Forte Koup and Sedan SX (2010-)	~~235/45~~ *235 (F&R)*
Mazda MX-5 / Miata Sport (99-00)	~~205/50~~ *225 (F&R)*
Mazda MX-5 / Miata (01-05)	~~15": 195/50~~ ~~16": 205/45~~ *15": 215 (F&R)* *16": 225 (F&R)*
Mazda MX-5 (06-08)	~~205/50~~ *225 (F&R)*
Mazda MX-5 (09-13)	~~205/45~~ *225 (F&R)*
Mazda Protégé LX, ES (01-03)	~~235/50~~ *235 (F&R)*
Mazda Protégé 5 (02-03)	~~235/50~~ *235 (F&R)*
Mazda RX-8, R3 (04-09)	~~225/45 (F&R)~~ *245 (F&R)*
Mazda3 s (04-09)	~~235/50 or 235/55~~ *235 (F&R)*
Mazda3 s (2010+)	~~205/50~~ *235 (F&R)*
Mazda6 s (03-07)	~~205/60~~ ~~215/45~~ *235 (F&R)*
Mini Cooper S (02-04)	~~195/55~~ ~~or~~ ~~205/55~~ *225 (F&R)*
Mini Cooper S (05-06)	~~195/55~~ ~~or 205/55~~ *225 (F&R)*
Mitsubishi Eclipse GT (00-05)	~~235/50~~ *235 (F&R)*
Nissan Sentra SER (02-03)	~~235/55~~ *235 (F&R)*
Nissan Sentra SER Spec-V (02-06)	~~235/45~~ *235 (F&R)*
Nissan Sentra Spec-V (07-08)	~~235/45~~ *235 (F&R)*

T4	Max Tire Size ~~(stock)~~
Pontiac Firebird V-6 (96-02)	~~245/50~~ *265 (F&R)*
Pontiac Solsitce (06-09)	~~245/45~~ *245 (F&R)*
Scion tC (03-07)	~~235/45~~ *235 (F&R)*
Scion FR-S (2013+)	~~225/45~~ *245 (F&R)*
Subaru BRZ (2013+)	~~225/45~~ *245 (F&R)*
Subaru Impreza (non-turbo) (04-06)	~~235/55~~ ~~(F&R)~~ *235 (F&R)*
Subaru Impreza (08-11)	~~235/55~~ *235 (F&R)*
Toyota Celica GT (00-05)	~~195/60~~ *215 (F&R)*
Toyota Celica GTS (00-05)	~~205/50~~ *225 (F&R)*
Toyota Corolla XRS (05-06)	~~205/50~~ *225 (F&R)*
Toyota MR-2 Spyder 16V DOHC (01-05)	~~(F)~~ ~~235/55~~ ~~01-02(R)~~ ~~235/50~~ ~~03-05(R) 235/45~~ *235 (F&R)*
Volkswagen Rabbit 2.5 (06-07)	~~235/65~~ *235 (F&R)*
Volkswagen Rabbit 2.5 (08-09)	~~235/65~~ *235 (F&R)*
Volkswagen Passat (12-14)	~~215~~ *235 (F&R)*
Volkswagen Passat 1.8T (2014+)	~~235/45 (F&R)~~ *235 (F&R)*

T3

1. #12550 (James Leithauser) Request for BMW Z4 3.0si
In T3, BMW Z4 3.0 si Coupe (07-08), change the spec line as follows:
Tire Size: ~~225/45~~ *275 Max*
Max Wheel Size (inch) 18 x ~~8~~ *9* (F&R)
Weight: ~~3150~~ *3200*

2. #12675 (Marc Feinstein) correction to S4 and S5 classifications from Audi of America
In T3, Audi S4 (10-11), change the gear ratios and notes as follows:
~~3.67~~ *3.682*, 2.16, 1.52, 1.13, 0.92, 0.78

S tronic transmission permitted at 3480 lbs. Ratios ~~3.692~~ *3.875*, 2.238, 1.559, 1.175, 0.915, 0.745, 0.617
3. #12979 (Jason Fitzpatrick) T3 2012+ Volkswagen Passat 3.6L glass sunroof removal
In T3, Volkswagen Passat 3.6 VR6 (2012-), add the notes as follows:
"The glass sunroof must be replaced with a metal panel; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color."

T4

1. #12017 (Jason Fitzpatrick) Request classification T4; 2012+ Volkswagen Passat TDI
In T4, classify the Volkswagen Passat TDI as follows:

T4	Bore x Stroke (mm)/Displ. (cc)	Wheelbase (mm)	Track F&R (mm)	Wheel Size (in.)/ Matl	Tire Size	Gear ratios	Final Drive	Brakes	Weight (lbs.)	Notes
VW Passat TDI 2012-14	*81.03x95.5/1966*	*2804*	*1577/1549*	*17x7, or 18x8*	*245 (max(F&R*	*STD- 3.77,1.96,1.26,0.87,0.86,0.72 DSG- 3.46,2.05,1.3,0.90,0.91,0.76*	*STD- 3.68,2.92 DSG- 4.12,3.04*	*F- 312 Vented disc R- 272 Solid disc*	*3300 3350 DSG*	*30mm TIR required*

2. #12867 (Al Crisp) Classify 2000 Mazda Protege ES in T4
In T4, classify the 2000 Mazda Protégé ES as follows:

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
Mazda Protégé ES (2000)	*83.0x85.0 / 1839*	*2611*	*1471/ 1471*	*15x7 alum*	*235 MAX*	*3.42 1.84 1.29 1.03 0.78*	*4.11*	*(F)2690 Vented Disc (R)201 Drum*	*2430*	*Aftermarket wheels at a minimum weight of 15 lbs. each are allowed. May update to MP3 specs. 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 500 pounds front and 800 pound rear 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. Header allowed, Front strut tower brace allowed, OBD2 requirement for ECU does not apply*

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 4, 2013

The RallyCross Board (RXB) met via conference call on December 4. Attending were Warren Elliott, Chairman, Brent Blakely, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance was 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 discussed two incident reports received by the Safety Committee. The Committee reviewed both and decided no further action is necessary on either incident.

  Doctor is compiling debead data from 2013 and will release a report as soon as possible. Once the report is issued a decision will be made whether to continue gathering debead data in the future. Lightfoot suggested collecting additional information on wheel size and tire aspect ratio. Blakely suggested recording the run number on which a debead occurs.

- RallyCross Rules Committee (Keith Lightfoot): The rules proposals approved by the RXB in the previous meeting have been submitted to the BOD for voting. Given final approval by the BOD those proposals will be included in the 2014 RallyCross Rules and be released by January 1, 2014.

- National Championship Committee (Brent Blakely): Preparations for the 2014 RallyCross National Championship are progressing. The RXB discussed the need for the Committee to preplan the practice course details such as having predetermined run groups and a pre-assigned a Safety Steward. The RXB still wants the hosting Region to manage and benefit from any proceeds from that portion of the National Championship event.

- Marketing Committee (Ron Foley): The *SportsCar* retraction discussed in the previous meeting has been submitted and is currently planned for the February issue.

  Planning and scheduling for the National Convention sessions continues. The hope is to attract RallyCross members from the Eastern states.

- Divisional Steward Liaison (Stephen Hyatt): Because of the conflict with Thanksgiving, the Divisional Stewards did not meet in November. With only two Divisions currently having scheduled dates for National Challenges, Brian Harmer stressed the need for the other Divisions to submit their dates as soon as possible.

Old Business

- “Super Challenge” update (Howard Duncan): As Howard Duncan was not on the call there was no formal update. Brian Harmer did indicate that the Divisions should plan for now on standard National Challenges.

- “What is RallyCross” video (Keith Lightfoot): Lightfoot had no further updates on the progress of the video but hopes to have something by January.

- Application of SCCA Operations Manual Section 2.2 to meetings of the RXB (Jerry Doctor): Doctor distributed a 2009 version of the RallyCross Policies and Procedures manual. The RXB agreed that it is in need of substantial updates. Doctor will make updates to match current RXB needs and present it for RXB approval at a later meeting.

- Update on sharing the National Championship participant survey results with the membership: The survey results have been posted at the RallyCross National Championship page at SCCA.com. Lightfoot will reference the results at the RallyCross forums.

- “Build” thread status: The RXB will continue efforts to encourage top RallyCrossers to post about building a competitive RallyCross car at brand-specific forums and other popular RallyCross forums.

New Business

- Goals for 2014 and beyond (Stephen Hyatt): Hyatt presented a set of goals that he feels the RXB should be pursuing. Hyatt requested that the RXB consider the goals and use them as a starting point of discussion at future meetings, particularly at the 2014 National Convention.

- 2013 Regional participation (Howard Duncan): As Howard Duncan was not on the call, Brian Harmer summarized that the preliminary RallyCross participation statistics for 2013 indicate an approximate 17% increase in events and participants over 2012. Hyatt stressed that the RXB recognize the Regions and Divisions for their efforts towards this growth.

- RXB chairman change: Warren Elliott tendered his resignation as RXB Chairman and proposed that Stephen Hyatt step into the chairmanship.

  Motion: Accept resignation of Elliott as RXB Chairman and recommend Hyatt for the position of RXB Chairman. Elliott/Foley. PASSED 6-0-1. Hyatt abstained.

Next meeting: January 9, 2014

Submitted by Karl Sealander, RXB Secretary Sports Car Club of America

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | December 3, 2013

The Road Rally Board met by conference call on December 3, 2013; meeting called to order by Rich Bireta at 7:30 pm CST.

In attendance: Len Picton, Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Rich Bireta, Clarence Westberg, Deena Rowland from the National Office and Bruce Lindstrand from the BOD. Not in attendance: Howard Duncan from the National Office.

The November minutes were approved (Bruce/Sasha/pass).

Front Burner Items:

1) Tasks from November meeting:
    a. Completion of November minutes for FasTrack (Jeanne) done
    b. Release of 2013 Championship Standings (Bruce) – GTA done
    c. Press Release / Flyer – Yucatan Safari National Rally (Clarence) – not done yet, he expects primarily locals
2) 2014 Coker Tire Challenge
    a. Publicity plan. Assistance from SCCA National Office was requested in an email to Bruce Lindstrand for the December BOD meeting this weekend; he needs verbiage so he can talk it up; Bruce G said he would like to have a sponsor, possibly a GPS company; Rich said that we need a substantial publicity effort if we are going to attract competitors other than the usual entries for Nationals.
3) 2013 Championship Season Status
    a. GTA Results are complete and posted to scca.com. Thank you, Bruce G, Deena!
    b. Ballots for Tour and Course (Gervais Award) events of the year have been mailed; they are due back by 12/20. (Thanks again to Bruce G and Deena)
    c. When should we expect 2013 Tour and Course Championship results? Bruce is working on them and hopes to have one of them ready by end of the year but likely it will be later; certainly before the convention.
4) 2014 Championship Season
    a. 2014 Planning Calendar is posted to scca.com. Thank you, Jeanne and Deena! When should the next Planning Calendar be published? Jeanne put out a notice on the SCCA Forum and on the Yahoo list asking for dates to be added; people are responding; next calendar soon.
    b. Dates for all Nationals received or penciled in from all committees; some dates are tentative. Refer to NEC for date request where needed, sanction review, liaison assignment. Should we have a press release on the topic of 2014 Nationals Schedule? Give this to the Publicity Committee; Bruce G asked Deena to send an email to the Pub Com about getting the schedule posted, a press release to media@scca.com, and a copy to SportsCar
    c. Review Arizona Border National Sanction Plan (NEC – Chuck) Jeanne and Bruce will report back to Chuck after the AZB regionals. Chuck said that the sanction requests had not yet been received (update: Deena received them Dec 9). An NEC conference call has been scheduled for Thurs, Dec 19.
    d. Publication of 2014 RRRs. When will they be done? Dave Kolb is working on them, Jeanne will contact him; the GTA final standings can be published; Rich said that perhaps this job needs to be reassigned.
5) Publicity Committee Responsibilities
    a. Assignment: write a press release for SCCA.com/rally and the SCCA Road Rally Facebook page before and after each National event and SCCA "signature" event (e.g. POR, Covered Bridge) promoting the event and describing the results; monitor the SCCA Rally page on the main website to ensure that it highlights rally with current information and that some procedure is put in place so that outdated materials are removed and replaced with additional rally material. Rich suggested that this committee produce the press release for the USRRC Coker Tire Challenge. This is deferred to the January meeting.

6) 2014 Convention Planning
    a. Divisional and Regional Achievement Awards – we need the participation reports from Rich; deferred to January
    b. Sessions and Schedule – the schedule seems shorter than recent conventions, will there be time to do the sessions we have been asked to do? The current schedule is on the SCCA website; Rich asked if the BOD meeting was Friday morning; Deena will look into this.
    c. Short presentation to New Regional Mgt about having a rally program; – Rich has distributed his speaking notes from 2013; Chuck and Bruce have provided input on revisions.
7) Placing the WDCR Rally School Textbook in the Toolbox
    a. Len is doing this. Bruce mentioned that Steve McKelvie (NE DRRS) said there is a video out there about getting started in rallying, and that we should have such a video for use in rally schools; Len thinks the video is on YouTube, anybody know where? Clarence knows of a couple of Canadian rally videos.

8) Reorganizing the Toolbox
    a. Len is working on an outline, he expects it to be done in a week or two.
9) Access to email addresses of members in neighboring regions of those who have list Road Rally as an area of interest. Update – Deena said that Sasha has worked on this previously; Sasha has talked to Len about this and to Rick Myers, but has not heard back from Rick; Rich asked Bruce Lindstrand if perhaps he could help, Bruce said that he would talk to Rick.
10) Significant changes to Road Rally Championship
    a. Rich would like to take a non-binding vote on significant aspects of the proposed 2015 rules changes. Allowable votes are yes (in favor), no (against) or undecided.
    b. Should we combine Tour/Course/GTA into a single championship? Y - 3 N - 1 U - 3
    c. Should worker's points be included / available in 2015? Y - 2 N - 3 U - 2
    d. Should Regional events count toward the National Championship in any manner? Y - 6 N - 1 U - 0
    e. Should Regional events which count toward the Championship…
        i. … be required to meet ½ the distance/control requirement of Nationals? Y - 1 N - 4 U - 2
        ii. … be required to have a lead car? Y - 4 N - 3 U - 0
        iii. … be required to have their GIs available prior to the event? Y - 5 N - 2 U - 0
        iv. … be calendared and sanctioned in the same manner as Nationals? Y - 1 N - 4 U - 2
        v. … should there be regional events that do not count toward the Championship?
            This question withdrawn, and replaced with:
            … is there a place in the championships for a type of regional that is not part of the Championship? Again, replaced with:
            Should there be regional events that don't count toward the championship?
            Y - 5 N - 0 U - 2
    f. Shall class E and L be combined into Class A, class S move into Class B and Class C be reserved for newcomers to the Championship? Y - 3 N - 2 U - 1 Abstain - 1
    g. Shall the "best x of y" events counts for points (as described in the proposal)? Y - 6 N - 0 U - 1
    h. Remaining time to be used for discussion of the above.
        Bruce G asked why we should discuss nationals when we have regionals to work on; we need to be working with the divisional stewards to help them develop programs; we need to tell REs (at the convention) that rally is entry level to all SCCA events; we need to monitor what we have already put into play and follow up. Len said he is in favor of the NEC taking over the national championship program, but he thinks that the NEC is also becoming involved with regionals. Rich is in general agreement with these comments. Clarence ready to vote with the few items identified as being important, then table the rest. Chuck will take the comments from this meeting back to the NEC to further fine tune the proposal.
11) GTA-Only Safety Steward Classification (Sasha)
    Sasha said that two-thirds of the items in the safety steward checklist do not apply to GTA; should there be a GTA only safety steward license? There were comments that there are many different types of GTAs. Sasha will put together a new form, and submit it to us for comments.
12) New business, open forum.
    Bruce G asked if anyone has contacted any DRRSs; Bruce said that he them at a set time after RRB meetings to discuss specific items. Clarence has volunteered to replace Mike Thompson as CenDiv DRRS (Clarence already has contacts and goes to the meetings); Rich has already proposed Clarence as DRRS. Motion: ask the BOD to confirm Clarence as Central Division DRRS. Rich/Bruce/passed
13) Pick your "one RRB-task" this month?
    a. Completion of December minutes for FasTrack (Jeanne)
    b. Release of 2013 Championship Tour/Course Standings (Bruce G)
    c. Press Release – Results of Yucatan Safari National Rally Results (Clarence - maybe) and find YouTube videos
    d. Collect missing 2013 audit data (Sasha)
    e. Complete 2013 Participation Study (Rich)
    f. Toolbox reorganization (Len)
    g. NEC – Finalize go/no-go decision on AZB March 2014 National (Chuck) and get 2015 proposal updated.

Meeting adjourned at 9:26 CST

Next meeting January 7, 2014, 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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED February 2014

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 18, 2013

The Solo Events Board met by conference call December 18th. 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 1/1/2015

Comments regarding items published herein should be directed via the website *www.soloeventsboard.com*.

CONTENTS

BOARD OF DIRECTORS	**None**
SOLO	**1**
SEB Minutes	1
CLUB RACING	**9**
CRB Minutes	9
Technical Bulletin	14
Court of Appeals	None
Time Trials Admin. Council	None
RALLY	**21**
RallyCross	21
Road Rally	25
LINKS	**27**

MEMBER ADVISORIES

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.

Street Touring

#12752 O2 Sensor Clarification

The STAC has reviewed this letter requesting clarification on the O2 sensor. In the committee's opinion, the O2 sensor is not part of the exhaust system and is not free to be omitted from a replacement system.

#13186 Bodywork Clarification

A car sold by dealers in U.S. Territories is only eligible for Stock, Street Touring, and Street Prepared if it is identical to the U.S. market counterpart.

Street Prepared

#12081 Intercooler Clarification

The answers to the member's requests for clarification are as follows:

1. Is removing the valve's exposure to boost a change to the valve?

Yes, removing the valve's exposure to boost is a change to the valve.

2. If the competitor replaces the intercooler, the BOV must be mounted on the new intercooler such that it functions as it does on the stock intercooler.

Street Modified

Committee Applicant Request

The SEB is anticipating vacancies on the SMAC, and requests that members interested in serving on this Advisory Committee submit their qualifications in writing to the SEB via *www.soloeventsboard.com*

CHANGE PROPOSALS

General

#9028 Independent Rear Suspension in XP Clarification

The PAC recommends adding the following definitions to Section 12:

Chassis *– A chassis is the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.*

Drivetrain *– The combination of components that provide the force that allows the car to move itself including the engine, clutch, transmission, driveshafts, differentials, axles, etc. Does not include wheels or spindles.*

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

Roll Bar / Roll Cage *– A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar / cage structures may be used to provide additional chassis rigidity and attachment for suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.*

Shock/Strut Towers *– Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.*

Subframe/Cross Member *– A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension or drive train components.*

Suspension *– Suspension is the combination of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, half shafts, etc.*

Suspension mount *– Suspension mounts are components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/ bearings, they do not move as the suspension travels in its range of motion. Subframe/cross members are not suspension mounts.*

Trunk Area *– An area intended for the storage luggage or other items during normal street going usage.*

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle. For 2 seat vehicles, this is defined by the vertical plane of the front seats of the vehicle. If a transverse bulkhead / panel is located in this area, the bulkhead / panel defines the start of the trunk area. Vehicles equipped with a fold-down rear seat, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead / panel separating the passenger compartment from the front of the car.

For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead / panel.

Tub *– The assembly of panels which form the basic structure of the vehicle's passenger compartment.*

Tub-based (non-tube-frame) Car *– A non-tube-frame car has a standard tub or standard unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub or unibody by bolts or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.*

Tube Frame Car *– A car whose chassis is fabricated from a non-Standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steeering, etc.) loads.*

Unibody *(Unit-Body) – A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.*

Street Prepared

#9947 Morgan Plus 4 Move to FSP Proposal

Per the SPAC, move from SSP to FSP:

Morgan
+4 (2138cc, all)

#12392 Brake Allowance Proposal

Per the SPAC, change 15.6.A from:

"A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose."

to

"A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. *One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.* This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose."

Prepared

In addition to the above new Section 12 definitions, the PAC recommends the following changes to various items in Section 17, provided here for member review and comment.

17. PREPARED CATEGORY

17.0.A. Intent

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle *which is of unibody or tub-based construction. Tube frame cars are allowed, subject to the requirements of 17.11*.

The SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.

2. Cars running in Prepared 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 US. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.

3. The SCCA® may also class suitable non-production full-bodied full-fendered strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. The SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.

4. ~~Within the scope of these rules, the terms "chassis" refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of "frameless" construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car~~. *Within the scope of these rules, the definitions provided in Section 12 apply.*

...

17.1 AUTHORIZED MODIFICATIONS

The modifications defined here in the Prepared Category are the only allowed modifications. The rules in this section stand on their own; they do not build upon the Stock or Street Prepared Category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.

B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, and grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule.(e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation *which will invoke Section 17.11 weight penalties*).

Refer to Appendix F for past clarifications of these rules.

...

17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.

A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.

B. Chassis, frame, or subframe may be reinforced provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening.

It is permitted to have jack points recessed into the rocker panels or to have one tube per side extending downward through the bottom of the door provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.

C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, *steering,* or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, *steering*, and drivetrain components through their entire range of travel. *Clearance between the modified chassis, frame or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6mm)*. Additional structure may be added in order to attach allowed components to the chassis. *Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Replacement of inner fenders or wheel wells to enable wider wheels and tires is allowed.*

D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules and weight penalties and/or competitive adjustments may apply.

E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights,* and for ~~driveshaft~~ *drivetrain* clearance. When modified, the driver/passenger compartment must remain separate from any exhaust and driveshaft components.

The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and ~~driveshaft~~ *drivetrain* components.

Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor.

Any material added to the firewall must be either steel or aluminum.

This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical

devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (203.2 mm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

...

17.11 OTHER

A. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in their respective Prepared classes. *Tube frame production cars and kit-cars specifically listed in Appendix A (i.e. Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of Production Vehicles (i.e. a Tube frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section.* Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars.

OTHER MEMBER ITEMS REVIEWED

General

#13103 Number of Classes Comment

Thank you for your input. This general subject comes up frequently and is often revisited by the SEB. Topics of this nature are discussed within the guidance of the Core Values; see I.2.3 in the Solo Rules.

Street Touring

#12441 G35 and 350Z in STU Comments

Thank you for your input.

#12442, 12467, 12472 New Cars in STU Comments

Thank you for your input.

#12756 Steering Wheel Allowance Clarification

Thank you for your input. The relevant item has been withdrawn (November Fastrack, item #11316).

Kart

#13169 Tire Comments

The SEB and KAC thanks you for your input.

#13184, 13226 Tire Comments

The SEB and KAC thank you for your input. The KAC is still accepting and considering member feedback and has not yet reached a decision.

NOT RECOMMENDED

Street Touring

#12477 STF Wheel/Tire Allowance Proposal

The STAC believes that the class is healthy and shows balance. Introducing additional tire widths/wheel widths could upset the balance.

#12689 New Cars in STU Comments

Not recommended. Thank you for your input. Members are reminded that local Regions may modify classing as they see fit.

#12757 Z4 M Move to STU Proposal

The STAC does not feel that the Z4M is appropriate for STU at this time.

#12934 Mini Cooper Hartop JCW GP2 Classing Proposal

Per the STAC, the Mini Cooper JCW GP2 does not fit the class philosophy due to rarity and model specific upgrades.

#12976 New Cars in STU Comments

The STAC feels the STU classing is appropriate.

#13009 New Cars in STU Comments

The STAC feels that STU classification is appropriate at this time.

#13163 944S Move to STS Proposal

The STAC feels the 944 is more competitive in its current class (STR) versus STS, due to wheel/tire allowances.

#13168 Mini JCW GP in STX Clarification

Per the STAC, the Mini Cooper JCW GP does not fit the class philosophy due to rarity and model specific upgrades. See also item #12934 elsewhere herein.

#13191 New Cars in STU Comments

The STAC feels that STU classing is appropriate.

#13197 2014 Mini Cooper Classing Proposal

Classing of this car is not recommended due to limited data on a car not yet available.

#13198 2014 Mini Cooper S Classing Proposal

Per the STAC, classing of this car is not recommended due to limited data on a car not yet available. Please also see item #12934 elsewhere herein.

Street Prepared

#11102 Boxster/Cayman Classing Proposal

Based on member feedback this proposal is not recommended.

#11396 240SX Move to FSP Proposal

Based on significant negative member feedback, this proposal is not recommended by the SPAC.

#11822 Toyota MR2 Classing Proposal

The SPAC does not recommend this change at this time. The MR2 owners currently competing could be hurt by this change, and adding the non-turbo back to CSP does not make it an attractive option for competitors.

#11896 MR2 Turbo Classing Proposal

The SPAC feels that the turbo MR2 would not be a good fit for CSP. See also item #11822 elsewhere herein.

COVERED ELSEWHERE

Stock

#13155, 13157 Street Wheel Clarification

Please see item #12898 in the January Fastrack regarding the same +/- 1” wheel clarification.

Street Touring

#12074 STF Wheel/tire Allowance Proposal

Please see Street Touring item #12477 elsewhere herein.

#12376 STS/STC Merge Proposal

Please see Street Touring item #12465 as published in the December Fastrack.

#12399 ECU Clarification

Please see Street Touring item #12251 as published in the January Fastrack.

#12748 New Cars in STU Comments

Please see Street Touring item #12689 elsewhere herein.

#12769 Z4M Move to STU Proposal

Please see Street Touring item #12757 elsewhere herein.

Street Prepared

#12999 BRZ/FRS Classing Proposal

Please see item #10365 as published in the January Fastrack.

Prepared

#9198 Frame Rail Clarification

Please see item #9028 elsewhere herein.

TECH BULLETINS

Street Touring

#12855 Insight Classing Proposal

Effective immediately upon publication, add the following new listing in *STF*:

Honda Insight

Comment: Please see proposal #11982 as published in the December Fastrack for relevant information.

#12893 2007 Passat VR6 Classing Proposal

Effective immediately upon publication, add VR6 model to Passats classified in *STX* by changing the listing to read as follows:

Passat (2.0T, *VR6 W8*)

#12938 Porsche 914 Classing Proposal

Effective immediately upon publication, add the following new listing in *STS*:

Porsche 914 (4 cylinder)

#13093 Volvo 240 Turbo Classing Proposal

Effective upon publication, add new listing in *STX*:

Volvo 240 Turbo (1981-1985)

Street Prepared

#10476 Nissan Sentra 1.8L Classing Proposal

Add the following line under Nissan in *FSP*:

Sentra 1.8L (2000-06)

Kart

#12431 Rotax DD2 Engine Allowance Proposal

Change numbering of 19.1.D.3 to 19.1.D.4 (Other Engines).

Change 19.1.A.4 as follows 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.~~*

Add a new19.1.D.3 which describes the Rotax DD2 engine :

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 macthing 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.

CLUB RACING BOARD

Club Racing Board Minutes | January 7, 2014

The Club Racing Board met by teleconference on January 7, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler, Steve Harris, 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

FB

1. #12712 (Duane Eitel) No Changes to Rules for FB

Thank you for your letter. The CRB has been working on a process to bring new engines to the class in the future without making any current engine and chassis combinations obsolete. Part of the plan will deal with the ECU. At this time, the CRB does not recommend any changes for the 2014 racing season but, will develop a specific plan for 2015. Details will be posted in an upcoming Fastrack.

FV

1. #11421 (Craig Swinehart) Allow Front Disc Conversions in FV

Thank you for your letter, the CRB has received enough interest in disc brakes to warrant a further look. The FSRAC, with the help of the FV Ad Hoc committee will be presenting a specific proposal to the CRB to go out for member input to be considered for the 2015 season. Details will be posted in an upcoming Fastrack, please respond to the proposal through the CRB letter system.

The CRB and FV Ad Hoc committee wish to thank the authors who sent in letters regarding this subject.

No Action Required

FV

1. #12834 (Allan Adderley) Allow Helmet Surrounds in FV

Thank you for your letter. Head surrounds are allowed but not required in FV for 2014. Please see the January 2014 GCR for details.

FP

1. #13199 (Les Chaney) Against the Addition of the BMW 325e to FP

Thank you for your letter. The CRB believes this car will be competitive based on the approved specifications and, as with all cars in Production, performance will be monitored for parity.

Prd

1. #13126 (Will Schambach) In Support of IT Cars to Run in IT Trim in Prod

Thank you for your support.

SM

1. #12705 (David Dewhurst) Shock, Wedge or Bottom Out at Bottom of FatCat Isolator

Thank you for your letter. Please see GCR 9.1.7.c.3.b regarding the FatCat Isolator. The early SM front spring isolator may be modified to match the newer version that has been machined to clear the shock. Either style isolator is compliant.

Not Recommended

FC

1. #12969 (Stan Clayton) Please Allow the Alternate Cam with Aluminum Pinto Head

Thank you for your letter. The CRB does not recommend this change. After input from engine builders, it is believed that complicated issues with compliance could give this combination an unintended competitive advantage in the class.

GT

1. #13382 (Club Racing Board) Not Recommended Portion of Letter #12918

There were multiple requests in letter #12918, Minutes, however, the CRB does not recommend them at this time. GT3 allows E Prod and World Challenge cars on a case by case basis. Engine bore and stroke and alternate wheel base is currently allowed on a case by case basis. Currently a maximum of 1.0” engine set back is allowed. Forced induction is not currently permitted in GT. A differentiation between tube and tub construction is not recognized in GT. Please send one letter per rule change request to www.clubracingboard.com.

EP

1. #13160 (Mike Anderson) BMW E46 325is Wheel Size
Thank you for your letter. The CRB and Production Advisory Committee are currently reviewing overall wheel and tire sizes for all Production cars. Look for information in a future Fastrack.

2. #13355 (Club Racing Board) Not Recommended Portion of Letter #13085
Thank you for your request. A change to the shock/spring design on the rear of this car would not be consistent with class philosophy. Please see letter #13085, Technical Bulletin, for the response to the recommended portion of your request.

Prd

1. #13161 (Sam Henry) Production Classes Only Compete on DOT Approved Tires
Thank you for your letter. The CRB does not recommend this change because it would represent a significant change in class philosophy.

STL

1. #13170 (Philip Royle) Broaden Improved Touring Allowance in STL
Thank you for your request. The CRB has no plans to change the IT car eligibility requirements in STL at this time.

2. #13189 (Buzz Marcus) Weight Requirements for Miata
Thank you for your request. The CRB will continue to monitor class performance.

3. #13190 (Eric Rosenberg) For STL Honda's K20 Engine Hit with 50mm Intake Restrictor
Thank you for your request. The CRB has determined that the K20 engine exceeds the expected power output for STL, thus requiring the restrictor for class parity. The CRB will continue to monitor class performance.

T1

1. #13121 (John Schertzer) Lowering Cost in New T1 Group
Thank you for your request. The CRB does not recommend this change.

2. #13122 (John Schertzer) Part Availability and Cost
Thank you for your request. The CRB does not recommend this change, as the purpose of Limited Preparation is to keep costs lower. The CRB believes the items you request would add cost to the car.

T2

1. #13065 (BILL CAPOGEANNIS) Request for Parity Weight Reduction - Solstice GXP/Sky Redline
Thank you for your request. Please see the response to letter #12874, December 2013 Fastrack Technical Bulletin.

T4

1. #13079 (Ted Warning) Weight Reduction for V6 Camaro/Firebird
Thank you for your request. The weight of the car is correct as classified.

2. #13204 (Dean Bailey) 96-02 Camaro and Firebird Spec Line
Thank you for your request. The CRB does not recommend these changes. Please see the response to letter #13067 (What Do You Think) regarding catalytic converters in T4.

3. #13208 (Dean Bailey) 96-02 Camaro and Firebird Tire Size
Thank you for your request. The CRB does not recommend this change.

Recommended Items for 2015

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

P1

1. #13246 (Matt Graham) Performance Adjustment for 2-Stroke Engine in P1
Thank you for your request. I the P1 Engine Table, Line C, add to Notes: *Carburetor induction only. Restricted venturi size.* And to the Required Restrictor: *43 mm venturis.*

T2-T4

1. #13237 (SCCA Staff) Remove VIN Requirement
Remove 9.1.9.2.C.5: ~~5. The Vehicle Identification Number (VIN) shall correspond with the automobile classified and the automobile presented for competition. VIN stampings and/or plates shall remain in place.~~

~~a. A car may be entered in competition if there is at least one VIN stamping or plate on the dashboard or chassis that corresponds with the model of automobile classified.~~

~~b. The tenth (10) position letter of the VIN determines the model year of the car ("W" = 1998, "X" = 1999, "Y" = 2000, "1" = 2001, "2" = 2002, "3" = 2003, etc.)~~.

2. #13357 (Club Racing Board) T4 Camaro/Firebird Spec Line Change (REC part of letter #13067)
Thank you for your request. Add to the Spec Line Notes for the Chevrolet Camaro V6 (96-02) and the Pontiac Firebird V6 (96-02): *BMR suspension strut tower brace, part number STB-002 is permitted.*

T3
1. #13359 (Club Racing Board) REC part of letter #12660, Change to Audi S3 (10-11) Spec Line
Change the Notes for the Audi S4 (10-11): ~~40 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, .92, .75, .62. Max spring rate 600#/in front and rear.~~ *43 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs. Ratios: 3.88, 2.24 ,1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360.*

T4
1. #13112 (Alan Lesher) Stiffer Front Springs for Former SSC Neon
Thank you for your request. Add to the Notes for the Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (95-99): *Front and rear springs up to 800 lbs./inch are permitted.*

Taken Care Of
DSR
1. #12162 (Jonathan Marshall) Agree With Proposed 2014 Rule #11676
Thank you for your letter. Please see the response to letter #11676, September 2013 Fastrack Minutes. Stainless steel valves of the same diameter have been approved for P2.

F500
1. #12587 (Timothy Allen) Support for Merging F500 and F600 Letter#11739 (Jim Murphy) Allow
Thank you for your letter. The 600cc motorcycle engines have been approved for F500 in 2014. Please see the January 2014 GCR for details.

F600
1. #12575 (Jay Novak) Merger of F600 with F500
Thank you for your letter. Please see the response to letter #12587.

FB
1. #10124 (Chris Huskamp) Allow the Use of Alternate ECUs in FB
Thank you for your letter. Please see the response to letter #12712.

2. #11738 (Michael Devins) Allow Open ECUs in FB
Thank you for your letter. Please see the response to letter #12712.

3. #12924 (Jay Novak) Clarify ECU rule in FB
Thank you for your letter. Please see the response to letter #12712.

FC
1. #12972 (Robert Laverty) Allow New FC Pinto Cam in Aluminum Head
Thank you for your letter. Please see the response to letter #12969.

2. #12991 (Todd Stark) Upgraded Camshaft and Aluminum Head
Thank you for your letter. Please see the response to letter #12969.

FV
1. #12834 (Allan Adderley) Allow Helmet Surrounds in FV
Thank you for your letter. Head surrounds are allowed but not required in FV for 2014. Please see the January 2014 GCR for details.

T1
1. #13241 (SCCA Staff) Viper Restrictor Size
Thank you for your request. The car is classified in GT2.

T2
1. #13221 (Jason Isley) Spec Mustang Rules
Thank you for your concern. The CRB has removed the mandatory sponsor stickers from the Spec Mustang rules as they apply to Touring 2.

T3
1. #12459 (Marc Feinstein) Classify 2012-2013 Audi S4
Thank you for your request. Please see the response to letter #12660, Technical Bulletin.

2. #12460 (Marc Feinstein) Classify 2013 Audi S5
Thank you for your request. Please see the response to letter #12660, Technical Bulletin.

T4
1. #13140 (Tom Aquilante) Allow Removal of Catalytic Converter
Thank you for your request. Please see the response to letter #13067.

2. #13205 (Dean Bailey) Spec a Strut Brace That Will Fit
Thank you for your request. Please see the response to letter #13357.

What Do You Think
FC
1. #13360 (Club Racing Board) Formula Continental
The CRB requests your feedback. Please submit your comments through the CRB letter system at crbscca.com.

Change 9.1.1.B.3.d.2: 2. A metal floorpan shall be rigidly attached to the lower surface of the bottom frame rails. At a minimum, it shall extend from the ~~rear~~ *main* roll hoop bulkhead to the front bulkhead. Floorpan material must be a minimum of .060 heat treated aluminum alloy and/or 18 gauge steel sheet only. *Its curvature shall not exceed 25.4 mm (1.0 inch).*

Change 9.1.1.B.3.d.3: 3. The floorpan shall be, at the minimum, attached to the chassis lower rails at or adjacent to its full perimeter by any combination of welding, bonding, riveting, or bolting. The centers between any two adjacent fasteners shall be no more than 6 inches apart as measured along the panel surfaces. The floorpan may not “wrap up” on to the chassis sides to any point above the top surface of the lower main frame rails. Any “wrap-up” shall be included in the measurement ~~in B.5~~.

Add 9.1.1.B.3.e.5: *5. Alternate attachment method, for Formula Continental only: Composite anti-intrusion panels may be attached to the outside frame with fasteners no closer than 6 inches (15 cm) centers. Fasteners shall be AN or superior grade of not more than 0.25 inch diameter. Two flat or countersunk Mil Spec or SAE washers of no more than 1 inch diameter may be employed with each fastener. Cars with composite panels attached in this manner may be subject to a weight penalty and/or an Inlet Restrictor as specified on the car’s specification line.*

Change 9.1.1.B.3.f.: f. No other exterior panels (excepting body work) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead.

~~Frame-exterior panels (including, but not limited to, body and anti-intrusion panels) and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed.~~ *Suspension components shall not be mounted directly to any frame exterior panel (including, but not limited to body and anti-intrusion panels). The chassis must be capable of rolling without any such frame-exterior panels installed. The engine, bell housing/oil tank and gearbox are exempt from this limitation.*

Change 9.1.1.B.3.j: j. Instruments may be mounted in non-metal panels (e.g., composite, wood or plastic) securely affixed to the ~~dash bulkhead.~~ *frame with fasteners no closer than 6 inch (15 cm) centers, measured along the surface of the panel.*

Change 9.1.1.B.4.g.: g. Cockpit interior panels may be constructed of glass fiber, carbon fiber, metal and/or Kevlar. Such panels shall be contained completely within the frame *and may not be attached to the frame with fasteners closer than 6 in (15 cm) centers measured along the surface of the panel. The chassis must be capable of rolling without any such interior panels installed. Cars with composite panels attached in this manner may be subject to a weight penalty and/or an Inlet Restrictor as specified on the car’s specification line.* ~~Cockpit interior panels and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed.~~

In 9.1.1.B.5.a. A reference area is defined, change: ~~Formula Continental: by the full width of the lowest surfaces of the car licked by the air stream between the front bulkhead as described in B.3.a above and the front edge of the rear tires.~~ *Formula Continental: by the full width of the lowest surfaces of the car licked by the air stream between the rear edge of the front tires and the front edge of the rear tires.*

T4

1. #13067 (Dean Bailey) Spec Line Issues for the T4 Firebird/Camaro

Thank you for your request. The CRB requests feedback on the potential to remove catalytic converters for all T4 cars. Please send your response through the CRB letter system at crbscca.com.

The REC portion of your request can be found in letter #13357.

RESUMES

1. #11960 (Ralph Provitz) Requesting Position on the SMAC

Ralph Provitz has been added to the SMAC.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2014
NUMBER: TB 14-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 1/31/2014 unless otherwise noted.

American Sedan
AS
1. #13305 (Chris Brannon) Wheel Size on 2004-2006 Pontiac GTO
In AS, Pontiac GTO (04-06) Restricted Prep., change the notes as follows:
Max. Wheel Size: ~~18 x 8.5~~ *17 x 9.5*. Stock brakes must be retained when using authorized wheels larger than 17 X 8. Installation of Full Preparation brakes requires the use of 17 X 8 wheels.

B-Spec
1. #13302 (Club Racing Board) Adjustable end links
In section 9.1.10.E.36, add the language as follows:
"Suspension: competitors must use the OEM suspension or the upgraded manufactures suspension kit in its entirety with no modifications. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit. *Adjustable sway bar end links may be used on all cars.*"

Formula/Sports Racing
FF
1. #12579 (Greg Case) Chassis Tubes as Water Transport Tubes
In FF, Alternate Vehicle Allowance table, classify the Stohr 98 FF as follows:

Alternate Vehicle Allowance		
Car	**Class**	**Notes:**
Stohr 98 FF	*FF only*	*Homologation numbers 990089 and 990094 permitted allowance for using chassis tubes for radiator water tubes.*

2. #13059 (Formula/Sports Racer Committee) Honda Fit Clutch Disk
In section 9.1.1.14.q.3, change the language as follows:
Only ~~S~~*s*tock Honda friction disk ~~must~~ *or friction disk from Quicksilver Race Engines may* be used. No modifications are permitted.

a. Honda PN: 22200-RB0-005 *Quicksilver PN: QSHDR-411*
b. Weight of new friction disk: 2.1 lbs.

P1
1. #12955 (Robert Schader) Adjust P1 weights
In P1, Stohr or West Homologated before 1/ 1/2014, change the spec line as follows:

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor (Unless otherwise noted restrictors are Flat Plate Intake Restrictors)
F Stohr or West *or Speads* Homologated before 1/1/2014	Stohr or West *or Speads* Homologated before 1/1/2014	97in	56in	1125lb Max engine displacement 1615cc, Suzuki Hayabusa based engine only.		NA	37mm
G	Stohr or West *or Speads* Homologated before 1/1/2014	97	56	1075lb Max engine displacement 1455cc, Suzuki Hayabusa based engine only.		NA	40mm

SRF

1. #13351 (Erik Skirmants) Update to SRF GEN3 car eligibility for 2013 ONLY
In Section 9.1.8.C, add the Alternate Vehicle Allowance table as follows:

Alternate Vehicle Allowance	
Car	Notes:
GEN3 SRF	*For 2014 only, Cars are allowed to use the GEN3 SRF package installed as delivered from SCCA Enterprises in non-Majors races only. GEN3 equipped cars must otherwise comply with SRF rules and current safety requirements. GEN3 cars are being allowed to run in SRF for testing purposes only and will not be eligible for points, trophies, or finishing positions. However, drivers can receive race finish credit towards license renewal (i.e. it is appropriate to score them behind all compliant finishers).*

GCR

None.

Grand Touring

GT

1. #13004 (Grand Touring Committee) 9.1.2.F.4.e.13
In section 9.1.2.F.e.13.D, change the language as follows:
"Rotary engines ~~shall align the forward most spark plug hole in line with front axle spindles.~~ *setback from the front spindle centerline to the front spark plug is 4.5*".
In the GT2 and GT3, Mazda Cars, remove the notes from the spec lines as follows: "~~Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".~~

GT1

1. #12717 (Hoover Chan) Classify the Noble HVRx in GT
In GT1-ST, classify the Noble HVRx as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Noble HVRx	*7011*	*2650*		*Must be run in as built OEM configuration, non-turbo V8 only*

GT2

1. #13255 (Glenn Long) Request Lotus Evora World Challenge GTS classification
In GT2-ST, classify the Lotus Evora GT4 as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Lotus Evora GT4	*4000*	*2750*		

2. #13328 (SCCA Staff) Change the Dodge Viper weigh and restrictors
In Gt2-ST, Dodge Viper, incl Comp Coupe, ACR/ACR-X, change the spec line as follows:

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~~ *3520*	~~(2) 60mm flat plates~~	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

GT3

1. #13002 (Sam Moore) Classify Volvo GT3 Engine
In GT3, Classify the Volvo B234 engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
B234	*DOHC*	*96 x 80*	*2320*	*Alum, Crossflow*	*4*	*31mm SIR*	*2130*	

2. #12918 (Michael Cyphert) Proposals for GT3
In section 9.1.2.F.4.c.10, change the language as follows:
~~Substitute wheels of any type may be used. All four (4) wheels shall be of the same diameter except in GT2. GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs. The maximum wheel size for GT3 cars is 15 x 7" and for GTL cars is 13 x 7" unless alternates are listed on the vehicle specification line. Alternatively, any wheel up to 15 x 7" may be used in GTL with a weight penalty equal to four percent of the car's weight as listed on the spec line. The minimum vehicle weight shall be rounded to the nearest pound. *Cars using 13" wheels may run 13 x 8 wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 15 x 10 wheels, but only with Race Tires* America American Racer 23.5-10.0-15, bias ply, non-belted tire.~~

Substitute wheels of any type may be used. All four (4) wheels shall be of the same diameter except in GT2.

a. GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs.

b. The maximum wheel size for GT3 cars is 15 x 7". Alternatively, any wheel up to 18" with a maximum tire sidewall cross section of 12.0" and a maximum tire diameter of 26.0" may be used with a weight penalty equal to eight percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound. A maximum brake rotor diameter of 13.0" may be used with alternate wheels. Cars using 15" American Racer 23.5-10.0-15, bias ply, non-belted tire may do so without the weight penalty.

c. The maximum wheel size for GTL is 13" X 7" unless otherwise noted on the vehicle specification line. Alternatively, any wheel up to 15" x 7" may be used in GTL with a weight penalty equal to four percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound. Cars using 13" whee□ls may run 13" x 8" wheels, but only with American Racer 20.0-8.0-13, bias ply, non-belted tires, without weight penalty. GTL cars using 15" wheels may run 15" x 10" wheels, but only with American Racer 23.5-10.0-15, bias ply, non-belted, tire without weight penalty.

Please see letter #13382, Minutes, for the Not Recommended portion of your letter.

GTL
1. #13270 (Grand Touring Committee) correction to 12920
In GTL Engines, Volkswagen water cooled (production Limited Prep Level 2), change the Head Type as follows:
Alum, *Non*-Crossflow

Improved Touring
ITB
1. #12962 (Ricardo Velez) Toyota 4AGE weight
In ITB, Toyota Corolla GTS (84-87), change the spec line 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:
Toyota Corolla GTS (84-87)	4 Cyl DOHC	81.0 x 77.0 1587	(I) 30.7 (E) 26.0	9.4	95.0	15	3.59, 2.02, 1.38, 1.00, 0.86	~~(F&R) 231 Disc~~ *(F) 234 Disc (R) 231 Disc*	~~2380~~ *2285*	

In ITB, Toyota FX-16 (1987), change the spec line 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:
Toyota FX-16 (1987)	4 Cyl DOHC	81.0 x 77.0 1587	(I) 30.7 (E) 26.0	9.4	95.7	15	3.17, 1.90, 1.31, 0.97, 0.82	~~(F&R) 244 Disc~~ *(F) 244 Disc (R) 242 Disc*	~~2330~~ *2240*	

2. #12963 (Ricardo Velez) Nissan Sentra 1.6l weight
In ITB, Nissan Sentra E/XE/CXE/SL/ Limited Edition (91-94), change the spec line 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:
Nissan Sentra E/XE/ CXE/SL/ Limited Edition *(B13)* (91-94)	4 Cyl DOHC	76.0 x 88.0 1597	(I) 34.0 (E) 24.0	9.5	95.7	15	3.33, 1.96, 1.29, 0.93, 0.73	(F) 239 Disc (R) 258 Disc *(F) 257 x 26 Ventilated Disc or 239 x 18 Ventilated Disc (R) 234 x 7 Solid Disc or 180 Drum*	~~2520~~ *2290*	

Production
1. #13085 (Michael Getz) Porsche 944 - Rear Coilover Shocks
In EP, Porsche 924, Porsche 944/924S 2.5L (2v) (83-88), Porsche 944S (87-88), and Porsche 944S2 (89-91), add the notes as follows:
"Can use the stock fuel tank if stock rear bumper and bumper support structure retained."

In FP, Porsche 924 (76-84), add the notes as follows:
"Can use the stock fuel tank if stock rear bumper and bumper support structure retained."

Please see letter #13355 (Fastrack Minutes) for the Not Recommended portion of your request.

HP
1. #13129 (V. Gary Semerdjian) Reclassify 1964-1968 Ford Cortina GT:
In HP, classify the 1964-1967 For Cortina GT as follows:

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.)
Ford Cortina GT (64-68)	*2*	*1790 * 1835 ** 1880*	*4 Cyl. OHV*	*3.19"x3.06"*	*97.5 c.i.*	*Iron*	*Iron*	*(I) 150" (E) 1.16"*	*32/36 DGV*	*98"*	*57.1"/55.6"*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Ford Cortina GT (64-68)	*13x7*	*4*	*Factory Spec @ all 4 wheels*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .450", 2 auto type side draft carbs w? 32mm chokes allowed at the following weights: 1880,*1927,**1974*

Spec Miata
None.

Super Touring
STU
1. #13120 (Cameron Rogers) Ex-World Challenge Jetta Mk4 for STU
In STU Table A, classify the Volkswagen Jetta MK4 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Volkswagen Jetta Mk4	*1805*	*Chart*	*IHI VF30 Turbo Permitted*

Touring
T1
1. #12926 (Jim Tway) Add Stock OEM LS6 specifications and weight
In T1-LP, classify the C5 corvette as follows:

T1-LP	Bore x Stroke / Displ. (cc)	Wheel Base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:

Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)	*99.0 x 92.0 5666*	*2655*	*18x10 (F) 18x11 (R)* Stock Z06 wheels allowed.	315 Max. *Rear tires may protrude up to 1.0" with GM T1 Perf. Susp. pkg. Max. camber: (F) -3.5 (R) -2.5 with GM suspen-sion pkg.*	*(C5): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 (Z06): 2.97, 2.07, 1.43, 1.00, 0.84, 0.56*	*3.42*	*(F) 325 Vented Disc (R) 305 Vented Disc* *May use two-piece steel rotors with aluminum hats up to 5% larger than 340/330; Any four piston calipers and brack-ets are permit-ted. Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper.*	3200	*GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachments points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permit-ted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permit-ted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. The A.I.R air pump system may be removed.*

2. #13148 (GEORGE WINKLER) 2012 MUSTANG Boss 302s WEIGHT PENALTY
In T1, Ford Mustang/ Thunderbird (Boss 302), change the weight as follows:
~~3550~~ *3450*

3. #13327 (SCCA Staff) Classify the Lotus Evora GT4
In T1, classify the Lotus Evora GT4 as follows:

T1	Maximum Dis-placement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Lotus Evora GT4	*4000*	*2800*			

4. #13348 (SCCA Staff) E & O Acura NSX WC restrictor
In T1, Acura NSX World Challenge, change the restrictor as follows:
~~(2) 28mm TIR~~ *40mm*
In T1, Acura NSX Turbo, change the restrictor as follows:
~~(2) 28mm TIR~~ *40mm*

T2-T4
1. #13135 (Marc Feinstein) Ride Height Adjustment
In section 9.1.9.2.D.5.b.2.d, change the language as follows:
"~~T4~~ *T2-T4* only: Cars with alternate spring allowance in spec line, may use adaptors, *and threaded perches* to allow fitment of springs. "

T3
1. #12660 (Marc Feinstein) Classify 2013 Audi S4 and S5
In T3, classify the Audi S5 as follows (see attachment)

T3	Bore x Stroke (mm)/Displ. (cc)	Wheelbase (mm)	Wheel Size (in.)/ Matl	Tire Size	Gear ratios	Final Drive	Brakes	Weight (lbs.)	Notes
Audi S5 2012-14	*84.5x89./2995*	*108.3*	*18x9 MAX F&R*	*275 MAX F&R*	*Manual 3.667/2.158/1.520 1.133/.919/.778*	*3.682*	*345/330*	*3600*	*Notes: 43mm flat plate restrictor, 800 max F&R spring rate. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360*

In T3, classify the 13-14 Audi S4 as follows:

T3	Bore x Stroke (mm)/Displ. (cc)	Wheelbase (mm)	Wheel Size (in.)/ Matl	Tire Size	Gear ratios	Final Drive	Brakes	Weight (lbs.)	Notes
Audi S4 (13-14)	*82.5 x 92.8 1984*	*2468*	*18 x 9 (F&R)*	*255 275*	*3.68, 2.16, 1.52, 1.13, 0.92, 0.78*	*3.88*	*(F) 320 Vented (R) 286 Vented*	*3600*	*43 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs. Ratios: 3.88, 2.24 ,1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360*

T4

1. #13073 (Mark McCaughey) Include 00-05 Toyota Celica GT in New T4/SSC Changes
In T4, Toyota Celica GT (00-05), add the notes as follows:
Header allowed. Front strut tower brace allowed, OBD2 requirement for ECU does not apply.

2. #13074 (Mark McCaughey) Add Oil Pan for 05-06 Toyota Corolla XRS
In T4, Toyota Corolla XRS (05-06), add the notes as follows.
Moroso oil pan 20970 allowed.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | January 9, 2014

The RallyCross Board (RXB) met via conference call on January 9. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Tere Pulliam from the BOD and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Hyatt welcomed Tere Pulliam as a BOD liaison to the RallyCross Board.

Committee Reports

- RallyCross Safety Committee: Prior to the meeting, Jerry Doctor submitted the following Safety Committee report for 2013:

2013 RallyCross Safety Committee Report

Tire Debead Study

I had estimated there were about two dozen debead reports filed for 2013. When I sat down to compile the data, I discovered some of the reports were duplicates. One of the duplicates included three separate forms and another two. Two single report duplicates brought the actual number of debead reports down to sixteen.

In looking over the data table included in this report you may believe there is another duplicate entry. I confirmed with the safety steward that these were two separate incidents even though the data is identical. Other than noting that it is usually the right front tire that debeads, there isn't a lot to be learned from the limited amount of data.

2013 RallyCross Tire Debead Data

Make and Model of Car	Class	Tire Type	Tire Size	LF	RF	LR	RR
Eagle Talon	MA	all season	205/55-16	42	X	41	40
Subaru WRX STi	MA	rally	195/70-15	35	X	35	35
Subaru WRX Waggon	MA	rally	195/65-15	35	35	X	35
Subaru WRX	MA	snow	205/60x16	44	X	44	44
Subaru WRX	MA	snow	205/55x16	X	48	47	48
Subaru RS	MA	rally	205/65x15	X	30	32	35
Subaru WRX	MA	rally	195/65x15	25	X	32	29
Audi 90 Quattro	SA	all season	195/60x14	X	55	40	52
Audi 90 Quattro (2nd incident)	SA	all season	195/60x14	X	55	40	52
Subaru Legacy	MA	snow	215/45x17	36	X	34	34
Subaru Imprezza 2.5 RS	PA	rally	196/65x15	29	X	29	29
Nissan Sentra	MF	rally	?	27	X	27	27
Subaru WRX STi	SA	?	225/14x17	43	X	43	43
Subaru WRX STi	MA	rally	195/65x15	25	X	25	25
Dodge Neon	MF	snow	195/50x14	35	X	31	30
Subaru WRX STi	PA	rally	195/65x15	?	?	?	?

Every effort was made to get the safety stewards to submit the debead reports. In addition to the standard announcements the Safety Committee enlisted the aid of the Divisional RallyCross Safety Stewards in spreading the word of the program. Furthermore we contacted every RX Safety Steward individually providing an explanation of why the program had been implemented and providing an electronic form for submitting the data. The form was also made available in two different formats on the SCCA website. Near the end of the year we asked the Divisional Stewards to once again remind people to file the reports.

After all of this we had sixteen debead reports. This suggests two possibilities. The first is that tire debeads are so rare that they are not a major issue. This conclusion is further supported by the fact that none of the sixteen debeads resulted in an incident.

The second possibility is that, despite our best efforts, many of the tire debeads are going unreported. If that is the case we have a very different problem than the one we set out to study. It seems unlikely, however, that simply continuing to request safety stewards report debeads will solve that problem or provide meaningful data.

Either way, I recommend that the RXB discontinue the requirement of submitting tire debead data. If that is done the safety stewards should be notified (I'd suggest by e-mail.) and the debead forms should be removed from the SCCA website.

Should the RXB choose to go ahead with the program, the form needs to be updated to provide the correct Divisional Steward information. Even better would be to have the reports go directly to the Safety Committee rather than through the Divisional Stewards. This would eliminate one possible failure point in the reporting process and I seriously doubt the stewards will resent not being asked to deal with the forms in the future.

Safety Steward Training Slideshow

The slideshow that was released by the Safety Committee in February 2011 needs to be updated. Significant changes have been made since then. Important information about the insurance and reporting incidents, for example, is no longer correct.

When Scott Beliveau resigned as Divisional RallyCross Steward and was commenting on his concerns with the program, he made the statement "I don't feel that simply having a candidate read the RXSS Training Seminar document is enough. It includes bullet style info with no explanation. That document is really an outline for a presentation and discussion." Scott is exactly right when he calls it an outline. That was the use the Safety Committee envisioned in designing it with the hope that such a standard outline would result a more uniform presentation in safety steward classes. It was never intended to be a stand-alone document.

In light of Scott's comments I am concerned that some people might be using the presentation in place of an actual class. The RXB needs to make it clear that simply watching the slideshow does not constitute completion of the safety steward school requirement.

Safety Steward License Renewal

If it has not already been done the RXB needs to verify with the membership department at the national office that all RX Safety Steward license renewals should have a three-year expiration date. Before we sent the new procedure to the Board of Directors for approval I verified with Colan Arnold that this would not be a problem. (Colan was not happy with the Solo policy where some safety steward licenses are good for three years but others for only one. As long as all of ours were for the same length he assured me he would not object.) As a result there shouldn't be an issue with the three-year expiration date. You do need, however, to make certain the secretaries are aware of the change and that it is being carried out.

Since all safety steward licenses will be issued in 2014 for three years you have until the late fall of 2016 to put the renewal process in place. That seems a long way out and there will be a great temptation to put off actual development of the procedures. I suggest that would be a grave error. To be done correctly the renewal examination will take considerable time to develop and additional time to pretest. A method of administering the examination needs to be put in place. In my opinion it would be best if it could be taken online. That will require the assistance of the SCCA's IT people and I'm sure that with plenty of their own deadlines to deal with they will need considerable advanced warning on this project. If it turns out that online testing is not an option you will need to develop an alternative testing procedure such as downloading the test form then submitting it to the Divisional Steward along with the license renewal form. Speaking of which, there currently isn't a license renewal form. That will have to be designed and arrangements made to have it included in the membership renewal mailing the way the Solo Safety Steward form is now.

As I have hopefully convinced you, most of the work in establishing the RallyCross Safety Steward renewal program has yet to be done. I do not envy the new Chairman of the Safety Committee.

The Committee Members

I would be neglect in performing my duties if I did not include in this report a thank you to the members of the Safety Committee. Hal Denham and Bob Ricker were carry-over members from 2012. Rebecca Ruston and Mark Utecht joined the committee in 2013. All four of these individuals exceeded my expectations in performing their tasks. They were prompt in responding to the various duties they were asked to carry out. Their insight to the incidents that the committee investigated was nothing less than amazing. Again and again they picked up on key factors that I had failed to see. And their contribution to the policies the Safety Committee proposed was invaluable. I urge the RXB to publicly acknowledge the outstanding job they did.

Jerry Doctor

2013 Chairman
RallyCross Safety Committee

The RXB discussed and agreed to Doctor's recommendation to discontinue the requirement of submitting tire debead data.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot requested that an announcement of the online availability of the 2014 RallyCross Rules be made on the Facebook page and the SCCA website. Lightfoot will also post a reminder on the RallyCross forum that the 2015 RallyCross Rules submission period is now open through June 15.

- National Championship Committee (Brent Blakely): Scheduling for the 2014 National Challenge events is progressing well with most Divisions either having set or being close to set a date for their National Challenge events.

- Marketing Committee (Ron Foley): Foley confirmed the schedule for the RallyCross sessions at the 2014 National Convention. The RXB discussed individuals who would be qualified and willing to lead those sessions. The necessary follow up contacts will be made.

  When 2014 RallyCross contingency contracts are finalized, Foley will contact the *SportsCar* editor to publicize the information in *SportsCar*.

- Divisional Steward Liaison (Stephen Hyatt): There was no Divisional RallyCross Steward (DRXS) meeting in December due to the holiday conflict. Email discussions are ongoing. Plans are to resume the DRXS meetings in January 2014.

Old Business

- "What is RallyCross" video (Keith Lightfoot): Work on this project continues with plans to finalize the video within a month or two and have it ready for use on the SCCA website. Harmer emphasized that any music costs for the project will be covered by the SCCA.

- RallyCross Policies and Procedures Manual update: Hyatt will take over this project from Jerry Doctor. He requested that each Committee Chairman and all RXB officers write a description of their respective roles and operating procedures. These will be combined and become part of the Procedures Manual. Hyatt's plans are to have it compiled and ready for 2014 RXB discussions at the National Convention.

- "Build" thread status: This project continues with one thread posted and others in the works. Harmer would like threads to be posted at forums outside of the SCCA to attract new competitors not currently aware of the RallyCross program and provide a starting point for those interested in building and campaigning a car in RallyCross.

- Goals for 2014 and beyond (Stephen Hyatt): Hyatt plans to use the 2014 goals as part of the RallyCross Strategic Plan for the BOD. He will email a preliminary version to the RXB in a couple of weeks for discussion and revision at the February meeting. That revised version will be submitted to the BOD briefing book for the National Convention discussions.

New Business

- Northeast Division RallyCross Steward replacement: Foley conducted a phone interview of James Quattro for the position of Northeast Division RallyCross Steward and recommended him as the replacement steward in that Division.

  Motion: Recommend James Quattro for BOD approval as Northeast Division RallyCross Steward. Foley/ Elliott. PASSED 6-0.

- Jerry Doctor: The RXB would like to thank and recognize Jerry Doctor for his service on the RXB and the RallyCross Safety Committee and for his contributions to the RallyCross program.

- National Challenge results (Brian Harmer): Harmer emphasized the need for the Divisions to submit to the National office the results from each National Challenge event on a timely basis (within one week) and suggested that the RXB establish a policy for it. It was also recommended that all results be posted by the Divisions at the SCCA RallyCross forums under the Results thread. The RXB agreed to make submission of results within one week an official requirement in the 2014 National Supplemental Regulations.

- National Challenge trophies and other event requirements (Brian Harmer): Harmer would like to make a change for 2014 of how the National Challenge trophies are handled. He suggested that the Divisions be responsible for procuring the trophies within budget and design guidelines. The National office will still pay for the trophies as long as they are within those design and budget guidelines. Hyatt has requested feedback from the DRXS on this change. Harmer would also like all Divisions to use motorsportsreg.com for registration in 2014.

Motion: Require motorsportsreg.com for registration at all 2014 National Challenge events. Foley/Lightfoot. PASSED 6-0.

- Committee appointments: The RXB discussed and agreed on Committee assignments, chairmanships and other RXB responsibilities for 2014.

  Motion: Approve RXB positions and Committee appointments as follows: Rules Committee Chairman – Keith Lightfoot; DRXS liaison – Stephen Hyatt; Marketing Committee Chairman – Ron Foley; RXB Secretary – Karl Sealander; Safety Committee liaison – Brent Blakely; National Championship Committee – Warren Elliott, Chairman, Charles Wright and Chris Hastings. Lightfoot/Foley. PASSED 6-0.

- Convention attendance: Hyatt requested that the RXB plan on being at the National Convention by noon on Thursday through noon on Sunday.

- Convention awards: In an executive session the RXB discussed and voted on the following RallyCross awards to be announced and given out at the 2014 National Convention: Region of the Year, Division of the Year, Dirty Cup and Spark Plug.

- RallySprints (Warren Elliott): Elliott reported that a committee has been formed to create rules and safety procedures for a RallySprint pilot program. That committee consists of Scott Beliveau, Tommy Kilpatrick, Keith Lightfoot and Brent Blakely. Tim O'Neil has agreed to serve as a consultant for the project. Three sites are currently prepared to run events for this pilot program. Harmer will ask Deanna Rowland forward old RallySprint rules to the committee. Elliott requested that the committee have down in writing by February a good set of rules and safety procedures and be prepared to present the plan to the BOD at the National Convention.

Next meeting: February 5, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | January 7, 2014

The RoadRally Board met by conference call on January 7, 2014; meeting called to order by Rich Bireta at 7:30 pm CST.

In attendance: Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Rich Bireta, Clarence Westberg, Deena Rowland from the National Office and new BOD liaisons Peter Zekert and Tere Pulliam. Not in attendance: Len Picton (ill), and Howard Duncan from the National Office.

The December minutes were approved (Bruce/Chuck/pass).

Front Burner Items:

1) Tasks from December meeting:
   a. Completion of December minutes for FastTrack - Jeanne - done
   b. Release of 2013 Championship Tour/Course Standings - Bruce G – still working on it
   c. Press Release – Results of Yucatan Safari National Rally Results – Clarence - done
   d. Collect missing 2013 audit data - Sasha - done
   e. Complete 2013 Participation Study – Rich - done
   f. Toolbox reorganization – Len – no report
   g. NEC – Finalize GO/no-go decision on AZB March 2014 National - Chuck - done
2) Introduction of new BOD liaisons to RRB.
   a. Short self-introductions by Peter Zekert and Tere Pulliam, our new liaisons:

Peter – lifetime member; attended his first race in 1976; active in club racing; is the St Louis Region RE; travels a lot and likes to see how others do things; last rally was 10 years ago in Nebraska.

Tere – from Atlanta; joined in the late 70's; from 1998-2011 was on the Atlanta Region board, part of that time as RE; did some rallies in late 70's

3) Review and Approve committees for 2014 (chair underlined)
   a. National Events: DeMerrit/Thompson/Weiman/(Hanson-Liaison)
      Chuck will solicit for new members, he would like to have them from both coasts to balance the midwest bias of the committee. (Update - Weiman has subsequently resigned from the NEC.)
   b. Publicity: Babbe/Head/Waters/(Lanz- Liaison)
   c. Regional Development: Picton/Bireta/Strong/(Picton-Liaison)
   d. Rules: Friedman/Gezon/Ferris/Teter/Thompson/Hanson/(English-Liaison)
      Dave Kolb is resigning from the Rules Committee; Chuck has offered to take over the upkeep of the RRRs and subsequently the RFOs, since he has a lot of experience with Word formatting and document writing. Motion: Chuck Hanson to take over keeping the RRRs updated. Bruce/Jeanne/pass. Ron Ferris has volunteered to be on the committee, with his primary focus to be bringing the RFOs up to date; Chuck Hanson also volunteered to be on the committee. Motion: add Ron Ferris and Chuck Hanson to the Rules Committee. Bruce/Jeanne/pass.
   e. Secretary of RRB – Jeanne

   Motion: approve the above committees and RRB secretary. Sasha/Jeanne/pass
4) 2014 Coker Tire Challenge
   a. Publicity plan. Assistance from SCCA National Office was approved at December BOD meeting. This is a key opportunity to increase the visibility of the sport. Will the Publicity committee to take the lead and generate a plan and follow through? Sasha will take this to the Publicity Committee and report at Feb meeting
5) 2013 Championship Season Status
   a. Ballots for best Tour and Course (Gervais Award) events of the year have been received and tabulated; winners have been determined; the process used for determining the winner was agreed to in early 2013 (3, 2, 1 points for 1st, 2nd, 3rd); the winners will be announce at the SCCA Convention in March.
   b. 2013 Tour and Course Results:
      Bruce estimates 125 hours of work remaining and he is working on it most days. No additional help would speed the process. Be assured that they will be completed as soon as possible.
6) 2014 Championship Season:
   f. The next Planning Calendar will be published in a day or two. (Note: Yucatan Winter Safari will be a Regional event, not a National, per Clarence; Bruce deleted his August National.)
   g. A press release was prepared by the Publicity Committee but has not been posted to scca.com as of 1/6/14.
   h. Review Arizona Border National Sanction Plan (NEC – Chuck) – sanctions approved, based upon reports received from Jeanne and Bruce after the December AZB regional events.

i. Publication of 2014 RRRs:
The RRRs are past due being published, Jeanne will check with Dave Kolb. (Update as of 1/13/14 – finalized RRRs received from Dave.)

7) RFO Revision (Bruce, Clarence):
   a. Clarence brought up revising the RFOs; Ron Ferris has offered to do this; if anyone has suggestions of needed changes, let Ron know.
8) 2013 Participation Study (Rich):

Rich put out preliminary report, 17% increase in events, 32% of Regions have a rally program, and 12% have what we consider to be a healthy rally program

9) Regional Achievement Award– 2013: was determined; to be presented at the Convention
10) Divisional Achievement Award – 2013: was determined; to be presented at the Convention
11) 2014 Convention Planning:
   a. Sessions and Schedule, travel planning: we are registered, but need to make our own hotel ($129 at Westin) and travel reservations, to arrive by lunch on Thursday, and leave Sunday afternoon. Rich likes the extended face-to-face time, we can discuss items like what we expect from ourselves, national office, committees; discuss this further at our February meeting
   b. Short presentation to New Regional management – Chuck and Bruce have provided feedback; more next month
12) Tabled - Placing the WDCR Rally School Textbook in the Toolbox
   a. Update? (Len)
13) Tabled - Reorganizing the Toolbox
   a. Update? (Len)
14) Access to email addresses of members in neighboring regions of those who have listed Road Rally as an area of interest.
   a. Rich will follow up with BOD member Bruce Lindstrand
15) Significant changes to Road Rally Championship (Chuck)
   a. Few areas of consensus were apparent from the December voting. Where do we go from here? Chuck sent Rich an email about what RRB is really capable of doing for regional development and also about the proposal and how it will eliminate several problems we are currently seeing (e.g. one car classes) which will make the national program more interesting to regional folks which in the long term will grow the national program. The Regional Development Committee came up with an 8-pt document that has many similar items. Chuck would like us to make changes (review/track) to his document and submit them to him, so we can discuss further at our next meeting.
16) GTA-Only Safety Steward Classification (Sasha)
   a. Update? No report
17) New business, open forum.
   a. AZB's Plan for non-sanctioned GTA ahead of National weekend in March; John has decided not to have this rally.
   b. Sasha – answer Cheryl Babbe's email of this morning, with questions about RoadRally eNews, 2014 updates, and such.
   c. The On Rallying column is being removed from Sportscar; there is lots of consternation about this; Peter said it was not just rally, that all divisional and specialty columns will go away in the upcoming reformatting of Sportscar.

Meeting adjourned at 9:30 CST

Next meeting February 4, 2014, 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/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED March 2014

SOLO EVENTS BOARD

CONTENTS

BOARD OF DIRECTORS	**None**
SOLO	**1**
SEB Minutes	1
CLUB RACING	**5**
CRB Minutes	5
Technical Bulletin	11
Court of Appeals	16
Time Trials Admin. Council	17
RALLY	**18**
RallyCross	18
Road Rally	20
LINKS	**23**

SOLO EVENTS BOARD | January 22, 2014

The Solo Events Board met by conference call January 22nd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Bruce Lindstrand and Terry Hanushek 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 1/1/2015

Comments regarding items published herein should be directed via the website *www.soloeventsboard.com*

MEMBER ADVISORIES

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.

Street

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

The SEB has approved the addition of Vivek Goel and Andrew Pallotta to the SAC. The SEB thanks all of the members who expressed interest in serving the Club on this committee, and will keep the other resumes on file for future consideration.

Street Modified

The SEB has approved the addition of PJ Corrales to the SMAC. Vacancies remain on this committee and the SEB invites interested members to submit their qualifications in writing.

Modified

C Modified

Due to the recent moves of FV, SV and FST into CM, the MAC and SEB would like to further evaluate the competitiveness of these platforms in CM and therefore we do not expect to be recommending additional allowances for them at this time.

#11737 Body Work Clarification

The MAC believes that reduced-size bodywork is permitted in DM and EM in Modified Tub cars, per 18.1.C.2.d to the extent that one can be built which meets all of the floor pan length and width criteria (and all other applicable requirements) and remains recognizable as the original make and model per 18.1.B.1.

Note: a pertinent rule change proposal appears elsewhere herein.

#13146 Solo Vee Engine Clarification

Per the MAC, Appendix A, C Modified, paragraph C.2.c) establishes that replacement parts must have the same form, fit and function as the original. Specifically, an H rod compared to an original I rod has a different form and is therefore not dimensionally identical.

Kart

The KAC has a vacancy at this time, and the SEB invites members who are interested in serving on this committee to submit their qualifications in writing.

CHANGE PROPOSALS

Street

#12993 Shift Knob Clarification

The SAC is requesting member comment on adding paddle shifters to the Street shift knob allowance, by changing 13.2.E as follows:

13.2.E. Alternate shift knobs *or paddles* are allowed.

Note: Please see the pertinent item in the Tech Bulletins section elsewhere herein.

Street Touring

#12465 STS & STC Combining Proposal

The STAC continues to request member review and feedback regarding the following classing change proposal:

Effective 2015, all cars currently classed in STC will be re-classed to STS.

Modified

#11737 Body Work Clarification

Per the MAC, the following rule change proposal is submitted for member review and comment: Effective 1/1/2015, change the first paragraph of Section 18 to read as follows:

"Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B, C, and F (BM, CM, and FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), *except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used*. Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable GCR section(s)."

OTHER MEMBER ITEMS REVIEWED

General

#13312, 13391 CAM Comments

Thank you for your input.

#13394 CAM Comments

Regions are free to use any PAX index numbers they wish. They are not assigned by the SEB.

Street

#13038 Street Allowance Proposal

Thank you for your input.

#13247, 13263, 13279, 13316, 13321 Wheel Offset Comments

Thank your for your input on the proposal to change the Street category wheel offset rule from +/- 1/4" to +/- 7MM.

Prepared

#9839 Aero Clarification

The PAC thanks the member for the input.

#13123, 13334 Wheel Width Allowance Comments

Thank you for your input.

NOT RECOMMENDED

Street

#12804 Sunset Rule Clarification

While recognizing section 13's 30 year rule for National events, the SAC prefers to leave older cars in Appendix A. Considerations include the extra work it would take to maintain the class listings, and the fact that we still see older cars at regional events.

#12362, 12524 Mazdaspeed 3 Move to GS Proposal

The requested change is not recommended, Please see the first item in Member Advisories under the Street category heading.

#13054 Scion IQ Classing Proposal

The Scion iQ remains excluded from the Street category for reasons of stability per Solo Rules section 3.1.

#13229 370Z Move to BS Proposal

The requested change is not recommended, Please see the first item in Member Advisories under the Street category heading.

#13308 Wheel/Tire Allowance Proposal

The +/- 1" diameter allowance only applies to Street. You may not mix and match the Street and Street R category rules.

Prepared

#13340 Aero Allowance Proposal

The PAC believes that extending the XP aerodynamic allowances to all of the Prepared category is inconsistent with the intent of those classes. The PAC thanks the member for their input.

Modified

#12932 Solo Vee Wheel Base Proposal

A wheelbase exception for the Formula First (FST) as requested is not recommended at this time. Per Appendix A, under C Modified subsection C, by definition the Solo Vee rules are based on GCR Formula Vee, not on Formula First. Hence even with such an exception an FST car could not run CM under the Solo Vee allowances without significant rule changes to expand the definition of the latter. The competitor is reminded that a GCR-compliant FST is permitted in CM under subsection B.2 in Appendix A.

#13147 Solo Vee Allowance Proposal

The requested changes to Solo Vee engine allowances are not recommended at this time, due primarily to the desire to further observe and evaluate the effects of the recent move of these cars into CM.

COVERED ELSEWHERE

Prepared

#13271 Subaru's FP Lines Comments

#11625 has been recommended to the BOD as a 2015 rule change, as shown in the January 2014 Fastrack. The PAC thanks the member for the feedback.

TECH BULLETINS

Street

#12802 Camaro Classing Proposal

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Camaro 1LE in *A Street*.

Chevrolet

Camaro Z28 (2014)

#12993 Shift Knob Clarification

Per the SAC, the shift knob allowance in 13.2.E does not include paddle shifters.

#13051 Porsche Macan Classing Proposal

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Porsche Macan in *B Street*.

Porsche

Macan (Turbo and S) (2015)

Prepared

#13320 CP Engine Clarification

The PAC recommends the following Tech Bulletin:

Change Appendix A, Prepared Category, Section C-Prepared (CP) by replacing the fifth paragraph with the following:

"Naturally aspirated cars using US-market 6-cyl and 8-cyl engines manufactured by a particular corporation may use any naturally aspirated 6-cyl or 8-cyl engine offered in a US-market vehicle by that corporation's brands as listed below.

Ford Motor Company: Ford, Mercury, Lincoln

General Motors Company: Chevrolet, Pontiac, Oldsmobile, GMC, Buick

Chrysler Group: Chrylser, Dodge, Plymouth

Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is ±½" (±12.7mm). Alternate material (e.g., aluminum) engine blocks may be used on US-produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17."

Note: This change clarifies the allowed corporate-related, naturally-aspirated, engine-swaps incorporating engines that have been produced in facilities outside the United States.

CLUB RACING BOARD

Club Racing Board Minutes | February 4, 2014

The Club Racing Board met by teleconference on February 4, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and 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, Technical Assistant, Club Racing, and Brian McCarthy, BOD. The following decisions were made:

Member Advisory
None.

No Action Required
FA
1. #12786 (Richard Zober) Swift 016 Rules
Thank you for your letter. For 2014, the 016 weight remains the same and the restrictor has been changed to 34mm. Please see the January 2014 GCR. The CRB is requesting input on carbon brakes, please see the January 2014 Fastrack Minutes, letter #12674 and provide your input through the CRB letter system at crbscca.com. Currently, Table 2 of the Formula Atlantic rules specifies the Swift 016 maximum engine displacement to be 2.3 liters. Should you wish additional details in the rules, please request them through the CRB letter system (crbscca.com), one request at a time.

2. #12844 (Ahsen Yelkin) Support for Letters 11677 and 12840
Thank you for your letter. Please see the response to letter #12840. Please also see the response to letter #11677, September 2013 Fastrack Minutes.

P1
1. #12706 (Michael Devins) Clarification of Specification Lines for P1
Thank you for your letter. The opening paragraph of the P1 rules requires that cars not specifically included in the specification table must fully comply with the complete P1 rule set.

P2
1. #12956 (Doug Piner) Rear Wing for P2
Thank you for your letter. Please see the February 2014 GCR for details and consult your wing manufacturer to ensure your wing is compliant.

GT1
1. #13341 (Sean Williams) STO Corvette C4 Engine Displacement
Thank you for your letter. Specification lines list stock bore. .040” overbore is permitted in the GTCS and it is not necessary to list overbore specifications in the STO specification lines.

Prd
1. #13322 (Les Chaney) Wheel Size Allowance for Prod
Thank you for your letter.

STU
1. #13352 (Andrie Hartanto) Clarification on Throttle Body Allowed to Change to Mechanical
Thank you for your letter. Per the STU rules, the stock throttle body may be modified for manual cable actuation. You are welcome to propose an alternate throttle body for approval for the 2015 season. Please submit such a request through the CRB letter system, crbscca.com.

T1
1. #13324 (Connie Bogan) Dodge Viper, Including Comp Coupe ACR/ACRX
Thank you for your inquiry. The restrictors are correct as listed. Changes to T1 have made it necessary to make these changes. The CRB encourages you to research tuning options to compete in T1, or, consider GT2, which is also an option for you.

2. #13371 (Lee Mixon) Approval for Boss 302 R in T1
Thank you for your inquiry. As long as it meets the specifications in GCR 9.1.9.1.B.2, it is allowed.

Not Recommended
FA
1. #12840 (Paul Morrison) Shifters in FA rules
Thank you for your letter. The CRB does not recommend this change at this time.

P1
1. #13178 (Jon Staudacher) Staudacher Specification Line
Thank you for your letter. Please see the January 2014 Fastrack Technical Bulletin letter #12372. The proposed restrictor was not included in the Technical Bulletin; however, the weight increase is consistent with the SCCA Power Factor calculations being used for the formulation of the class.

GT2
1. #13223 (Amir Haleem) Create Additional Specification Line for 20B Engine
Thank you for your request. The CRB encourages the development of this engine, to improve performance, with its current specification line. Please see the response to letters #11328 (June 2013 Fastrack Minutes) and #12104 (September 2013 Fastrack Minutes) for additional responses about this topic.

2. #13231 (Tom Stanford) Wheel Size Limits For TA2
Thank you for your request. The CRB believes that the current tires are competitive as specified.

3. #13287 (Michael Piera) Ex Rolex GT3 Cup Specifications
Thank you for your letter. The CRB believes that the 2008 GT3 Cup Car is competitive as classified and adding a modified version of this classification would be outside the performance perimeters of the class.

4. #13304 (Amir Haleem) Classify Mazda RX7 with 20B Engine in GT2/ST
Thank you for your letter. Please see the response to letter #13223.

GTL
1. #13261 (Bill Blust) Weight Reduction for Spridgets in GTL
Thank you for your request. The CRB did read and understand your request in letter #12899 (December 2013 Fastrack Minutes). Please see the response to that letter.

ITS
1. #11955 (Lee Niffenegger) Move 2006-Up Civic SI from ITS to ITR
Thank you for your request. The CRB believes the 2006-09 Civic Si to be classified appropriately in ITS.

HP
1. #13296 (John Brichetto) Classify the Berkley B105 in HP
Thank you for your request. There were insufficient numbers of this car manufactured to meet the production car classification requirements.

SM
1. #12990 (Kyle Webb) Rear Differential Housing
Thank you for your letter. Current rules allow this area to be repaired. Please see GCR 9.1.7.C.

2. #13249 (Matt Kessler) ARP Rod Bolts
Thank you for your request. The CRB has not seen failures of OEM rod bolts. The CRB does not recommend this change at this time.

STL
1. #13375 (Robert Schader) Specification Line Car
Thank you for your letter. The CRB will continue to monitor the performance of the class and make adjustments as needed.

T1
1. #13349 (Jim Tway) Aerodynamic Penalty for All Makes and Models
Thank you for your letter. The CRB has made changes to the class structure for 2014 but does not recommend this change. The CRB will continue to monitor the performance of the class.

T2
1. #13253 (David Jones) Touring 2 Solstice GXP Performance Adjustments
Thank you for your letter. The CRB has made changes to the class structure for this year. The CRB will continue to monitor the performance and make changes when needed.

2. #13254 (David Jones) Touring 2 Class Improvements
Thank you for your letter. The CRB has made changes to the class structure for this year. The CRB will continue to monitor the performance and make changes when needed.

3. #13315 (Steven Glaab) Spherical Bearings on Suspension Parts
Thank you for your inquiry. The CRB does not recommend spherical bearings for all T2 cars. This kind of modification is allowed in T1. Each car in T2 has car-specific modifications allowed in the specification line that may not be allowed for every other T2 car. The goal is parity across all T2 cars, so each T2 car will be allowed modifications toward that goal. All of the Spec Mustang rules are listed in Appendix N and Appendix N is referenced in the Spec Mustang specification line.

4. #13342 (William Moore) 2010 - 2014 Camaro SS/1LE
Thank you for your letter. Changes have been made to the class structure for this year. The CRB will continue to monitor the performance.

T4
1. #13212 (Lee Niffenegger) Reduce Weight of 2012-2014 Civic Si
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 class.

2. #13386 (Tim Wise) Allow the SM5 Sealed Damper/Spring in T4 for the MX5
Thank you for your letter. Changes have been made to the class structure for this year. The CRB will continue to monitor the performance of the class, but does not recommend this change at this time.

Recommended Items for 2015

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

GCR
1. #13509 (Touring Committee) All Classes – Add Restrictor to Side of Car
In an effort to reduce the confusion of what restrictor a vehicle should be running in accordance with the chosen weight/ restrictor combination, change 9.3.29.D:

D. Displaying Minimum Weight *and Restrictor Size and Type*

Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FF, FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class. *Any car required to run a restrictor must display the restrictor size and type in a manner that is clearly legible to the scrutineers. If the car also displays a minimum weight, it is recommended that the restrictor information be located near the displayed minimum weight.*

ITA
1. #12904 (Matthew Yip) Re-classify VW GTi 16v (All) to ITB
Thank you for your request. Re-classify the cars below to ITB:

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:
Volkswagen Golf GTI / GT / GL (85-92)	4 Cyl SOHC	81.0 x 86.4 1780	(I) 40.0 (E) 33.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.89	*(F) 239 x 20 ventilated Disc (R) 226 x 10mm Solid Disc or 180mm or 200mm Drum*	2280	Includes 1985 Golf Cup cars prepared to IT specifications.

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:
Volkswagen Jetta/ GL / GLI (85-92)	4 Cyl SOHC	81.0 x 86.4 1780	(I) 40.0 (E) 33.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.89	*(F) 239 x 20 ventilated Disc (R) 226 x 10mm Solid Disc or 180mm or 200mm Drum*	2280	

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:
Volkswagen Golf GTI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 239 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

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:
Volkswagen Jetta GLI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

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:
Volkswagen Scirocco 16V (86-88)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	94.5	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

ITS

1. #11724 (Willie Phee) Classify Acura TSX in ITS

In ITS, Re-classify the Acura TSX 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:
Acura TSX (04-08)	*4 cyl DOHC*	*87 x 99 2345*	*(I) 35.15 or 36.15 (E) 30.15*	*10.5:1*	*105.1*	*17*	*3.267, 1.880, 1.355, 1.028, 0.825, 0.659*	*(F) 300 x 23 Vented Disc (R) 260 x 9 Solid Disc*	*3175*	

2. #13470 (Improved Touring Committee) Re-classify Acura RSX-S to ITS (from ITR)

In ITS, Re-classify the Acura RSX-S 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:
Acura RSX-S (02-04)	4 Cyl DOHC	86.1 x 86.0 1988	(I) 35.2 (E) 30.2	11.0	101.2	17	3.27, 2.13, 1.52, 1.15, 0.92, 0.74	(F) 300 Vented Disc (R) 260 Solid Disc	3000	

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:
Acura RSX-S (05-06)	4 Cyl DOHC	86.1 x 86.0 1988	(I) 35.2 (E) 30.2	11.0	101.2	17	3.27, 2.13, 1.52, 1.15, 0.92, 0.74	(F) 300 Vented Disc (R) 260 Solid Disc	3200	

T3

1. #13523 (Club Racing Board) Recommended Portion of Letter #13333

Thank you for your letter. In T3, for the Volkswagen GTI, Jetta (06-10), add to the specification line notes: *R32 model brake package allowed.*

Taken Care Of

DSR

1. #12374 (Martin Nygard) Honda Engine in P2

Thank you for your letter. The Honda engine has been added to the P2 spec line, please see the January 2014 GCR for details.

P1
1. #13192 (Vince Massa) Why Weight Penalty for Staudacher P1 Cars
Thank you for your letter. Please see the response to letter #13178.

2. #13194 (Ralph Provitz) Staudacher Cars Weight
Thank you for your letter. Please see the response to letter #13178.

3. #13195 (Ralph Provitz) Staudacher Cars Weight
Thank you for your letter. Please see the response to letter #13178.

4. #13210 (Richard Cottrill) Classify Speads Car in P1
Thank you for your letter. The Speads sports racer has been included in the P1 spec line, please see the February 2014 Fastrack Technical Bulletin, letter #12955 for details.

P2
1. #12324 (Fred Michael) Add Duratec to the MZR Specification Line
Thank you for your letter. The Duratec has been added to the P2 spec. line. Please see the January 2014 GCR for details.

2. #12595 (Mike Devins) Keep Same Wing Requirements for All P2 Cars
Thank you for your letter. "Wings" have been removed from the P2 specification line table. Please see the January 2014 GCR for details.

S2000
1. #12724 (Mark Brandt) Extend S2 National Status
Thank you for your letter. For 2014, the Sports Racer classes have been re-classified as P1 and P2. S2000 remains as a regional class. S2000 cars may run in the new P2 class, please see the January 2014 GCR for details.

2. #12760 (Charles Duncan) Re-instate S2000 as a National Class
Thank you for your letter. Please see the response to letter #12724.

GT2
1. #13228 (Tim Myers) Allow OEM Stock Viper ACR-x to Remove Restrictor for GT2 Class
Thank you for your request. Please see the response to letter #13328, February 2014 Fastrack Technical Bulletin.

GT3
1. #12923 (Steven Lustig) In Support of Letter From Michael Cyphert Tracking # 12918
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

2. #12929 (Gerald Lustig) In Favor of Letter #12918
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

3. #13063 (Collin Jackson) Support of Letter #12918 From Cyphert
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

4. #13119 (Rick Ricker) Support for 12918 Proposals for GT3
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

5. #13181 (Ralph Thuesen) GT-3 Possible Rim Rule Change
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

6. #13183 (Shane Thuesen) Respond to Cyphert's Letter
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

IT
1. #13206 (Greg Amy) Letters #11955 and #11724
Thank you for your feedback. Please see the response to letters #11955 and #11724.

2. #13220 (Raymond Blethen) What Do I Think Feedback, Letter #11955
Thank you for your letter. Please see the response to letter #11955.

T1
1. #13335 (David Jones) Corvette C5 Not Included in Limited Prep T1
Thank you for your request. This has been addressed in recent changes. Please see the current GCR.

T2
1. #13149 (Dave Caldwell) Addition of Z28 into T2 Specification Line
Thank you for your request. Please see the response to letter #13370, Technical Bulletin.

T2-T4
1. #13343 (Marty Grand) Evo Wheel Request
Thank you for your request. Please see the GCR as this is allowed.

What Do You Think
None.

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2014
NUMBER: TB 14-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/28/2014 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
P1
1. #13374 (Robert Schader) classification of Blackhawk in P1
In P1, classify the Astra as follows:

Spec Line	Marque	Wheelbase	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restriction
F	Stohr or West Homologated before 1/1/2014 *ASTRA Homologated after 1/1/2014*	97in	56in	1125lb Max engine displacement 1615cc, Suzuki Hayabusa based engine only		NA	37mm
G	Stohr or West Homologated before 1/1/2014 *ASTRA Homologated after 1/1/2014*	97in	56in	1075lb Max engine displacement 1455cc, Suzuki Hayabusa based engine only		NA	40mm

2. #13494 (Club Racing Board) Data Box Mounting P1 P2 FB
In Section 9.1.8.B.1.l, change the language as follows:
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 AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box.* The mount~~ing surface~~ is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. 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. *Effective date March 1, 2014. Contact AIM and their distributors for direct purchase*

In Section 9.1.8.C.1.K, change the language as follows:
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 AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box.* The mount~~ing surface~~ is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. *In addition the mount must not be on wings, and or wing end plates and where possible should be in the cockpit.* 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. *Effective date March 1, 2014. Contact AIM and their distributors for direct purchase*

In Section 9.1.1.G, change the language as follows:
All FB 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 AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box.* The mount~~ing surface~~ is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be

accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. *In addition the mount must not be on wings, and or wing end plates and where possible should be in the cockpit.* 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. *Effective date March 1, 2014. Contact AIM and their distributors for direct purchase*

GCR

1. #13467 (SCCA Staff) Define Finisher
In Section 5.10.4.B.3, change the language as follows:
"A DNF is defined as a car that did not complete the required number of laps to be a finisher (half the number of laps completed by the ~~overall~~ *class* leader, rounded down to the nearest whole integer. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See 6.10.3.A"

2. #13519 (Terry Ozment) E&O to address medical requirements
In Appendix C, section 2.7.B, change the language as follows:
GCR 2.7.B B. A Novice Permit is valid for 24 months with continuous SCCA membership. However, "Novice Permit holders ~~over age 60~~ *age 70 and over* and those requiring a medical waiver must submit the Medical Form annually for the Permit to remain in effect." :

Grand Touring
GT1

1. #12659 (Hoover Chan) Classify the Noble M12/M400 and Rossion Q1 into GT1 or 2 /ST
In GT1-ST, classify the Noble M12/M400 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Noble M12/ M400	*3000*	*2650*		*Must be run in as built OEM configuration. Competitor must present specifications on demand.*

In GT1-ST, classify the Rossion Q1 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Rossion Q1	*3000*	*2650*		*Must be run in as built OEM configuration. Competitor must present specifications on demand.*

GT3

1. #13437 (Grand Touring Committee) errors/omissions to letter 12918
In section 9.1.2.F.4.c.10.b, change the language as follows:
"The maximum wheel size for GT3 cars is 15 x 7". Alternatively, any wheel up to 18" with a maximum tire ~~sidewall~~ cross section of 12.0" and a maximum tire diameter of 26.0" may be used with a weight penalty equal to eight percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound. A maximum brake rotor diameter of 13.0" may be used with alternate wheels. Cars using 15" American Racer 23.5-10.0-15, bias ply, non-belted tire may do so without the weight penalty."

Improved Touring
ITR

1. #13448 (Stephen Blethen) Classify 2009 RX8 in ITR
In ITR, classify the 2009 Mazda RX8 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:
Mazda RX-8 (2009)	*2 Rotor*	*2600cc*	*NA*	*10.0*	*2703*	*18*	*3.76, 2.27, 1.65, 1.19, 1.00, 0.84*	*(F) 323 Vented Disc (R) 303 Vented Disc*	*2850*	

Production

1. #11851 (Rob Futcher) Classify Lotus 7/America in F Production
In HP, Lotus 7 & 7 America, remove the engine as follows:
~~3.19 x 1.19 997 997cc: Two (2) 1.25" SU~~,
In FP, Lotus Super Seven, add the engine displacement as follows:
3.19 x 1.19 997cc/ 60.8 ci 1045 lbs (I) 1.30 (E) 1.20

2. #13278 (Jay Taylor) Please Classify Fiat Spider 2000 in FP
In FP, classify the Fiat 124 Spider 2000 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.)
Fiat 124 Spider 2000 (79-83)	*2*	*2265 * 2322 ** 2378*	*4 Cyl. DOHC*	*3.31"x3.54"*	*121.7 c.i.*	*Iron*	*Alum*	*(I) 1.64" (E) 1.44"*	*Weber 28/32 ADHA or fuel injection*	*89.8"*	*56.7"/55.4"*

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Fiat 124 Spider 2000 (79-83)	*15x7*	*5*	*(F) 8.9" disc (R) 8.9" disc*		*Comp. Ratio limited to 10.5:1, Valve lift limited to .450"*

3. #13372 (Ben Meredith) classify 99 Volkswagen Jetta
In FP, Volkswagen Golf (99-05), change the description as follows:
Volkswagen Golf *IV/ Jetta IV* (99-05)
In FP, remove the spec line for the Volkswagen Jetta (1993-1998) as it is a duplicate entry.

4. #13438 (John Gray) Request Correction of Ford Capri 2000 Track in GCR
In FP, Ford Capri 2000 (71-74), change the track as follows:
~~55.5 / 54.5~~ *57.4 / 56.4*

5. #13473 (David mead) Request for Honda Del Sol Vtec cam lift increase
In FP, Honda Civic Del Sol VTEC (94-97), change the Notes as follows:
Valve lift ~~(measured as raced - w/lash):~~ ~~.416"~~ *.425"* max.

Spec Miata
None.

Super Touring
None.

Touring

T1
1. #13356 (Jim Tway) Add Stock OEM LS6 specification to regular T-1 Corvette line
In T1, Classify the Chevrolet Corvette OEM LS6 as follows:

T1	Maximum Displ	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Chevrolet Corvette	*5665 OEM*	*3250*		*OEM LS6. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.*	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; 72.25 inches wide) may be used. Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/ A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH) (p/n:C5/A0048-L), front fender (RH) (p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH) (p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72") 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. Non OEM rear wing / splitter reduce restrictor by 5 mm

T2

1. #13245 (William Moore) Dry Sump for 2014 T2 Camaro with LS-3 Motor
In T2, Chevrolet Camaro SS 1LE (10-14), change the notes as follows:
~~ARE # 1005M~~ *ARE Dry Sump # LS3-3Y*

2. #13370 (David Caldwell) T2 submission correction
In T2, Chevrolet Camaro SS 1LE (10-14)add the notes as follows:
GM Suspension Part # 23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed.

T3

1. #13333 (Richard Fisher) Volkswagen GTI Mk V/ VI
In T3, Volkswagen GTI, Jetta GLI (06-10), change the Max wheel size as follows:
~~17~~ *18* x 8
Please see letter #13523, Minutes, for the recommended portion of your letter.

T4

1. #13207 (Dean Bailey) Spec line cleanup
In T4, Chevrolet Camaro V-6 (96-02), add the notes as follows:
"Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used."

2. #13290 (Robert Crawford) Classify the 95-99 Dodge Neon Coupe DOHC in T4
In T4, Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (95-99), change the car description as follows:
Dodge/Plymouth Neon ACR SOHC/DOHC (*2 Door/*4 door) (95-99)

3. #13357 (Club Racing Board) T4 Camaro/Firebird Spec Line Change
In T4, Chevrolet Camaro V-6 (96-02), change the notes as follows:
~~UMI-2006 shock tower brace permitted~~ *BMR suspension strut tower brace # STB-002 is permitted*

In T4, Pontiac Firebird V-6 (96-02), change the notes as follows:
~~UMI-2006 shock tower brace permitted~~ *BMR suspension strut tower brace # STB-002 is permitted*

4. #13361 (Paul May) Classify an '08 Ford Focus w/logbook SSC
In T4, classify the 08-11 Ford Focus as follows:

T4	Bore x Stroke (mm)/ Displ. (cc)	Wheel-Base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ford Focus (08-11)	*85 x 88 1997*	*2614*	*1476 1488*	*16 x 7*	*235*	*3.67, 2.14, 1.45, 1.03, 0.77*	*3.56*	*(F) 274 Vented Disc (R) 272 Solid Disc*	***2550***	*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. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear 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. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply.*

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
G. Richard Lorenz vs. SOM - COA Ref. No. 14-01-SE
February 4, 2014

FACTS IN BRIEF

At the 2014 Winter Vacation Majors held at the Sebring International Raceway on January 4, 2014, G. Richard Lorenz filed a protest against Ms. Toni Creighton alleging violations of 2014 GCR 2.17. (Acting in an unsportsmanlike manner) and 2014 GCR 2.1.8. (Committing physical violence upon any other participant or spectator). Both parties were serving as officials at Tech. Mr. Lorenz alleged that Ms. Creighton physically assaulted him by striking him in the chest during a discussion with the Chief Scrutineer of an unrelated matter.

The Stewards of the Meeting (SOM), Fritz Baker, Al Wicht, Doug Puckett and J. Robert Henderson, Chairman, heard testimony and reviewed witness statements. The SOM considered both parts of the protest and upheld Mr. Lorenz's accusation that Ms. Creighton acted in an unsportsmanlike manner. The SOM did not uphold Mr. Lorenz's accusation that Ms. Creighton committed physical violence upon any other participant or spectator. The basis for the SOM decision was that the physical contact by Ms. Creighton against Mr. Lorenz, though unsportsmanlike, did not represent physical violence, as specified in 2014 GCR 2.1.8. The SOM penalized Ms. Creighton with a reprimand, which assesses one (1) penalty point against her SCCA steward license.

Mr. Lorenz appealed the decision of the SOM based upon his perception of lack of severity in the penalty assigned by the SOM. Mr. Lorenz also suggested that the SOM erred by not considering his charge regarding GCR 2.1.8.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Laurie Shepard and Tom Hoffman, Chairman, met on January 21 and 28 and February 4 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from G. Richard Lorenz, received January 10, 2014.
2. Relevant sections of the Official Observer's Report dated January 16, 2014.
3. E-mail statement from Toni Creighton, received January 21, 2014.
4. E-mail statement from G. Richard Lorenz, received January 21, 2014.
5. E-mail statement from J. Robert Henderson, Chairman SOM, received January 25, 2014.
6. Email statement from K. P. Jones received January 28, 2014.
7. Oral testimony from J. Robert Henderson via conference call, January 28, 2014.

FINDINGS

All three parties present during the incident at Tech acknowledge that Ms. Creighton's hand made contact with the chest of Mr. Lorenz. The description of the severity of that contact varies with the perception of each witness. After review of all documents and statements, the COA finds that the SOM did consider GCR 2.1.8. (Committing physical violence upon any other participant or spectator) and agrees with the SOM that Ms. Creighton's action, though unnecessary and unsportsmanlike, did not qualify as physical violence, as required in 2014 GCR 2.1.8.

DECISION

The Court of Appeals upholds the decision of the SOM and the penalty assessed to Ms. Creighton is within the power of the SOM. Mr. Lorenz's appeal fee shall be returned.

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL MINUTES | February 12, 2014

Participants:

Jerry Cabe, Kent Carter, Dave Deborde, Chuck DeProw, Deanna Flanagan, Roy Mallory, Brian McCarthy, Matthew Yip

New Business

- *Travel Plans*
  - *Target arrival on Thu afternoon/evening*
    - *Yip – 1500h*
    - *DeBorde – 1600h*
    - *Cabe – 1500h*
- *TTAC Meeting*
  - *Presentation Review*
    - *What is being presented?*
    - *Who are the presenters?*
  - *Rules Interpretation*
    - *How much of the rules must be recognized for a car to be classed as a GCR car?*
  - *Event Staffing*
    - *Training program*
    - *Define event staff responsibilities*
  - *Licensing*
  - *Marketing*
    - *Branding*
    - *SEO - Keywords*
- *National Convention Presentations*
  - *Town Hall – Open Meeting including Annual Time Trials awards*
    - *Sat, 1030*
  - *Grow, Grow, Grow – Regional Executives only*
    - *Sat, 1500*
  - *Presentation Materials – DeBorde, Farr, Yip provided materials*
  - *Mallory to compile for presentation – Powerpoint*
    - *Include materials (above)*
    - *Rules*
    - *Contact info for Committee members*
      - *Email, phone number*

Track Inspection/Approval Process

- *Request training at National Convention*
  - *Investigate Club Racing track requirements*

Rules Review

- *Removed significant responsibility and liability*
- *Created leeway for Regions to apply their own requirements*

BoD Challenges

- *Looking for things to change*
  - *Avoid stagnation*
  - *Reduce costs*

Time Trials Safety Committee

- *Schedule meeting at National Convention*
- *Steps required to reinvigorate*

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | February 5, 2014

The RallyCross Board (RXB) met via conference call on February 5. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, 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 (Brent Blakely): No developments or incidents to report.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that a request for submissions for the 2015 RallyCross Rules has been posted at the forums. It has resulted in some forum discussions. Lightfoot will use the Divisional RallyCross stewards to encourage more submissions and discussion.

  The Rules Committee received an inquiry about welding rear doors closed in the Modified Category and was in agreement that it is allowed within the rules. The Committee will address further clarification of welding doors closed in the 2015 RallyCross Rules discussions.

- National Championship Committee (Warren Elliott): The 2014 National Challenge schedule is currently as follows: Southwest Division – April 5-6; Northern Pacific Division – May 24-25; Southern Pacific Division – May 30-June 1; Southeast Division – June 7-8; Central Division – June 28-29; Great Lakes Division – August 23-24. Northeast Division, Midwest Division and Rocky Mountain Division dates are pending.

  Elliott reported that the 2014 Supplemental Regulations should be ready by the National Convention. Possible changes for 2014 could include allowing each driver in two-driver cars his or her own parade lap and creating set procedures for maintaining grid order for two-driver cars. The RXB discussed possible ways to encourage all Challenge events to follow all Supplemental Regulations.

- Marketing Committee (Ron Foley): The following are descriptions and times for the RallyCross sessions at the 2014 National Convention:

  RallyCross Town Hall: Brief presentations of some RallyCross awards and "News from SCCA", followed by Q&A time. RallyCross Officials in Attendance: RallyCross Board; Howard Duncan, VP Rally/Solo; some Divisional Stewards; Deena Rowland, R/S Region Services Manager. Saturday 7:45 to 8:45

  RallyCross Best Practices: Presentation on the operational elements and management methods used by a very successful RX program, followed by an open discussion on other good ideas from around the country that make RallyCross events more fun, efficient, and appealing. Presenter and Discussion Leader: Chris Regan, RX Chairman New England Region. Saturday 9:00 to 10:15

  RallyCross – How and Why to Start a Program: Presentation on starting RallyCross events in your Region, including operational topics, motivation, and finding/helping that key person to kick it off. Presenter: Ron Foley, RXB Member. Sunday 9:00 to 10:15

  Growing Your RallyCross Program: Presentation on the tried and true procedures used by a Region that were the key elements in increasing their participation, making their RX program more successful. Presenter and Discussion Leader: Keith Lightfoot, RXB Member. Sunday 10:30 to 11:45

  RallyCross awards will be presented in various sessions: RallyCross Region Achievement / Region of the Year – Annual Meeting 1:30 to 2:30; RallyCross Divisional Achievement Award and RallyCross Spark Plug Award – Friday Awards Session 4:30 to 5:30; TripleCross Awards – RallyCross Town Hall 7:45 to 8:45 Saturday morning; Dirty Cup – Hall of Fame Banquet.

- RallySprints Committee (Keith Lightfoot): Lightfoot reported that the Committee has begun work on rules and procedures for RallySprint events and plans to have a draft prepared for discussions at the National Convention.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a good Divisional RallyCross Stewards (DRXS) meeting with about half of the DRXS attending. Discussions included night events, the Landowner Packet, and RallySprints. Hyatt hopes to have about half of the DRXS in attendance at the National Convention.

Old Business

- "What is RallyCross" video (Keith Lightfoot): Lightfoot reported meeting with Tim Hardy regarding the project. Hardy needs additional footage to complete the video. Depending on the source of the extra footage will affect on how soon the final video is completed. Hyatt requested a preliminary video version to display at the National Convention.

- RallyCross Policies and Procedures Manual update: Hyatt requested that any discussion on this manual update be done face to face at the National Convention. Sealander noted some inaccuracies in the RallyCross section of the SCCA Operations Manual and will contact the National office to provide the necessary updates.

- Goals for 2014 and beyond (Stephen Hyatt): The RXB is evaluating goals for 2014 and will present final recommendations to the SCCA BOD.

New Business

- Regional RallyCross program incentives: The RXB discussed and agreed to an incentive program for new Regional RallyCross programs. An announcement will follow at the National Convention.

- eBlast: Hyatt announced plans of doing an eBlast a couple of times a year to Regional Executives and program chairman of currently active RallyCross programs. Information and reminder items would include:

    1. Send schedules to the National office as early as possible, even before requesting a sanction
    2. No sanctions will be issued for the weekend before or of the National Championship
    3. Rules submission period is open until June 15
    4. RXB needs help with Committee assignments
    5. National Championship event

- National classes at Regional events: Hyatt reported that it has come to his attention that several Regions are not following the National class structure, which will eliminate eligibility for those Regional participants for the TripleCross Award. A Region not offering the National classes can also create an unexpected, and potentially unpleasant, RallyCross experience for those visiting from other Regions. The RXB will continue to discuss this issue at the National Convention.

Next meeting: March 6, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | February 4, 2014

The RoadRally Board met by conference call on February 4, 2014; meeting called to order by Rich Bireta at 7:30 pm CST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Clarence Westberg, Len Picton; Deena Rowland from the National Office, BOD liaisons Peter Zekert and Tere Pulliam, and BOD member Bruce Lindstrand.

The January minutes were approved (Chuck/Bruce G/pass).

Front Burner Items:

1) Chair Report
   a. Rich posted an email to the SCCA Forum, RReNews, and yahoo group about *SportsCar* and the cancellation of the On Rallying column addressing the false rumor that the SCCA has cancelled the road rally program.

2) Resignations and Appointments
   a. Rich Bireta has resigned as MiDiv Road Rally Steward – not enough time to do it properly
   b. Dave Wieman has resigned from the National Events Committee; thank you for your service
   c. New NEC appointments – Chuck put out invitations to 11 geographically diverse people, 5 responded (some positive, some negative). Motion: move that Jay Nemeth-Johannes and Richard Wetzel be appointed as members of the NEC. Chuck/Jeanne/pass

3) 2014 Coker Tire Run
   a. Publicity plan – Sasha says there has not been much progress yet, but they are aware of the need; Bruce suggested that Sasha talk to Eileen Waters directly
   b. Event report – Jeanne and Bruce: most details have been worked out with the Coker folks; entry fee will be $350; insurance requirements will be per Coker, Sasha asked his agent how much it would be to raise his limits and was told it would be minimal, maybe $5 for the time of the USRRC; rental cars are OK as long as the renter/driver's own insurance has the correct limits (and allows use of rental cars); thank you to both John Sears and Dave Head for the positive comments they have made about this event on the yahoo group; the next RReNEWS will have an article/press release about the USRRC.

4) 2013 Championship Season Status
   a. Best Tour and Course (Gervais Award) winners have been determined. Presenter's text for all 5 awards written and sent to Howard.
   b. 2013 Tour and Course Results – Bruce: coming along, GTA is finished and current for this year, course standings will be done before tour standings.

5) 2014 Championship Season
   a. When should the next Planning Calendar be published? Next week.
   b. Two press releases were prepared but have not been posted to scca.com as of 2/4/14. SCCA Publicity / Marketing is letting us down on keeping the web site content updated; Rich and Dave H have both sent press releases, and they have not been updated on scca.com where there is room for 10 updates; Deena will check with Reece W; BOD Bruce L will help if needed
   c. Upcoming March Nationals (Arizona, Steel Cities) – Chuck: Chuck put the NEC conference call minutes in Dropbox; Jeanne will do AZB precheck and safety check weekend of Feb 21; Chuck Larouere almost ready for precheck, Rick Beattie mostly done.
   d. Publication of 2014 RRRs. The RRRs have been posted on the SCCA website; how many should be printed (they have not been printed for several years)? Deena will post a question on the forum and yahoo group asking for pre-orders; Jeanne submitted a photo of Dave Kolb and his Supra as a possible cover photo.

6) RFO Revision – Bruce and Clarence: Bruce G said that Ron Ferris has started, and suggested that he do simple 'housecleaning' things first.

7) Growing the Road Rally Program (all): Rich posted the file Rally Program Growth 2013 in the Dropbox; Patrick Strong, Len, and Rich have done substantial work on the RDC and it's time for all of us to get involved; Rich wants to spend substantial time at the convention on this; we need to agree on actions to do to get moving on this; we should communicate what successful programs are doing; Len said that this is a good document that regions can use.

8) Publicity Committee Responsibilities: thanks to Cheryl Babbe for the great job she is doing with the RReNews, it's topical and professional; Rich got an email from Cheryl requesting specific direction (publicity), to which Bruce G noted that page 15 of the Rally Program Growth 2013 document referenced in paragraph 7 above covers it pretty well; Clarence is keeping the SCCA Road Rally page updated, and requests that Eva Ames' SCCA Rally page be taken down because there is no way to change the administrator, Jeanne will contact Eva; Bruce received an email from Dave Head indicating that he has some ideas about where the Pub Comm should be going.

9) 2014 Convention Planning
   a. Travel Logistics - who arrives when? Len is not attending in person (medical reasons), others are arriving various times:
      i. Rich gets there on 12:40 PM on the Thursday, Mar 6th
      ii. Bruce hasn't made a reservation (update – arrives Thursday 10:10 am)
      iii. Chuck plans on 9:50 AM Thurs
      iv. Jeanne has a reservation for Friday morning (update – changed to Thursday noon)
      v. Sasha is scheduled for dinner time on Thurs.
      vi. Clarence can get there on Thurs. but has to go back on Sat. for a Sat. night event.
   b. Meeting day/time/room/phone? Deena will check for conference call phone (for Len), might Len be able to attend via Skype? Room should be available Thurs and Friday, RRB meeting Friday morning, Thursday afternoon working sessions; BOD meeting Friday morning, Rich and maybe 1 other
   c. Short presentation to New Regional management – Bruce G, Chuck, and Sasha have provided suggestions for Rich's 10 min presentation
   d. Sessions – see Dropbox for Howard's doc and Rich's doc; Clarence said that it is important to build the rally community, to get people together and doing things, not so much exact type of event; Rich said that successful Region rally programs have a 'sparkplug' in the program who keeps it going.

10) Significant changes to Road Rally Championship – Chuck:
   a. Chuck has provided a reorganized proposal; Rich thanks Chuck for reorganizing the proposal; what do we do now? Rich's personal view is that as a whole it does a decent job addressing the problems it sets out to fix, but there is not much toward addressing attendance levels; Chuck said there is no way we can solve all the problems, he thinks it opens a defined path through Class C to let people try the national program. Rich to Chuck – have you passed this proposal by the Detroit region folks to see if they nibble at the bait? Not yet; but he has talked to some Class L people who didn't seem to care that L and E will merge. Chuck thinks the plan is ready to go to the membership, to get it out on the forum and yahoo group; Bruce G said to go ahead and get it out for discussion, and make the statement that this is a proposal that may or may not be acted upon (some think it is already in effect); Jeanne also said to get it out for discussion. Rich is willing to support the plan if it gets a positive consensus, but if not then he will not support it.
   b. Release for public comment? We need to emphasize that these rules have NOT been implemented. They are a proposal that may never be implemented. We need to have the responses of the community by the convention; i.e. on or before March 3. Get your comments to us via rrb@scca.com; Chuck will get this to Cheryl and Dave Head for publicizing.

11) Placing the WDCR Rally School Textbook in the Toolbox
   a. Update from Len – no progress to report (medical reasons)

12) Reorganizing the Toolbox
   a. Update from Len – no progress to report (medical reasons)

13) Access to email addresses of members in neighboring regions of those who have listed Road Rally as an area of interest.
   a. Update – Rich has volunteered to serve on an IT advisory committee, and talked to Colin Arnold who thought it was no problem to do; let Rich know what you need soon (labels or spreadsheet) and he will put Colin to the test.

14) GTA-Only Safety Checklist – Sasha:
   a. Sasha was written a GTA checklist and put it in the Dropbox, he will also email it to us for our review and approval; he has not rewritten any of the Safety Steward Manual to reflect changes yet because he wants our comments first; Rich said we will plan to approve it at the convention

15) New business, open forum: new items? None.

16) Pick your “one RRB-task” this month?

a. J – get minutes done for Fastrak; send USRRC info to Cheryl; prepare for Safety Steward training at the convention; contact Eva about her SCCA Rally Facebook page; new planning calendar
b. Clarence – get his sanctions in
c. Bruce G – keep working on the standings; USRRC info to Cheryl
d. Sasha – work on GTA safety steward form, get Dave H’s memo about Pub Comm
e. Chuck – put out rules proposal and compile feedback
f. Deena – calendar info to Jeanne; prepare for convention
g. Len – get well
h. Bruce L – looks like things are going well, biggest thing is how the BOD can help on publicity or whatever else is needed
i. Rich – make this year’s convention as valuable as last year’s was

Meeting adjourned at 9:30 CST

Next meeting March 7, 2014, at the SCCA Convention.

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

SCCA National Championship Runoffs Event page: http://www.scca.com/runoffs
Accredited Driver Licensing Schools: http://www.scca.com/clubracing/content.cfm?cid=50864
Forms: http://www.scca.com/downloads/#club
Technical Forms: http://www.scca.com/clubracing/content.cfm?cid=44472
General Competition Rules (GCR): http://www.scca.com/clubracing/content.cfm?cid=44472

SOLO

Tire Rack SCCA Solo National Championships: http://www.scca.com/solonationals
Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/news/index.cfm?cid=51448

EVENT CALENDAR: http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED April 2014

BOARD OF DIRECTORS

CONTENTS

BOARD OF DIRECTORS	**1**
SOLO	**9**
SEB Minutes	9
CLUB RACING	**15**
CRB Minutes	15
Technical Bulletin	19
Court of Appeals	27
Time Trials Admin. Council	30
RALLY	**31**
RallyCross	31
Road Rally	33
LINKS	**36**

BOARD OF DIRECTORS | March 6-7, 2014

The SCCA National Board of Directors met at the Westin Charlotte Hotel Thursday, March 6 and Friday, March 7, 2014. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, and Peter Zekert.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, Interim 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 of Club Racing and Aimee Thoennes, Executive Assistant.

The following guests participated: Club Racing Board members: Jim Wheeler, CRB Chairman, Pam Richardson, secretary, Jim Drago, Chris Albin, Peter Keane, John LaRue, Kevin Fandozzi and David Arken. John Bauer and Chris Blum, Club Racing Technical Department. Solo Events Board members: Steve Hudson, Chairman, Brian Conners, Mike Simanyi, Richard Holden, Dave Hardy, Dave Feighner and Mark Andy. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Patullo.

Chairman John Walsh gave opening remarks and noted the revised SportsCar announcement and feedback from membership. The revamp is intended to make SportsCar look more modern and remove outdated information. SportsCar is one of the single biggest expense articles in the annual budget and it is the desire of the Board of Directors to maintain the publication. The decision to revamp the magazine was a consensus between BoD, Staff and the publisher.

Motion: Langlotz/Lindstrand - Approve minutes from December BoD and BoD Conference call meeting. Approved. Unanimous. 13-0.

EXECUTIVE REPORT - Noble

Noble presented consolidated report from departments instead of the traditional department head reports. Member engagement focus is critical to the club's success. Participation can be defined many ways, active participation in events is only one measure. This is not just a Club Racing issue but across all venues in the club. Needs to be a focus on building more of a membership community, new outreach programs and focus on ease of use and easy to experience. Membership benefits were defined in 4 "life" areas: competition life, social life, car life, services and discounts, all will help build club loyalty.

Duncan and Ozment noted range of programs presented in the club. Using Club Racing as an example, we have a 3 tier structure: PDX/Club Racing Experience as entry level, Club Racing for regional racing and Majors for serious national competition level racing. SCCA is the only amateur organization with this kind of ladder system. There is recognition that we have done well with the upper levels but have not spent as much time or effort concentrating on the lower levels. There is also recognition that levels can and will be end destinations for many people. We need to provide a ladder system for those that want to move up, but also recognize many folks will stay in the lower levels and provide the levels of participation they expect and joined SCCA for. See 2-D diagram below as example, but it is really a pyramid with Rally and RallyCross the other corners.

Range of Programs



Arnold noted that technology, (web site and social media examples) can play a big role in enabling the reach out and communication to members and prospective members. Arnold noted that new members indicate areas of interest when they join. The percentage of new members indicating Club Racing as area of interest is losing ground compared to Club Racing members leaving.

Ehret noted that we need to maintain good discipline to maintain a positive margin between entry revenue, sponsorship and event expense for national events. Ehret, with Treasurer Lewis in agreement, noted that SCCA has the financial strength to invest and to re-direct funds to support growth initiatives.

Noble recommended 2 key areas needed for support and potential hire. These positions were for Member Engagement and an IT backfill position. Budget and Finance committee reviewed and approved funding for these positions as an investment in the future.

> **Motion:** Lewis/Kephart - Motion to approve an amendment to the budget to invest in these areas and hire these two positions effective immediately. Approved. Unanimous. 13-0.

Customer Service, Membership Experience discussion - Zekert
Consistent customer service is one of the weakest points within SCCA (despite thousands of well-intended volunteers). We lose members all the time. Some disgruntled ex-members become “brand terrorists”, taking any opportunity they can to tarnish the SCCA name. We have opportunities to turn disgruntled members and ex-members into “brand loyalists” if we can first show them excellent customer service, if we can show them a positive change in the membership experience. If they return, they will do so as SCCA zealots. Zekert will develop a draft customer service proposal for BoD discussion at a future BoD meeting.

Rally/Solo Program - Duncan
Solo program has received requests to lower the minimum age for ride-along passengers in Solo for educational programs. This is a limited change to the Solo minimum age for specific educational programs.

> **Motion**: Lindstrand/Zekert - The Rally/Solo Department requests BOD approval of the following change/addition to Section 1.3.2.D.1 of the Solo Rules: for limited educational purposes, as approved prior to the event by the Rally/Solo Department, the SEB, and the Solo Safety Committee, the minimum age of a passenger is ten (10) years of age. Effective immediately 3/6/2014. Approved. Unanimous. 13-0.

Tere Pulliam presented a formal nomination of James Quattro for NE Division RallyCross Steward.

> **Motion:** Pulliam/Patullo. Nominate James Quattro for NE Division RallyCross Steward for 2014. Approved. Unanimous. 13-0.

Annual Driver Registration Discussion - McCarthy
Annual registration has been available for volunteers for some time and has been working very effectively. The BoD tasked staff with designing and recommending a system to support annual driver registration and an annual tech sticker for cars and recommend to BoD. These activities may be split into separate programs (driver’s registration and annual tech sticker). This will

require integration with the annual tech program and registration and provide assurances to local regions that effective controls are in place to prevent unregistered drivers gaining unauthorized access to tracks. Recommendations due to BoD by end of year.

Lewis brought up drivers age limits for SCCA. Many racing organizations let drivers younger than 15 race. Currently 15 year olds can race with SCCA. General discussion about where the lower age limit should be, what are the risks associated with allowing potentially younger age levels. BoD consensus is that with appropriate risk management input SCCA should move to allowing lower ages for competition licenses in road racing and other venues where appropriate.

Club Racing - Ozment
Ozment gave an update on the 2014 Runoffs at Mazda Raceway Laguna Seca. The plan is to get the schedule and supps out by end of March. Intent is to be able to announce 2017 Runoffs location at 2014 event. BoD re-emphasized commitment to West Coast swing 1 out of every 3 years.

Ozment provided update on online driver's school curriculum and training materials that are being made available. Full launch is targeted for October and information will be provided to regions on this program.

Insurance briefing - Ehert
Ehret gave an overview of SCCA insurance claims and how to read the quarterly reports provided to Directors. Reports are provided to Solo Safety Committee and to Exec Stewards to relay back to regions to take action on repeat or common incidents. Discussion noted that SCCA policies provide excess coverage, that is they pay the excess after a member's primary carrier pays. Given the demographic shift to high deductibles, this means SCCA insurance starts becoming the primary carrier covering people's deductible. BoD requested Insurance Committee and Finance staff to evaluate and recommend any changes we may want to endorse.

Planning Committee Report - Kephart
Kephart provided a report from their Februrary meeting in Colorado Springs. Topics covered included Majors events, relationship of SCCA Pro to SCCA Inc, class consolidation, and governance changes. Discussion around Majors included how to improve the events by adding value, and making them more Pro-like.

BoD discussed class management. The idea of a "Concorde Agreement" where we have a 10 year timeframe and roadmap laid out and locked in as a way to get overall competitor buy-in to the concept was discussed. Goal is to provide class stability and certainty of direction with a long enough timeline to allow competitors to make informed decisions about classes. More under CRB discussion.

Possible changes in current BoD governance model were discussed. The basic issue is that there is a perception that the BoD can and should be more effective. Directors have duties to the constituents that elected to them, but also by Club Bylaws to the overall goals and fiduciary responsibility of the Club as a whole. There are 13 Directors now, 3-4 potential directors turnover yearly and their expertise may or may not lend itself to current Club issues. Directors also may enter the BoD with specific Region or Divisional agendas at odds with SCCA Club at large. There are multiple models that a BoD can follow to provide expertise to formulate policy (example accounting, insurance, legal, expertise can be provided by non-board members). Fundamental changes to the number of directors as another example would be a bylaws change approved by the membership. No decisions were made at this time, although there was agreement that the ideal situation was a strong SCCA Inc President, a strong BoD and close cooperation and communication between the two.

Solo Events Board - Hudson
No rules actions proposed at this time. First major event coming up under new 2014 rules changes. Entries for first event are comparable to last year, competitors have transitioned to new class rules as anticipated. Discussed with SEB barriers to entry concept and activities related to making it easier to participate. SEB was encouraged to work with SportsCar editors to find and submit articles of interest to members.

Discussion touched on minimum age requirements. SEB noted that karts allows younger ages, however driving cars presents challenges and largely relies on state age requirements for drivers licenses. Solo events are also typically not on closed courses such as race tracks which may force different age limits for participation.

Program Boards – BoD members split up to visit Road Rally, RallyCross and Time Trials program boards. Short reports follow:

RallyCross: A subset of the board met with the Rallycross board. Discussions were had on ongoing efforts to grow the program between both recruiting competitors as well as the number of participating regions that have RX programs. The board agreed with the focus of a larger portion of the RX board efforts being on growth than rules. As RX enjoys double digit growth year after year they become an increasing factor in the overall SCCA business plan. There was discussion of occasional conflict between the RX communities "gorilla marketing" style and the more established marketing of the larger enterprise.

Road Rally: Road Rally Board (RRB) asked the National Board for help in the following areas: RRB felt the national dues are too high, with RRB members expanding that statement to mean "too high for the value to some members". [For some over 40 year old members the value for the money was appropriate.] RRB asked for consideration of a 2 year introductory membership targeted at the 20-30 year old members.

RRB asked for help on publicity and promotion. RRB recognizes that the publication committee is struggling, and will consider plans to strengthen the committee's output. RRB also recognizes the need for professional help using social media.

BoD liaisons shared promotion ideas with RRB through the use of full length articles in SportsCar. If RRB can find an article topic, editorial help exists at SportsCar to write the piece.

Time Trials: The TTAC group met with John Walsh, Brian McCarthy, Dan Helman and Robin Langlotz. The rule rewrite was discussed and the group discussed insurance issues. The group was tasked with designing a proposed restructure of TTAC. It is intended to have some ideas for the May meeting.

A brief discussion was held regarding the upcoming presentation for RE's and future marketing plans. Once again the web site was discussed and John mentioned the planned redesign now out for proposals.

Club Racing Board - Wheeler
There are multiple types of restrictors depending on class and engine, turbo, non-turbo etc. CRB has defined types of restrictors to add to the GCR Glossary. There was discussion on data acquisition and changes in the mounting plates to require a specific AIM mounting plate. Flat plate mounting previously required proved to be problematic with lost units due to high G-loads and aero loading. Langlotz Inquired about possible opportunities to utilize data acquisition units in other classes such as IT.

Wheeler brought up some proposed mid-year changes that will be developed and proposed to BoD for approval. Suggestion that mechanical protest be extended to time period 30 minutes after race end, and allow for waving white flag at 1-to-go at Start/Finish. CRB is coordinating with Exec Stewards and Club racing for the white flag change and protest time period change. There is still discussion on a consistent definition of a finisher, and this will be addressed via an E&O racing bulletin to clarify.

BoD is tasking the CRB to work with Club Racing to lower the acceptable age limit for drivers from the present 15 years. BoD would like to see consistency where possible across all venues (Club Racing, Solo, TTAC, Rally) but recognizes that there may be some differences due to event types, state licensing and use of public property vs closed track restrictions.

Lewis brought up working concept to ask CRB to consider a 10 year class consolidation road map that we can present and get membership buy-in. Concept would be similar to F1 Concorde Agreement to lock it in and provide rules and class stability. Classes would represent all types of classes, but a reduced number of choices. Motivation is to provide highest level of amateur motorsports competition on a national level with stable roadmap and direction known to competitors.

The following is a summary of proposed rule changes made by the Club Racing Board. These items were presented to the Board of Directors for approval. These rule changes will become effective 4/1/2014.

Formula/Sports Racer
FC/FF
Change 9.1.1.B.3.d.2: 2. A metal floorpan shall be rigidly attached to the lower surface of the bottom frame rails. At a minimum, it shall extend from the ~~rear~~ *main* roll hoop bulkhead to the front bulkhead. Floorpan material must be a minimum of .060 heat treated aluminum alloy and/or 18 gauge steel sheet only. *Its curvature shall not exceed 25.4 mm (1.0 inch).*

Change 9.1.1.B.3.d.3: 3. The floorpan shall be, at the minimum, attached to the chassis lower rails at or adjacent to its full perimeter by any combination of welding, bonding, riveting, or bolting. The centers between any two adjacent fasteners shall be no more than 6 inches apart as measured along the panel surfaces. The floorpan may not "wrap up" on to the chassis sides to any point above the top surface of the lower main frame rails. ~~Any "wrap-up" shall be included in the measurement in B.5.~~

Add 9.1.1.B.3.e.5: *5. Alternate attachment method. Composite anti-intrusion panels may be attached to the outside frame with fasteners no closer than 6 inches (15 cm) centers. Fasteners shall be AN or superior grade of not more than 0.25 inch diameter. Two flat or countersunk Mil Spec or SAE washers of no more than 1 inch diameter may be employed with each fastener. No adhesives may be used for attachment purposes. Cars with composite panels, either interior or exterior, attached in this manner, are subject to a 25 pound weight penalty. Inlet restrictors may also be required. Composite panels attached to the interior and exterior of the frame rails must use common attachment points on opposite sides of the frame rail.*

Change 9.1.1.B.3.f.: f. No other exterior panels (excepting body work) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead.
~~Frame-exterior panels (including, but not limited to, body and anti-intrusion panels) and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels~~

~~the chassis must be capable of performing to the same level or degree as when they are installed.~~ *Suspension components shall not be mounted directly to any frame exterior panel (including, but not limited to body and anti-intrusion panels). The chassis must be capable of rolling without any such frame-exterior panels installed. The engine, bell housing/oil tank and gearbox are exempt from this limitation.*

Change 9.1.1.B.4.g.: g. Cockpit interior panels may be constructed of glass fiber, carbon fiber, metal and/or Kevlar. Such panels shall be contained completely within the frame *and may not be attached to the frame with fasteners closer than 6 in (15 cm) centers measured along the surface of the panel. The chassis must be capable of rolling without any such interior panels installed. Cars with composite panels, either interior or exterior, attached in this manner, are subject to a 25 pound weight penalty. Inlet restrictors may also be required.* ~~Cockpit interior panels and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed.~~

In 9.1.1.B.5.a. A reference area is defined, change: ~~Formula Continental: by the full width of the lowest surfaces of the car licked by the air stream between the front bulkhead as described in B.3.a above and the front edge of the rear tires.~~ *Formula Continental: by the full width of the lowest surfaces of the car licked by the air stream between the rear edge of the front tires and the front edge of the rear tires.*

> **Motion:** Butler/Harris - Accept FC/FF rules changes to section 9.1.1.B as presented above effective 4/1/14. Approved 9-1-3. Against-Lindstrand, Abstain-McCarthy, Zekert, Pulliam.

The following is a summary of proposed rule changes made by the Club Racing Board. These items were presented to the Board of Directors for approval. Unless indicated otherwise, these rule changes will become effective 1/1/2015. The letter number, Fastrack month, author, and title precedes each proposed rule.

American Sedan

1. #12478 – (January Fastrack – Cheyne Daggett) Allow Lexan Windows in AS

Thank you for your request. Change 9.1.6.D.7.e.2 and 3: 2. OEM or factory equivalent rear/deck glass is required *with the following exception. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 3 mm, but must remain the same shape, size, and location as the original glass. The rear window must be secured by 2 additional straps 1.0 inch wide by .0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required.*

3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed *or replaced with Lexan-type plastic material as noted in 9.1.6.D.7.e.2*) must be OEM or factory equivalent.

The CRB thanks the following authors for their input: Dean Palmer (13068), Ted Warning (13077), Mark Muddiman (13083), Jeff Werth (13017), Jim Wheeler (13130), Thomas Toth (13162), Cheyne Daggett (12478/13177(one vote counted)), and Dean Bailey (13202).

B-Spec: None.

Formula/Sports Racer

P1

1. #12973 – (January Fastrack – Matt Graham) Recommended changes to FIA CN Chassis Regulation

The CRB recommends changes to FIA CN cars in P1. 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.~~*Group CN two seat sports cars complying with FIA Appendix J, Article 259 are eligible to compete in the P1 class. The vehicle must fully comply with the FIA regulations stated above, with the following allowances:*

> *a. Carbon fiber bodywork is allowed.*
>
> *b. Article 6.1 Fuel Specification: FIA CN cars running in SCCA category P1 must run to SCCA approved fuel specifications-not to FIA Article 259*
>
> *c. Article 6.5 Refueling: FIA CN cars running in SCCA category P1 are not required to meet the refueling rules as written in Article 6.5, but may do so if desired. All fuel system components must still meet applicable SCCA rules. Any FIA CN car running in an SCCA endurance race must meet those applicable refueling and technical sporting regulations for that event*

d. Article 6.6 Fuel Capacity: FIA CN cars running in SCCA category P1 are not required to meet the maximum fuel capacity of 100 liters, for SCCA category P1 fuel capacity is free.

e. Article 8.4 Lighting Equipment: Compliance to Rule 8.4.2 is not required. Compliance to Rule 8.4.3 is not required- however any FIA CN car running in an SCCA night race must meet all applicable SCCA lighting rules for night/endurance racing.

f. Compliance to Rule 8.4.4 (Rain light) FIA CN cars running to SCCA category P1 can install a rain light to FIA Article 259 rules or to SCCA GCR rules.

g. Engines must comply with line J or line L (Table L) from the P1 engine table. If an engine from Table L is used, the appropriate weight and restrictor must be used.

2. #13246 – (February Fastrack – Matt Graham) Performance Adjustment for 2-Stroke Engine in P1
Thank you for your request. I the P1 Engine Table, Line C, add to Notes: *Carburetor induction only. Restricted venturi size.* And to the Required Restrictor: *43 mm venturis.*

GCR
1. #13509 – (March Fastrack -- Touring Committee) All Classes – Add Restrictor to Side of Car
In an effort to reduce the confusion of what restrictor a vehicle should be running in accordance with the chosen weight/restrictor combination, change 9.3.29.D:
D. Displaying Minimum Weight *and Restrictor Size and Type*
Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FF, FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class. *Any car required to run a restrictor must display the restrictor size and type in a manner that is clearly legible to the scrutineers. If the car also displays a minimum weight, it is recommended that the restrictor information be located near the displayed minimum weight.*

Grand Touring
GT
1. #12772 (Peter Zekert) Allow OE Fuel Tanks for Production Based GT in GT2 and GTL
Thank you for your letter. Add wording to 9.1.2.F.3.b: b. A safety fuel cell complying with GCR Section 9.3 Fuel Cell Specifications, shall be installed. All fuel cell vents shall incorporate check valves to prevent fuel spillage. Dry-break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork. *The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (e.g. frame rails). Spec line allowances will be added on a case by case allowance.*

GT2
1. #13033 (Jason Berkeley) Permit Drop Spindles on Appendix K (Former STO) Cars
Thank you for your request. Please change Appendix K.N.5: 5. Suspension components shall be the stock OEM parts, but they may be reinforced. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. *Drop spindles are allowed.*

Improved Touring
ITA
1. #12904 – (March Fastrack – Matthew Yip) Re-classify VW GTi 16v (All) to ITB
Thank you for your request. Re-classify the cars below to ITB:

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:
Volkswagen Golf GTI / GT / GL (85-92)	4 Cyl SOHC	81.0 x 86.4 1780	(I) 40.0 (E) 33.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.89	*(F) 239 x 20 ventilated Disc (R) 226 x 10mm Solid Disc or 180mm or 200mm Drum*	2280	Includes 1985 Golf Cup cars prepared to IT specifications.

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:

Volkswagen Jetta/ GL / GLI (85-92)	4 Cyl SOHC	81.0 x 86.4 1780	(I) 40.0 (E) 33.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.89	*(F) 239 x 20 ventilated Disc (R) 226 x 10mm Solid Disc or 180mm or 200mm Drum*	2280	

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:
Volkswagen Golf GTI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 239 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

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:
Volkswagen Jetta GLI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

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:
Volkswagen Scirocco 16V (86-88)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	94.5	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

ITS

1. #11724 – (March Fastrack – Willie Phee) Classify Acura TSX in ITS
In ITS, Re-classify the Acura TSX 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:
Acura TSX (04-08)	*4 cyl DOHC*	*87 x 99 2345*	*(I) 35.15 or 36.15 (E) 30.15*	*10.5:1*	*105.1*	*17*	*3.267, 1.880, 1.355, 1.028, 0.825, 0.659*	*(F) 300 x 23 Vented Disc (R) 260 x 9 Solid Disc*	*3175*	

2. #13470 – (March Fastrack – Improved Touring Committee) Re-classify Acura RSX-S to ITS (from ITR)
In ITS, Re-classify the Acura RSX-S 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:
Acura RSX-S (02-04)	4 Cyl DOHC	86.1 x 86.0 1988	(I) 35.2 (E) 30.2	11.0	101.2	17	3.27, 2.13, 1.52, 1.15, 0.92, 0.74	(F) 300 Vented Disc (R) 260 Solid Disc	3000	

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:
Acura RSX-S (05-06)	4 Cyl DOHC	86.1 x 86.0 1988	(I) 35.2 (E) 30.2	11.0	101.2	17	3.27, 2.13, 1.52, 1.15, 0.92, 0.74	(F) 300 Vented Disc (R) 260 Solid Disc	3200	

Production: None.

Spec Miata: None.

Super Touring: None.

Touring

T2-T4

1. #13237—(February Fastrack – SCCA Staff) Remove VIN Requirement
Remove 9.1.9.2.C.5: ~~5. The Vehicle Identification Number (VIN) shall correspond with the automobile classified and the~~

~~automobile presented for competition. VIN stampings and/or plates shall remain in place.~~

~~a. A car may be entered in competition if there is at least one VIN stamping or plate on the dashboard or chassis that corresponds with the model of automobile classified.~~

~~b. The tenth (10) position letter of the VIN determines the model year of the car ("W" = 1998, "X" = 1999, "Y" = 2000, "1" = 2001, "2" = 2002, "3" = 2003, etc.)~~.

T3

1. #13359 – (February Fastrack -- Club Racing Board) REC part of letter #12660, Change to Audi S3 (10-11) Spec Line
Change the Notes for the Audi S4 (10-11): ~~40 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, .92, .75, .62. Max spring rate 600#/in front and rear.~~ *43 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs. Ratios: 3.88, 2.24 ,1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360.*

2. #13523 – (March Fastrack – Club Racing Board) Recommended Portion of Letter #13333
Thank you for your letter. In T3, for the Volkswagen GTI, Jetta (06-10), add to the specification line notes: *R32 model brake package allowed.*

T4

1. #13112 – (February Fastrack – Alan Lesher) Stiffer Front Springs for Former SSC Neon
Thank you for your request. Add to the Notes for the Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (95-99): *Front and rear springs up to 800 lbs./inch are permitted.*

Motion: Butler/Harris - Approve CRB rules package presented above, effective 1/1/15. Approved, Unanimous. 13-0

Motion: Patullo/Butler to adjourn. Approved. Unanimous. 13-0

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 26, 2014

The Solo Events Board met by conference call February 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Dave Hardy, and Brian Conners; 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 1/1/2015.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended to the BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Safety

#12872 Formula Junior Grid Rules and Helmets

The following rule change proposal has been recommended by the SSC and SEB:

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

#12693 Wheel Offset Allowance Proposal

The following rule change proposal is recommended by the SAC and SEB:

Change the first sentence of 13.4 to read as follows:

"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 ~~±¼" (±6.35mm)~~ *7mm* from a standard wheel for the car."

Comment: The wheel industry has moved from using inch measurements to using millimeters for wheel offsets.

Street Touring

#11982 Lexus CT200H Classing Proposal

The following rule change proposal is recommended to the BOD:

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."

Note: in conjunction with this change, the STAC has recommended a Tech Bulletin to class the Lexus CT200H (see elsewhere herein).

Prepared

#12423 CP Wheel Width Allowance Proposal

The PAC and SEB recommend the following rule change for 2015:

Change Section 17.4.F to read:

F. For class CP, *any diameter and width wheel may be used.*

Member Advisories

Street Touring

#13236 Toe Link Clarification

There is no allowance in Street Touring for aftermarket toe links. In regards to aftermarket control arms, you can replace your upper or lower arm. However the mounting points must be in precisely the stock locations, excluding the sway bar endlink mount, and excluding incidental changes in length due to camber adjustment. Additionally the bushings must meet all the requirements of 15.8.C.

Street Modified

The SEB has approved the appointment of Jinx Jordan to the SMAC.

Kart

Members interested in serving on the KAC are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

The SEB thanks Shawn Hill for his service as a member of the KAC.

Change Proposals

Street

#13367 Fix the Shock adjustment allowance

The SEB/SAC are publishing the following for member review and comment.

Change the first two sentences of 13.5.F to read as follows:

"F. A hole may be added to interior body panels, the engine compartment, trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior bodywork."

Street Touring

#12449 Oil Cooler Allowance Proposal

Add the following to 14.10.A :

"Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."

Note: Based on member feedback the STAC is proposing adding an allowance for oil coolers. Many street touring cars are also driven at track events. The intent of this allowance is to allow common reliability modifications that offer no performance advantage. In addition to feedback on oil coolers the STAC would like specific feedback on transmission fluid coolers. Many new performance vehicles are being sold with two pedals, and as such transmission fluid coolers may become more commonplace.

#12680 240SX Move to STX Proposal

Class change proposal:

Change Appendix A classification *from STC to STX: Nissan 240SX*

Other Member Items Reviewed

Street

#13450 Wheel Offset Comments

Thank you for your feedback. Please see item 12693 elsewhere herein.

Kart

#13259, 13309 Tire Comments

Thank you for your input.

#13311 Engine Comments

Thank you for your input.

Not Recommended

Street

#13505 MR2 Classing Clarification

The SAC feels the MKI MR2 is classed appropriately.

Street Touring

#9999, 13019 E85 and Octane Comments

After review of member feedback, the SEB and STAC are withdrawing the previously-published proposal to add an octane limit to 3.6.A (see December Fastrack).

#13265 Clutch Allowance Proposal

The STAC is not in favor of allowing update/backdate clutch swaps at this time. This is due to the fact that this allowance would give advantage to only certain models, and it is not in the spirit of rules stability.

#13337 370Z Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering adding other high power RWD cars to the class.

#13464 Steering Wheel Allowance Proposal

The STAC is not recommending any additional steering wheel allowances at this time. It should be noted that in late 2013 an alternate steering wheel proposal was put out for member comment. This proposal was ultimately withdrawn due to lack of member support.

#13277 MR2 Turbo Classing Proposal

The STAC believes the 1991-1995 MR2 Turbo exceeds the performance parameters of all current ST classes.

#13300 Differential Cover Clarification

Allowing alternate differential covers for all cars would exceed current Street Prepared allowances and thus is not recommended by the STAC.

#13462 C4 Classing Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering adding any other high power RWD cars to the class.

Street Prepared

#13455 Water Injection Allowance Proposal

The SPAC does not feel that this allowance is in the spirit of the category.

Street Modified

#12794 AWD Weight Proposal

The SMAC believes the current weight formula is appropriate.

#12514 Water Injection Clarification

The fuel allowances of 3.6.B and the water injection allowances in 15.10.G are sufficient as written. The SMAC does not believe increasing 15.10.G's allowance to include window washer fluid is appropriate.

Kart

#12430 KM Tire Proposal

Due to lack of member support the KAC withdraws the proposal to change the rear tire width limitation (see December Fastrack).

Handled Elsewhere

Street

#13338 Shock Adjustment Allowance Proposal

Please note that Letter #13367 references the same subject and has a request for member comment.

#13029, 13041, 13057, 13072, 13091, 13096, 13108, 13124, 13133, 13134, 13139, 13152, 13173, 13216, 13256, 13314 95 Octane Comments

Please see item #'s 9999/13019 elsewhere herein.

#13260 240SX to STX Comments

Please see item #12680 in the January Fastrack.

#13250, 13317 240SX to STX Comments

Please see item #12680 in the January Fastrack.

Tech Bulletins

General

Errors and Omissions: The following previously-published definition was inadvertently omitted from Section 12 of the Solo Rules, and should be added:

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.

The definition of Traction/Stability Control in Section 12 is clarified to read as follows:

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. 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

#13498 2015 Subaru WRX STI Classing Proposal

The SAC wishes to class the 2015 WRX STI in BS and the WRX in DS. Please change the final years in the current listings to...

BS

Subaru

Impreza WRX STI (incl. Special Edition) (2004-*15*)

DS

Subaru

Impreza WRX (non-STI) (2001-*15*)

#13379 964 Porsche Classing Clarification

Add to the exclusion listings (both Street and Street R):

Porsche 911 Turbo S and 3.6S (964) (1992-94)

Add to *SS*:

Porsche 911 Turbo (964, non S or 3.6S) (1989-94)

#13507 BMW E30 Classing Clarification

Per the SAC, please change the current listing in DSR from

3 Series (6-cyl, E30, E46, E9x except M3) (1984-1993, 1999-2014)

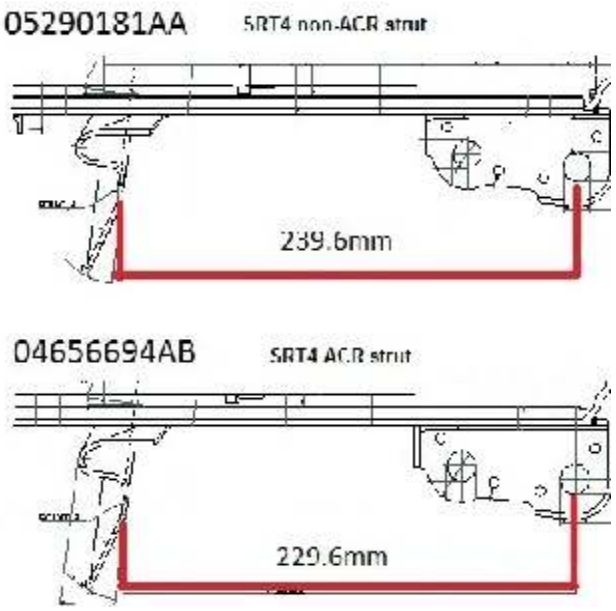
to be

3 Series (6-cyl; E46, E9x except M3) (1999-2013)

#13252 Part Allowance Clarification

The SAC wishes to add the following clarification to the Street section of Appendix G regarding the 2005 SRT4 ACR...

"Per documentation received from SRT, the correct front struts for a 2005 SRT4 ACR have a lower knuckle hole to spring seat height of 229.6 mm. The 2003-2005 non-ACR strut is 10 mm longer at 239.6mm. "



#13562 2014 Base Mini Classing Needs to Be Changed from HS(R) to GS(R)

The SAC wishes to separately class the new 2014 base Mini in GS, however at this time it is covered by the recently-updated listing in HS. Effective upon publication, change the year as shown in the existing HS and HSR listings:

MINI

Cooper (non-S, non-JCW) (2002-*13*)

and then add the following to GS.

MINI

Cooper (non-S, non-JCW) (2014)

#13447 Dodge Charger V6 RWD Classing Proposal

The SAC would like to add the following Street classifications...

FS: Dodge Charger (V8)(2006-2014)

GS: Dodge Charger (V6)(2006-2014)

#13493 BMW 328 Classing Proposal

Per the SAC, the following new listings, effective immediately upon publication, are added for F Street and G Street.

FS

BMW

228i, M235i, 328i (2014)

428i, 435i (2014)

GS

BMW

320i (2014)

Street Touring

#11982 Lexus CT200H Classing Proposal

Per the STAC, The following Tech Bulletin new listing is provided, to be effective immediately upon publication.

Add new listing in STF as follows:

STF

Lexus

CT200H (2011-2013)

CLUB RACING BOARD

Club Racing Board Minutes | March 4, 2014

The Club Racing Board met by teleconference on March 4, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: 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

FC

1. #13433 (Dave Freitas) Suspension in FC
Thank you for your letter. "Active" suspension is not allowed in FC or any of the formula and sports racer classes per GCR 9.3.2. The CRB is working on specific wording to clarify this rule to be posted in an upcoming Fastrack.

No Action Required

CSR

1. #12322 (Doug Schumacher) Mazda Sports Racer (MSR) as a Specification Line Car for 2014
Thank you for your letter. It is not the intent of the P2 rule set to provide a specification line for every car. The CRB believes that the Mazda Sports Racer can be made compliant with the basic P2 rule set with "reasonable" modifications. The engine is covered in the current engine table. Modifications to your car are allowed as long as they comply with the P2 rules.

P2

1. #12662 (Lawrence Winkelman) Specification Line K - FM Engines
Thank you for your letter. The P2 engine table refers to the engine only. The intake, exhaust and other items are covered elsewhere in the P2 rules (i.e., free within certain limitations). In P2, the motors do not have to be sealed.

GCR

1. #13188 (David Langston) Tow Eye Requirements
Thank you for your input. The rule is adequate as written.

2. #13200 (Bob Hess) Improving Position While on the Pace Lap
Thank you for your letter. The rule is adequate as written.

3. #13313 (Brian Himes) Conference Championship Points
Thank you for your letter. This matter is being referred to the Board of Directors and the SCCA Staff for review for the 2015 Majors Program.

4. #13486 (Jon DiFabio) GCR Section 9.4.D Side Protection
Thank you for your inquiry. The picture you provided shows a compliant construction.

5. #13524 (Michael Neff) Clarify Rule on Face Shields
Thank you for your suggestion. The current rule is appropriate for driver safety.

T1

1. #13490 (Darrell Anderson) Dominating Corvette's in T1 at Fontana Speedway
Thank you for your letter. We will continue to monitor the performance of the class.

2. #13525 (John Schertzer) Allow STO Preparation Cars to Run in T1
Thank you for your letter. Please refer to the current GCR for "crossover" eligibility.

T2

1. #13552 (Matthew Pullano) T2 Rules Changes
Thank you for your letter. Please run the car to determine proper classification. No balance changes will be made without competition data.

Not Recommended

F500

1. #13554 (Jim Murphy) Confusion about the Class Name
Thank you for your letter. While the 600cc motorcycle engines have been allowed in F500 for 2014, the class name shall remain F500.

FV
1. #12766 (William Bonow) Front Tow Eye for FV/FST
Thank you for your letter. GCR 9.3.48 requires all cars with a covered roll bar to have a towing eye or strap, both front and rear. The rule is adequate as written.

P2
1. #13007 (Eric Wallgren) Allow Use of 2008-up Hayabusa Reciprocating Assembly in pre-2008 Engines
Thank you for your letter. The philosophy and intent of the P2 class is to use "stock" motors. As such, it is not in the philosophy of the class to allow competitors to "mix and match" components from multiple engines to create a single engine. Competitors must choose an engine that meets the definition of stock. Engines 2008 and earlier less than 1005 cc are allowed with penalties.

2. #13109 (John Bosso) P2 Items to Consider
Thank you for your letter. The CRB feels that assisted shifting does provide a competitive advantage and therefore not allowed in the P2 class. The rules are adequate as written. Please see 9.1.8.E.2 of the March 2014 GCR for the latest on wing mounting and wing end plate specs.

3. #13151 (Jerry Bergman) Addition of Beasley B-2 to P1/P2 Specification Line Cars
Thank you for your letter. It is not the intent of the P1 or P2 rule sets to provide a specification line for every car. The CRB believes the Beasley bodied cars can be made compliant with the basic P1 or P2 rule sets with "reasonable" modifications, if they are not already compliant. Please see the March 2014 GCR for the latest engine table and chassis specifications for these classes.

4. #13227 (John Bosso) P2 Specification Line Request
Thank you for your letter. The CRB is aware of the gap between the body and the tub on the Cheetah; however, it is not an unreasonable task to fill this gap to meet the flat bottom rules of the P2 class. Many cars will have to make some allowance/ modification to meet the new P2 rules.

GT2
1. #13430 (Amir Haleem) Increase Mazda 20B Restrictor Size and Weight
Thank you for your request. Please see the response to letter #12223, February 2014 Fastrack Minutes.

2. #13432 (William Brinkop) Remove Restrictor and Add Weight to LS6 Corvette
Thank you for your letter. The CRB believes that this 5.7L LS6 is classified correctly. The CRB will continue to monitor performance in the class.

GT3
1. #13517 (Ricardo Velez) 5-cylinder Audi Engine
Thank you for your letter. The engine is compliant in Audi or VW, but not Porsche.

ITA
1. #13449 (Rodney Dykhouse) Requesting Minimum Weight Revision
Thank you for your letter, the car is correct as classified in ITA.

T2-T4
1. #13446 (John Buttermore) Against Removing VIN Requirement
Thank you for your letter.

T4
1. #13478 (David Mead) 99-2005 Miatas
Thank you for your letter.

2. #13479 (David Mead) 99-00 Miata Weight
Thank you for your letter. There are no plans to change this at this time.

Recommended Items for 2014

GCR
1. #13555 (Terry Ozment) White Flag on Last Lap
The Club Racing Board recommends that the Board of Directors decide in their May 2014 meeting whether or not to approve this rule change. If approved, the Club Racing Board recommends that the change become effective June 1, 2014.

Add section 3 to 6.1.1.E. WHITE FLAG: *3. A waving white flag displayed by the Starter shall indicate the start of the last lap of the race.*

2. #13565 (Jim Wheeler) Mechanical Protests
The Club Racing Board recommends that the Board of Directors decide in their May 2014 meeting whether or not to approve this rule change. If approved, the Club Racing Board recommends that the change become effective June 1, 2014.

Change the Time Limit in the table below 8.3.1.F: ~~No later than one hour before the start of the race session of the competition for the issue in question.~~ *Within 30 minutes after the race.*

Recommended Items for 2015

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

AS
1. #13213 (Ian Maloney) Helping Out the Limited Preps
Thank you for your requests. Add to the Notes for the Ford Mustang Cobra and GT (96-98) Restricted Preparation: *BBK Performance Cold Air Intake System Part Number 1713 permitted for Mustang Cobra. BBK Performance Cold Air Intake System Part Number 1718 permitted for Mustang GT.*

The CRB does not recommend aftermarket throttle bodies for American Sedan Restricted Preparation cars.

As of 1/1/2014, all American Sedan cars (both Full Preparation and Restricted Preparation) may run Full Preparation brakes when using a maximum wheel size of 17" X 8". Please see the current GCR.

GCR
1. #13238 (Club Racing Board) Change to Section 9.2.2 Homologation Requirements
Change 9.2.2. HOMOLOGATION REQUIREMENTS

~~Homologation is required for all Formula and Sports Racing cars registered after January 1, 1983. All Formula and Sports Racing cars shall be homologated for their class. All Formula and Sports Racing cars applying for a re-homologation, conversion, dual homologation or a new homologation in a different class must comply with the current rules.~~

~~Homologation is required on all Legend Cars, and therefore they shall also comply with the SCCA Legend Car Homologation Request sheet.~~
~~Homologation forms must be on file with the National Office for a car to be allowed to compete in any SCCA event.~~

~~With the approval of the CRB Chairman, the SCCA Club Racing Technical Manager may deny homologation of any car determined to be configured unsafely, to incorporate design characteristics or conditions that are fundamentally divergent from standard safety consideration, or to be incompatible with the relevant class structure.~~
~~Modifications that stay within the scope of the rules may be made to a vehicle after it has been homologated.~~

All Formula, Sports Racing, P1 and P2 cars shall be constructed in strict accordance with the rules and regulations contained in the current GCR unless specifically excepted. Cars registered prior to January 1, 1983 do not require homologation certificates.

Cars which do not comply with the design criteria set forth for roll hoops (GCR 9.4.5) may submit an application to the Club Racing Technical Manager as defined in GCR 9.4.5.F. The Club Racing Technical Staff, may deny any application for a configuration which is not compliant with the rules, which incorporates design characteristics or conditions that are fundamentally divergent from standard safety considerations or is otherwise incompatible with the relevant class structure or philosophy. A fee to be determined by Club Racing shall be assessed for all such applications.

Cars which are excepted from the published design criteria, shall at all times have available for examination a current log book, a copy of the letter of exception from Club Racing and supporting engineering documentation. Cars which have previously been issued Homologation Certificates may satisfy this rule by presentation of said certificate or a copy.

All cars are subject to inspection for compliance with the data which was submitted in support of the alternative roll structure. The existence of a Homologation Certificate or letter of exception from Club Racing is not conclusive evidence of rules compliance.

Taken Care Of
GT3
1. #13466 (Bill Davis) Pontiac Sunfire Weights, GTCS p464
Thank you for your request. This has been taken care of. Please see the current version of the GCR.

What Do You Think

FV

1. #13326 (Formula/Sports Racing Committee) Disc Brakes in Formula Vee

Based on responses from a previous WDYT published in Fastrack, the CRB is seeking member input on the following specific proposal to allow disc brakes in Formula Vee. **The CRB is looking for a simple yes or no to the following:**

It is proposed to allow disk brakes, front and rear, following the guidelines set forth in the Formula First rule set with the following exceptions:

1. Front shocks to be externally mounted. The upper mounting point shall be to the H-beam at or above the top of the upper H-beam tube, and a maximum of 1 inch inboard of the center of the shock tower. The lower mounting point shall act through the standard mounting point on the lower trailing arm. Spring shocks and linkage activated shocks are prohibited.

2. Standard VW steering box or direct replacement must be used.

3. Standard VW 4 bolt wheels or direct replacement must be used front and rear.

4. 4 bolt VW rear drums or disks may be used.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2014
NUMBER: TB 14-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/1/2014 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
F500
1. #12736 (Jim Murphy) Allow Older MC Drivetrains
In section 9.1.1.D.2, table 1, replace the spec line table as follows:

Engine	*Version/Model*	*Minimum Weight (lbs)*	*Inlet Restrictor*	*Outlet Restriction*	*Other*
Fuji "Chaparral"	*Model G44bw*	*700*	*-*	*-*	*Note 4*
Kawasaki TC440	*A-200, C-200, B-201, C-201, C-202, F-202, and G-203*	*700*	*-*	*-*	*Note 4*
AMW	*model no. 250-2 RC2*	*800*	*-*	*-*	*Note 4*
*Rotax 494**	*Non-RAVE*	*800*	*-*	*Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.E.14.B)*	*Note 4*
*Rotax 494**	*RAVE*	*800*	*-*	*Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.E.14.B)*	*Must use the 494 non-RAVE rotor valve (Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation). RAVE valves may be blocked in the "full open" position or left as delivered. Note 1 and 4*
*Rotax 493**		*825*	*-*	*Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.E.14.B)*	*Note 1 and 4*
*Rotax 593**	*Carbureted and non-HO versions only*	*850*	*MA0242SP1020A or MA0242SP1063A*	*Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.E.14.B)*	*Note 1 and 4*
Honda CBR600RR	*from 2003-2013*	*875*	*32mm Flat Plate Intake Restrictor*	*stepped exhaust headers are not allowed*	*Notes 2, 3, 4, and 5*
Suzuki GSXR600	*from 2003-2013*	*875*	*32mm Flat Plate Intake Restrictor*	*stepped exhaust headers are not allowed*	*Notes 2, 3, 4, and 5*
Yamaha R6	*from 2003-2013*	*875*	*32mm Flat Plate Intake Restrictor*	*stepped exhaust headers are not allowed*	*Notes 2, 3, 4, and 5*

Notes:
1. Any model thermostat housing or water outlet elbow may be used. The water bypass may be blocked. Either upper or lower cylinder head water outlet may be blocked in any safe manner to facilitate use of a single water outlet.
2. Fasteners, cooling system and oiling systems are free.
3. Clutches are free as long as no mods are made to the engine to accommodate the replacement clutch.

4. Competitors must be able to supply a printed factory service manual for the year of engine being used to tech upon request.

In section 9.1.1.D.15.A, change the language as follows:

Mass produced ~~Honda, Kawasaki, Suzuki or Yamaha~~ water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed as per table 1.

FB
1. #11732 (John Fine) Clarify front and rear aerofoil measurements for FB
In Appendix G, add new section 5 as follows:

5. Measuring wings
For all Formula and Sport Racing cars and unless otherwise specified in the applicable rules the measurement of aero dynamic devices and reference areas shall include end plates but not include fasteners as long as the fasteners serve no other purpose. Fasteners may protrude no more than 1/2" from the mounting surface.

FC
1. #13666 (SCCA Staff) Correct Oil Pump Dimensions
In section 9.1.1.B.16.h, correct the oil pump dimensions as follows:

Any three-stage oil pump with a maximum of two scavenge stages is allowed. The maximum scavenge rotor dimensions are 1.600 inches in diameter and 1.375 inches in length. The ~~minimum~~ *maximum* pressure rotor dimensions are 1.600 inches in diameter and 0.863 inches in length.

SRF
1. #13530 (Erik Skirmants) Update to SRF GEN3 RM 14-2
In SRF, Alternate Vehicle Allowance Table, change the language as follows:

~~For 2014 only, Cars are allowed to use the GEN3 SRF package installed as delivered from SCCA Enterprises in non-Majors races only. GEN3 equipped cars must otherwise comply with SRF rules and current safety requirements.~~ *For 2014 only, Cars are allowed to use the GEN3 SRF package installed as delivered from SCCA Enterprises in non-Majors races only. GEN3 equipped cars must comply with all SRF safety requirements but are exempt from weight and other technical requirements.* GEN3 cars are being allowed to run in SRF for testing purposes only and will not be eligible for points, trophies, or finishing positions. However, drivers can receive race finish credit towards license renewal (e.g. it is appropriate to score them behind all compliant finishers.) *GEN3 cars will be identified by the GEN3 cam cover.*

GCR
1. #12590 (Christopher Childs) Appendix F TIR Definition
In Appendix F, Technical Glossary, change the language as follows:

B-Pillar *– The center roof support in a passenger car*

Choke - A carbureted induction system mechanism which, when actuated, causes an enrichment of the fuel/air mixture to assist cold starting. *Also see Restrictor, Intake*.
Homologation – A system whereby the manufacturer/competitor certifies that a Formula or Sports Racing car, as produced, complies with the applicable *construction* specifications~~.~~ *compliance with the construction specifications does not certify that the car meets the class specific specifications.*

Single Inlet Restrictor (SIR) - *See Restrictor, Intake* ~~A system to limit engine performance that meets the following criteria: A. The intent of this restriction system is to have a sealed system from the restrictor to the intake ports of the cylinder head. All of the air entering the intake ports shall pass through the specified restrictor. Modification or addition to any part of the intake system that allows the introduction of air into the intake ports that has not passed through the specified restrictor is prohibited.~~

~~B. The engine air intake system must be fitted with an aluminum air restrictor. The intake system is defined as an assembly of parts, including but not restricted to: the restrictor, restrictor housing, ducting, filters, air box, velocity stacks, throttle body, carburetors, manifold and manifold gasket up to the intake ports on the cylinder head.~~

~~C. The restrictor must be round in shape. The specified ID of the restrictor is listed on the vehicle's spec line. The ID must be maintained for a minimum length of 3.0 mm. 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.~~
~~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. 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 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 with stand 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.~~

Turbo Inlet Restrictor (TIR) – *See Restrictor, ~~Intake~~* ~~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 specified ID of the restrictor is listed on the vehicle's spec line. The restrictor's specified ID must be maintained for at least 3.0 mm. This 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~~

Venturi – A region of constriction in an air duct of a carburetor in which, through the actions of incoming air flow, a reduced pressure is created to induce the inflow of fuel through one or more jets. *Also see Restrictor, Intake.*

Restrictor, Intake - *any of the following methods of restricting the volume of air entering the intake system on and internal combustion engine.*
The following applies to all restrictors:
The specified ID of the restrictor is listed on the vehicle's spec line, the engine spec line or within general engine specifications for the class. The engine air intake system must be fitted with an aluminum, (alternate materials are permitted where specified) air restrictor. The intake system is defined as an assembly of parts, including but not restricted to: the restrictor, restrictor housing, ducting, filters, air box, velocity stacks, throttle body, carburetors, manifold and manifold gasket up to the intake ports on the cylinder head. The intent of a restrictor in the system is to have a sealed system from the restrictor to the intake ports of the cylinder head. All of the air entering the intake ports shall pass through the specified restrictor. Modification or addition to any part of the intake system that allows the introduction of air into the intake ports that has not passed through the specified restrictor is prohibited.
All restrictors internal shape must be round and centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached. On engines requiring a restrictor all air entering the intake ports must pass through the restrictor.

Choke - an intake restrictor (venturi) for the purpose of limiting intake air volume.

Flat Plate Intake Restrictor (FPIR) *– a metal plate through which all engine combustion chamber air (and possibly fuel) must pass. Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements (more than one plate restrictor may be required in some applications; each shall meet the requirements):*

The restrictor shall be made from flat steel or aluminum sheet at least 0.060 inches thick no radiusing, chamfering or beveling of the hole is permitted. The restrictor plate must be located between the throttle body or carburetor and the engine within 4 inches of the centerline of the carburetor or fuel injection butterfly. Alternate locations may be specified in class specific rules. A steel or aluminum spacer no more than .75 inches thick may be placed between the throttle body or carburetor and the restrictor to allow for clearance of the butterfly. The hole must be the same shape and size as the throttle body or carburetor flange; no radiusing, chamfering or beveling of the hole is permitted. The restrictor plate shall be mounted on the bolts or studs used to locate the throttle body or carburetor. There shall be no movement of the restrictor plate possible when mounted. Alternate mounting may be may be specified in class specific rules.

Single Inlet Restrictor (SIR) – *A system to limit engine performance that meets the following criteria:*
The restrictor's specified ID must be maintained for a minimum length of 3.0 mm. 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.

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. 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 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.

Supercharger Inlet Restrictor (SCIR) - *The restrictor's specified ID must be maintained for at least 3.0 mm. This 3.0 mm restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit.*

Turbo Inlet Restrictor (TIR) –
The restrictor's specified ID must be maintained for at least 3.0 mm. This 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.

Venturi Restrictor- *see venturi and choke.*
In section 9.1.1.B.16.l, change the language as follows:
Intake restrictor *must meet FPIR specifications*: The QSRE #1975 intake restrictor must be used. It must not be modified in any way. The ~~new~~ restrictor internal diameter is 1.340 ~~inches and this value cannot be exceeded in any measurement of the diameter. The restrictor port centerlines or shape may not be altered~~. *This is located in the air box flange.*

2. #13187 (Greg Amy) DOT Tires requirement
In section 9.3.45, change the language as follows:
In the Improved Touring, Super Touring, American Sedan, Spec Miata and Touring categories, any U rated, or better, DOT approved tires are ~~permitted~~ *required*.

3. #13344 (Terry Ozment) License language errors and omissions
In Appendix C.2.7.D, change the language as follows:

1. A total of at least 3 hours of in-car, on-course time.
2. A Satisfactory rating in ~~at least 1~~ SCCA Drivers School.
3. The Signature of the Series Chief Steward or Chief Steward indicating participation in ~~each~~ the School attended.
4. In addition to the successful completion of the required Driver School~~(s)~~, the Series Chief Steward or Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.

In Appendix C.2.7.E, change the language as follow:
Novice Permit holders may offer equivalencies to replace ~~one or both~~ SCCA Drivers School(s).

In Appendix C, add new sections 2.9, 2.10, and 2.11 as follows:

2.9 Vintage License
A. A Driver who has completed all Novice Permit requirements, may apply to the National Office for a Vintage Competition License. A current medical form and appropriate license fee to be included.

2.10 Renewal
A. Requirements for renewing Full Competition Licenses and Vintage Licenses are noted in Appendix C. Table 1.

2.11 Applicants with Prior Racing Experience
A. Participation requirements for issuance or renewal of Novice Permit, Vintage or Full Competition Licenses may be waived in total or part by the Divisional Licensing Chairman of the applicant's Division of Record or the Manager of Club Racing.

4. #13358 (Terry Ozment) Definitions of Finisher, DNS, and Who Is Awarded Points
In section 5.10.4.B.3, change the language as follows:
The timing and scoring information shall include: total number of entries, ~~including DNF's and~~ DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.
~~A DNF is defined as a car that did not complete the required number of laps to be a finisher (half the number of laps completed by the class leader, rounded down to the nearest whole integer.~~ *A finisher is defined as any car that has taken the green flag in a race.* A DNS is defined as any car that turned a wheel on the track during practice or qualifying but did not start the race. See 6.10.3.A

In section 5.10.4.B.7, change the language as follows:
When a car is disqualified, ~~excluded~~, or withdrawn, the results should list the car at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, ~~exclusion,~~ or withdrawal. The results should show the final overall and class positions, as adjusted, for all finishers. The reason for the disqualification ~~or exclusion~~ should be shown on the *Official* ~~Final~~ Results, including the GCR reference.

In section 6.10.3.A, change the language as follows:
~~A race finisher is a~~ *A* car that completes half the ~~distance of the class winner of the race, or half the official time for timed events.~~ *laps of the overall race winner for either a numbered lap event or a timed event shall be awarded earned points.* Enduro events should *define the awarding of points* ~~define a finisher~~ in the enduro supplemental regulations. If the race is an uneven number of laps, divide the *overall* winner's laps in half and round down to the nearest whole integer. A car has 5 minutes after the checkered flag to complete its current lap.

5. #13381 (Terry Ozment) Additional information for letter number 13358
In the GCR, replace the language as follows:
~~Final Results~~ *Official Results*

In Section 9.3.29.A, change the language as follows:
Numbers shall be placed on the front and both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. ~~Numbers shall be no more than 2 digits, and shall meet the approval of the Chief of Timing and Scoring.~~ *Numbers may be 1, 2 or* 3 digit*s*. *3 digit* numbers *must* start~~ing~~ with the number "1" ~~are permitted at all events~~. 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. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released. If 2 or more national champions are entered in the same run group, the first to enter shall have preference.

6. #13457 (GCR Committee) Does a DQ Provide for a Finish from Letter #13358

In Appendix C 2.2.A.4, change the language as follows:
Events resulting in a DNS ~~or DNF~~ *or DQ*

7. #13538 (Janet Farwell) Regional Races allowing Vintage License
In section 3.1.2.A, change the language as follows:
Drives holding SCCA Full Competition Licenses, SCCA Pro Licenses, *SCCA Vintage Licenses*, and those holding SCCA Novice Permits (AppC.2.7.F)

8. #13563 (Bruce Beachman) Approval of MSA-certified, manufacturer roll-cage: Caterham Seven
In Section 9.4.G.8, change the language as follows:
Manufacture supplied/FIA*/MSA* homologated Roll Cages:
1. Cars may compete with FIA or FIA-Approved Test Houses homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-Approved Test House.

2. Cars may compete with an approved MSA (Motor Sports Association UK) Roll Over Protection System Certificate. All related engineering drawings and documents shall be submitted to SCCA Technical Services. Cars must have MSA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the cage was approved by the MSA.

9. #13668 (Club Racing Board) Strobing Lights
In section 9.3.32, add the language as follows:
"...An optional tail light ("rain light"), as described above, may be added to cars in all other classes. *Strobing lights are not permitted.*"

Grand Touring
GT2
1. #13395 (Ricardo Velez) Add K20 Honda engine
In GT2 Engines, Acura and Honda, classify the K20A as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
K20A	*DOHC*	*86.0 x 86.0*	*1998*	*Alum, Cross-flow*	*4*	*Unrestricted*	*1830*	

2. #13396 (Ricardo Velez) Add Honda body line
In GT2 Cars, classify the Honda Civic coupe as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Civic Coupe	*92-95*	*2DR*	*FWD*	*103.2*	

3. #13513 (Ricardo Velez) Add body line: Honda
In GT2 Cars, classify the Honda Civic Hatchback as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Civic Hatchback	*92-95*	*2DR*	*FWD*	*101.3*	

GT3
1. #12925 (Roger Welling) Classify GT2 Nissan 280zx in GT3 With 16
In GT3, Nissan 280zx, add the notes as follows:
Disenfranchised GT2 car allowed with 150lbs weight penalty.

GTL
1. #13405 (Mark Ward) Limited Prep Engine Request.
In GTL Engines, Toyota, classify the 4AGE as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4AGE (Limited Prep Level 2)	*DOHC*	*81.0 x 77.0*	*1587*	*Alum, Cross-flow*	*4*	*Fuel injection*	*2179*	*Comp. Ratio limited to 11:1, Valve lift limited to .400". Stock throttle body I.D. permitted. Intake manifold may be machined to throttle body mating surface to a depth of no more than one inch. Dry sump and alternate rods allowed. Refer to PCS* 9.1.5.E.2.a.e,f.g.h.i *for limited prep level 2 build specs.*

2. #13496 (Ricardo Velez) Add VW Fox 1988-92
In GTL cars, Volkswagen, classify the Volkswagen Fox as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
VW FOX	*1988-92*	*2DR*	*FWD*	*92.8*	

Improved Touring
None.

Production
None.

Spec Miata
1. #13600 (Jim Wheeler) Allow engine paint
In section 9.1.7.C.k.1, add the language as follows:
"The intake manifold must be stock Mazda parts, without any material added or removed. No coating is permitted on the exterior or interior of the manifold *except that the manifold exterior may be painted..."*

Super Touring
STL
1. #13474 (Steven rock) 97' jdm b18c spec r motor in stl
In STL, Acura B18C5, change the spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Acura*/ Honda B18C,* B18C5, *B18C6, C18C7*	NA	Chart + 2%	Any porting and polishing of intake and or exhaust ports outside of the GCR 9.1.4.2.B.3, 1" port matching allowance-factory or otherwise is prohibited. *Must meet all STL specifications.*

2. #13504 (Michael Tablas) Hard top rules
In section 9.1.4.C.9, change the language as follows:
"*Convertible tops and attaching hardware shall be completely removed. It may be replaced with an OEM hardtop if one is available.* Aftermarket OEM-style hardtops are allowed; a~~A~~ftermarket carbon fiber hardtops are not allowed."

In section 9.1.4.F.13, change the language as follows:
"Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. ~~Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.~~"

3. #13514 (Edmond Lo) Japanese Engine swap
In STL Table A, classify the Honda B16A as follows:

STL	Maximum Displacement	Minimum Weight	Notes
Honda/Acura B16A		*Chart +2%*	*Must meet all STL engine regulations.*

Touring
T1
1. #13545 (SCCA Staff) Incorrect displacement for Toyota Supra in T1
In T1, Toyota Supra, change the Maximum Displacement as follows:
~~2500~~ *2997*

T3

1. #13369 (Roger Burdette) Car Classification
In T3, classify the Porsche Boxster 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:
Porsche Boxster S (00-04)	*92.9 x 77.9 3179*	*2415*	*18 X 8 (F) 18 x 8 (R)*	*275 MAX*	*3.82, 2.20, 1.52, 1.22, 1.02, .84*	*3.44*	*(F) 318 x 28 Vented (R) 299 x 24 Vented*	*3200*	

2. #13476 (David mead) T3 Lotus Elise/Exige/S220 needs limitations
In T3, Lotus Exige S / S220 / Elise SC (07-10), change the weight as follows:
~~2200~~ *2350*

3. #13617 (SCCA Staff) Add notes to Subaru WRX TR
In T3, Subaru WRX TR (2006), change the spec line as follows:

T3	Bore x Stroke (mm) Displ. (cc)	Wheel-Base (mm)	Max Wheel Size	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Subaru WRX TR ~~(2006)~~ *(06-07)*	99.5 x 79.0 2457	2525	17 x 8	245	3.17 1.88 1.30 0.97 0.74 4.11	4.11	(F) 292 Vented Disc (R) 287 Vented Disc	3360	*38mm Turbo Inlet Restrictor is required. Any spring up to 800 lbs may be used. Nukabe non-adjust-able swaybars (F) 667311a22 and (R) 666311bj22 allowed.*

T4

1. #13443 (Dave Kutney) Exhaust header on Pontiac Solstice 2.4L
In T4, Pontiac Solstice (06-09), change the weight as follows:
~~2900~~ *2850*

Note: Cat removal is seeing favorable responses and will be looked at for 2015.

2. #13475 (David mead) Allow T4 BMW Z4 wheel upgrade
In T4, BMW Z4 2.5L (03-05), change the wheel size as follows:
~~16 x 7~~ *17 x 8*

3. #13483 (Anthony Cuthbert) Classify the Fiat 500 Abarth in T4
In T4, classify the Fiat 500 Abarth as follows:

T4	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size MAX	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Fiat 500 Abarth (12-14)	*72x84/(1368)*	*2300*	*17x7*	*225*	*3.909, 2.238, 1.520, 1.156, .872,*	*3.353*	*282 F 240 R*	*2450*	*27mm Turbo Inlet Restrictor required.*

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Sherman Chao vs. SOM, COA Ref. No. 14-02-SE
February 15, 2014

FACTS IN BRIEF
Following the 2014 Winter Vacation Majors P2 race on Sunday, January 5, 2014 at Sebring International Raceway, Richard Colburn, driver of P2 #91, protested Sherman Chao, driver of P2 #3, alleging rear wing noncompliance under GCR 9.1.8.

The Stewards of the Meeting (SOM), Fritz Baker, Al Wicht, Doug Puckett and Bob Henderson, Chairman, held a hearing, heard testimony from Mr Colburn, Mr Chao and other witnesses, and found Mr Chao's rear wing to be noncompliant. Mr. Chao was moved to last in class for this race and two (2) points were assessed against his competition license. Mr Chao appealed the SOM ruling.

DATES OF THE COURT
The SCCA Court of Appeals (COA), Jeffery Niess, A.G. Robbins and Rick Mitchell, Chairman, met by conference call on January 21, January 28, February 4, and February 11, 2014, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mr Chao and accompanying photo, received January 16, 2014.
2. Official Observers Report and related documents, received January 16, 2014.
3. Testimony of SOM Chairman, Bob Henderson, by conference call. on January 28, 2014.
4. Testimony of event Chairman, SOM, K.P. Jones, by email, received February 7, 2014.
5. Testimony of event Chief Steward, Leland Miller, by email, received February 7, 2014.
6. Testimony of Series Chief Steward, Bob Hudson, by email, received February 10, 2014.

FINDINGS
Mr Chao's appeal challenged the timeliness of the protest, and the severity of the assessment of two (2) penalty points. The COA examined all the provided evidence and the additional testimony of Mr Henderson and Mr Jones. The COA finds that the SOM did not properly determine whether this protest met the GCR requirements for timeliness.

GCR 8.3.1.F. states "A Protest must:...be filed within the time limits (GCR 8.3.1. Table for "...Rules compliance of (a) ...car ...No later than one hour before the start of the race session of the competition for the issue in question.) ... although the SOM may extend the time in cases where the protestor can show that evidence relating to the Protest was not available within the time limit, or where the protestor can show that he was unable to meet the deadline because of circumstances beyond his control." The SOM failed to consider timeliness, and failed to require the Protestor to demonstrate the necessary conditions which would allow a determination of timeliness. Rather, the SOM relied upon a statement by Mr Jones, the event Chairman of the SOM (CSOM), made to Mr Henderson, Chairman of this SOM committee, that special circumstances made the filing timely. The GCR does not give such authority to the CSOM, but only to the SOM committee.

DECISION
The SCCA Court of Appeals upholds Mr Chao's appeal,, reversing both the movement of finishing position to last in class, and the assessment of two (2) penalty points. Mr Chao's appeal fee will be returned less the amount retained by SCCA.

The Court reminds all Stewards that the GCR is clear in requiring all protests against compliance of cars to be filed at least one hour before the start of that car's race. Later filings may only be heard when the SOM has determined that "...evidence relating to the Protest was not available within the time limit...". It is the responsibility of the SOM to document and report such determination in its findings. This is not a unilateral decision of any one Official.

Finally, while the question of the severity of the two (2) penalty points is made moot by the above ruling, the Court reminds all participants that the assignment of penalty points is not, itself, a penalty. Rather, assessment of points is a method of tracking the accumulation of penalties (e.g. loss of finishing position) by a participant. When a SOM action assigns a penalty, the GCR provisions assign points to that participant's license. The accumulation of points on a license tracks the history of penalties assigned to that participant.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Ernie Francis Jr. vs. SOM - COA Ref. No. 14-03-SE
February 11, 2014

FACTS IN BRIEF
At the 2014 Winter Vacation Majors held at the Sebring International Raceway on January 4, 2014, Chi Ho (B-spec, #07) filed a protest against Ernie Francis Jr. (B-spec, #98) alleging violations of 2014 GCR 2.1.4. (Driving recklessly or dangerously) and 2014 GCR 6.11.1 A. & D. (On Course Driver Conduct) for on-track, car-to-car contact. Mr. Ho alleged that Mr. Francis Jr. made avoidable contact with him on two separate occasions. The second contact occurred in Turn 3 with two laps remaining and caused Mr. Ho to deviate which allowed Mr. Francis Jr. to complete the pass and ultimately win the race.

The Stewards of the Meeting (SOM) Norm Esau, Richard French, Sheri Croyle, and Sandy Jung, Chairman, heard testimony and reviewed witness statements. The SOM considered and upheld Mr. Ho's accusations that Mr. Francis Jr. caused avoidable contact while initiating a pass and was driving recklessly or dangerously.

The SOM assessed a penalty of Disqualification to Mr. Francis Jr. from the race results (Race Group 8) and requested consideration be given for a driver review of him.

Mr. Francis Jr. appealed the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Laurie Sheppard, Jeffrey Niess and Rick Mitchell, Chairman, met on January 21 and 28 and February 4 and 1, 2014 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter and an undated article from *SportsCar* submitted by Mr. Francis Jr. received January 14, 2014.
2. Relevant sections of the Official Observer's Report received January 16, 2014.
3. Oral testimony from Sandy Jung and Norm Esau via conference call on February 4, 2014.

FINDINGS
In his appeal, Mr. Francis Jr. alleged he was "following the guidelines in an article published in *SportsCar*", written by Randy Pobst entitled "Protecting or Blocking? Honor or Shane?"

Al races conducted by SCCA, (Including this race) are conducted according to the current GCRR unless otherwise stated in the event's Supplemental Regulations. The GCR states "the overtaking driver is responsible for the decision to pass another car and to accomplish it
safely".

While the COA appreciates the expertise of those authors who contribute to articles and columns published in *SportsCar,* their articles are not to be viewed as guidelines or official interpretations of the GCR and, as such, the article referenced has no applicability in Mr. Francis Jr.'s appeal.

Ms. Jung and Mr. Esau testified that according to the information presented to the SOM, and after reviewing all the evidence, the SOM concluded that Mr. Francis Jr. initiated the car-to-car contact with Mr. Ho and was solely at fault for Mr. Ho's deviation that allowed Mr. Francis Jr. to pass him for the win.

No testimony or new evidence reviewed by the COA supports that the SOM failed to consider all the evidence or erred in their findings.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Francis Jr.'s appeal fee will be returned, less the administrative fee retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
T. Craig Berry vs. SOM - COA Ref. No. 14-04-SE
February 20, 2014

FACTS IN BRIEF
At the 2014 Winter Vacation Majors held at the Sebring International Raceway after the Spec Miata Race on Sunday, , January 5, Alex Bolanos, driver of SM #57, protested the results. He alleged that the SM race was restarted following a full course yellow after the 40-minute time limit had expired. The green flag was waved before the time had expired, but the lead car crossed the scoring line at an elapsed time of 40:03 minutes which would have been after the race time expired. This was in violation of the Supplemental Regulations:
"RACE LENGTH: Saturday races will be 30 minute timed races; Sunday races will be 15 laps or 40 minutes, whichever occurs first."

The Stewards of the Meeting (SOM), Norm Esau, Sherry Croyle, Richard French and Sandy Jung, Chairman, heard testimony and reviewed witness statements. After reviewing the time cards for the race, the SOM concluded that the race had exceeded the time limit by 3 seconds. The SOM referenced 2014 GCR 6.10.4.C. (Late Checker) to score the race as if it had ended at the scheduled time. Mr. Berry is appealing this decision.

DATES OF THE COURT
The SCCA Court of Appeals (COA) A. G. Robbins, Tom Hoffman and Rick Mitchell, Chairman, met on January 21 and 28 and February 4 and 11 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from T. Craig Berry, received January 14, 2014.
2. Relevant sections of the Official Observer's Report dated January 16 and 20, 2014.
3. E-mail statement from Sandy Jung, Chairman SOM Court, received February 4, 2014.
4. E-mail statement from KP Jones, Chairman of the SOM for the event, received February 7, 2014.
5. E-mail statement from Leland Miller, Chief Steward, received February 7, 2014.
6. E-mail statement from Bob Hudson, Series Chief Steward, received February 7, 2014.
7. Oral testimony from Sandy Jung and Norm Esau, SOM, via conference call February 4, 2014.

FINDINGS
Mr. Berry is appealing based on the timeliness of the protest, GCR 8.3.1.F. Table for Race Results, showing protests are to be filed 30 minutes after race results are posted. The provisional results were posted at 11:35 AM. The official results were posted at 12:25 PM. The protest was received at 12:45 PM. The SOM failed to consider timeliness, and failed to require the Protestor to demonstrate the necessary conditions which would allow a determination of timeliness.

Neither the Chief Steward nor the Series Chief Steward can extend the time limit for filing protests. By GCR 8.3.1.F. only the SOM can extend that time limit, and the COA finds no evidence supplied by Mr. Bolanos to the SOM that met the circumstances required to do so. There were no changes to the provisional results which would have allowed a protest of the final results.

Mr. Berry also alleges that the race was restarted when the green flag was waved based on the GCR Section on Flags, GCR 6.1.1.A. and H., and the SCCA standard rolling start procedure, GCR 6.5.3. The COA notes that scoring is done as the car crosses the scoring line.

DECISION
The Court of Appeals overturns the decision of the SOM in its entirety. Results will be updated to make the posted provisional results final. Mr. Berry's appeal fee, less the administrative fee retained by SCCA, shall be returned.

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL MINUTES | March 7, 2014

Participants:
Jerry Cabe, Kent Carter, Dave Deborde, Deanna Flanagan, Roy Mallory, Scott Knauf, Butch Kummer, Tony Machi, Matthew Yip

Discussion Topics:

- Reorganization
  - Currently based on geography
- Licensing – Instructor Training
  - Ross Bentley – Instructor Manifesto
  - Focus on licensing requirement to instruct
- Program Overview
  - Education vs Regulation
  - Create minimal regulations
  - Focus on Education about safety
  - Emphasize upward growth to Time Trials
- National Driver's Education database
  - Participation log – Motorsportreg or similar
- Track Inspection
- Helmet specifications
- National Car Classifications
- BOD Session:Insurance
  - Approach change resulting in cost reduction
  - Segregate programs rather than a consolidated figure
  - Rate based on segregated historical costs
    - Segregate each level
      - PDX
      - Club Trials
      - Time Trials
      - Hillclimbs
  - For cost analysis
    - Word request to avoid drawing conclusions
    - Send request to Deanna
- Pending initiative focusing on Entry Level programs
  - Take action to grow programs
- TTAC Structure/Governance
  - TT programs – destination programs
  - Co-sponsor with pre-existing programs
  - Modify car classing structure in Solo and Club Racing to grow Time Trials
    - Simplify classifications
- National Time Trials Championship
- Website development
  - PDX/Time Trials button!!!
- Marketing
  - Centralized from National to Divisions and Regions

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | March 7, 2014

The RallyCross Board (RXB) met in split sessions at the National Convention in Charlotte, North Carolina, on March 7 and 8. Attending were Stephen Hyatt, Chairman, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance was Howard Duncan and Sandi Brown from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Committee Reports

- RallyCross Safety Committee (Ron Foley): The RXB discussed the current members and leadership of the Safety Committee.

  MOTION: Appoint Mark Utecht as chairman of the Safety Committee. Hyatt/Sealander. PASSED.

  Ron Foley will serve as RXB liaison to the Safety Committee. Current Safety Committee members are Mark Utecht, Chairman, Ron Foley, Hal Denham, Bob Ricker, and Rebecca Ruston.

  The RXB also discussed one submitted incident report. The Safety Committee will conduct further investigation and issue a final report.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot has received several rule change submissions. These will be posted at the SCCA RallyCross forums for member comment.

- National Championship Committee (Warren Elliott): Elliott reported that the 2014 National Supplemental Regulations are nearly completed with only a couple of minor changes from the 2013 Supplemental Regulations. The updated document should be posted by mid March in time for the first National Challenge event scheduled in early April.

  The RXB discussed the current policy and penalty for debead incidents. Competitors have requested changes to the policy and the applied penalty. The RXB will continue to gather feedback and discuss the issue, but no changes concerning debeads will be made to the 2014 Supplemental Regulations.

- Marketing Committee (Ron Foley): The 2014 RallyCross contingencies were announced at the National Convention and will be posted at the SCCA website.

  The RXB discussed ways to use a small advertising budget for the RallyCross program and will look into the possibility of using a rotating banner ad on a website or forum that is heavily used by the RallyCross community. These ads would advertise RallyCross in general as well as promote upcoming National Challenge events and the National Championship. Another possible use of an advertising budget would be to use web-based targeted advertising.

- RallySprints Committee (Keith Lightfoot): A draft of the RallySprint Rules and Safety Procedures was discussed at the National Convention. A final version is forthcoming and will be based on feedback at the Convention.

  Scott Beliveau was appointed chairman of the RallySprints Committee and has been tasked with recruiting two or three other Committee members.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported the good Divisional RallyCross Stewards (DRXS) call in February. The group discussed allowing the DRXS to appoint area deputies to help in larger and more spread out Divisions. It would reduce travel costs for the DRXS when establishing new programs and training new Safety Stewards.

  MOTION: Create an area deputy position within the Divisions, who would be appointed by each DRXS and approved by the RXB. Hyatt/Lightfoot. PASSED.

Old Business

- "What is RallyCross" video (Keith Lightfoot): Additional footage is still needed to complete the video. The additional footage should be gathered within the next couple of months. It was proposed to provide a DVD copy of the video in the Landowners Packet.

- Operations Manual: Further information and job descriptions need to be received to finalize the RallyCross Operations Manual. It was also proposed to move RXB and DRXS duties from the RallyCross Rules to the RallyCross Operations Manual.

- National class structure at Regional events: The RXB discussed ways to encourage Regions to offer all National classes at their events. It was proposed to use the DRXS to promote the offering of all National classes at Regional events in their Divisions. Also, a rules change proposal has been submitted to remove any confusion whether or not Regions must offer all National classes.

- RallyCross New Program/Site Regional Incentive Plan: Announced at the National Convention was a new incentive plan for Regions starting a new RallyCross program or any Region using a new RallyCross site. Following are the details of the plan:

RallyCross New Program/Site
Regional Incentive Plan

The RallyCross Board and the Rally/Solo Department are happy to announce a new Incentive Plan to help Regions start a new RallyCross program or use a new RallyCross site. This Incentive Plan will help Regions by reducing fees and some fixed costs when starting a new program or when finding and using a new site for existing programs.

The definition of "new", as applied for this Incentive Plan, is not having a RallyCross event or using a RallyCross site in the three years prior to the proposed event date. Regions who want to apply for this program must have their Divisional Steward request it from the Rally/Solo Department prior to applying for the sanction.

Plan Overview of Fees

	Sanction fee	Insurance
Regions starting a new RallyCross program		
1st event	No Fee	$3.50/entry with no minimum
2nd event	No Fee	$3.50/entry with no minimum
Regions using a new RallyCross site		
1st event	$2.00/entry, no minimum	$3.50/ entry with no minimum
2nd event	$2.00/entry no minimum	$3.50/entry, minimum of $50

We hope that this will help in creating new programs and/or finding new sites.

New Business

- Court of Appeals appointments: The RXB discussed the Court of Appeals appointments for 2014. The Court of Appeals will be finalized pending the necessary contacts.

- Member proposal concerning National Championship size: The RXB received a letter from a member concerning the size of the National Championship and suggesting a way to limit the size of the event by using a Divisional qualifying format. The RXB discussed the proposal and recognizes that options should be explored as the National Championship begins to reach an unmanageable size. This will be an ongoing topic of discussion and one that will be handled incrementally. The RXB discussed some interim options, which will be announced at a later date.

- Production-based vehicle definition: The RXB discussed the current definition of and ways to better define a production-based vehicle in the RallyCross Rules. This will be an ongoing point of discussion until a rule change proposal can be submitted to the RallyCross Rules Committee.

- Divisional Steward meeting: The RXB met with those DRXS and assistants attending the National Convention. One major discussion point was the new incentive program for new Regional programs and new RallyCross sites.

Next meeting: April 2, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | March 7, 2014

The RoadRally Board met at the SCCA Convention on March 7, 2014; meeting called to order by Rich Bireta at 8:08 AM EST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Clarence Westberg, and Deena Rowland from the National Office.

The February minutes were approved (Sasha/Chuck/pass).

Major Discussion Items:

1) Growing the Rally Program

There is a document in the DropBox, Road Rally Program Growth 2013 that we will discuss and revise to include those items we can affect and implement. The outcome of this discussion will provide input to the Road Rally Strategic Plan and determine RRB priorities and actions for the rest of 2014.

2) Significant Changes to the Championship

The proposed changes for the National Championship for 2015 were released for comment after the last RRB meeting. We'll review feedback from the community and determine the next steps for this proposal.
Action is due. Chuck sent Rich an email saying that it was his feeling that the NEC was laboring under a misunderstanding about what they should be doing for this, e.g. they thought that reducing number of classes was important. Chuck feels that championships are meaningless because so many people are winning them; Bruce said that this is not true, last time we had that situation was 3 or 4 years ago; Chuck replied that we've created a situation where one could float between classes to get points, leading to multiple winners; he wants a place where rookies can compete without getting trounced, and also to go back to equipment classes, and to need 50 points to qualify for a year-end award. Bruce is still open – have an entry class (and eliminate class L?), change to equipment based format, limitation on number of events that count (best x of y), whether to combine into single series; perhaps it would be best to focus on two things: an entry class and limitation of events, with comments by our April RRB meeting, and then go to rules committee. Bruce: **Motion**: (see below). Bruce/Jeanne/pass.

The 2015 National Championship Proposal (Revised 3/7/2014):

I. *Expert and Master Class Competitors shall count the best 10 of the first 16 equivalents entered (where a Regional event counts as one equivalent, and a National counts as two equivalents), and with the restriction than no more than seven events can be from Regionals.*

   a. *Entry Class competitors: (2014 Class S with fewer than 25 Lifetime Points or less than two Top Three National awards.)Shall count the best 5 of the first 8 equivalents entered (where a Regional event counts as one equivalent, and a National counts as two equivalents). (Sportsman Class competitors shall need to acquire a minimum of 25 points to qualify for National Awards.)*

3) Revision to the Safety Steward Training Manual

Sasha has revised the Road Rally Safety Steward Manual and added sections relevant to GTA events. Sasha had noticed that things to be checked for GTA events weren't there, and that some TSD things didn't apply to GTA; he split them up and made a new checklist for GTA events. He then thought it made sense to update the manual to include both, rearranged it by adding GTA and splitting it out into difference sections. Bruce said that he sent it to rules committee, who made just a few suggestions, and said that maybe GTA should be a separate document. Rich said that by starting this project, we end up making more projects. Bruce suggested a separate Safety Steward license for GTA and TSD. Bruce: **Motion:** approve the GTA changes to Safety Steward Manual as a separate manual, to be implemented today. Bruce/Sasha/pass. Deena will check about having a separate GTA license; Bruce will ask the rules committee. to look at the current manual and update/revise it per the GTA manual. Clarence asked about people who already have Safety Steward licenses. Bruce said we will notify all current licensees and ask if they want to still be stewards, and if they want TSD, GTA, or both; if they want to be licensed for GTA, they will be sent the GTA manual.

4) Road Rally Program and SCCA HQ

Once we complete items 1, 2, and 3, it should be clear what we need from SCCA HQ going forward. We need to be prepared to articulate what we want.

At this point BOD members Peter Zekert, Bruce Lindstrand, and Todd Butler joined us, we did brief introductions around the table. Bruce L asked what does the RRB want from the BOD? Rich replied that there are a number of things:

1. National dues are perceived to be too high, perhaps dues could be cut and sanction fees raised? Todd replied that

a tiered membership was looked at, but as for now we need to 'stay the course' until it is looked at again. Bruce G suggested that maybe there could be a two-year introductory membership; the BOD members thought this idea had merit, with Todd saying that it maybe would be national dues only.

2. We need help with publicity and promotion, we are not very good at it. We especially need help with this year's US Road Rally Challenge which is running in conjunction with the Coker Tire Challenge; we are trying to attract more than the usual suspects. Todd said that if we give *SportsCar* an outline/facts/etc they will write the article; send the information to Philip Royle (the article that Cheryl Babbe put in the most recent RReNews has the necessary information).
3. Todd asked if we have any problems with site selection? For road rally this is only a minor issue; there is a professional brochure available for solo and autocross with insurance info, etc.
4. Rich said that the biggest problem with growing road rally is to find that one person (a 'spark plug') in non-rally regions to get the program going; raising awareness is an issue. Todd asked if we have a '10 easy steps' document? We have a Regional Road Rally Handbook, a thirty page document that needs to be distilled down to two pages; Todd said that in racing they basically threw out the GCR and started from scratch. Rich handed out his 'Five Minute Road Rally Overview', which says that road rally is a good introduction to SCCA, and easy entry-level event. Todd said that solo has a 'starting line' program where they go in and show a region how to do it; maybe we can do the same. Bruce L said that there might be reluctance because of the time, regions are already busy. Rich replied that the local 'spark plug' can do the majority of the work, so the region does not have to do much. Sasha asked if financial support might be available for someone to come in to a region to help set up a rally program; Todd said perhaps, or maybe some sort of shared financial responsibility with the region. Rich said that only 1/3 of regions have rally programs. At this point the BOD members had to leave.

Regular Agenda:

Front Burner Items (Time permitting):

1) 2013 Championship Season Status
   a. 2013 Tour and Course Results (Bruce)

   Bruce - still not there, working on it every available moment; current plan is to finish Course points first, then bring GTA up to date, then bring Course up to date while working on Tour. Rich asked if it is time to quit the experienced based classes? Bruce said that once 2013 is done, 2014 will be much easier. Clarence asked if we change it again, will it take a year again to get caught up? Bruce thinks that the new system is appropriate, although it takes time to get it up and running (taking into account the past 6 years). Rich is embarrassed for the board that we took it on without fully understanding its implications in the actual scoring.

2) 2014 Championship Season
   a. When should the next Planning Calendar be published? Jeanne – plan is to update every month
   b. Two press releases were prepared but have not been posted to scca.com as of 2/4/14.
      i. SCCA Publicity / Marketing is letting us down on keeping the web site content updated.
      *** Deena – escalate in March
   c. Upcoming March Nationals (Arizona, Steel Cities) (Chuck)

3) New Business:

   Why are we allowed only one charity rally per region per year? Bruce: **Motion:** that we put out for comment, due by our April RRB meeting, that there be no limit on number of charity rallies per year per region. Bruce/Clarence/pass. Clarification as of March 8 – there is no limit on the number of charity events that can be held, but rather that the special sanction fee of a flat $80 may only be taken once per year.

Meeting adjourned at noon.

Next meeting April 1, 2014, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

ROAD RALLY TOWN HALL

ROAD RALLY TOWN HALL | March 8, 2014

The RoadRally Town Hall at the SCCA Convention was convened on March 8, 2014, at 1:05 PM EST.

Chairman Rich Bireta welcomed guests, and introduced RRB members Chuck Hanson, Bruce Gezon, Jeanne English, Sasha Lanz, and Deena Rowland from the National Office; Howard Duncan from the National Office joined the Town Hall later.

Rich talked about the Road Rally program status, compared to previous year; this year there were 140 events, 1600 entrants, a modest increase 17% and 4%. One-third of SCCA regions have an active rally program; 10% of regions have a strong rally program.

Status of proposed 2015 rules changes: we failed to identify something to adequately attract new people. We are proposing to make it easier for newcomers/less experienced people to enter with an entry class, and also limit the number of events that will count toward the championship (e.g. best 10 out of 16 rally equivalents, where a regional counts as one and a national counts as two).

RRB comments – Chuck said that the NEC (National Events Committee) was formed to administer nationals.
Rest of RRB – we need to make it easy (some of us are not very good at this), fun, and visible; make it happen!

Rich asked if there were any questions or comments:

Bruce talked about this year's US Road Rally Challenge: its history was to make it the premier road rally event of the year, but it hasn't worked out. This year there is a different format tied in with the Coker Tire Challenge, a Great Race regional event in Chattanooga, in September, a tour that is one 2 ½ day event. Its success requires publicity, drawing in of outside people. The CTC has a great social aspect; the entry fee, $350, is comparable to previous USRRCs; we hope this will be a way to revitalize our program, and maybe even get some of the Great Race folks to cross over to our events. The rallymaster is John Classen and he does an excellent job.

Cheryl Babbe talked about the RReNews, asking people to please sign up if you haven't already, and to please submit articles and photos about anything rally. To sign up send an email to: RReNews@comeroadrallywith.us

Cheryl asked what is being done to grow the program in 2014? Rich asked what would you like to see? Cheryl said that Brenda Winters (National Office) came up with things to use for this convention, including a brochure that does not mention road rally (it folds out to be a poster) and talks about 'get in the race'; we need a national campaign for press, sponsorship, how to build a program, refreshers/reminders about changes. Deena has talked with marketing, but not correct person, about a number of things that were not right (such as the brochure); she will see what gets done. Rich said that publicity, in general, is important; we need to appeal outside of SCCA (e.g. marque clubs), to expand our member base. Question to Rich: how do you contact these other groups/clubs? Rich said that in his region someone came to him and volunteered to contact others, go to their websites and post flyers; promoting a road rally event is difficult; Patrick Strong (Cal Club) uses social media, e.g. setting up a Facebook page for events, he also wrote 'Publicizing Your Road Rally – a Primer' (in the Road Rally download section on the SCCA website). Question to Sasha: how are you getting 50-60 car fields? Sasha said he started 10 yrs ago with 10 cars and just kept at it; he posts to many forums and answer any questions on the forums. Chuck said that last year he created the Central Indy Car Club Challenge and 5 clubs participated, he's hoping for more this year. Cheryl said she was considering a Wednesday night rally because, looking at a calendar, Wednesdays are the only open dates; she asked about having contestants do the odo check done before rally – is this covered by our insurance? We need to check with K&K.

Howard Duncan arrived and…
Cheryl to Howard: what can you tell us about road rally and can you inspire us? Howard responded that with a potential change in SCCA President he's not sure, but the executive staff made a presentation to the Board of Directors that we are shifting our focus from being a sanctioning body to getting back to our roots as a member based organization that does activities. It's like a pyramid with an aspirational activity at top (such as the Runoffs) where the bottom is the membership entry level; the BOD is looking for a broader approach, not just those going for a championship; with more tools for regions to engage their members in grassroots activities; road rally is an easy way to do this (social rallies), road rally is a core, basic activity of SCCA.

What about *SportsCar* – no more road rally coverage? Howard - No, the focus is changing to describing the culture of SCCA with pictures and articles, not just news; it opens up a chance to have articles that are longer term, describing what is going on; the road rally community itself needs to do it because they know best what is going on. *SportsCar* can write articles if we send them bullet points. Chuck and Cheryl had talk with Philip Royle (*SportsCar* editor) about promoting the US Road Rally Challenge. Howard also said that new website templates are being developed, including having the SCCA website have Facebook-type elements.

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

SCCA National Championship Runoffs Event page: http://www.scca.com/runoffs
Accredited Driver Licensing Schools: http://www.scca.com/clubracing/content.cfm?cid=50864
Forms: http://www.scca.com/downloads/#club
Technical Forms: http://www.scca.com/clubracing/content.cfm?cid=44472
General Competition Rules (GCR): http://www.scca.com/clubracing/content.cfm?cid=44472

SOLO

Tire Rack SCCA Solo National Championships: http://www.scca.com/solonationals
Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/news/index.cfm?cid=51448

EVENT CALENDAR: http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED May 2014

SOLO EVENTS BOARD

CONTENTS

BOARD OF DIRECTORS	**None**
SOLO	**1**
SEB Minutes	**1**
CLUB RACING	**10**
CRB Minutes	10
Technical Bulletin	15
Court of Appeals	19
Time Trials Admin. Council	20
RALLY	**21**
RallyCross	21
Road Rally	23
LINKS	**25**

SOLO EVENTS BOARD | March 26, 2014

The Solo Events Board met by conference call March 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Dick Patullo, Terry Hanushek, and Bruce Lindstrand of the BOD. 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 1/1/2015.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended to the BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Touring

#12680 240SX Move to STX Proposal

Class change proposal:

Move the following Appendix A listing *from STC to STX: Nissan 240SX*

Member Advisories

Tire Rack Solo Nationals

The SEB has selected Vivek Goel and Lee Piccone as course designers for the 2014 Solo Nationals in Lincoln. The board thanks all of the members who submitted their resumes for these positions.

Safety

Per the SEB, red flags used for course safety purposes should be some shade of red.

General

#13781 Rerun Clarification

The SEB is providing the following clarification of Section 6.8.D:

Change the first sentence of the second paragraph to read: “Drivers of cars with mechanical difficulty shall have ten (10) minutes after the car is scheduled to start to *leave their grid position and head for the start line*.”

Comment: This clarification is intended to prevent situations in which a driver feels compelled to rush up to the start line in order to meet the requirement.

In addition, the SEB feels that the specifics of time monitoring (i.e., when does the timed interval begin) for rerun management are best left to the individual event Supplemental Regulations, Event Chairs, Chief Stewards, and/or Operating Stewards, in order to meet the needs of particular event logistical parameters.

#13782 Cone Penalty Clarification

Per the SEB if a cone has been damaged by contact from a car such that it no longer stands on its base (for example, when its conical section has been torn off), it is considered a penalty regardless of whether any part of the base remains

within the line. It should be noted that the cone penalty section is not among the mandatory sections of the Solo Rules, so Regions are free to administer such items as needed at their local events.

Street

#12809 Electronic Shocks Clarification

Per the SAC, add to Appendix F under Street, as follows:

"The following is provided to clarify rule 13.5.A.5 which permits electronically controlled shocks to be replaced with non-electronically controlled shocks: Option package conversions must be complete including ECU programing and any/all applicable electronic components. You may disconnect or cut a wire connection at the shock absorber but you may not remove or reprogram any other related electronic components. A resulting error message, code or dashboard light is allowed but it should be noted that some cars performance may be limited post shock removal due to OEM ECU or stability control programming. Non-OEM documented methods used to defeat any resulting fault/error codes or otherwise fool the ECU into thinking the original shocks are still attached are not authorized."

Street Modified

The SEB thanks Andy McKee for his service on the SMAC.

#13500 Solid Roof Conversion Clarification

The SMAC believes the rules in sections 15.2.O and 16.1.N are sufficient, and replacing of the roof skin with a non-OEM material is in excess of the allowances.

#13596 Injection Clarification

The SMAC believes 3.6.B already allows E85, and 16.1.D.1 covers fuel injector allowances.

Kart

#12667 Combustion Chamber Clarification

Per the KAC, add the following to the Kart section of Appendix F: "*The intent of the rule 19.1.D.2.b is to confirm that ICC/KZ motors have 11cc of actual combustion chamber volume as required by the CIK rules. In order to measure the volume fairly and accurately in the field without motor tear down, the LAD Specialties CCV Measuring Tool is screwed into the spark plug hole prior to measurement. The tool (part # CCMP) is available directly from LAD Specialties and many Karting Retailers. Actual CCV is 11 cc (Matching the CIK spec) when the LAD tool measures at 13.4cc. "*

Change Proposals

General

Conflict of Interest

Change the first sentence of 4.9 as follows:

"No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid ~~(which does not include a bicycle)~~ traveling at normal walking speed to accomplish the requirements of section 6.3."

Comment: The Chief Steward should be allowed to determine the best aid for a physcially disabled person to become familiar with the course. Note that the requirement that this be done at normal walking pace is in still required.

#12046 Cone Clarification

The following rule change proposal is provided for member review and input.

Change 7.9.1 as follows:

"A clearly visible line around the base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible, ~~and this inner edge will be the penalty limit.~~ If the pylon is upset or totally displaced outside the *line*, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed."

Comment: This returns the cone penalty rule to the commonly understood method of 'no penalty if it is upright and touching any part of the box.'

Street

Repair Methods

Change the third paragraph of 13.1 to read:

"All repairs must comply with factory-authorized methods and procedures, *or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g. significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only."*

Street Modified

#12753 Eliminate 16.0.B & 16.0.C

The SMAC recommends the following change to 16.0.C:

"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts~~, not sports car based~~)."

Comment: This removes subjective words from the eligibility requirements from SM and makes it clear that Appendix A controls vehicle eligibility in classes for the category.

#13585 Engine Allowance Clarification

The SMAC recommends the following change to 16.1.D.1:

"1. Engine block *(or housings on rotary engines)* must be a production unit manufactured and badged the same as the original standard or optional engine for that model."

Modified

#13862 Proposed B Modified Changes

The following package of proposed changes to Appendix A, covering class B Modified, is intended to respond to member concerns regarding the impact of recent significant changes to Sports Racer classes in the GCR. Proposed content changes are shown in ***red***. Deleted text is shown crossed out in ~~purple~~. Rationale information is provided in bold italicized ***blue***.

B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the ***current*** ~~2013~~ Club Racing GCR ***sections 9.1.1.A.1 a-h[1] or 9.1.8.C.1 A-H*** [2] ~~unless specifically classed elsewhere~~ with the following exceptions:

(The two referenced GCR sections define the general requirements, bodywork dimensions, overhangs, and aerodynamics for Formula cars and Sports Racers for BMod (except for transmissions and engines which are in a Solo over-ride weight vs. engine size table for all BMod Solo cars located in Appendix A). This Solo table continues unaltered from the current version of Appendix A.

BMod aero for Formula cars has always used the Formula Atlantic GCR aero rules and thus it has now been included in this proposed rule set. The reason for inclusion rather than reference is based on the levels of confusion that exist in the membership reading these rules.

BMod aero for Sports Racers has always been mostly based on the GCR Sports Racer aero. Thus, the P2 rules are also referenced here.

These GCR rules, subsections a through h, are therefore used as the lowest common denominator to list all the characteristics that define the two types of cars in both GCR sections. It reduces the opportunity to build or buy a ringer and maintains parity within the class.

[Footnotes: 1 - FA section 9.1.1.A.1 a-h pg. 267 of Jan 2014 GCR; 2 - SR P2 section 9.1.8.C.1 A-H pg. 738 of Jan 2014 GCR])

A. Spec tires are not required.

B. Minimum wheelbase of 80 in.

C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.

1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.

Minimum weight with driver: 1020 lbs.

2. May use any 2v/cyl automobile-based production engines up to 1615 cc.

Minimum Weight with driver: 1110 lbs.

3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2- stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.

Minimum weight with driver: 1180 lbs.

4. May use any naturally-aspirated engine up to 3000 cc.

Minimum weight with driver: 1285 lbs.

5. GCR table weight penalties and other restrictions on engine preparation are not applicable.

(This has not been clearly stated in the past in BM, it has simply been assumed as well as misunderstood by some. Now it must be mentioned since there is a section on restrictors in P2 which is separate from its motor tables, and which must be overridden.)

6. Minimum rim width: none.

7. Maximum allowed rim width: 15 in.

8. Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), or number of gears in any vehicle. CVT are allowed only with 2-stroke snowmobile engines.

(Those who started with FF2000 or Atlantic chassis in some cases cannot call the chassis FS or F1000 because of the sole technicality that they do not meet the FS/F1000 cockpit dimensions. This therefore limits motors and transmission choices for some. That isn't believed to be logical or fair. FF2000 and FA are limited by the GCR to 5 forward speeds. Motors and transmissions are not open for all cars, no CVT, no transverse gears like a motorcycle. A S2000 Sports Racer, by comparison, has almost no limit on drivetrain since it can be called an ASR or P2 car without any dimensional problems.

Older DSRs would also have a problem without a rules change in BMod. CVTs are not listed yet in the P1/P2 transmission rules (no members requested them due to lack of interest). None of the 25 or 30 so older 2-stroke DSRs with CVTs can run now in P1/P2 if rescued from barns by Solo BMod competitors.

Opening up this rule for BMod cars simply allows more chassis than before to have a wide choice of good drivetrains. Otherwise it is an expensive and time-consuming modification to remake the tub.

Another part of the clarification of drivetrains is that the defining sections of the GCR for sports and formula cars stop at "H" before the transmission and engine GCR sections which follow.)

9. Minimum width for all cars shall be no less than 57" as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.

BMod Solo rules must override the 63" minimum width limit of P2 in 9.1.8.C.1.D.3 because at least 6 existing solo BMod cars are less than 63" wide. A lower limit must still be specified to prevent tiny Solo-only ringers from being built in the future. Example: Ultra low CG composite chassis at perhaps only 52" overall width. For BMod class parity, this rule is a general rule which also applies to Formula cars.)

10. All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula cars as well as Sports Racers with the following Solo changes to the list:

a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96" wheelbase or 64" rear sidewall-to-sidewall outside width (at least 14 psi), in which case add 50 lbs.

(This has a change from the exact P2 wording. The P2 rule in the latest GCR states: "1. Chassis fully composed of composite structural materials." [GCR 9.1.8.C.1.A, P2 Rules Restrictions] That has a loophole since one could potentially make a 99% composite chassis which would not be "fully" composed of composite material and thus not be prohibited or incur a penalty.

Also, this would result in larger cars not being penalized. The wheelbase and width dimensions that negate the composite tub weight penalty are in tune with the MAC's growth concept of helping larger cars

in BM.)

b. Direct injection ……. Allowed only in automotive engines.

(Direct injection is considered by many to be the next real game changer for achieving more HP with drivability in motorcycle engines and 2-strokes. However for automotive engines it may be hard to NOT have DI already present if one uses larger current generation, easy to source engines from junkyards. If DI were not allowed on those engines, it would be necessary to remove it from the motor. If DI becomes mainstream in the BMod motorcycle class motors, this restriction can be removed.)

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of ***front and rear*** wings shall not exceed 8 square feet. ***Area calculation is of the airfoil element plan view and does not include side plates. Side plate size and element profile are unrestricted.***

(The intent of this rule is unchanged, but needed to be clarified to assure the current meaning that front and rear wings are both allowed and both contribute to the 8 sq ft total. P2 rules do not explicitly say front wings are allowed.)

2. Rear diffuser starting point permitted no further forward than 23" ahead of rear tire.

(The fairest and least disruptive GCR solution to accommodate all SR cars current and future in BMod is to use the P2 underbody aero rules with an over-ride to the P2 diffuser starting point to allow diffusers that are already in use.

Possible gaming of the rule: ***If the bottom of the main roll hoop was the reference point for diffuser location, this could be "gamed". On a new chassis build, one could attach the main hoop further forward and then angle it back at a steep angle. For example, the main hoop can be attached perhaps 12" further forward and then the hoop itself laid back as is done on many F500 cars. Instead, it is recommended to use a point 23" ahead of the OD of the rear tire. Using the leading edge of the rear tire as a reference is also used by the P2 GCR. The 23" dimension is based on the location (roll hoop to rear of tire) of a typical diffuser on the longest WB SRs currently in BMod. Then 1 additional inch was provided to cover additional variation.***

Formula Car diffuser/tunnel exit comparison :

It is necessary to discuss how this might impact the status quo between BMod Sports Racers and Formula cars. On a typical BM FA the starting point for the diffuser section of the tunnel is roughly in the same location as most DSR's. Some FA's in BMod have the starting point slightly further forward than that. We would actually expect the diffuser section to start farther forward on a FA vs. SR. The extra width with its attendant additional underbody area of the SR is assumed to be the equalizer for a Formula car's more cambered tunnel.

The main difference in tunnels is that FA is limited to 51.18" wide tunnels overall, no matter how wide the rest of the car is. Sports Racer tunnels can grow with the width of the car.)

3. The current GCR ~~CSR/DSR 45% flat bottom rule and all~~ ~~other~~ ***P2 underbody*** aero specifications shall ~~also~~ apply to ***all Sports Racers*** ~~ASR~~ ***and*** production cars as recognized in DM/EM running in BM as Sports Racers.

4. ***Production cars*** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a Sports Racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the 2013 Club Racing ***FA*** GCR with the following Solo® allowances:

(FA qualifier must be added to the GCR reference here or one may think that the aero associated with a particular subclass of Formula car has to be used.)

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed Sports Racer ***P2 GCR*** maximum height (45.25" per ***P2*** GCR *9.1.****8.C.1.D.2 Bodywork height***).

("P2" qualifier must be added to the GCR reference here because "DSR" aero no longer exists in the GCR. The proper section is now 9.1.8.C.1.D.2 Bodywork height.)

2. Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the Club Racing FA specs with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75" additional width per side and shall not deviate more than 10° from vertical***. Wing elements shall not be permitted between the front wheel centerline and a line 9.5" behind the rear wheel centerline. The rear wing element assembly maximum plan view fore-aft dimension shall not exceed 27.5".***

(This forward dimension closes an actual loophole in the GCR which failed to prevent wings from being placed without an area limit anywhere on the car. The reason this loophole exists is because it would not be a noticeable advantage for road racing at higher Reynolds numbers. This number is in line with all Formula cars currently in BMod as well as with existing road race FAs. The reason for writing the rear limit using 2 dimensions instead of one is to allow some fore-aft adjustability while still controlling size and potential extra element abuse at about 8.27 sq. ft.)

3. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

4. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

~~G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F.~~

(Explanation of removal of current G: This section referring to Formula S cars is redundant and unnecessary. A FS is just like any other Formula car in BMod -- it has to meet FA general specs and aero and it has to weigh enough to meet the minimum weight for whatever engine someone decides to install. The FS GCR itself has no requirement of its own for engine type, size, transmission type, or bodywork. Thus elimination of reference to FS in the Solo rules does not eliminate FS-type cars from BMod.)

Other Member Items Reviewed

Street

#13550 Wheel Clarification

Please refer to item #12898 in the January Fastrack for the Street +/- 1" wheel clarification.

#13590, 13602 Paddle Shifter Comments

Thank you for your feedback.

#13631 BMW 2 Series Classing Proposal

The BMW 2 series was classed in the April Fastrack.

Street Touring

#12492 Street Touring P Proposal

Thank you for your input.

Not Recommended

Safety

#13283 Helmet Allowance Proposal

Thank you for your comments. The SSC believes the rule is adequate as written.

Modified

#13414 Aero Allowance Proposal

The MAC is not in favor of the member's proposals regarding underbody aero in BM. The subject of BM aero and P1/

P2 compatibility is addressed by a proposal elsewhere herein. Please see the relevant item under “Change Proposals”

#13468 Motorcycle Engines in DM Allowance Proposal

The MAC is not in favor of allowing non-automotive engines in classes which are philosophically based on production automobiles and thus are viewed as appropriately constrained to automotive-type powerplants. In addition, the committee is reluctant to make such a major change to DM, which is presently considered at a healthy level of participation and whose competitors have repeatedly emphasized a concern for rules stability.

#13605 Comments on Stock Tub D/E Mod Traction Control/ABS--#11737

The MAC is not in favor of the member’s request to permit unlimited ABS and TC in DM and EM. The committee feels that maintaining rules stability, and in particular refraining from expanding high-cost allowances which become must-haves, is a priority for these classes.

Street

#13535 2014 Volvo S60R Classing Proposal

Please see the response to item #13685

#13541 Tire Clarification

The SAC and SEB have no control over how a tire is marketed.

#13542 Tread Depth Clarification

Per the SAC, the tire exclusion list would be used for tires having grossly non-uniform tread depths.

#13587 Porsche 968 w/ Club Sport Classing Proposal

Please see the response to item #13685

#13642 HS/GS Classing Proposal

Please see the response to item #13685

#13650 Mazdaspeed 3 Move to GS Proposal

Please see the response to item #13685

#13653 Oil Cooler Allowance Proposal

This change is not considered consistent with category philosophy.

#13684 E46 Non M Classing Proposal

Please see the response to item #13685

#13685 Porsche Carrera 996 & 997.1 (Non GT3’s) Classing Proposal

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

#13687 Scion IQ Classing Proposal

The use of motorsports catalog parts in Street is not in keeping with the category philosophy.

Street Modified

#13506 Porsche Allowance Proposal

The SMAC believes that Porsches are correctly classed in SSM.

Street Touring

#12510 ST Class Proposal

Regions are free to create their own classes to meet demand. Some regional programs have been successful with catch-all street tire classes, such as the CST class in southern California.

#12631 Tire Proposal

Thank you for your input.

Handled Elsewhere

Prepared

#13820 CP Wheel Comments

The PAC thanks the member for the feedback. This proposal (#12423) has been recommended for submittal to the BOD for the 2015 rules, as noted in the April 2014 Fastrack.

Street

#9920 Shock Controllers

Please see the response to letter #12809 elsewhere herein, which clarifies the electronic shock rule.

Tech Bulletins

Prepared

#11948 Porsche 914/6 Classing Clarification

The PAC recommends the following clarification in Appendix A, F-Prepared:

Under Porsche, clarify

914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl)

to read:

914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl *air-cooled*)

The PAC notes that at the time the engine allowances were grandfathered into F-Prepared from the Club Racing GCR, the available alternate engines were only air-cooled. This clarification accommodates these air-cooled engines, while excluding modern engines (i.e. water-cooled, direct-injection, variable valve timing, etc) that were not originally envisioned by the alternate engine allowance.

Street

#13616 Camaro Clarification

The response to item #12802 in the March Fastrack should have read as follows:

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Camaro ***Z28*** in A Street:

Chevrolet

Camaro Z28 (2014)

#13646 Focus Classing Clarification

In Appendix A class HS change

Focus (non-ST) (2013-14)

to

Focus (*except ST 2013-2014*)

Comment: The current form of the HS listing of "**Ford Focus (non-ST) (2013-14)"** excludes the 1999-2012 years, in which there was a 2007 ST.

#13670 Altima 4 Cylinder Move to HS Proposal

Errors and omissions: Effective immediately the Nissan Altima GS listing should be changed to read...

Altima *(V6)* (2002-14)

In conjunction, add the following HS listing:

Altima (4 cyl) (2002-14)

CLUB RACING BOARD

Club Racing Board Minutes | April 1, 2014

The Club Racing Board met by teleconference on April 1, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Technical Assistant, Club Racing; and Dick Patullo, Board of Directors. The following decisions were made:

Member Advisory
None.

No Action Required
GCR
1. #13591 (Kyle Disque) Restrictor Display on Side of Car
Thank you for your letter.

IT
1. #13759 (Vaughn Cooper) What Class Can I Run 1986 Mazda RX7 Turbo?
Turbocharged cars are not permitted in IT. The car is eligible to run in STU. Please review rules for compliance in STU.

ITA
1. #13592 (Jack Hanifan) Support of Letter #12904
Thank you for your letter.

ITB
1. #13536 (Gregg Ginsberg) Support for Letter #12904 (Move VW 16V to ITB)
Thank you for your letter.

ST
1. #13808 (Gautam Chauhan) I Am Sure About Myself
Thank you for your letter. The SCCA would gladly welcome you to Club Racing.

T2
1. #13532 (Angelo Zarra) T2 Camaro Strut Camber Plate and Shock Mount
Thank you for your letter. Slotted (camber) plates are open in T2 for strut suspensions. Part #CPL-Camaro-5-F-Rce1 is permitted without being uniquely specified in the rules. See letter #13925 for the recommended portion of this letter.

T3
2. #13603 (James Leithauser) Request for Input
Thank you for your letter. The stock brake issues on the VW GTI are well documented. A stock VW upgrade allows this car to be on par with other brake systems common in T3. The data collected from the GTI with this upgrade indicates close parity with the T3 field.

Not Recommended
AS
1. #13799 (Jeff Werth) Straight Cut Gear Weight Penalty
Thank you for your letter. The CRB prefers to make competition adjustments based on the SCCA data loggers. Since the CRB was unable to use the data loggers on a dog ring AS car at the 2013 Runoffs, the CRB does not have sufficient data to make a change.

FA
1. #12674 (Keith Grant) Carbon Rotors in FA
Thank you for your letter. Member input did not indicate that a rule change is needed at this time.

2. #13363 (Mark Tosa) Volkswagen Engine Homologation
Thank you for your letter. The F3 engine packages are classified in FS in SCCA Club Racing, and at this time will not be included in Formula Atlantic. This engine package is unlikely to be competitive with the current FA engines and including them would not benefit the class as an engine choice. The F3 chassis are welcome and encouraged to run in FS as long as the chassis meet all SCCA safety requirements.

FV
1. #12759 (Stephen Saslow) FV Spec Tires
Thank you for your letter. This issue was discussed in the recent past. Member input did not favor a spec tire for FV.

P1
1. #12404 (Chuck Voboril) Where Are the Currently Raced 900cc 2-stokes and CVTs?
Thank you for your letter. Please provide the year and name of your chassis, along with its wheelbase, track, and wheel sizes, and the CRB will consider adding a specification line to the P1 Specification Line Cars Table.

2. #13675 (Jeffrey Lederman) Gaps between Fenders and Bodywork
Thank you for your letter. The CRB believes the rule is clear as written. Competitors should make sure their cars are compliant with the rules.

3. #13712 (Brian Roberts) Compliance to 9.1.8.B.1.C.4 - Minimum Body Width
Thank you for your letter. GCR 9.1.8.B.1.C.4. requires that 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. The rule is adequate as written and compliance is required.

4. #13713 (Brian Roberts) 9.1.8.B.1.C.2 - Cycle-Type Fenders
Thank you for your letter. GCR 9.1.8.B.1.C.2. requires that fenders shall be firmly attached to the bodywork with no gap between body and fender. The rule is adequate as written and compliance is required.

S2000
1. #12770 (Jeff Anderson) Reinstate S2000 for Laguna Runoffs
Thank you for your letter. For 2014 and forward, sports racer classes S2000/CSR/DSR have been reclassified as P1 and P2. Existing S2000 cars are now classified in the P2 rule set. Please see the latest GCR for the complete rules and watch Fastrack news for any updates.

GCR
1. #13733 (Dan Miklovic) Fire Extinguisher Decal
Thank you for your letter. The current rule is adequate as written. The CRB supports you covering the “E” decal when running SCCA events, in the event that you have a fire extinguisher only in your car.

GT1
1. #13613 (Thomas Turner) Turbo Charging
Thank you for your request. Turbochargers have been introduced into GT via the STO consolidation and will only be allowed on a case by case basis on GT2/STO type cars. GTCS wording does not need to be altered.

GT2
1. #13651 (Pete Peterson) GT2 Tire Rule Change
Thank you for your request. There is an adequate supply of GT2 size tires from various manufacturers without creating a new size allowance rule.

2. #13691 (Mark Ruden) Use of Transmission Spacer in GT2
Thank you for your request. GTA cars must conform to GT2/TA2 rules as published.

ITA
1. #13655 (David Bowman) Re-classify the Dodge Neon
Thank you for your letter, the car is correct as classified.

ITS
1. #13624 (Willie Phee) Wheel Width in ITS
Thank you for your letter. The ITS wheel width rules are correct as written.

HP
1. #13551 (Mike Ogren) Tire Considerations
Thank you for your letter. Although the number of manufacturers supporting Production racing has decreased, at present there is no serious problem with the availability of racing tires that this proposal would address. The CRB will continue to monitor this issue.

2. #13557 (Andrew Wright) Leave Lotus Seven in HP with Ford 997 Motor
Thank you for your request. The performance potential of this car with the 997 motor warrants its re-classification in FP.

SM

1. #13196 (Club Racing Board) The Future of Spec Miata

The Club Racing Board wishes to thank the authors below for their feedback on this What Do You Think. The majority of responses did not recommend adding 2006 and newer MX5 cars to SM. Therefore, the CRB does not recommend this proposal.

Dennis Mathias, 13266; Ben Anderson, 13267; Rich Hoyer, 13268; Michael Lo, 13269; Brian Bhidinelli, 13272; Kyle Webb, 13273, Rob Burgoon, 13274; Jason Daoust, 13275; Sean Hedrick, 13276; Marc Cefalo, 13281; Mark McCallister, 13282; Gale Corley, 13284; Lee Thomas; 13285; Ed Gilfus, 13286; Dave Wheeler, 13288; David Levin, 13289; Will Schrader, 13293; Mike Ogren, 13294; David Schroeder, 13295; Paul Redante, 13297; Neil ORourke, 13298; Mark Drennan, 13299; Kent Carter, 13301; Bruce Wilson, 13306; Robert Myles, 13307; Taylor Ferranti, 13318, John Costello, 13319; Scott Malbon, 13323; William Keeling, 13329; John Rucker; 13431.

STL

1. #13598 (Brian Price) Restrictor Plate on the Mazda RX8 in STL

Thank you for your letter.

2. #13679 (Rich Walke) Weight Adjustment for Mazda 13B

Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the class.

T4

1. #13667 (Christopher Childs) FRS/BRZ weight

Thank you for your request. The CRB does not recommend this change at this time. The car is at process weight. Please race the car to determine if further changes are necessary.

Recommended Item for 2014

1. #13908 (Club Racing Board) Remove 8.1.4 from GCR Effective 6/1/2014

The Club Racing Board recommends the removal of 8.1.4 from the GCR in its entirety. The CRB requests that this become effective 6/1/2014.

~~8.1.4. Rules Interpretation~~

~~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.~~

~~A. Upon receiving a request, the Chairman of the Stewards' Program will convene a review committee. The committee will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The review committee will convey their decision to the member, and notify the Chairman of the Stewards' Program, who will then forward the decision to the appropriate parties.~~

~~B. The Court of Appeals will consider the request and the committee's decision. The member may submit additional evidence to the CoA after receiving the review committee's decision. In its review, the CoA will consult with the Club Racing board for expert technical testimony prior to determining the compliance of the item(s) in question. The CoA will render their decision to the member, and the Chairman of the Stewards' Program.~~

~~C. Penalties or penalty points will not be assessed in the event of a negative ruling.~~

~~D. A non-compliant ruling will be published; a compliant ruling will not be published. Court of Appeals decisions on technical compliance are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.~~

~~E. The fee for this service is $300. A portion of the fee may be refunded at the discretion of the Court of Appeals.~~

Recommended Items for 2015

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

AS

1. #13703 (American Sedan Committee) Dry Sump for Chevrolet Camaro SS (10-13) Restricted Preparation

Add to the specification line for the Chevrolet Camaro SS (V8) (10-13) Restricted Preparation: Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of 17 x 8 wheels. 54mm flat plate restrictor required. *ARE Dry Sump Kit #LS3-3Y permitted.*

FA
1. #13421 (Matthew Miller) Delete Dynamics Suspension DSSV Damper Requirement for Swift 016
Thank you for your letter. The internals of the Dynamic shocks on the Swift 016 in FA are already "open" and competitors are free to use whatever internals they want. The CRB recommends removing the requirement to use the specific Dynamic brand canister to give the option of a less expensive shock package.
In FA, Swift 016, remove from the notes as follows: ~~Shock absorbers must be Dynamic Suspension Model DSSV.~~

GCR
1. #13581 (Rick Henschel) 9.3.55 Window Straps
Thank you for your request. Please add to 9.3.55 stating: *The 1 inch wide portion of the rear window strap shall be mounted parallel with the plane of the rear window.*

2. #13622 (Terry Ozment) Remove BOD approval of Tow Fund
Change Appendix B, Section 1.6.G.5.: Tow Fund Assessment - ~~Board of Directors authorized~~ *A* fund to be distributed to entrants in the Runoffs. Upon conclusion of a US Majors Tour race, the organizing region will remit immediately to the SCCA the funds specified ~~by the Board of Directors~~ *on the event audit form* per paid entrant in Runoffs eligible classes only for a fund ~~authorized by the Board of Directors~~ to be distributed to entrants in the Interdivisional Championship events.

T2
1. #13925 (Club Racing Board) Recommended Portion of Letter #13532
Add to the notes for the Chevrolet Camaro SS 1LE (10-14): *ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed.*

T4
1. #13662 (Joe Cooley) Allow 2009-12 RX8 Hubs on 2006-08 and 2009-13 MX-5 Miata
Thank you for your request. Add to specification line for Mazda MX5 06-08, 09-13: *2009-2012 Mazda RX8 front hubs allowed.*

Taken Care Of
AS
1. #13292 (Kevin Smith) Lexan windows in American Sedan
Thank you for your letter. In their March 5-9, 2014 meeting, the Board of Directors approved letter #12478.

FA
1. #13008 (Jeffrey Garibotti) Pro Mazda Engine
Thank you for your letter. Please see the response to letter #12947, Technical Bulletin.

2. #13362 (Mark Tosa) Opel Engine Homologation
Thank you for your letter. Please see the response to letter #13363.

3. #13364 (Mark Tosa) Renault Engine Homologation
Thank you for your letter. Please see the response to letter #13363.

4. #13573 (Brett Carmine) FA Brake Rules
Thank you for your letter. Please see the response to letter #12674.

FC
1. #13360 (Club Racing Board) Formula Continental
The CRB thanks all authors who submitted a response to this What Do You Think.

P1
1. #13714 (Brian Roberts) Complete Letter to the CRB
Thank you for your letter. Please see the responses to letters #13711, #13712, and #13713.

GCR
1. #13330 (Todd Butler) Support for Letter #13039
Thank you for your support. Please see the response to letter #13039, Technical Bulletin.

2. #13346 (Lans Stout) Letter #13039
Thank you for your support. Please see the response to letter #13039, Technical Bulletin.

3. #13648 (Robert Hudson) Definition of Finisher
Thank you for your letter. Please see April 2014 Fastrack, Technical Bulletin, letter #13358.

4. #13657 (Anne Kumor) Conflict in GCR Regarding
Thank you for your letter. Please see the response to letter #13358, April 2014 Fastrack Technical Bulletin.

5. #13705 (Dave Wheeler) 1 Lap to Go, White Flag
Thank you for your letter. Please see the response to letter #13555, April 2014 Fastrack Minutes.

6. #13731 (Howard Robbins) Comments on Proposed Rule Change
Thank you for your letter. Please see the response to letter #13555, April 2014 Fastrack Minutes.

GT2
1. #13672 (Robert Lentz) Do Not Support Requested Front Wheel/Tire Request
Thank you for your letter. Please see response to letter #13651.

T1
1. #13682 (David Mead) Require Restrictor Size Be Added to Weight on Side of Car
Thank you for your request. Please see the response to letter #13509, March 2014 Fastrack Minutes.

T4
1. #13575 (Steven Zink) Aluminum Drive Shafts for 2005-9 Mustangs
Thank you for your request. Please see the response to letter #13571, Technical Bulletin.

What Do You Think
AS
1. #13858 (American Sedan Committee) Engine Dry Sump Systems for American Sedan
The Club Racing Board submits the following proposal for engine dry sump systems for all American Sedan cars to be effective 1/1/2015, if approved by the Board of Directors. Please send your comments on the proposal through the CRB letter system at www.crbscca.com.

1. Pump shall have a maximum of 3 stages and have a body no longer than 9 inches. The pump shall have a maximum of 2 lines sucking from the pan and a maximum of 1 line providing pressure to the motor. Sections should be no greater than 1.5". Straight cut gear pumps may be used. All cars installing an engine dry sump system may remove the stock oil pump.

2. Pan shall not have holes or kickouts. Each chassis should limit the size of the pan that can be installed. (Goal is to not to create additional significant windage (aka performance)). Pans shall be of steel or aluminum construction.

Should there be either dimensional or volume restrictions to ensure not creating additional performance?

3. System must suck out of the pan, not out of the lifter galley.

4. No greater than 12 AN fittings anywhere within the engine dry sump system.

5. Mounting of tanks/location open, vent to outside from tank (probably through floor) and NOT in the driver's compartment.

6. Recommend an 11-12 quart tank.

7. Permit cogged pulley/belt for pump. Would need to add a rule for RP cars installing an engine dry sump system that RP cars can mount an additional pulley or configuration of pulleys to accommodate the pump.

8. Breather hole in one or both valve covers minimum size, 7/8"/AN 10 and the breather must be operational. RP cars would be allowed alternate valve covers to accommodate this requirement. RP cars would be permitted to substitute a PCV valve for the breather rule.

9. If the community wants it or it makes sense, some AS cars might have a spec system or some spec parts.

T2
1. #13706 (William Moore) 2014 Camaro SS 1LE T2
The Club Racing Board seeks your input on the proposal below. Please send your responses through the CRB letter systems at crbscca.com.

Beginning 1/1/15, for T1, T2, and T3, do you want to allow a light weight battery?

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2014
NUMBER: TB 14-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2014 unless otherwise noted.

American Sedan
None.

B-Spec
None.

Formula/Sports Racing
FA
1. #12947 (Telo Stewart) Pro Formula Mazda Engine Builder - Speed Source
In FA, Pro Star Mazda, change the spec line as follows:

Car	Engine	Wheel Width (in.) +- .060	Aero	Transmission	Weight	Notes
Pro ~~Star~~ *Formula* Mazda	Mazda rotary - Sealed Ren-esis with Pro Star Mazda Fuel injection and a 70 mm throttle body	Pro Star Mazda specified series wheels (F) 9 (R) 11	See Table 3	6 spd sequential transmission with open differential. Traction control is allowed. Spec Gear Ratio Stacks (no mixing) apply. Pro Star Mazda Gear Stacks:Stack A: 1st-12/29, 2nd-15/30, 3rd-15/25, 4th-19/27, 5th-20/25, 6th-19/21. Stack B:1st-12/29, 2nd-17/30, 3rd-19/27, 4th-18/22, 5th-24/26, 6th-24/24.	1325	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., *Speed Source* or Daryl Drummond Enterprises, Inc.

P1
1. #13628 (Matt Graham) Clarify Carburetor Rules for 2-stroke engine in P1.
In P1 Engine Table, spec line C, add the notes as follows:
Balance tubes not allowed. One Carb per cylinder

2. #13711 (Brian Roberts) CN cars, allow diffusers
In Section 9.1.8.B.1.B.4, add the language as follows:
FIA Technical Regulations for Productions Sports Cars - Group CN, Appendix J, Article 259-*2011*, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C,

3. #13816 (Club Racing Board) P1 2 Cycle Errors and Omissions
In P1 Engine Table, spec line C, add the notes and restrictor as follows:
Notes: *Restricted Ventrui Size*
Req'd Restrictor: ~~TBD~~ *43mm*

P2
1. #13676 (Mark Brandt) IIRs for S2 spec Pintos
In P2 engine table, spec line F, add the restrictor notes as follows:
Pinto: Restrictor not required

GCR

1. #13039 (Hans Gutmann) Vintage GCR

In the Vintage GCR, Appendix Z Roll Cages, change the language as follows:

Roll cages are required in all *production* cars ~~registered with the SCCA after Jan. 1, 1979.~~ *model year 1973 or later*. There is no requirement for cars ~~registered before 1979~~ *from model year 1972* or earlier to have roll cages; however, members are encouraged to install roll cages in "older" cars where satisfactory installation can be achieved. Specific installations are subject to approval by the Technical and Safety Inspector at each event. ~~These revised specifications apply to automobiles registered/ manufactured after 1/1/84.~~

2. #13735 (Terry Ozment) First lap white flag

In Section 6.1.1.E, change the language as follows:

".....In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day *unless another flag is already on display* to indicate the location of the flagging station."

Grand Touring

GT2

1. #13689 (Mark Ruden) Use of Ford 9

In appendix L, 4.8.7.2.1, add the language as follows:

All cars must utilize a commercially available quick change *or Ford 9"* rear end.

GTL

1. #13559 (Lee Niffenegger) Add 2011 - up Honda CRZ Bodywork to GTL and GT3 categories

In GT3 Cars, classify the Honda CRZ as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
CRZ	*2010-14*	*3DR*	*FWD*	*95.9*	

In GTL Cars, classify the Honda CRZ as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
CRZ	*2010-14*	*3DR*	*FWD*	*95.9*	

Improved Touring

ITA

1. #13419 (Eric Maynard) 2000-2005 Mitsubishi Eclipse RS/GS 4 Cylinder

In ITA, classify the Mitsubishi Eclipse GS/RS as follows:

ITA	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:
Mitsubishi Eclipse RS/GS (00-05)	*4 cyl SOHC*	*86.5 x 100.0 2351*	*(I) 33.0 (E) 29.0*	*10.0:1*	*100.8*	*16*	*3.58, 1.95, 1.38, 1.03, 0.82*	*(F) 256 x 24 Vented Disc (R) 262 x 10 Solid Disc*	*2700*	

ITB

1. #13574 (Matt Wolfe) Mazda MX-3 Classification Request and Update Inquiry

In ITB, classify the Mazda MX-3 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:
Mazda MX-3 RS 1.6L (94-96)	*4 Cyl DOHC*	*78.0 x 83.6 1597*	*(I) 31.0 (E) 26.2*	*9.0:1*	*103.2*	*15*	*3.42, 1.84, 1.29, 0.972, 0.775*	*(F) 257x 22 Vented Disc (R) 251 x 9 Solid Disc or 200 Drum*	*2230*	

2. #13686 (Ricardo Velez) Add Toyota Corolla AE92

In ITB, classify the Toyota Corolla AE-92 Sedan and Corolla SR5 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:
Toyota Corolla AE-92 Sedan/ Corolla SR5 (1987-92)	*4 Cyl DOHC*	*81.0 x 77.0 1587*	*(I) 30.0 (E) 24.5*	*9.5*	*95.7*	*15*	*3.17, 1.90, 1.31, 0.97, 0.82*	*(F) 238 x 18 Disc (R) 200 Drum*	*2150*	

ITS

1. #13492 (SCCA Staff) Classify 5 speed transmission for the 06 MX-5

In ITS, Mazda Mx-5 (2006), change the spec line 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:
Mazda MX-5 (06-*09*)	4 Cyl DOHC	87.4 x 83.1 1998	(I) 35.0 (E) 30.0	10.8:1	91.7	17	3.76, 2.27, 1.65, 1.19, 1.00, 0.84 OR *3.136, 1.888, 1.330, 1.000, 0.814*	(F) 290 x 22 Vented Disc (R) 280 x 10 Solid Disc	2740	

Production

EP

1. #13558 (Kevin Ruck) Re-evaluate EP

In EP, Honda Prelude Si VTEC (1993), change the Weight and Notes as follows:

~~2730~~ *2425* *~~2798~~ *2486* **~~2867~~ *2546*

Comp. Ratio limited to ~~10.0:1~~ *12.0:1*, Valve lift limited to ~~.300"~~ *.500:"*

Spec Miata

1. #13932 (SCCA Staff) Rescind allowing painted intake manifolds

In section 9.1.7.C.1.k.1, remove the allowance to paint the intake manifold as follows:

"The intake manifold must be stock Mazda parts, without any material added or removed. No coating is permitted on the exterior or interior of the manifold ~~except that the manifold exterior may be painted~~. Injectors must be stock Mazda OEM parts, correct for the model year of the car. All air entering the intake tract shall pass through the fuel injection air inlet."

Super Touring

STU

1. #13805 (Joseph Dillard) Nissan SR20DET

In STU, classify the Nissan SR20DET engine as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Nissan SR20DET	*2000*	*Chart -2mm*	

Touring

T1

1. #13647 (Igor Lyustin) Acura NSX 3.5L Turbo restrictor

In T1, Acura NSX Turbo and Acura NSX Turbo World Challenge, change the restrictor as follows:

~~40mm~~ *45mm*

2. #13692 (Scotty B White) Allow 1.50 spacer for blade clearance for Viper

In T1, Dodge Viper, incl. Comp Coupe, ACR/ ACR-X, add the notes as follows:

A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the Flat Plate Restrictor definition is allowed.

T3
1. #13926 (Club Racing Board) Driveshaft for Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)
In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), add the notes as follows:
Aluminum driveshaft is allowed.

T4
1. #13571 (Lynne Griffiths) Allow Aluminum Driveshaft for V6 Mustang
In T4, Ford Mustang V6, (05-10), add the notes as follows:
Aluminum Drive shaft is allowed at 25lbs weight penalty.

2. #13681 (David Mead) add previously classed SSC RSX to RSX Type S spec line
In T4, Acura RSX Type-S (02-06), change the spec line title as follows
Acura *RSX/* RSX Type-S (02-06)

COURT OF APPEALS

Judgment of the Court of Appeals
Willie Mullins vs. SOM, COA Ref. No. 14-05-SE
March 14, 2014

FACTS IN BRIEF

At the SARRC event held at the Sebring International Raceway on February 9, 2014, Ron Stanley (SPO, #10) filed a protest against Willie Mullins (SPO, #51) alleging violations of GCR sections 6.11.1 A, B, and D (On Course Driver Conduct) for on-track, car-to-car contact. Mr. Stanley alleged that Mr. Mullins made avoidable contact shortly after the start, causing Mr. Stanley to spin and damage his car.

The Stewards of the Meeting (SOM) Norm Esau, Al Wicht, Chuck Shapiro, and Sandy Jung, Chairman, heard testimony and reviewed witness statements. The SOM considered the evidence and upheld Mr. Stanley's allegation that Mr. Mullins had initiated the contact.

The SOM imposed a penalty of Reprimand plus loss of one position in class with automatic assessment of two (2) penalty points against Mr. Mullins.

Mr. Mullins is appealing the decision of the SOM.

DATES OF THE COURT

The National Court of Appeals (COA), Laurie Sheppard, Tom Hoffman, and Rick Mitchell, Chairman, met by conference call on March 14, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Willie Mullins and accompanying video received February 17, 2014.
2. Official Observers Report and related documents including written statements from Mr. Stanley, Mr. Mullins, and three additional witnesses dated February 27, 2014.
3. Email from Sandy Jung received February 27, 2014.

FINDINGS

In his appeal letter, Mr. Mullins alleges that Mr. Stanley accelerated immediately upon seeing the green flag, but after Mr. Mullins pulled to the left and fell in behind, Mr. Stanley slowed suddenly. This slowing caused Mr. Mullins to make unavoidable contact with Mr. Stanley's rear bumper resulting in Mr. Stanley spinning off track. To support his claim, Mr. Mullins provided a video that had not been made available to the SOM.

The members of the COA reviewed the proffered video and all the documentation listed above. The Court did not see in the video any attempt to take evasive action. It is the finding of the COA that the video does not support the contention that the contact was unavoidable.

As Mr. Mullins notes in his appeal letter, per GCR 6.11.1.A: "Drivers are responsible to avoid physical contact between cars on the race track."

DECISION

The SCCA Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mullins' appeal fee will be returned, less the amount retained by SCCA.

TIME TRIALS ADMINISTRATION COUNCIL

Time Trials Administration Council Minutes | April 9, 2014

Attendees
Brian McCarthy, Craig Farr, Dan Helman, Dave Deborde, Deanna Flannigan, Jerry Cabe, Kent Carter, Robin Lanlotz, Roy Mallory, Tere Pulliam

Reports:
BoD Report - None

Old Business:
Letter log review - None

New Business:
Convention Issues
- Review of Convention activities
  - Positive feedback to Town Hall and RE "Grow, Grow, Grow" meeting
    - Regions looking to re-start Time Trials programs
  - TTAC re□structureCurrent structure doesn't seem to require fixing without further BoD direction
  - Research/discuss structure examples:
    - Model after CRB – remove Regional/Divisional representation within Council
    - Gather input from events and stewards to streamline the rules
    - Follow new SOLO direction
- AFFF fire suppression system
  - Wording in TTR must be updated for approval
- Future Growth
  - Reno Division
    - Promoting SCCA format for new regional program
    - Competing with For-Profit programs (less bureaucracy)
  - Comparing SCCA Time Trials events to other programs
    - What differentiates SCCA from other groups
      - Timing
      - Open Wheel cars
- TTAC Official Form correction, review of necessary licensing and training
  - Strike language referring to TTR for upgrades
- National car class standards
  - None
- Increased TTSC involvement

Other items as necessary

RALLYCROSS BOARD

RallyCross Board Minutes | April 2, 2014

The RallyCross Board (RXB) met via conference call on April 2. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Nebraska Region Report

Matthew Cox, Regional Executive from the Nebraska Region, reported to the RXB on the progress of site and Region preparations for the 2014 RallyCross National Championship in Greenwood, Nebraska. Dirt work and leveling have been completed at the site. Seeding a cover crop will be done as soon as feasible. Reservations have been made for a Saturday night banquet at nearby Parkers Smokehouse. Lodging will be available at Mahoney State Park for hotel, cabin and camping opportunities. Nebraska Region will also manage the Friday practice courses based on previous Solo National experience. The Region is planning surface preparations and maintenance at the event, which will include course watering and possibly packing and grooming equipment. The Region will coordinate with the National office for an official Facebook page for the event. Further preparations and reports will continue through the summer.

Committee Reports

RallyCross Safety Committee (Ron Foley): Foley reported on one incident report received that involved lug nut failure that led to a wheel coming off. The Safety Committee will take no further action. Foley also briefly discussed another incident that has not yet been reported with an incident report. The Safety Committee will address it when a report is submitted.

RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that rules submissions are on track for a June deadline. With the problems with the RallyCross forums Lightfoot requested a rules submission reminder be posted at the SCCA RallyCross Facebook page. The RXB briefly discussed a couple of submissions received so far in 2014.

National Championship Committee (Warren Elliott): Elliott reported that the 2014 Supplemental Regulations have been completed and posted at the SCCA website. The National Challenge schedule is nearly complete with only one remaining Division to schedule their Challenge event.

Marketing Committee (Ron Foley): Foley discussed with the RXB the possibility of publishing an email newsletter for RallyCross that would be emailed to those of the membership who have expressed interest in RallyCross. Such a newsletter should compliment other general communication to the RallyCross community.

RallySprints Committee (Keith Lightfoot): Lightfoot expects an updated set of rules before the next RXB meeting. The plan is to have two levels of events—RallySprint 1 (similar to a large RallyCross) and RallySprint 2 (similar to a small stage rally). Plans are to have a pilot program for 2014 and start a full program in 2015. Howard Duncan requested that the rules be finalized in time for the upcoming BOD meeting in order to get the 2014 pilot program underway as soon as possible.

Divisional Steward Liaison (Stephen Hyatt): Hyatt reported having a good Divisional RallyCross Stewards (DRXS) meeting in March with 7 of 9 DRXS and 3 assistants in attendance. One major discussion item in the meeting was concerning more open discussion (Town Hall) sessions at the National Convention.

Old Business

“What is RallyCross” video (Keith Lightfoot): Lightfoot reported that the required additional footage for the “What is RallyCross” video has been gathered. This should allow the completion and release of the video within the next month or two.

Operations manual: Tabled. Hyatt requested that all job descriptions be submitted to him at least one week prior to the next RXB meeting.

National class structure at Regional events: The RXB continued to discuss the issue of Regions that do not offer the National class structure, which can dissuade competitors from outside Regions and excludes the event results from TripleCross Award eligibility. Hyatt will request further feedback from the DRXS on a requirement for Regions to offer all National classes at their events.

Court of Appeals update: Tentative appointments for the 2014 Court of Appeals were made at the National Convention in March. Prior to a formal announcement, Hyatt will make the necessary contacts to confirm those appointments.

National Championship growth: The RXB discussed how to promote early registration and to ensure a successful 2014 Rally-Cross National Championship while managing the potential growth.

Motion: Entries for the 2014 RallyCross National Championship will be capped at 125. Starting June 1 to June 15, 2014, only prior national champions, TripleCross winners and 2013 Divisional champions may register for the 2014 event. Starting June 16, 2014, anybody can register at a discounted price of $115.00. After Aug 31, 2014, the amount will be the regular price of $140.00. Hyatt/Lightfoot. PASSED.

Production-based vehicle definition: Tabled.

New Business

SCCA President hired: Howard Duncan summarized some of the changes coming with the announcement of Lisa Noble being named SCCA President. She has already created a new department to focus on member relations and started on a complete revision of the website. The changes should coordinate well with the direction of the RXB by focusing on the entry-level components of growing the program.

Supplemental Regulations deviation: The RXB received a request from a National Challenge organizer to deviate from the Supplemental Regulations requiring a physical random draw for grid assignments and use a computerized random assignment.

Motion: Allow the organizer to deviate from the National Supplemental Regulations as requested. Lightfoot/Foley. PASSED 5-0-1. Hyatt absent.

Next meeting: May 7, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Road Rally Board Minutes | April 8, 2014

The Road Rally Board met by conference call on April 8, 2014 (rescheduled from April 1); meeting called to order by Rich Bireta at 7:30 pm CST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Clarence Westberg, Len Picton; Deena Rowland and Howard Duncan from the National Office, BOD liaisons Peter Zekert and Tere Pulliam.

The February minutes were approved (Bruce/Chuck/pass).

Thank you Cheryl Babbe for the March eNews; Rich particularly enjoyed the article from Ian and Lorrie Holmes.

Front Burner Items:

1) 2014 SCCA Convention
    a. Impressions? Roses? Thorns?

Rich thought the convention was good, he liked meeting several REs that he had not met before. Jeanne thought that the facilities not as good as Las Vegas as far as meeting locations and food options. Bruce felt that the meetings seemed crammed in, not allowing attendance at other meetings; Howard said that was at least partially because the schedules originally had SCCA meetings starting in the morning and then the MSX opening at noon, but things changed. Rich asked if next year's convention will be in Charlotte again, Howard said yes, but the schedule will be reconfigured, it will be Feb 19-22, 2015, again in conjunction with MSX. Sasha thought that our sessions went well, with good comments from attendees, he found it easier to meet and interact with people than in the past; Chuck said there was confusing schedule information. Clarence said he was just happy to survive.

2) 2014 Coker Tire Challenge
    a. Publicity plan. (Sasha)
    b. Event report (Jeanne/Bruce)

Jeanne said that we need publicity to be out now, to build interest; if we wait too long, event will not be successful. Both Chuck and Cheryl talked to Philip Royle (SportsCar editor) at the convention about getting the information into SportsCar, using primarily the article that was in the February RReNews. Rich asked Sasha to check with Cheryl about progress on this. Insurance for the event – the Coker folks will require that we comply with their limits; we will have a form for contestants to send to their insurance agent about obtaining the higher limits for the duration of the event. The Coker Tire Challenge website does not yet have information about this year's event, but it will be virtually identical to last year, including the Rally Rules (although the adjustments for SCCA cars is not in place). Jeanne will send Deena information, such as the link to the Coker Tire Challenge website, for posting.

3) Minimum Liability Insurance Requirements
    a. Inconsistent limits in the RRR versus the Safety Steward Handbook.

The RRR limits are correct, we are (have) changed the SS Handbook and checklist to agree with the RRRs. Howard said that we don't need to see proof, but have contestants sign at registration that they warrant that they have the required minimums; Chuck will draft a memo to registrars about this.

4) Reorganizing the Toolbox
    a. Draft outline is in the DropBox (Len)

Len created an outline of items in toolbox in the order that a rallymaster would need them to use for a rally; he would like our comments next two weeks. Len will then contact Deena to get it updated on the website.

5) Placing the WDCR Rally School Textbook in the Toolbox
    a. Len has the Textbook ready, Rich has converted it to pdf that Deena will post

6) GTA-Only Safety Steward Handbook (Sasha)
    a. Review and vote to approve

Sasha put the revised handbook in the Dropbox; as per our discussion last month it is essentially two handbooks, TSD and GTA, with both checklists at the end; Sasha will move the TSD checklist to the TSD portion, and the GTA checklist to the GTA portion, and fix the insurance reference.

Motion: approve the Safety Steward Handbook with the changes listed above. Sasha/Chuck/approved

7) 2013 Championship Season Status
    a. 2013 Tour and Course Results status (Bruce)

Bruce has nothing new to report.

8) 2014 Championship Season
    a. When should the next Planning Calendar be published?

Jeanne will have a new one tomorrow; the plan is to have an updated calendar every month.

    b. Event Reports: March Nationals (Arizona, Steel Cities) (Chuck)

Chuck said that attendance at both was at or above recent history. The AZB rallies had 2 new teams; Chuck commented that

Dave Jameson (rallymaster on Saturday) violated the .10 mile rule for Class S, that some of the streets in one section had rocks and bushes which made them hard to identify as roads; Rich asked if there was anything that would cause denial of future sanctions, Chuck answered no and added that Jameson said that 'he was too old to do another one'. Chuck reported that the Saturday Pittsburgh rally had four claims, and that the Sunday rally had an unsafe control location; of the claims, two were on the same situation that occurred on two different legs (filed by two different teams); one claim was allowed, the other was not; the reason given for denying the claim was that 'the contestant should have been able to recover'; both Jeanne and Bruce said that they thought that both legs should have been resolved the same way, and that 'should have been able to recover' is not a valid reason to deny a claim. The RRB received a letter from Clyde Heckler about this situation, and Rich asked how should we respond; Bruce suggested that we say we agree with his letter, and that we should refund his $25 claim fee (although Clyde did not ask for that); Rich asked Bruce to draft a response to rally community, saying that 'being able to recover from a problem is not a reason to deny a claim' and referencing the RRRs and/or RFOs; Rich will contact Clyde saying that we agree with his letter.

9) Significant changes to Road Rally Championship (Chuck)
   a. Chuck has provided a reorganized proposal, identified as version 6 in the Dropbox
   b. Release for public comment?

Motion: that Version 6 of the 2015 Rule Proposal be approved as an "intent to make rules" and submit it to the membership with the request that we have comments back by May 31, 2014, so we can then vote at our June meeting. Discussion: L asked if this was unanimously agreed on by the NEC, answer yes from Chuck; Jeanne asked if combine the series was off the table, answer yes for now; Bruce asked if it will affect scoring, answer not known at this time. Chuck/Bruce/approved with Bruce voting nay.

New business, open forum.

1) Letter from Clyde Heckler re: guidance on leg discards.

See item 8.b. above

2) Dave Teter has resigned as keeper of the Lifetime Points and has given the records to Bruce; Bruce is willing to take on the job, saying that he gets all results anyway; no objections.

3) Bruce asked about road rally not being on/in SCCA media, that we are not 'front of mind' with people at headquarters. Rich said that it seems that road rally gets overlooked at headquarters; Howard has offered a meeting to discuss mutual expectations. Bruce said that Howard and Deena are the only people in Topeka who have responsibility for RoadRally, that Howard needs to be our Champion, and Bruce feels that Howard isn't doing that. Deena said that all in headquarters were holding their breath to see what would happen with a new SCCA president being appointed, and that she says that Lisa Noble (new president) will always have an honest answer, and that she is aware of the problem. Rich agrees with Bruce, that if marketing and membership are to be aware, Howard needs to step up. Bruce said that especially this year we need support for the USRRC/Coker Tire Challenge. Rich views it as dealing with an underperforming employee that we approach them with a list of objectives that they have to meet; what do we expect? Bruce suggested that anything that is clubwide mention road rally, that road rally be in the SCCA calendar; we need a June or July article in SportsCar about the upcoming USRRC. Rich said that we augment that with more obvious things. Jeanne said that for SportsCar we need to get the info to them, or we will never have anything published. Bruce asked Sasha if we have an active publicity committee, is Dave Head doing things? Sasha replied that Eileen Waters will write an article about the USRRC/Coker Tire Challenge that we can then modify slightly for different uses. Clarence said that he has no expectations of headquarters, that if we want something to be done we have to do it ourselves. And what about using social media (YouTube, Facebook, Twitter)? Clarence is doing Facebook updates, but we need to start using all of these.

4) Pick your "one RRB-task" this month?

Clarence asked what the purpose of this is, are there still tasks to be done? Rich said that his intent was to get everybody to do something, and not do nothing.

Sasha – work with Eileen to get the press release out; edit safety steward handbook; contact Cheryl and Phil about Sportscar
Jeanne – minutes; send Deena USRRC info; letter about Coker insurance; update Planning Calendar
Bruce – write letter about claims committee issues
Len – finish his two tasks
Clarence – get hold of Wendy Harrison about the Indy rally webpage
Chuck – get in touch with Wendy, Ted, Andy, about webpage; insurance letter to send out to registrars
Rich – get agenda out earlier

Meeting adjourned 9:30 pm CDT
Next meeting May 6, 2014, 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

SCCA National Championship Runoffs Event page: http://www.scca.com/runoffs
Accredited Driver Licensing Schools: http://www.scca.com/clubracing/content.cfm?cid=50864
Forms: http://www.scca.com/downloads/#club
Technical Forms: http://www.scca.com/clubracing/content.cfm?cid=44472
General Competition Rules (GCR): http://www.scca.com/clubracing/content.cfm?cid=44472

SOLO

Tire Rack SCCA Solo National Championships: http://www.scca.com/solonationals
Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/news/index.cfm?cid=51448

EVENT CALENDAR: http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED June 2014

BOARD OF DIRECTORS

BOARD OF DIRECTORS | May 16-17, 2014

The full SCCA, Inc. Board of Directors met May 16 and 17, 2014 at the SCCA National Office. The complete minutes from that meeting will be posted in the next issue of FasTrack. The following rules recommendations from the CRB were voted on during the May meeting. No rule changes were submitted for B-Spec, Grand Touring, Improved Touring, Production, Spec Miata, or Super Touring.

Secretary Note: *For those wondering – After summary review of proposed rules changes, BoD typically handles the CRB rules recommendations in a single block vote. If there is discussion and/or controversy over any specific rule or rules, those are split out and voted on separately.*

Motion: Harris/Butler - Approve CRB rules recommendations as presented effective 1/1/2015; with letter 13555 effective 6/1/14. Approved 12-1. Against - McCarthy.

CONTENTS

BOARD OF DIRECTORS	**1**
SOLO	**4**
SEB Minutes	4
CLUB RACING	**9**
CRB Minutes	9
Technical Bulletin	14
Court of Appeals	21
Time Trials Admin. Council	22
RALLY	**23**
RallyCross	23
Road Rally	25
LINKS	**29**

GCR

1. #13555 – (April Fastrack – Terry Ozment) White Flag on Last Lap

Add section 3 to 6.1.1.E. WHITE FLAG: *3. A waving white flag **if** displayed by the Starter shall indicate the start of the last lap of the race.*

Note: Letter 13555 has been changed from the original publication for comment to reflect that displaying a waving white flag by the Starter is not mandatory.

American Sedan

1. #13213 – (April Fastrack – Ian Maloney) Helping Out the Limited Preps

Thank you for your requests. Add to the Notes for the Ford Mustang Cobra and GT (96-98) Restricted Preparation: *BBK Performance Cold Air Intake System Part Number 1713 permitted for Mustang Cobra. BBK Performance Cold Air Intake System Part Number 1718 permitted for Mustang GT.*

The CRB does not recommend aftermarket throttle bodies for American Sedan Restricted Preparation cars.

As of 1/1/2014, all American Sedan cars (both Full Preparation and Restricted Preparation) may run Full Preparation brakes when using a maximum wheel size of 17" X 8". Please see the current GCR.

2. #13703 – (May Fastrack – American Sedan Committee) Dry Sump for Chevrolet Camaro SS (10-13) Restricted Preparation

Add to the specification line for the Chevrolet Camaro SS (V8) (10-13) Restricted Preparation: Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of 17 x 8 wheels. 54mm flat plate restrictor required. *ARE Dry Sump Kit #LS3-3Y permitted.*

Formula/Sports Racer

FA

1. #13421 – (May Fastrack – Matthew Miller) Delete Dynamics Suspension DSSV Damper Requirement for Swift 016

Thank you for your letter. The internals of the Dynamic shocks on the Swift 016 in FA are already "open" and competitors are free to use whatever internals they want. The CRB recommends removing the requirement to use the specific Dynamic brand canister to give the option of a less expensive shock package.

In FA, Swift 016, remove from the notes as follows: ~~Shock absorbers must be Dynamic Suspension Model DSSV.~~

GCR

1. #13238 – (April Fastrack – Club Racing Board) Change to Section 9.2.2 Homologation Requirements
Change 9.2.2. HOMOLOGATION REQUIREMENTS

~~Homologation is required for all Formula and Sports Racing cars registered after January 1, 1983. All Formula and Sports Racing cars shall be homologated for their class. All Formula and Sports Racing cars applying for a re-homologation, conversion, dual homologation or a new homologation in a different class must comply with the current rules.~~

-

~~Homologation is required on all Legend Cars, and therefore they shall also comply with the SCCA Legend Car Homologation Request sheet.~~

~~Homologation forms must be on file with the National Office for a car to be allowed to compete in any SCCA event.~~

-

~~With the approval of the CRB Chairman, the SCCA Club Racing Technical Manager may deny homologation of any car determined to be configured unsafely, to incorporate design characteristics or conditions that are fundamentally divergent from standard safety consideration, or to be incompatible with the relevant class structure.~~

~~Modifications that stay within the scope of the rules may be made to a vehicle after it has been homologated.~~

All Formula, Sports Racing, P1 and P2 cars shall be constructed in strict accordance with the rules and regulations contained in the current GCR unless specifically excepted. Cars registered prior to January 1, 1983 do not require homologation certificates.

Cars which do not comply with the design criteria set forth for roll hoops (GCR 9.4.5) may submit an application to the Club Racing Technical Manager as defined in GCR 9.4.5.F. The Club Racing Technical Staff, may deny any application for a configuration which is not compliant with the rules, which incorporates design characteristics or conditions that are fundamentally divergent from standard safety considerations or is otherwise incompatible with the relevant class structure or philosophy. A fee to be determined by Club Racing shall be assessed for all such applications.

Cars which are excepted from the published design criteria, shall at all times have available for examination a current log book, a copy of the letter of exception from Club Racing and supporting engineering documentation. Cars which have previously been issued Homologation Certificates may satisfy this rule by presentation of said certificate or a copy.

All cars are subject to inspection for compliance with the data which was submitted in support of the alternative roll structure. The existence of a Homologation Certificate or letter of exception from Club Racing is not conclusive evidence of rules compliance.

Touring

T2

1. #13925 – (May Fastrack – Club Racing Board) Recommended Portion of Letter #13532
Add to the notes for the Chevrolet Camaro SS 1LE (10-14): *ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed.*

T4

1. #13662 – (May Fastrack – Joe Cooley) Allow 2009-12 RX8 Hubs on 2006-08 and 2009-13 MX-5 Miata
Thank you for your request. Add to specification line for Mazda MX5 06-08, 09-13: *2009-2012 Mazda RX8 front hubs allowed.*

Motion: Harris/Butler - Approve Letter 13581, Window Straps, as presented. Not Approved. 1-8-4. For - Langlotz. Against - Lindstrand, McCarthy, Zekert, Walsh, Patullo, Kephart, Helman, Butler. Abstain - Pulliam, Hanushek, Harris, Lewis.

GCR

#13581 – (May Fastrack – Rick Henschel) 9.3.55 Window Straps
Thank you for your request. Please add to 9.3.55 stating: *The 1 inch wide portion of the rear window strap shall be mounted parallel with the plane of the rear window.*

Motion: Harris/Butler - Remove section 8.1.4 from GCR effective 6/1/14. Approved. 10-3. Against -Hanushek, Langlotz, Harris.

#13908 (Club Racing Board) 8.1.4 Rules Interpretation.
CRB recommends the removal of Section 8.1.4 from the GCR in its entirety.

Discussion around 8.1.4 Rules Interpretation. 8.1.4 is intended to provide a first court ruling on the compliance of a particular item or implementation of the rules for competitors before a car is built. The only other option is build it and weather the protest process to establish compliance. BoD discussed pros and cons on both sides of the issue.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 23, 2014

The Solo Events Board met by conference call April 23rd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Brian McCarthy, Terry Hanushek, and Bruce Lindstrand of the BOD. 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 1/1/2015.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items for 2015

The following subjects will be referred to the Board of Directors for approval. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Touring

#12449 Oil Cooler Allowance Proposal

Add the following to 14.10.A:

"*Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.*"

Member Advisories

General

The SEB is recommending that the BOD approve Chris Robbins as the Southwest Division Solo Development Coordinator.

The SEB thanks Todd Farris for his service as SWDiv Solo Development Coordinator.

Per the SEB, the Hoosier A7 has met the availability requirements of Solo Rules Section 13.3.B and is thus eligible for applicable classes.

Safety

#13811 Throttle Checking Clarification

Tech Inspection workers are reminded that the preferred method of actuating the throttle (to check throttle return) is to use the accelerator pedal.

Formula Jr Workers

Regions are reminded that FJ entrants have many options for work assignments even though they aren't allowed to work staging, grid, start, finish, and course areas until they're 16 years old. These may include helping with: tech, site setup, mentoring other FJ entrants, safety, and registration & waivers. They can even help with timing & scoring as long as they are at least 12 years old or the timing vehicle is separated from the grid / course areas. Helping to run the event is a core component of SCCA Solo and FJ entrants shouldn't be excluded from that.

Street Modified

The SEB thanks Brian Karwan for his service on the SMAC.

Kart

Members interested in serving on the KAC are invited to submit their qualifications in writing to the SEB.

Change Proposals

General

#14007 Sound Policy Proposal

The following separate rule change proposal is provided for member feedback: Change the third paragraph of Appendix I to read as follows:

"If a *driver in a* vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the

vehicle before his/her next scheduled run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed *to take his/her* next scheduled run. If the driver declines any “repair action” or the “repair” is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate “repair action” is completed before the next scheduled run). If the *driver in the* vehicle exceeds 100 dBA again on *any subsequent run, that run will be scored a DNF.”*

Also add the following: “*Modifications to the exhaust after the first run of the event is completed must be approved by the Chief Steward or representative.”*

Street Prepared

#13113 AWD Cars Move to ASP Comments

The SPAC has provided the following revised version of a previously-published proposal (#12415), 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)

Delete the following line in ASP:

Impreza GT, WRX, WRX STI (2008-13)

Add the following item in ASP:

Eagle and Mitubishi

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 (2002-14), Legacy turbocharged (2004-2014), Forester XT (2004-2014)*

Note: The SPAC has corrected year issues in the initial proposal as well as expanding the line to allow for greater update/backdate capability for Subarus.

Other Items Reviewed

Safety

#13821 Junior Kart Grid Comments

Thank you for your input in support of the FJ grid proposal

Kart

#13568 Tire Comments

Thank you for your input. Please see item #12430 April 14 Fastrack; the proposal has been withdrawn.

#13627 Wheel Comments

Thank you for your input. Please see item #12430 April 14 Fastrack; the proposal has been withdrawn.

Street

#13823 Wheel Offset Comments

Thank your for your comments regarding the wheel offset change proposal. This change has been recommended to the BOD (see #12693 in the April Fastrack).

#13873, 13837 Shock Allowance Comments

Thank you for your comments regarding the proposed change to 13.5.F.

#13974 128i Move to GS Proposal

Please see the response to letter 13850.

Street Touring

#13636 Treadwear Tire Comments

Thank you for your comments. In the interest of rules stability, the SEB does not wish to change the 200 TW requirement for Street and ST tires which will be effective 1/1/2015.

#13810, 13817, 13826, 13827, 13830, 13832, 13833, 13837, 13840, 13842, 13846, 13847, 13849, 13856, 13857, 13868, 13874, 13878, 13891, 13897, 13914, 13918 Oil Cooler Comments

Thank you for your comments.

Street Prepared

#12390, 12393, 12408, 12421, 12499, 12636, 13012, 13015, 13021, 13022, 13023, 13026, 13028, 13034, 13042, 13046, 13047, 13048, 13049, 13055, 13058, 13061, 13064, 13070, 13071, 13082, 13086, 13087, 13111, 13150, 13163, 13166, 13176, 13310, 13365, 13397, 13435 WRX Move to ASP Comments

Thank you for your comments. See item #13113 elsewhere herein for a related committee proposal.

Not Recommended

Street

#13829 Street R Classing Clarification

Per the SAC and SEB, no new cars will be classed in ASR thru HSR.

#13831 Steering Wheel Proposal

The SAC does not believe it is necessary to change the 13.2.D steering wheel allowances.

#13835 Wheel Proposal

Thank you for your input.

#13850 Focus ST Classing Clarification

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

#13953 BMW E92 M3 ZCP Competition package

Please see the response to letter 13850 above.

#13984 BMW E46 Classing Proposal

Please see the response to letter 13850 above.

Handled Elsewhere

Street

#13793 Street Wheel Clarification

Please see the response to #13745 elsewhere herein.

Street Touring

#12502, 12656 Oil Cooler Allowance Proposal

Please see item #12449 in the April Fastrack.

#13623 Fiesta ST Classing Proposal

Please see item #13244 elsewhere herein.

#13626 Fiesta ST Move to STC Proposal

Please see item #13244 elsewhere herein.

Street Prepared

#13520 Water Injection Allowance Proposal

Please see the response to item #13455 in the April Fastrack.

Tech Bulletins

General

Per the SEB, the following clarification is issued for Appendix I:

Change the second and third paragraphs to read as follows:

"If a *driver in a* vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement over 97 dBA.

If a *driver in a* vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the vehicle exceeds 100 dBA again on the "second chance" run, the driver will be allowed another attempt as before to reduce the sound level. The Chief Steward or representative may approve a final "third chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third chance" run, the run will be scored a DNF."

Street

#13745 Wheel Clarification

Rule 13.4 does not allow you to mix and match wheel offsets. Please refer to the January Fastrack for a previous clarification to the rule.

#13851 Clarify letter #12693 - 6mm to 7mm proposal

Errors and Omissions: The previously-published form of a change proposal for item #12693 inadvertently did not incorporate a different change which had been made to the affected rule for 2014. It should have read:

Change 13.4.A to read as follows:

"A. It is the same width as standard and as installed it does not have an offset more than ~~±¼" (±6.35mm)~~ 7mm from a standard wheel for the car. The resultant change in track dimensions is allowed."

Comment: The wheel industry has moved from using inch measurements to using millimeters for wheel offsets. Note that 13.4.B is not being changed.

Street Touring

#13244 Fiesta ST Classing Proposal

Per the STAC, add the following new listing to Appendix A:

STX

Ford

Fiesta ST

#13903 Ford Fiesta non ST Classing Proposal

Per the STAC, in Appendix A, Class STF, update the Fiesta non-ST listing to read as follows:

Ford

Fiesta (non-ST) (2011-*14*)

Street Prepared

#13608 Incorrect reference in Appendix A

In early 2014 electronic versions and all printed copies of the 2014 SCCA Solo Rules, the line at the end of SSP in Appendix A should be changed from:

See Section 51.1.C for update/backdate limitations.

to:

See Section *15.1.C* for update/backdate limitations.

#13609 Reference at end of Appendix C

In early 2014 electronic versions and all printed copies of the 2014 SCCA Solo Rules, the line at the end of CSP in Appendix A should be changed from:

See Section 14.1.C for update/backdate limitations.

to:

See Section *15.1.C* for update/backdate limitations.

Prepared

#13981 Sentra Classing Clarification

The PAC has provided a Tech bulletin to correct the Sentra item in Appendix A, E-Prepared: change this item

Sentra (1.6L, B13 chassis) (1991-94)

Alt cyl head: P/N 11041-H5704

to read:

Sentra (*2.0*L, B13 chassis) (1991-94)

Alt cyl head: P/N 11041-H5704

Comment: This corrects a typographical error in the Appendix A, E-Prepared listing for this vehicle.

CLUB RACING BOARD

Club Racing Board Minutes | May 6, 2014

The Club Racing Board met by teleconference on May 6, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Technical Assistant, Club Racing; and Daniel Helman, Bruce Lindstrand, and Tere Pulliam, Board of Directors. The following decisions were made:

Member Advisory
None.

No Action Required
DSR
1. #13239 (Kyle Musch) Staudacher s06
Thank you for your letter. Please see the P1 spec line table in the latest GCR. The Staudacher is allowed with restricted wheel width. The engine restrictor is not required at 950lbs minimum and 1005cc maximum; otherwise see the P1 engine table.

GCR
1. #13567 (John Walsh) Racing Electric Vehicles
Thank you for your letter. Draft Supplemental Regulations and Safety Procedures have been developed. Any region wishing to include electric cars in their events should contact the National Office. Approval for pilot events will be on a case-by-case basis until these documents are field tested and submitted through the CRB normal process.

2. #13839 (Eric Heinrich) In Favor of Letter #13565 (Mechanical Protests)
Thank you for your support of letter #13565.

3. #13896 (Mick Levy) F&C Chief for Glen & CNY Region, Nat'l Starter
Thank you for your concern. The use of a waving white flag to indicate the last lap is discretionary.

4. #13920 (Liz Lowy) GCR 9.3.29A
Thank you for your letter. If Timing and Scoring determines that numbers are not legible, they can raise the concern to the Chief Steward for correction.

GT2
1. #13694 (Scotty B White) GT2ST 8300 OEM
Thank you for your letter. Please see the response to letter #13577, Technical Bulletin.

STU
1. #13233 (Jeremy Cron) Classify Nissan 240SX in STU
Thank you for your inquiry. The SR20DET engine is allowed in STU.

T1
1. #13822 (William Brinkop) Equalizing Touring and Grand Touring Cars
Thank you for your perspective. The CRB will consider it as we continue to monitor the performance of the class.

T2
1. #13954 (William Moore) SCCA Recently Submitted Letter #13706 May 4/07/2014 Fastrack Preliminary Minutes
Thank you for your request for clarification. "Similar" means "close." Please submit your comments through the CRB letter system at www.crbscca.com regarding WDYT letter #13706.

Not Recommended
FM
1. #13429 (Ben Ditson) FM Multiple Engine Builders
Thank you for your letter. The CRB believes it is in the best interest of FM as a class to continue with a single source sealed engine to prevent development and to ensure all engines fit within the specified horsepower output.

GCR

1. #13688 (Barry Kaplan) Three Digit Numbers
Thank you for your letter. Allowing 3 digit numbers was added to the GCR this year to facilitate Majors Event participants that wanted to reserve a number for all the Majors Events they were participating in. Recognizing that this would be a change for our Timing and Scoring workers to adjust to, requiring the first digit in a 3 digit number to be a "1" was intended to introduce 3 digit numbers in the least disruptive manner.

2. #13919 (Dennis Troemel) Camera Mounts
Thank you for your suggestion. The rule is adequate as written.

3. #13946 (John Walsh) DOM vs. ERW Tube for Roll Cages
Thank you for your letter. Roll cage rules are adequate as written.

GT2

1. #13700 (Filip Trojanek) Approval for 2005-2009 Mustang and GT500 in GT2/ST Class
Thank you for your letter. These Mustangs are classed in GT2, please see letter #13635, Technical Bulletin. They must meet existing GT2 or GT2/ST rules.

2. #13716 (Jason Berkeley) Allow Hoosier Trans Am Spec S100 Slick on GT2/ST Cars
Thank you for your letter. Former STO cars are required to run DOT tires.

3. #13928 (John Gary) Race Participant, National License Holder, GT2 Class
Thank you for your letter. The CRB feels the TA2 cars are classified correctly at this time and will continue to monitor their performance.

4. #13938 (Don McMillon) Fuel Cell in GT2
Thank you for your letter. Your car needs to comply with either the GT2 rules or the GT2/STO rules. Running GT2 requires the fuel cell and allows slicks. Running GT2/STO does not require a fuel cell but you must run DOT tires.

5. #13940 (Don McMillon) Fuel Cell 2
Thank you for your letter. Your car needs to comply with either the GT2 rules or the GT2/STO rules. Running GT2 requires the fuel cell and allows slicks. Running GT2/STO does not require a fuel cell but you must run DOT tires.

ITR

1. #13533 (Jimmy Locke) Classify 1995 BMW M3 in ITR
Thank you for your letter. This car exceeds the performance envelope of ITR.

HP

1. #13901 (Phil Ellis) Reduce weight for VW Mk1 Rabbit by 100 Lbs to 1965 in H Prod
Thank you for your letter. Although the Mk2 Golf has potential advantages when compared to the Mk1 Rabbit, the Rabbit has its own potential advantages, such as a shorter wheel base and ease of weight removal that allows ballast to be added as desired. At present the Mk2 Golf is a sufficiently comparable car so that a 100 lb. reduction for the Mk1 Rabbit is not warranted.

STU

1. #13717 (Ryan Giddings) I Don't Know What Class
Thank you for your letter. An alternate turbo is not recommended for the 944 at this time in STU. Perhaps you may want to explore running the combination in Touring 1.

T1

1. #13987 (Igor Lyustin) 1992 Acura NSX Dashboard
Thank you for your request. Carbon dashboards are not consistent with the class philosophy.

T2

1. #13907 (John Shannon) Recent Tire Change 315 to 295
Thank you for your request. The CRB is not going to spec rain tires separately.

2. #13975 (Steve Coleman) 2012 Mustang Weight
Thank you for your letter. Other 2012 Mustangs are able to meet the minimum weight.

T3

1. #13378 (Marc Feinstein) Weight and Restrictor Change
Thank you for your letter. The car has shown potential in initial races. The CRB will continue to monitor its performance.

2. #13871 (Marc Feinstein) Audi S4 Weight and Restrictor
Thank you for your letter. The CRB does not recommend a change at this time and will continue to monitor performance levels in the class.

3. #13991 (David Mead) Allow Bushing Upgrade on T3 99-04 Mustangs
Thank you for your request. Bushing changes are not consistent with class philosophy in T3.

Recommended Items for 2015

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

FB
1. #14003 (Formula/Sports Racing Committee) FB Engine Controls
Change 9.1.1.G.4.C.: The stock *or factory racing* ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone aftermarket ECUs are not permitted.

Change 9.1.1.G.4.E.: Carburetion and fuel injection are unrestricted, *with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms maybe removed, substituted and/or disconnected. No material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows*.

Change 9.1.1.G.5.: Inlet Restrictors
~~The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor at any time by publishing the requirements in Fastrack.~~ *Flat plate Intake Inlet Restrictors (FPIRs) shall be used on all engines as indicated in Formula B Restrictor Table below. The restrictors shall conform to the definition within Appendix F of the GCR. All restrictors shall be installed within 4 inches of the primary throttle shaft. There shall be one FPIR per cylinder. Restrictors may be mounted in any manner that does not reduce the intended effectiveness. All air for engine combustion processes shall flow through the restrictors.*

Formula B Restrictor Table

Engine Make	*Model*	*Years Produced*	*Restrictor Opening (mm)*	*Notes*
BMW	*R1000SS*	*2009-*	*38*	
Honda	*CBR1000RR*	*2008-2013*	*None*	*Must use stock unmodified velocity stacks*
Kawasaki	*ZX10*	*2010-2014*	*40*	
Suzuki	*GSXR1000*	*2007-2008*	*42*	*Baseline for Performance*
Engines Introduced On Or Before 2012	*All*	*-2012*	*42*	
Engines Introduced On Or After 2013	*All*	*2013-*	*38*	

FV
1. #13326 (Formula/Sports Racing Committee) Disc Brakes in Formula Vee
In the best interest of the class for the future, the CRB, with the help of the Formula Vee Ad Hoc Committee, recommends allowing the option of disc brakes for the 2015 racing season and beyond. Some of the link pin suspension pieces are becoming hard to find for the individual competitor and it is believed this change will make the class more attractive to a younger group.

The CRB thanks all the approximately 115 authors who wrote letters responding to both What Do You Think letters regarding this subject.

In 9.1.1.C.2., add: Minimum weight as qualified or raced, with driver: 1025 lbs; *1050 with cars equipped with disk brakes/ball joint beams.*

In 9.1.1.C.3.A., add:
12. VW Type 1 ball joint front suspensions may be used under the following conditions.

a. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the ball joint H-beam to permit attachment of the beam to the chassis, and other components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shocks and/or externally mounted anti-roll bar and shall perform no other function.

b. Front springs are unrestricted except that the front suspension lifting springs must be a continuous unit measuring 37.63" (+ or - .25") in length, and be completely housed internal of the torsion spring tubes. The trailing arm socket may be modified to allow a spring or anti-sway are to be removed from the car without removing the trailing arm. At least 1 spring pack shall be retained as the primary spring media for the front suspension. Replacement of the torsion bar rubbers with spacers of another material is permitted. Coil over springs are not permitted.

c. Removal of the shock towers above the upper H-beam tube centerline is permitted.

d. The use of any direct acting tube type shock absorbers is allowed. The upper mounting point shall be to the H-beam at or above the top of the upper H-beam tube and a maximum of 1" inboard of the center of the shock tower. The lower mounting point shall act through the standard mounting point on the trailing arm. Spring shock and linkage activated shocks are prohibited. Bump rubbers with a maximum length of 2 ½ inches may be used to protect the shock(s)/chassis from bottoming. Use of related bump rubber packing washers/solid spacers is free.

e. The use of any anti-sway bars, internal or external is permitted including external or internal mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Front sway bars may not be cockpit adjustable. Front suspension Z-bars are not permitted.

f. Installation of 1 ride height adjuster per spring constructed for use with standard VW spring packs allowing rotation of the spring back is allowed. No cockpit adjustment of ride height is permitted.

g. Removal of the brake backing plates is permitted.

h. Camber/caster eccentric adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber and toe settings are free.

i. Any ferrous wheel bearings that fit in the VW type 1 spindles and disk brake hubs without modification are allowed.

j. The steering column may be altered or replaced. Steering wheel is free and may be detachable. The pitman arm is free. Tie rods must attach to the spindle using the existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

Change 9.1.1.C.3.C.: Wheels *for link pin equipped cars* shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel (15) inch X 4.5J wheel within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip on). Hub cap clips shall be removed.

Add 9.1.1.C.3.D.:
D. Disk brakes are allowed under the following conditions:

a. Standard VW Type 1 disk brake components must be used, including any standard VW Type 1 original or aftermarket direct replacement brake caliper constructed of cast iron material. Front rotor minimum weight shall be 13.0 lbs each without wheel mounting studs. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel. This metal removal shall only be to allow wheel clearance.

b. Any type pad material may be used on the standard VW Type 1 brake pads.

c. Adapter plates may be fitted to allow mounting of front or rear brake caliper.

d. Cross drilling or grooving of rotors is not permitted.

e. Rear brake drum assemblies must be removed and replaced with one piece cast iron rear brake rotors with machined in rear axle splines. Caliper mounting is free. Minimum rear rotor weight is 15.0 lbs each without wheel mounting studs.

f. The car shall be equipped with a dual braking system operated by a single control. In case of failure at any point in the system, effective braking power shall be maintained on at least two wheels. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

g. Wheel mounting lug bolts may be replaced with studs.

h. All components must remain within the safety tolerances and minimum dimensions established by the component manufacturer.

Taken Care Of

CSR

1. #12323 (Doug Schumacher) Dyno Sheet for Doug Schumacher's MSR
Thank you for your letter. Please see the response to your previous letter #12322, April 2014 Fastrack Minutes.

FC

1. #14035 (Kim Willcox) FC Comment
Thank you for your letter.

GT2

1. #14048 (Rick Maxwell) Class for World Challenge GT Car
Thank you for your request. Please see the response to letter #14005, Technical Bulletin.

ST

1. #13699 (Jim Stinehelfer) Potential Upgrade Path
Thank you for your letter. Please see letter #13680, What Do You Think.

STL

1. #14036 (Paul Seiferth) Change of Carburetor Rule for Mazda RX 7s
Thank you for your letter. Please see the letter #13680, What Do You Think.

T3

1. #13547 (David Muramoto) Spring Request for Nissan 350Z in T3
Thank you for your request. Please see the response to letter #13632, Technical Bulletin.

2. #13860 (Jason Ott) Amendment to BMW Z4M Coupe Request
Thank you for your letter. Please see the response to letter #13843, Technical Bulletin.

What Do You Think

STL

1. #13680 (Super Touring Committee) Allow 12A Rotary to Use Weber 2 bbl with 38mm Chokes
The CRB is considering alternate carburetors on a case by case basis in Super Touring for 2015. Please submit comments on this WDYT through the CRB letter system at www.crbscca.com.

STU

1. #13879 (Duncan Burke) Why Not Alternate ABS Systems in STU?
The CRB is considering changing the rules in STU to open ABS systems for all cars in 2015. Please submit comments on this WDYT through the CRB letter system at www.crbscca.com.

RESUMES

1. #13601 (Jonathon Becker) Resume for Jonathon Becker
Thank you for your resume.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2014
NUMBER: TB 14-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/30/2014 unless otherwise noted.

American Sedan
None.

B-Spec
1. #14067 (Club Racing Board) Add new spec line for the new Nissan Versa Note
In B-Spec, classify the Nissan Versa Note as follows:

B-Spec	Bore x Stroke (mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
Nissan Versa Note (2013+)	*78.0 x 83.6 1598*	*102.4*	*3.73, 2.05, 1.39, 1.03, 0.89*	*4.07*	*(F) 10.2 x 0.87 (R) 8.0 drum*	*2550*	*Nissan shock kit part number: TBD, Nissan spring kit part number TBD.*

Formula/Sports Racing

FA
1. #13428 (Lee Niffenegger) HPD K20 Power Up Spec Request
In section 9.1.1.A.2, add new section d as follows:

"d. Honda Civic (K20Z3) Engine for Swift 016 only
The following upgrades are allowed for the Honda Civic (K20Z3) as listed in the rules above for use in the Swift 016 only

a. General
1. *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.*
2. *Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.*
3. *All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps maybe installed on the rubber coolant lines.*
4. *No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.*
5. *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).*
6. *For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.*

b. Block
1. *The only permitted cylinder block is Honda PN: 11000-RRB-810*
2. *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.*
3. *Block must use stock main bearing caps, girdle and hardware as supplied.*
4. *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 pulsar 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).*
4. *Piston pin bore should be honed out to a diameter of 22.000 +0.005~+0.009 mm*

e. Pistons

1. *HPD supplied pistons, PN: 13100-FC4Y-A000 (kit of 4 with rings, pins, and circlips), must be used.*
2. *The use of oversize pistons is not permitted.*
3. *Piston dimensions and weights:*
    a. *Maximum standard piston diameter, measured at approximately6mm from the bottom of the skirt: 85.925 mm (3.3829 inches).*
    b. *Centerline of wrist pin to crown maximum: 38.5 ± 0.15 mm (1.516 inches).*
    c. *Maximum overall height from skirt to crown edge: 48.0 mm (1.89 inches).*
    d. *Minimum weight: 325 grams (11.46 ounces).*
    e. *Minimum weight of piston pin: 101 grams (3.56 ounces).*
    f. *Combined minimum weight of piston, piston pin and circlips: 448 grams (15.80 ounces).*
4. *Piston rings must be as supplied in the piston kit. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.*
    a. *No modification of the piston is permitted for the installation of rings.*
    b. *Ring groove widths.*
    Top ring groove: 1.22mm (0.0480 inches) +/- 0.01mm.
    Middle groove: 1.22mm (0.0480 inches) +/- 0.01mm.
    Oil ring groove: 2.82mm (0.1110 inches) +/- 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 may be ported, polished or machined for port matching purposes only, on the intake and exhaust. Any work done to the cylinder head must not reach beyond 1.00" into the ports.*
4. *Head gasket to be stock Honda Civic PN: 12251-RBC-004. Minimum compressed thickness of 0.70 mm +/- 0.05mm.*
5. *Valve guides may be machined flush with the port, or otherwise removed and replaced with a suitable alternative. Guide material is unrestricted.*

g. Camshaft

1. *The only permitted camshafts are PN: 14100-FC4Y-A000 (IN & EX set); must not be modified.*
    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 (+/- 5.0 degrees):*
        i. *Exhaust:*
            1. *Open: 135 degrees ATDC*
            2. *Peak Lift: 280.0 degrees ATDC (total cycle) or 100.0 degrees BTDC (partial cycle degree wheel indication)*
            3. *Closing: 386 degrees ATDC (total cycle) or 26 degrees ATDC (partial cycle degree wheel indication)*
        ii. *Intake*
            1. *Open: 2.0 degrees ATDC*

2. *Peak Lift: 135 degrees ATDC*
3. *Closing: 264 degrees ATDC (total cycle) or 96 degrees BTDC (partial cycle degree wheel indication)*

2. *Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.*
3. *Cam lobe heights:*
   a. *Exhaust PRI (front): 33.40 mm*
   b. *Exhaust MID: 35.30 mm*
   c. *Exhaust SEC (rear): 33.40 mm*
   d. *Intake PRI (front): 33.75 mm*
   e. *Intake MID: 36.20 mm*
   f. *Intake SEC (rear): 34.20 mm*
4. *Maximum valve lift measured at the retainer:*
   a. *Exhaust PRI (front): 8.00 mm*
   b. *Exhaust MID: 12.2 mm*
   c. *Exhaust SEC (rear): 8.00 mm*
   d. *Intake PRI (front): 8.50 mm*
   e. *Intake MID: 13.50 mm*
   f. *Intake SEC (rear): 9.50 mm*
5. *Valve Duration above 1mm measured at the retainer (+/- 5 degrees):*
   a. *Exhaust PRI (front): 202.0 degrees*
   b. *Exhaust MID: 250.0 degrees*
   c. *Exhaust SEC (rear): 202.0 degrees*
   d. *Intake PRI (front): 202.0 degrees*
   e. *Intake MID: 262.0 degrees*
   f. *Intake SEC (rear): 210.0 degrees*

Valve rockers must not be modified in any way.
   a. *Honda PN: 14620-PNA-040 Arm Assy, rocker.*

1. *The VTEC system must be stock. The VTEC activation valve must be stock. Honda PN: 15810-PRB-A03.*
2. *The timing chain tensioner may be replaced with a suitable aftermarket alternative, but must remain as a ratcheting, adjustable type (no solid tensioners allowed)*

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*
4. *Valve location or angle must not be moved.*
5 *Reshaping of the valves is strictly prohibited.*

Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts or a suitable equivalent. Guide material is unrestricted

i. Valve Springs

1. *HPD supplied valve springs, seats, and retainers (Titanium) must be used PN: 14700-FC4Y-A000 (set of 16 springs, seats, and retainers).*
   a. *Valve spring seat load should be approximately 92 lbs.*
2. *Valve spring shims are not permitted*

j. Compression Ratio

1. *The maximum compression ratio is 12.7:1 ± 0.2.*

k. Intake Manifold and Fuel System

1. *The intake manifold and throttle body assembly must be used as delivered from HPD.*
2. *Intake manifold may be machined for the purposes of port matching only. Any work done to the intake manifold must not reach beyond 1.00" into the ports*

3. *The fuel rail and fuel injectors must be stock Honda Civic OEM parts (Fuel Injector PN: 16450-RBB-003, Fuel Rail PN: 16220-RAA-A01).*

I. Fuel Pump

1. *Fuel pump is unrestricted*
2. *Fuel pressure regulator is unrestricted*
   a. *Fuel pressure should be 58 ± 3 PSI"*

FM

1. #13410 (Moses Smith) FM Alternator
In Section 9.1.1.E.5.A, change the language as follows:
"Alternators*, Moses Smith Racing P/N 080-120,* ~~(P/N 3A2T4167 Mitsubishi 65 Amp or P/NA5T41474 Mitsubishi 60 Amp)~~ shall be in working order and not modified in any manner. Belt tension shall be within the factory tolerance."

P1

1. #13790 (David Locke) Minimum height of side pods between front and rear wheel openings
In section 9.1.8.B.1.C, add new section 11 as follows:
"The outermost surface of the body between the front and rear wheel openings must have a minimum height equal to the height of the front axle centerline."

P2

1. #13612 (Eric O'Brien) Request Change to Engine Table
In P2 engine table, spec line B, add the restrictor notes as follows:
"Yamaha 2002 and older w/ carbs not restricted."

GCR

1. #13970 (SCCA Staff) Fuel Cell Specifications
In Section 9.3.27, change the language as follows:
"All safety fuel ~~cells~~ *bladders* shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications."

Grand Touring

GT1

1. #14005 (Jim Taggart) Allowing FIA European GT3 cars in GT1
In GT1-ST, classify the FIA GT3 cars as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Aston Martin Vantage GT3 (2012)	*5956*	*3020*	*2 x 41.5 mm*	*FIA GT3 homologation*
Audi R8 LMS Ultra GT3 (2010-2014)	*5200*	*3050*	*2 x 49 mm*	*FIA GT3 homologation*
BMW Z4 GT3 (2010-2013)	*4017*	*3000*	*70 mm*	*FIA GT3 homologation*
Dodge Viper GT3R (2012+)	*8414*	*3060*	*2 x 40*	*FIA GT3 homologation*
Ferrari 458 GT3 (2011+)	*4497*	*3000*	*2 x 43*	*FIA GT3 homologation*
Lamborghini Gallardo GT3 (2013)	*5212*	*2950*	*2 x 47*	*FIA GT3 homologation*
McLaren MP12C GT3 (2013 +)	*3799*	*2950*	*2 x 36mm 1.50 bar*	*FIA GT3 homologation*
Mercedes Benz SLS GT3 (2011+)	*6208*	*3100*	*2 x 36 mm*	*FIA GT3 homologation*
Porsche 997 GT3 R (2013+)	*3998*	*2925*	*65 mm*	*FIA GT3 homologation*

GT2

1. #13577 (Connie Bogan) Dodge Viper, incl Comp Coupe. Include stock OEM motor for 8300
In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ ACR-X, classify the 8300 OEM as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ ACR-X	*8300 OEM*	*3400*		*Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.*

2. #13635 (James Rogerson) Inclusion of Mustang FR500S in club racing.
In GT2/ST, Ford Mustang Challenge, change the notes as follows:
"Must be prepared to World Challenge GTS rules dated ~~01/25/2011~~ *11/16/2011. Competitor must have Ford factory FR500S specifications in their possession."*

GTL

1. #13841 (Ricardo Velez) Add Honda Civic year1996-2000
In GTL Cars, classify the Honda Civic Hatchback as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Honda Civic Hatchback	*1996-2000*	*2DR*	*FWD*	*103.2*	

In GTL Cars, classify the Honda Civic Coupe as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Honda Civic Coupe	*1996-2000*	*2DR*	*FWD*	*101.3*	

2. #13863 (Blake Meredith) Classify the Honda D15b7 engine
In GTL Engines-Honda, classify the Honda Civic DX engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs.)	Notes
D15b7	*SOHC*	*75.0 x 84.5*	*1493*	*Alum, Crossflow*	*4*	*Fuel Injection.*	*1895*	*Comp. Ratio limited to 11.0:1, Valve lift limited to .390". Valve size: (I) 29.0mm (E) 25.0mm, drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a,e,f,g,h,I for permitted limited prep level 2 build specs.*

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Touring

STU

1. #13882 (Don Walker) World Challenge Mazda MX-5
In STU, classify the Mazda MX5 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda MX5 (2005-)	*2489*	*2500*	*Must meet SCCA World Challenge VTS dated 1/15/2013. Must meet STCS Ride Height.*

Touring

T1
1. #13508 (Touring Committee) Look at restrictor size for Lotus Evora
In T1, Lotus Evora GT4, change the weight as follows:
~~2800~~ *2900*

2. #13861 (Scotty B White) T1 Parity for Viper and Corvette
In T1, Chevrolet Corvette, change the spec lines as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Chevrolet Corvette	5665 OEM	~~3250~~ *3225*	*78mm Flat Plate*	OEM LS6. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	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),
	5665	~~3300~~ *3250*	65mm Flat Plate	GM LS1, LS6	
	5967 OEM	~~3250~~ *3300*	*78mm Flat Plate*	Stock OEM LS2. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	
	6162 OEM	~~3275~~ *3350*	67mm 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~~ *3400*	61mm Flat Plate	GM LS3	
	7011 OEM	~~3350~~ *3450*	60mm Flat Plate or 40mm SIR	Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	
	7011	~~3400~~ *3450*	53mm flat plate	GM LS7	

In T1, Dodge Viper incl. Comp Coupe, ACR/ACR-X, change the restrictor as follows:
(2) ~~37~~ *43*mm Flat Plates

In T1-Limited, Chevrolet Corvette C6 Coupe (05-10)/ Grand Sport (10-12), change the weight as follows:
LS2: 3300 ~~Add 50lbs. for larger wheels and/ or tires~~
LS3: 3400

In T1-Limited, Chevrolet Corvette Z06 (2006-2012), change the weight as follows:
~~3350~~ *3450*

In T1 Ford, change the spec lines as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird ("Cobra Jet" engine)	5000	~~3360~~ *3300*			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
Ford 5.0 "Cammer" / ~~Coyote engine~~		3550		"Boss" intake manifold permitted	
~~Ford Mustang~~/ Thunderbird (Boss 302 *& Coyote*)		~~*3450*~~ *3425*		Allow Laguna Seca intake manifold and throttle body. OEM independent rear suspension is permitted	

T2

1. #13723 (BILL CAPOGEANNIS) SUSPENSION PARTS REQUEST FOR 98-02 CAMARO/FIREBIRD
In T2, Chevrolet Camaro SS (98-02) and Pontiac Firebird (98-02), add the notes as follows:
"Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed."

2. #13798 (Steven Glaab) Corvette Camber Clarification
In T2, Chevrolet Corvette C-5 incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the tire size notes as follows:
Max. camber: ~~(F) -3.5~~ (R) -2.5 with GM suspension pkg.

In T2, Chevrolet Corvette C6 Coupe (05-10)/ Grand Sport (10-13), change the tire size notes as follows:
Max. camber: ~~(F) -3.5~~ (R) -2.5 with GM T1 Performance suspension pkg.

In T2, Chevrolet Corvette Z06 (06-12), change the tires size notes as follows:
Max. camber: ~~(F) -3.5~~ (R) -2.5 with GM T1 Performance suspension pkg.

T3

1. #13632 (Rob Hines) Springs for T3 350Z
In T3, Nissan 350Z 03-08, track/touring/standard Nismo, add the notes as follows:- Add to notes:
"Springs up to 700 #/in allowed front and rear."

2. #13843 (Jason Ott) MZ4 weight reduction
In T3, BMW Z4 M Coupe (2007), change the weight as follows:
~~3500~~ *3450*

3. #13990 (David mead) Remove 100 lbs penalty for 99-04 Mustang HR springs
In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the notes as follows:
"H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) *allowed* ~~permitted at 3400 lbs."~~

T4

1. #13960 (Ralph Porter) modification of track
In T4, BMW Z4 2.5L (03-05), change the track width as follows:
~~1473/1524~~ *1500/1550*

2. #13989 (David mead) aluminum driveshaft with no additional weight.
In T4, Ford Mustang V6 (05-10), change the notes as follows:
"An Aluminum driveshaft is allowed ~~at a 25lbs weight penalty~~."

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Kent Carter vs. SOM, COA Ref. No. 14-06-MW
May 1, 2014

FACTS IN BRIEF

At the conclusion of the Saturday Sprint Race for Spec Miata at the Green Country Grand Prix Majors event held at the Hallett Motor Racing Circuit on April 5, 2014, Kent Carter (SM, #91) filed a protest against Erik Stearns (SM, #97) alleging violations of GCR Sections 6.11.1 A, B, C and D (On Course Driver Conduct) for on-track, car-to-car contact. Mr. Carter alleged that Mr. Stearns made avoidable contact after Turn One on lap 13, causing Carter to spin and damage his car. Mr. Carter eventually rejoined the race and was scored as a finisher. Mr. Carter also alleged other incidents of contact with his car by Mr. Stearns prior to that of lap 13.

The Stewards of the Meeting (SOM) Larry Svaton, Rick Kosdrowski, Ralph Woodard and Dan Miklovic, Chairman, heard testimony, reviewed witness statements and viewed multiple videos. The SOM considered the evidence and upheld Mr. Carter's allegation that Mr. Stearns had initiated the contact. The SOM penalized Mr. Stearns by moving his finishing position to last in class.

Mr. Carter is appealing the decision of the SOM based on his perceived lack of severity of the penalty imposed.

DATES OF THE COURT

The National Court of Appeals (COA), Tom Hoffman, Jeffrey Niess and Rick Mitchell, Chairman, met on April 22 and 29, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Kent Carter received April 15, 2014.
2. Official Observers Report and related documents received April 18, 2014.
3. Email from Dan Miklovic received April 19, 2014.
4. Video provided by Mr. Carter and two videos provided by the SOM, received April 29, 2014.

FINDINGS

In his appeal letter, Mr. Carter alleges that the penalty imposed by the SOM was "an inadequate penalty for a demonstrated infraction of [2014 GCR] 6.11.1." He also alleges that the penalty imposed was a "violation by the SOM of the 2014 Penalty Guidelines." To support his claim, Mr. Carter provided the appropriate reference from the Guidelines concerning On Course Driver Conduct.

The members of the COA individually and collectively reviewed all the related documents and the videos that were provided. It is clear to the COA that the SOM not only considered the 2014 Penalty Guidelines, but in fact, exceeded them. For contact in which both cars continue, the applicable Guideline suggests a one or two position penalty. Based on their evaluation of the evidence, the SOM moved Mr. Stearns from 3rd to 12th place on the final results (last in class). The SOM also asked the Majors Series Chief Steward to convey their concerns to all drivers, and those who participated in the remaining races were observed by the appropriate officials.

The Court of Appeals re-emphasizes that the Penalty Guidelines are just that – guidelines – and are minimum penalties.

The COA finds that the decision of the SOM was within their authority as was the penalty imposed.

The Court also notes that the two (2) penalty points which should have been automatically assessed to Mr. Stearns' competition license per 2014 GCR 7.4.A.6., were not assessed. The COA has asked the National Office to make this correction and add two (2) points to Mr. Stearns' license.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. Carter's appeal fee will be returned less the amount retained by SCCA.

TIME TRIALS AMINISTRATION COUNCIL

TTAC Minutes | May 14, 2014

Participants:
Brian McCarthy (BoD), Chuck DeProw, Craig Farr, Dave Deborde, Deanna Flannigan, Jerry Cabe, Kent Carter, Matthew Yip, Robin Langlotz (BoD), Roy Mallory, Todd Butler (BoD)

Old Business:
Letter log review – no new letters

New Business:
Identifying TT growth opportunities
TTAC Operations

- Refocus following Rules Re-Write
- Reorganization
    - Request specifics from BoD – McCarthy
    - Create subcommittees similar to Club Racing
        - Rules created by current TTAC members – Divisional Level
        - Program Managers - Regional Level
            - Administration
            - Reviewing Supps
            - Overseeing programs
            - Identify Regional issues
                - Raise issues to TTAC
    - National Consistency
        - Program Administration

RALLYCROSS BOARD

RallyCross Board Minutes | May 7, 2014

The RallyCross Board (RXB) met via conference call on May 7. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were John Walsh, BOD Chairman, Brian McCarthy and Tere Pulliam, 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 (Ron Foley): Foley reported that no incident reports had been submitted to the Safety Committee in the last month.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that the RallyCross forums are now operating properly, where submissions can be made until June 15 for 2015 rules proposals. Hyatt requested that the information be linked from the RallyCross Facebook page. Only a few submissions have been proposed thus far, and comments have been sparse.

- National Championship Committee (Warren Elliott): Elliott reported that he has made plans to travel to the National Championship site to familiarize himself with the site. In his discussions with the Region, he has been impressed with the amount of equipment available for course management at the event. Elliott also reported beginning to fill Chief positions.

- Marketing Committee (Ron Foley): Foley reported that he is continuing to work on a RallyCross email newsletter, but that his contact on the matter is very busy. He would like to publish and distribute an email newsletter similar to what RoadRally is currently distributing.

  Foley will put together a promotion timeline to facilitate press releases leading up to the National Championship in October. He wants to give the Marketing Department adequate lead time for any press releases. Howard Duncan suggested distributing a list of potential subjects to the RXB and National staff to provide feedback on the proposed press releases.

- RallySprints Committee (Keith Lightfoot): Lightfoot reported that little progress has been made towards completing a set of rules for RallySprints. He will put together within a few days a one-page proof of concept outline for the BOD to review at their meeting next week.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a well-attended Divisional RallyCross Stewards (DRXS) meeting in April. The DRXS are pleased that the forums are working again. They discussed the registration changes for the National Championship, which the feedback on was positive. Also discussed was the proposed requirement of Regions to offer all National classes. The DRXS had no problem with the concept and agreed that the rules should be made clear on the matter.

Old Business

- “What is RallyCross” video (Keith Lightfoot): Lightfoot distributed a rough cut of the video prior to the meeting. Preliminary feedback was positive, but Lightfoot would like additional feedback to quickly finalize the project.

- Operations manual: Hyatt reported having about half of the job descriptions needed to complete the manual. He requested that the remaining descriptions be submitted in the next week or two.

- Court of Appeals update: Hyatt confirmed a partial Court of Appeals but is continuing to search for a competitor member and alternate for the court. His focus is to find qualified individuals. He hopes to have all appointments completed soon.

- Production-based vehicle definition: As an ongoing discussion of the definition of a production-based vehicle within RallyCross, the RXB discussed a request received from a member to allow CrossKarts at RallyCross events. Allowing this type of vehicle would be a major departure from the current philosophy of RallyCross. The RXB will request more information in the form of a summary packet and request that the member to speak to the RXB at the next meeting in June.

New Business

- Recruitment: Hyatt requested that the RXB actively seek out and motivate those competitors with a good knowledge of RallyCross who aren’t already being used in Regions and Divisions to step up and become involved in the management of RallyCross. He stressed the need to have long-term replacement plans for both RXB members and DRXS.

- Rally tires in RallyCross: The RXB discussed the challenge that RallyCross competitors have purchasing rally tires, as

generally the large tire dealers do not carry and manufacturers don't import rally tires. Howard Duncan has approached tire dealers and manufacturers in the past and found that the number and variation of rally tires requested by competitors in RallyCross make it an unappealing business model. The RXB will continue to search for good sources of rally tires for RallyCross.

Next meeting: June 4, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Road Rally Board Minutes | May 6, 2014

The RoadRally Board met by conference call on May 6, 2014; meeting called to order by Rich Bireta at 7:30 pm CST.
In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Clarence Westberg, Len Picton;
Not in attendance: Deena Rowland from the National Office, BOD liaisons Peter Zekert and Tere Pulliam.
The April minutes were approved (Chuck/Sasha/pass).

Bruce Gezon has resigned from the RRB and as Rules Committee liaison and as National points keeper effective May 6. He will retain responsibility for lifetime points and is willing to continue to procure the annual awards. Jeanne will take over as Rules Committee liaison, Chuck will take over as National points keeper.

Front Burner Items:

1) April RRB Meeting action items
    a. Agenda out by May 2 (Rich) DONE
    b. April minutes in FasTrack (Jeanne) DONE
    c. Planning Calendar updated and posted (Jeanne, Deena) DONE
    d. Revise insurance language in safety checklist, reply to Detroit (Chuck) DONE
    e. Inform Clyde Heckler that his letter was discussed and decisions made (Rich) DONE
    f. Draft formal RRB response to Heckler / Minor letter (Bruce) DONE
    g. Publish response to Heckler/Minor letter (after May meeting) Open
    h. Return of Heckler/Minor claim fee (Deena) DONE
    i. New Safety Steward Manual posted (Deena) DONE
    j. WDC Region Rally Textbook posted (Deena) Open
2) RReNews
    a. Kudos and much appreciation to Cheryl Babbe for another great issue. Several folks commented positively on the SCCARoadrally Yahoo! group and Rich has heard positive comments from several members of the community complimenting this issue.
3) RRRs Errors and Omissions
    a. Article 20.E – change the two references to 20.E to 20.D. Exact wording is in the Dropbox. Motion to approve: Jeanne/Chuck/pass. Chuck will post to the SCCA Forum, the Yahoo list, and send to Cheryl for RReNews.
4) RFOs Technical Bulletin
    a. Bruce drafted a Technical Bulletin amending Chapter 24.B.6 of the RFOs in response to Clyde Heckler's letter; it adds this sentence: ***The claims committee shall never consider or use a contestant's opportunity to recover from a course error as a reason to deny an otherwise valid claim.*** Document is in Dropbox; move new sentence to the end. Motion: adopt the technical bulletin as amended with the additional sentence. Jeanne/Sasha/approved. Rich will put the new version in the Dropbox, SCCA Forum, RReNews, and Yahoo group (Chuck will do this one).
5) 2014 Coker Tire Challenge
    a. Jeanne has volunteered to act as Chairperson/Liaison; Chattanooga Region has stepped up to be the host region; Howard Duncan has told Rich that SCCA is willing to forgo the sanction fee; hotel just about locked up; get rooms quick [hotel update: it will be The Chattanoogan Hotel (a AAA 4-Diamond hotel) at $139 a night; wait for registration code before making reservations]
    b. Publicity plan. Jeanne received an email from Philip Royle (*SportsCar*) looking for information; she sent him what she had.
6) Rules for Organizers Update (Bruce)
    a. Status update? Bruce told Rich at the Madison rallies that Ron Ferris had completed the RFO revision; Rich has received a copy of it, will forward it to us to look over for next month's meeting
7) Reorganizing the Toolbox
    a. Draft outline is in the DropBox (Len); Len wanted a conference call meeting with Deena and the SCCA IT people to discuss the reorganization of the Toolbox, but it hasn't happened yet. Len wants list of 2013 rallymasters, to add to his 2012 list, and to share with Dave Head; Jeanne will send her list to Len.
8) 2013 Championship Season Status
    a. 2013 Tour and Course Results status (Bruce)
    b. 2013 Plan B – Bruce has resigned as points keeper, Chuck will take this over
9) 2014 Championship Season
    a. When should the next Planning Calendar be published? As stated last month, the plan is for an update once a month; next update soon.

10) Significant changes to Road Rally Championship (Chuck)
    a. Chuck has provided a reorganized proposal which was released for public comment on both Yahoo and RReNews with comments due May 31. Dave Head has posted a substantial list of comments and complaints on Yahoo, several of which were misinterpretations of the proposal. A response has been posted pointing out how the proposal actually handles the concerns. Cheryl has privately told Chuck that she has a better proposal, and he asked her to send it to us. (It was posted to the SCCA Forum earlier today.) No other comments received, and none specifically addressed to the RRB; there is still until the end of the month for opinions.
    b. What about Cheryl's proposal? She posted it on the SCCA Forum. One main goal is to have a calendar by 11/1/14 for 2015 season; her plan is strictly for nationals, with only double national weekends; regionals and any additional nationals don't count toward the championship; this program will be easier to promote. The RRB discussed it at length, saying that it contains some thought-provoking ideas, with a strong component of promotion.
11) Official Observer Reports (Nationals) (Bruce)
    a. The recent National events in Pittsburgh highlighted some procedures in the sanction process to which we need to adhere. They are detailed below:
    b. At the time of sanction, the Rally Department (Deena) should send an electronic copy of the RRRs and RFOs to the Official Observer at least a week prior to the event with a cover note to the Official Observer highlighting their responsibility as described in Chapter 7 and Appendices C and D. Chuck commented that this is a significant change to current procedures in that most organizing committees do not announce the Official Observer and Claims Committee appointments until the opening of Registration on Friday evening; this would require that committees provide the names to the Rally Dept. more than a week in advance; and then what if the person(s) can't make it to the event at the last minute. Perhaps the requirements for the OO and CC need to be in the RRRs because that is the one document that ALL competitors are required to have and be familiar with. Suggested by others: a packet for the Official Observer, with applicable pages of the RFOs.
    c. The Rally Department (Deena), as part of their post-event duties, need to ensure that Official Observer's reports are submitted to RRB (as already listed at the top of the OO form).
    d. When looking at the revised RFO proposal (item 6.a above), evaluate it for requirements and procedures.
12) Road Rally Publicity
    a. Where, what and who?
    b. Background: There need to be activities which make the sport of road rallying more visible to members of the SCCA and the general public. The RRB should not take on the promotion of individual events, but there should be a more organized and concerted effort to raise the visibility of the sport. Where should this promotion be done? (e.g. Yahoo forum, SCCA web site, Facebook, …) What items should be included? (National events, national results, signature events). Who should be responsible for executing this publicity and promotion?
    c. RRB responses: What to put? Jeanne – upcoming events, Clarence – agrees; Rich – a paragraph or two highlighting signature events; Clarence – has anything been submitted lately? No. Rich will write a blurb about CAST in Stone for SCCA website. Rich to Clarence – are you still doing a Facebook page? Clarence -- yes, it's sort of like a storefront, where you put up things that are interesting. Sasha mentioned Sccaforums.com (this is *not* the current SCCA Forums), which didn't catch on (it predated Facebook). Rich – we need a press release on scca.com/rally about RReNews.
13) 2015 Potential Signature Events
    a. JRRC (Jay Nemeth-Johannes proposal) – multi-day event; he has submitted an updated proposal for us to look at
    b. Coker Tire Challenge
14) New business, open forum
    a. Road Rally Town Hall via conference call? Given that we don't have good rally attendance at the convention, should we have a conference call Town Hall meeting? Who to invite? How to do it? No PIN necessary. Sasha and Len both said we should at least give it a try. Rich will look into setting it up for late summer.
    b. Motion to revise the Audit Form to specifically require that the audit include a set of Official Results. No second, no vote. Does there need to be a fine for failure to include results, or is it sufficient to say that an audit isn't recorded until the results are submitted and just go with the existing fine for late filling of an audit? [This is in response to Item 8.b. above] Chuck will revise the results form to say to send results to both him and Deena, separately from the Audit form.
    c. Rich forwarded an email from Doug Shepherd with a suggestion for regionals with awards at various experience steps; Chuck was generally in favor; Len asked who would keep the points; Rich said maybe we put the burden on the contestant, have them show results that he or she has achieved the necessary results.
15) Pick your "one RRB-task" this month:
    a. Jeanne – get minutes done sooner

b. Clarence – link to RReNews
c. Sasha – contact Eileen Waters again about press release
d. Len – add 2013 rallymasters to his list
e. Rich – read RFO, talk to Deena about a phone conference town hall
f. Chuck – get up to speed on points

Meeting adjourned 9:29 pm CDT

Next meeting June 3, 2014, via telephone conference.

Respectfully submitted,
Jeanne English, RRB Secretary

ROAD RALLY TECHNICAL BULLETIN

Road Rally Technical Bulletin - Rules For Organizers - Effective May 6, 2014

The RoadRally Board has amended the following portion of Chapter 24 B after a review of the Claim's Committee inappropriate actions during the 2014 Steel Haul National Rally. No change will be made to the Official Results but the claimant's fee shall be returned. The italicized bold portion shall be considered to be a permanent change to the RFOs until such time that a new edition containing this amendment is published.

6. The vast majority of claims received by Claims Committees revolve around the interpretation of route instructions or their conformity to the SCCA RRR or the GI's. In resolving claims of this nature, the claims committee should interpret the language of the route instruction or regulations in the normally accepted sense. Laborious, obscure, or illogical reasoning in an effort to find some justification for rejecting a claim has no place in the SCCA *RoadRally* program. If it is concluded that a disputed route instruction is erroneous or contrary to the SCCA RRR or GI's, and this error could reasonably have affected the contestant's score, the proper course of action for a claims committee is to discard the leg rather than to make an individual adjustment in the claiming contestant's score. ***The claims committee shall never consider or use a contestant's opportunity to recover from a course error as a reason to deny an otherwise valid claim.***

Approved by RRB, May 6, 2014

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

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/

official SCCA member notification

Fastrack news

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED July 2014

BOARD OF DIRECTORS

The SCCA National Board of Directors met at the SCCA National Office on Friday, May 16, 2014. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, and Peter Zekert.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, 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 of Club Racing; Mindi Pfannenstiel, Director of Accounting; Reece White, Public Relations Manager and Aimee Thoennes, Executive Assistant.

The following guests participated: Club Racing Board members: Jim Wheeler, CRB Chairman; James Hilbert and Crystal LeSeur of Mize Houser. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Patullo.

CONTENTS

BOARD OF DIRECTORS	**1**
SOLO	**5**
SEB Minutes	5
CLUB RACING	**7**
CRB Minutes	11
Technical Bulletin	14
Court of Appeals	None
Time Trials Admin. Council	18
RALLY	**20**
RallyCross	20
Road Rally	22
LINKS	**24**

AUDIT REPORT – James Hilbert and Crystal LeSeur presented the Consolidated 2013 Audit Report covering SCCA Inc, SCCA Enterprises and SCCA Pro Racing. Auditors noted that there were no new accounting policies adopted and all significant transactions were recognized in the consolidated financial statements. No difficulties were reported in collecting audit data and they made general positive comments about SCCA financial policies and practices. BoD and auditors had some discussion around the financial statements that SCCA reports at annual convention which are internal, unaudited financial results vs audited results which are slightly different and may reflect some additional charges. Final audited results summary will be published in Sports Car July issue.

Motion: to approve and accept the audit as presented. Lewis/McCarthy. Approved 13-0.

EXECUTIVE REPORT – Noble updated key report areas: Strategic Partnership Initiatives, SportsCar magazine, and lessons from litigation. There is a lot of activity in outreach to other target markets via private driving schools, other types of racing organizations (eg karting organizations), RRDC website, and Racer Media and Communications. Outreach to partners can be beneficial providing new membership as well as potentially providing services to other organizations.

SCCA is looking at a high level marketing, strategic partnership position, adding to the IT department, and has created an experiential program department under Heyward Wagner. Wagner charged with new program development across all program venues.

Lessons from litigation focused on how to improve our rules making processes and policies around communications to lessen our opportunities for litigation in the future. It was noted that recently resolved litigation was not related to Enterprises or anti-trust issues.

Synopsis report on annual convention presented. The National Convention provides training opportunities and awards recognition for members. The economic impact of the convention is significant convention costs, SCCA re-imbursement for program board and staff convention attendees, and staff planning resources for convention. We are required by our Bylaws to hold an annual meeting. The inaugural North American Motorsports Expo “MSX” was a successful event with plans for growth in 2015. Exhibitors were happy with the quality of the attendees and over 1500 individuals attended. MSX and Convention will be back in Charlotte for 2015, but the formats of the SCCA sessions will likely change to better integrate with the MSX program. Plans are in place to reinvigorate the awards presentations and deliver enhanced training at the divisional level.

Membership finished at approximately 44.5K full members, highest since 2009.

FINANCE REPORT - Ehret presented the financial report. Total revenue and operating expenses for Q1 were within 5% of budget. Variances from budget are well understood. SCCA Pro should meet or exceed 2014 budgeted operating income and SCCA Enterprises is showing improved cash flow. The IRS is scheduled to complete a routine audit of SCCA Inc Form 990 for 2012. Ehret and Pfannenstiel have assisted in evaluating opportunities for possible joint ventures.

MARKETING REPORT - Prill provided review of current contingency programs, 2013 summary for sponsors and future efforts underway including comprehensive digital solutions and web presence. Prill also provided good review for new BoD members on history and rationale for some of the key decisions around Majors as well as discussion areas for improvements.

MEMBER SERVICES - Arnold reported membership of 44,479 through end of April; the highest since November 2009. The traditional lapse in competition licenses over the winter is picking up. SCCA has initiated lapsed member calls to survey and understand reasons for lapse and is seeing a degree of success in members rejoining.

CLUB RACING - Ozment gave an overview of Club Racing programs. Majors' events participation is encouraging. Meeting or exceeding budget projections for 2014 to date. Staff will review Conference geography, possible format changes and better consistency with possible run group adjustments. Focus for 2015 will be improved communication with the Regions. Continuous process and program improvement is underway from staff, region and competitor observations and survey comments. Investigating and testing webcast capabilities for Majors (webcast is being done successfully for Solo today).

On-line driver's school classroom curriculum will be live and available 7/1/14. Regions were notified in May.

2015 Runoffs date in Daytona will be 9/28/15 -10/4/15.

SCCA Medical Review Process history outlined. BoD had a spirited discussion on anecdotal medical review issues for drivers getting competition physicals and how SCCA handles these. SCCA is required by FIA to have a medical review process, and various other organizations look to the SCCA review process as the standard. Examples from other organizations were reviewed and discussed. No action directed at this time.

RALLY/SOLO - Howard Duncan reported on the Rally Program. Regional participation numbers for Q1 are encouraging: RoadRally up 7%, RallyCross events up 10% and entries up 3%, Solo events up 10% and entries up 5%. Q1 not always indicative of the overall year but numbers are still encouraging.

Duncan updated the Board on plans for 2014 National Championship event, entry levels are generally up for events but somewhat inconsistent across events, higher in some areas lower in others. Some program and operational "tweaks" to improve programs planned.

MOTION: to approve the appointment of Chris Robbins as the Solo Development Coordinator for Southwest Division, effective immediately. Hanushek/Lindstrand. Approved 13-0.

Considering new program called RallySprint; the program is proposed as a middle ground between RallyCross and stage rally. Program is under review by Staff and Risk management. BoD supports pilot program. RallyCross is updating the Operations Manual and working on succession planning.

In reviewing the SCCA Operations Manual, the RXB noted a few out-of-date items. Although none are critical, these should be updated when the Operations Manual is next updated.

> The following are the current RallyCross Awards that should be listed under III. Awards, D. RallyCross Awards:
> DIVISIONAL RALLYCROSS ACHIEVEMENT: Initiated in 2006, this award is presented in recognition of a Division's activities in RallyCross for a new or on-going program. This may include events, promotions, attendance, innovation in public relations, etc. Nominations clearly indicating the qualifying details may be made by any Rally participant, with the recipient being selected by the RallyCross Board.
> REGIONAL RALLYCROSS ACHIEVEMENT: Initiated in 2006, this award is presented in recognition of a Region's activities in RallyCross for a new or on-going program. This may include events, promotions, attendance, innovation in public relations, event participation, etc. Nominations clearly indicating the qualifying details may be made by any Rally participant, with the recipient being selected by the RallyCross Board.

RALLYCROSS DIRTY CUP: Initiated in 2010, this RallyCross award will be presented annually at the SCCA National Convention. This award shall be presented by the RallyCross Board to recognize an individual that has made an extraordinary contribution to the sport of SCCA RallyCross. This award shall normally recognize contribution over time. The award recipient can make their contribution as a competitor, organizer, worker, administrator, etc. The contribution of the winner shall have had a positive impact on the program nationwide

TRIPLECROSS: Initiated in 2012, this award is presented at the National Convention to any driver that accomplishes three feats in a single class: win a regional event, win a National Challenge, win a National Championship.

TRUE GRIT AWARD: Initiated in 2013, this award is presented at the RallyCross National Championships for an outstanding effort in either competing in or organizing the Championships. Whether it is overcoming adversity to compete or being an official whose effort made the event better for all, the award winner will have shown a dedication to RallyCross Championships. A three member panel of 2 competitors and one RXB member will select the winner. The presentation is to be during the National Championship.

SPARK PLUG AWARD: Initiated in 2013, this award, which may be given annually, is for an outstanding effort in Promoting and publicizing, RallyCross using multimedia, to further the recognition and growth of RallyCross. This can be given to an individual, region or division. The nominations can be made to or by the RXB.

Also, the organizational flowchart in Appendix B does not include all of the current RallyCross committees. Current RallyCross committees consist of the following: RallyCross Safety Committee, RallyCross Rules Committee, National Championship Committee, Marketing Committee, and RallySprints Committee.

MOTION: McCarthy/Pulliam - Approve RallyCross Operations Manual updates as published above. Approved. Unanimous

Club Racing Board -Wheeler reported that CRB handled 225 letters last month, 174 letters in the queue for June CRB meeting to date. Still handling rule change requests from competitors for immediate changes, and these get deferred to 2015 implementation unless they are in the allowable competition adjustments. Proposed GCR changes to look at changing the protest period are under review and may be recommended in the future. Letter handling and weighting process for letters was discussed. CRB gives more weight to letters from active competitors in a class commenting on rules proposals than non-competitors or family members when considering rules changes. Active discussion around rules change process and rule changes that a class may oppose but BoD believes is in the best overall interest of the Club.

Planning Committee Report - Lewis presented a conceptual outline for a Formula 1 Concorde type agreement. The high level concept is to have a locked in period of rules stability and a multi-year transition period to end up with a reduced number of Runoffs eligible classes over a 10 year period. The agreement would have competitor buy-in and overwhelming social pressure on future BoD's to not break the compact. BoD feels strongly that Runoffs eligible classes should have credible, competition in class, anywhere in the nation, and to the extent possible reduce the number of classes in multi-class race groups and provide competitors with rules stability. It is important to emphasize a few key points as a starter:

- This program should assure that drivers will be able to run their current car in SCCA regional racing. This program only affects the top level of SCCA racing, the national level, Runoffs eligible classes.

- Regional racing remains untouched. National racing should be our top tier amateur racing experience and recently has fallen far below that bar with class proliferation and multiclass run groups. The Majors has started what we all hope is an upward arc and this program is along the same lines.

- This entire program is based on the premise that now and in the future, competitors will seek out a superior competitive experience when deciding where to spend their dollars. A good competitive experience consists of credible competition (big fields) and highest quality track time available (more compatible run groups and less of them).

- The majority of SCCA racers feel there are too many classes. That is until it's their class on the chopping block. If you take away self-interest, as racers and as businessmen they know that the number of current classes dilutes competition and hurts the weekend experience via uncomfortable race groupings.

BoD agreed to further develop the program and messaging, and publish to members for comments in August timeframe. A sub-committee of Planning Committee formed to work with CRB and Staff to help craft message and direction for Concorde Agreement to get clear message out to competitors as to direction and why. BoD to review in August and publish to members for input. Plan would be to hold several meetings at the Runoffs to get direct competitor feedback and incorporate into CRB planning and build a timeline for implementation.

MOTION: Langlotz/Lindstrand - Approve minutes of March BoD meeting as published in Fastrack. Approved. Unanimous.

An updated Strategic Plan was presented to the full Board. Planning Committee, Staff and BoD endorsed the STRAP direction.

Vision: To be the premier activity organization for automotive and motorsports enthusiasts to engage their passion.

Mission Statement: Engage, promote and develop the American motorsports lifestyle.

Translation: We have fun with cars!

Core Objectives: Strengthen the SCCA brand, long term financial stability, motorsports leadership.

Noble presented tactical and longer range activities supporting the objectives. Tactical activities can change, but need to remain true to the core objectives and strategic vision and mission.

MOTION: Kephart/Harris - BoD endorse the STRAP and support carrying the message to our partners, members and regions. Approved. Unanimous.

Langlotz brought up the use of drones (unmanned model aircraft) at SCCA events. There was concern that these could be distracting to competitors and potentially present a safety hazard. Risk Management was tasked with looking into our position on this and how SCCA should address the use of drones at events going forward.

Kephart presented a review of last planning committee topics discussed. BoD reviewed data on membership, Solo, and Club Racing since 2008. Concorde agreement, business opportunities, governance and possible office/staff re-organization to better align with goals were discussed.

Business Opportunities: Multiple opportunities were discussed. Focus was on assisting regions to generate additional income from their events. Examples that regions could use to generate income during region events include things like car corrals, marque clubs track parades, lunch-time ride-arounds, etc. These are comprehended in our risk profile and insurance capabilities. Regions can (and do) rent run groups to outside groups (eg like Semi-Pro events). SCCA national could become a central clearing house to provide that kind of information and contacts between Semi-Pro events looking for track time and regions.

There was a general “states’ rights” discussion about facilities where an individual region may not be able to hold an event, but national office sees an opportunity for a high profile event. Preliminary discussion around creating policy guidelines, however no decisions made at this time. Discussion centered around upfront communication, and providing region first right of refusal to participate and possible financial incentives to the cooperating regions.

Planning Committee reported out on some opportunities that were investigated and declined for investment.

MOTION: Patullo/Butler to adjourn. Approved. Unanimous. 13-0

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 28, 2014

The Solo Events Board met by conference call May 28th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand of the BOD. 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 1/1/2015.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Awards

The SEB is requesting member nominations for the Solo Cup and Driver of Eminence awards. Descriptions of these awards, and lists of past winners, may be found the Solo Rules in Appendix L, Section V.

Change Proposals

Street Touring

#12063 Solid Drive Axle Allowances

Replace 14.8.G.5 with the following:

"*The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.*"

Street Prepared

#14101 Solid Drive Axle Allowances

Replace 15.8.I.5 with the following:

"*The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.*"

Prepared

#12486 Rear Seat Panel Removal Proposal

The PAC and SEB are publishing the following rule change for member comment:

Revise Section 17.2.E, first paragraph, as follows:

"E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components*, battery boxes, ballast weights*, and for ~~driveshaft~~ *drivetrain* clearance. *For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced.* When modified *or replaced* the driver/passenger compartment must remain separated from any exhaust and ~~driveshaft~~ *drivetrain* components *by a metal panel.* ~~The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft components.~~

Factory Five GTM Classing

The PAC recommends *removal* of the following listing from Appendix A, section X-Prepared:

Factory Five GTM Supercar

DP / EP / GP

The SEB and PAC have received many member letters in regards to the previous proposals regarding the competitive balance in GP and EP. The letters lay out 3 issues that are important to members:

1. In GP, Prepared Level 2 (Limited Preparation; LP) cars appear to have outclassed the Prepared Level 1 (Full-Prep) GP counterparts.

2. In EP the dynamics of drivetrain layout appear to favor rear wheel drive (RWD) cars over front wheel drive (FWD) cars.

3. In EP small displacement (<1700 cc) cars appear to be favored over the large displacement (>1700 cc) cars by the weight formula.

Additionally, some letters point out, and the SEB and PAC have observed:

4. EP participation has been negatively impacted by the implementation of the GP Prepared Level 2 (Limited Preparation; LP) rules.

5. GP Prepared Level 2 (Limited Preparation; LP) cars have appeared to be competitive with full-prep FWD EP cars at National Events.

6. The RWD EP vehicles appear to be competitive with full-prep DP vehicles.

7. GP attendance has been very poor.

8. The possible merger of STS/STC may cause an increased interest in a Limited Prep classing for some of the affected cars.

Based on this member input, the SEB and PAC believe that the current organization of G-Prepared and E-Prepared are no longer serving the goals of the Core Values (see Introductory Section I.2.3). Therefore the SEB & PAC propose the changes to Appendix A, as shown below, effective January 1, 2015. In summary these changes will:

1. Revise the EP weight formula and make minor adjustments to the DP and FP weight formulas.
2. Add a limited prep listing in E-Prepared for the '88-'91 Honda Civic/CRX (EF Chassis) w/Si Engine.
3. Consolidate GP into other Prepared classes by:
   A. Merging front wheel drive vehicles into E-Prepared, keeping a limited prep option.
   B. Merging rear wheel drive vehicles into D-Prepared.
4. Remove RWD vehicles from EP by:
   A. Moving piston-engine vehicles to D-Prepared.
   B. Moving rotary-engine vehicles to F-Prepared.

The SEB and PAC believe that these changes will help improve the long term health of the Prepared Category. The specific proposals are as follows:

1. Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas

Effective January 1, 2015:

Delete section 17.4.G, and change Section 17.4.H to read:

"For classes DP, *EP*, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase."

Change section D-Prepared Appendix A weight formula to read:

Engines with *3 or 4 valves per cylinder and* displacement less than or equal to 1667cc:1.06 x displacement (cc)

Engines with *3 or 4 valves per cylinder and* displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

Engines with 2-valves per cylinder: 1.00 x displacement (cc)

Weight Adjustments (lbs):

Solid Axle: -50lbs

Change section E-Prepared Appendix A weight formula to read:

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc:1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

Engines with 2-valves per cylinder: 1.00 x displacement (cc)

Vehicles competing under Level 2 (Limited Prep) allowances: 1.00 x displacement (cc)

Change section F-Prepared Appendix A weight formula to add:

Solid Drive Axle: -0.05 x displacement

The PAC & SEB believe these changes in the weight formulas will improve the competitive balance between small displacement and large displacement engines having different valve train configurations for eligible vehicles as well as provide some equalization between full prep and limited prep options in E-Prepared and solid drive axle vs. IRS rear suspension configurations.

2. Reorganization of E-Prepared

The PAC has provided a revised version of the proposal associated with item #12419, which reads:

Effective Jan 1, 2015:

Move piston-engined rear-wheel drive E-Prepared vehicles to D-Prepared. These vehicles will use the DP weight formula above.

Move rotary-engined rear-wheel drive E-Prepared vehicles to F-Prepared, These cars will use the FP weight formula as above, with alternate engines and Appendix A listed displacements as below:

Alternate engines - (displacement):
12A - (2292 cc)
13B, Renesis - (2616 cc)

The PAC & SEB feel that separating EP & DP by drive layout is an appropriate long-term vision for these classes and that rotary-engined vehicles will benefit from the additional engine allowances that FP offers.

3. Consolidation of G-Prepared

Effective January 1, 2015:

Eliminate class GP:

1. Move RWD vehicles to D-Prepared using existing DP allowances and weight formula as above.

2. Move Level 1 preparation FWD vehicles to E-Prepared, using existing EP allowances and the weight formula as above.

3. Move Level 2 preparation FWD vehicles to E-Prepared, keeping their existing spec lines except that maximum track, wheel restrictions, and minimum weights will be removed. Wheels, minimum weights, and track requirements will follow the full preperation EP rules as modified above.

4. For EP, replace Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP with the following:

Honda
Civic, Civic Si, CRX, & CRX Si (1988-91)
1493cc 1.14/.098
Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.390”
1590cc 29mm/25mm
Comp ratio to 11.0:1, valve lift to 0.390”

The PAC & SEB believe that the extremely low participation levels in GP have shown that the class does not meet the needs or interests of sufficient numbers of members, and that a consolidation is appropriate. Additionally, the PAC & SEB expect that there may be some existing STC or STS Honda EF chassis owners that would support a limited preparation option in class EP.

Other Items Reviewed

General

#14070 Camaro 1LE Classing Clarification

Please see Letter #13616 in the June Fastrack.

#14161, 14162 Sound Comments

Thank you for your input.

Street

#13963 Ford Focus Classing Clarification

Please refer to letter #13646 clarification in the May 2014 Fastrack.

Not Recommended

General

#14182 Tow Hook/Strap on every Car Proposal

The SEB does not believe this change is necessary, as there are a variety of options for pulling/pushing disabled cars off course.

Street

#13959 GTR Move to SS Proposal

Thank you for your input. Please see the response to letter #14082.

#14069 Seat Allowance Proposal

Per the SAC, allowing non-OE seats would be outside the philosophy of the Street category.

#14082 370Z Move to BS Proposal

The SEB and SAC do not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

Prepared

#13669 Factory Five 818 Classing Proposal

The PAC believes that non-production based, tube-framed, de novo (new) vehicles or "kit"-cars are more appropriately classed in the Modified category. Clones of full- fendered production cars (e.g. Ford Cobra, Ford Cobra Coupe) remain classed in X-Prepared.

A related Modified category listing item appears in Tech Bulletin #14186.

Handled Elsewhere

Prepared

#12418, 12420, 12728, 12749, 12761, 12800, 12873, 12891, 12902, 12913, 13092, 13097, 13102 DP/EP Re-Org Comments

These members' comments are addressed in the revisions to the #12419 proposal found elsewhere herein. The PAC thanks the members for their feedback.

#12988 Rear Floor Allowance Comments

This member's comments have been addressed in the Proposal #12486. The PAC thanks the member for the comments.

Tech Bulletins

Street

#14013 Shock Adjustment Comments

The SAC has provided this correction to a previously-published proposal:

Replace subsection 13.5.F *with the following:*

"F. A hole may be added to interior body panels, the engine compartment, trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior body panels."

#14024 2013 Hyundai Elantra Classing Proposal

Per the SAC, the following new listing, effective immediately upon publication, is added to H-Street.

Hyundai

Elantra (1990-2014)

Prepared

#14060 Sentra SER Classing Proposal

The PAC recommends effective immediately the following vehicle classifications in Appendix A, Section E-Prepared:

Nissan

Sentra (B14 Chassis; including 200SX) (1995-1999)

The PAC notes that the 200SX nameplate was used to denote the 2-door coupe versions of B14 chassis Sentra in the US.

Street Touring

#13698 2014 Toyota Corolla Classing

In Appendix A, class STF, update the Toyota Corolla listing to read as follows:

Toyota

Corolla (2003-*14*)

Modified

#13414 Aero Allowance Proposal

After further review of the member's letter, the MAC recommends the following Errors and Omissions Tech Bulletin:

In Appendix A under BM, Section E (sports racer aero restrictions), the wording "current year GCR for CSR/DSR 45% flat bottom rule" should say "*2013* GCR for CSR/DSR 45% flat bottom rule."

#13870 Weight Clarification

The following changes, approved last year in conjunction with items #9616 and# 9981, were inadvertently omitted from the 2014 Solo Rules and should be added at this time:

In Appendix A, under Modified Class F, change A.4 to read as follows:

4. Minimum weights with driver

Kawasaki 440 725 lbs
AMW engine 800 lbs
Rotax 493 and 494 engines 800 lbs
Rotax 593 engine 850 lbs
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.

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

2. Formula 600 (weight 875 lbs.)

#14186 Factory Five 818 Classing

The MAC has recommended the following Tech Bulletin to add a new listing:

Add to 18.1.A.1 under “This list of currently approved models is as follows:”

Factory Five 818

CLUB RACING BOARD

Club Racing Board Minutes | June 3, 2014

The Club Racing Board met by teleconference on June 3, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler, BoD liaison; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Technical Assistant, Club Racing; and Terry Hanushek, BoD. The following decisions were made:

Member Advisory
None.

No Action Required
P1
1. #12775 (Asher (Lee) Kaiser) Classify Mallock MK36 in P1
Thank you for your letter. There is nothing in the current P1 rules that prevents the Mallock from running as long as it meets current SCCA safety regulations and the appropriate restrictor/minimum weight for the engine package installed.

T1
1. #14127 (Terry Hanushek) T1 Parity for Viper and Corvette
Thank you for your letter. The CRB recognizes the unclear wording and communication of this adjustment. The recent T1 changes assigned to Letter 13861 (T1 Parity for Viper and Corvette) leading to the June 2014 Fastrack adjustments were a compilation of multiple letters. The changes were compiled from letters #13861 and #13490, along with the data collected at Majors events on the West Coast. This single mid-season adjustment were executed once enough data was available, and in a single Fastrack to avoid confusion.

Not Recommended
AS
1. #13992 (Bill Baten) Request for Limited Prep A Sedan Camaro/Firebird
Thank you for your request. The CRB does not recommend exhaust headers for the 1998-2002 Restricted Preparation Camaro/Firebird. The complete Restricted Preparation ruleset for this car should enable a competitive American Sedan car.

2. #13993 (Bill Baten) Request for Limited Prep A Sedans
Thank you for your request. ABS is not allowed on any American Sedan car. The use of Full Preparation brakes requires the use of 17” X 8” wheels. The CRB has no plans to change these rules for any American Sedan car.

3. #14043 (Bill Baten) Request for Limited Prep A Sedan Camaro/Firebird
Thank you for your request. The CRB has no plans to allow LS6 GM camshafts and valve springs for the 1998-2002 Camaro/Firebird.

4. #14096 (John Maloney Jr.) Restricted Preparation Mustang/Cobra
Thank you for your request. Compression ratio and cam lift for Restricted Preparation American Sedan cars must remain as delivered from the manufacturer. The CRB has no plans to change this.

F500
1. #14183 (Carl Wassersleben) F600/F500 Competition Adjustments
Thank you for your letter. The CRB is in the process of gathering data for cars with 2 stroke and 4 stroke motorcycle engines. Once the data is reviewed and analyzed, the CRB will consider adjustments if they are needed.

FA
1. #14017 (Lance DeWitt) Homologation Request
Thank you for your letter. While the CRB understands your situation, there cannot be deviations from SCCA safety standards regardless of where the car has raced in the past.

P2
1. #14103 (Doug Schumacher) Request for Reconsideration of Specification Line Status for the MSR
Thank you for letter. The 13B Rotary engine is already classed in P1 and P2 at different weights and levels of modification. The Mazda Sports Racer will fit in either category. The CRB feels an additional specification line is not required and the current rules are adequate as written.

GT2
1. #12334 (Keith Goldin) Allow the RX8 20B Engine
Thank you for your letter. The car must meet current GT2 regulations.

2. #14006 (Tim Myers) Request 25 Pound Weight Reduction Viper OEM 8400
Thank you for your letter. All the newly classified Viper engine combinations are being monitored and adjustments will be made if the CRB determines an adjustment is appropriate.

FP
1. #13614 (Russ Rosenberg) Vintage Car Accommodation
Thank you for your request. Unfortunately the BMW 2002 classed in FP is a level 2 preparation car. As a consequence, even if an allowance was made for the indicated carburetors, substantial additional changes would be required to allow this car to run in FP.

STU
1. #13998 (Frank Domster) Engine Consideration
Thank you for your request. The ST rules are clear as written.

T2
1. #14038 (BILL CAPOGEANNIS) Request for Competition Adjustment to Corvettes in T2
Thank you for your request. The cars are competitive as classed. The CRB will continue to monitor performance.

2. #14098 (William Moore) 2014 Camaro SS 1LE T2 Battery
Thank you for your inquiry. This request is a rules change that must be approved by the Board of Directors for the following year (in this case 2015). Your original letter, #13706, is a What Do You Think, currently seeking feedback from the Touring community.

T3
1. #13941 (Marc Feinstein) Audi S4 and S5 Brake Upgrade
Thank you for your request. Please send in another letter for a brake package that is more in line with category allowances currently. The 8 piston is overkill for the class.

T4
1. #13999 (Mitchell Bender) T4 MX-5 Competition Adjustments
Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance.

2. #14062 (Jim Ebben) Please Reduce the Weight of the T4 Mazda RX8
Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance.

3. #14090 (Anthony Cuthbert) Wider Wheels for Abarth
Thank you for your request. Since this is a new classification, the CRB will monitor performance. If adjustments are justified by the data, the CRB will implement them.

4. #14093 (Anthony Cuthbert) Wheel Setup for Abarth
Thank you for your request. Since this is a new classification, the CRB will monitor performance. If adjustments are justified by the data, the CRB will implement them.

Recommended Items for 2015

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

GCR
1. #13565 (Jim Wheeler) Mechanical Protests
Thank you for your suggestion. Change the Time Limit in the table below 8.3.1.F: No later than one hour before the start of the race session of the competition for the issue in question. *Cars in impound may be protested within 30 minutes after any session*
.
2. #14100 (John Bauer) Add SFI Specification to Currently Allowed Fuel Cells
In 9.3.27, Add the SFI spec fuel cell as follows:
"All cars must be equipped with a safety fuel bladder complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, or as otherwise specified in the GCR. All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) *or SFI 28.3* specifications. Alternatively, safety fuel

cells shall be constructed in accordance with FIA FT-3 or higher *or SFI 28.3* specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum."

3. #14198 (Frank Diringer) Official Scales
Thank you for your request. Change 5.9.4.C: Scales ~~or test weights~~ must be certified, as follows:

GTL
1. #14074 (Kyle Disque) Please Re-Instate GTL as Runoffs Eligible for 2015, 2016, and Beyond
Thank you for your request. Due to increased participation this season in the GTL class, the CRB recommends that GTL remain a Runoffs eligible class for 2015. The CRB will continue to monitor participation throughout the 2015 season.

Taken Care Of
FA
1. #14063 (Kevin Kloepfer) Alternate Engines
Thank you for your letter. New engines are considered for all cars on an individual basis and require full documentation and dyno work before consideration. The Honda K20 was recently approved for the 016 in FA, please see the June 2014 Fastrack Technical Bulletin for details.

FF
1. #13409 (Mark Walthew) Response to Letter #13059
Thank you for your letter. The alternative clutch disc for the Honda Fit engine in FF, Quicksilver PN: QSHDR-411 was approved per the February 2014 Fastrack, Technical Bulletin.

P1
1. #14104 (Doug Schumacher) Mazda Sports Racers in P1 Class
Thank you for your letter. Please see the response to your letter #14103.

GT
1. #14078 (Bobby Lentz) GTL Re-Instatement
Thank you for your request. Please see the response to letter #14074.

GTL
1. #14092 (Joe Harlan) National Status
Thank you for your request. Please see the response to letter #14074.

2. #14123 (Charles Leonard) Re-Instate GTL to Majors Class Now. We Have Made Credible Numbers
Thank you for your request. Please see the response to letter #14074.

3. #14213 (Paul Mevoli) Board of Directors of SCCA
Thank you for your request. Please see the response to letter #14074.

What Do You Think
None.

RESUMES
1. #13619 (Moses Smith) Request to Be on Formula Car Advisory Board
Thank you for your letter and resume. The CRB appreciates your interest in the FSRAC. At this time the committee is full with no additional slots to fill. The CRB will keep your resume on file and when an opening arises, will give you a call. Again, thank you for your interest.

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2014
NUMBER: TB 14-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/1/2014 unless otherwise noted.

American Sedan

AS
1. #14264 (SCCA Staff) AS window clarification
In section 9.1..6.D.7.e.2, change the language as follows:
~~"OEM or factory equivalent rear/deck glass is required."~~
"*window (not including the front door windows) and rear/deck glass must be OEM/equivalent or clear polycarbonate type plastic material having a minimum thickness of 3mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car*."

B-Spec
None.

Formula/Sports Racing

FA
1. #14275 (SCCA Staff) Add Appendix A to the Swift 016 Spec Line
Effective immediately: In FA, Swift 016, add the drawings provided by Swift to the GCR and change the notes as follows:

"~~Drivers must have a copy of Appendix A provided by Swift Engineering available to present to Tech at their request.~~ *Cars must conform to Appendix A (see end of spec line for drawings) as provided by Swift Engineering.*"

Note: This info was also included in RM 14-15. See the end of the Tech Bulletin to view the drawings.

P2
1. #13729 (Steve Harris) Body Width in P2
In P2, classify the Jondal as follows:

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Engine	Notes
J	*Jondal*	*94/54*	*950/1025*	*2 stroke*	*Minimum width 55 inches. Must meet under body aerodynamic requirements in section e. Must meet engine/weight requirements per the latest 2 stroke engine table*

2. #13755 (Jay Novak) Allow the Use of CVT Transmissions in P2
In Section 9.1.8.C.1.J.2, add the language as follows:
"Cars using a motorcycle based engine must use the transmission supplied with the engine. *CVT transmissions are allowed with 2 stroke engines.*"

3. #14099 (S. Jay Novak) a proposal for the use of 2 stroke engines in P2
In section 9.1.8.C.1.L.c, change the language as follows:
"Two Stroke Engine: ~~2 stroke engine with a maximum of 1200cc and a maximum of 4 cylinders~~. *2 stroke engines with a maximum displacement of 1200cc and a maximum of 4 cylinders. Each intake port for each cylinder must have a venturi type inlet restrictor that is placed such that all air inducted into each cylinder must pass through the defined restrictor. There are NO exceptions. The required inlet restrictor may be placed anywhere in the inlet tract as long as it meets the requirement that all air inducted into each cylinder must pass through the required restrictor, balance tubes are not allowed.*"

In P2, spec line A, change the language as follows:

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Req'd Restrictor Flat plate except as noted up to 70in / 70in-78.74in width	Min. Weight (Lbs)	Notes
A.1	2 cycle	~~1200~~ 905	NA	~~39.5mm/39.5mm~~ 40mm	~~1200~~ 1000	Maximum 4 cylinders
A.2	2 cycle	1205	NA	40mm	1200	Maximum 4 cylinders

GCR

1. #13964 (Egon Wright) Fire Safety
In section 9.3.23.B.1, add the language as follows:
"Halon 1301, ~~or~~ 1211 *or Dupont FE-36*, two (2) pound minimum capacity by weight."

2. #14224 (John Bauer) Correct Appendix D, AppC.2.8.A
In Appendix D, AppC.2.8.A, correct the following:
"The SCS or CS (or the Chair SOM) signs off on the Novice Permit following completion of the *third* satisfactory Regional Race *weekend*."

3. #14225 (John Bauer) Correct Appendix D, AppC.2.7.G
In Appendix D, AppC.2.7.G correct the following:
"The CSOM (or CS) must sign the Novice Permit acknowledge completion of Novice Permit requirements after the driver's *third* Regional Race *weekend* is credited. An SOM (or CS) refusing to sign off a Novice Permit may be appealed to the driver's Divisional Licensing Chairman."

Grand Touring

GT3
1. #13956 (mark weimer) to expand Nissan engine family
In GT3 Engines, Nissan, classify the L20 engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
L20 2/Z22 block (Alternate Disp)	*SOHC*	*87mm X 92mm*	*2188*	*Alum, Non-Crossflow*	*2*	*Unrestricted*	*2010*	*Alt. Heads: #10141-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120*

2. #14143 (Grand Touring Committee) Action to remain consistent with 13956 TB
In GT3 Engines, Nissan L20 w/ Z22 block, add the notes as follows:
Alt. Heads: #11041-22010, 11041-U0600-A, 11-41_U0602-SV, 11041-21901, 11041-N7120

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Production

SP
1. #14171 (John Bauer) Clarify Super Production Rules
In section 9.1.C.2.a, clarify the safety requirements as follows:
"Super Production Class (SP) (Optional Regional Class): Cars which exceed the preparation limitations of the applicable Production or GT Category Rules but which meet the General Technical Specifications of Section ~~9~~ *9.2, 9.3, and 9.4* of the GCR for GT category cars. This includes cars not listed in the GT or Production specification pages, such as FIA homologated production cars"

Super Touring

STL
1. #13678 (Rich Walke) Weight Adjustment Based on Drive Wheels and Type of Suspension
In section 9.1.4.2.H.3, change the language as follows:
"Rear wheel drive cars *with strut front suspension must add 3.5 percent to their baseline STL weight. All other rear wheel drive cars* ~~in STL~~ must add 5.5 percent ~~of~~ *to* their standard *baseline* STL weight."

Touring

T1
1. #13345 (John Bauer) Review the Honda S2000 Classification
In T1, Honda S2000, change the spec line as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Honda S2000	2400 ~~2200~~ ~~2000~~	2600 ~~2550~~ ~~2450~~	40 mm TIR required with turbo configuration. *Supercharger pulley: 4.75"* *Supercharger crank pulley: 6.75"*	*CT Engineering* Supercharger *kit #350-042 w/ Paxton Novi 1500 blower* 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 #s2kdprr permitted.	ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted. ASM fiberglass rear bumper ASM-AP100167 permitted.

T3
1. #14126 (David mead) 06+ MX5 concerns
In T3, classify the Mazda MX-5 Cup car as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Mazda MX-5 Cup	*87.4 x 83.1 2000*	*2330*	*17x7*	*225*	*3.82, 2.26, 1.64, 1.18, 1.00, 0.83 Or 3.82, 2.26, 1.64, 1.18, 1.00, 0.79*	*4.10:1*	*(F) 290 (R) 280*	*2600*	*Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request.*

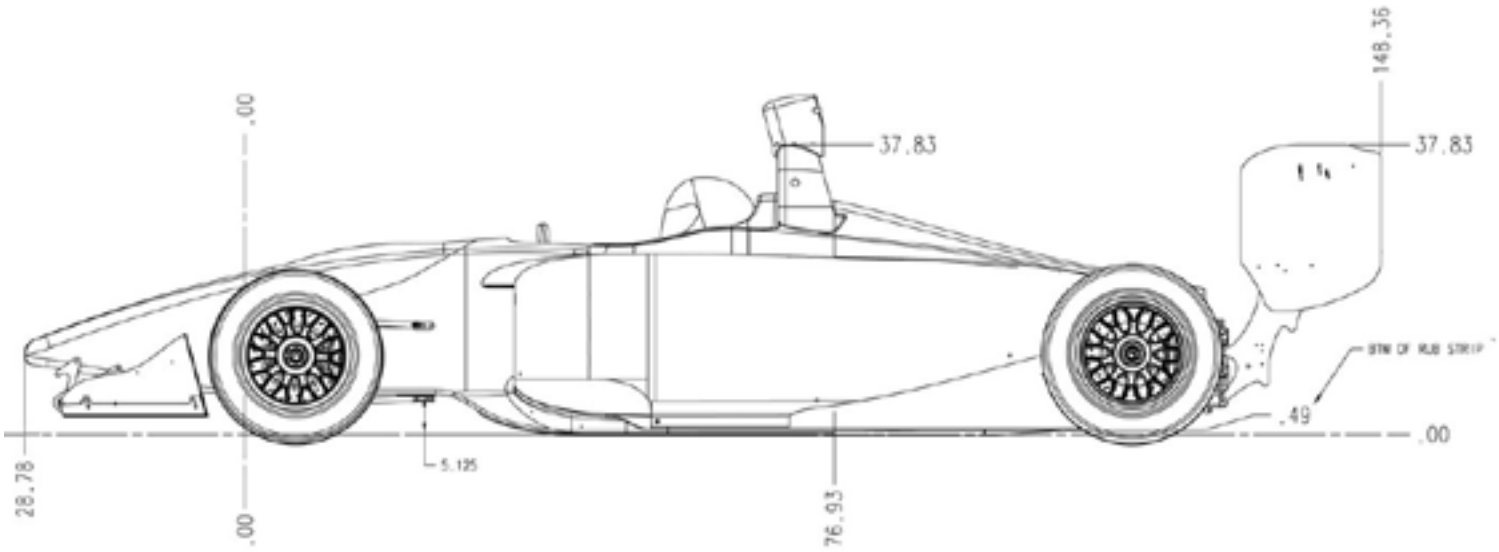
T4
1. #14033 (Dave wheeler) Approve the 2009 and newer wheels for the 2006-08 Mazda MX5 in T4
In T4, Mazda MX-5 (06-08), change the notes as follows:
"The following items must remain stock unless permitted below: Catalytic converters, shock/struts/springs (including mounts), original wheels *(2006-2013 factory wheels are allowed)*, and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed."
See RM 14-14

2. #14039 (David mead) T4 Mustang weight reduction
In T4, Honda Civic Si (12-13), change weights as follow:
~~3100~~ *3125*
In T4, Ford Mustang V6 (05-10), change the weight as follows:
~~3500~~ *3475*

3. #14040 (David mead) 2003+ BMW Z4 tire size
In T4, BMW Z4 2.5L (03-05), change the tire size as follows:
~~225~~ *245*

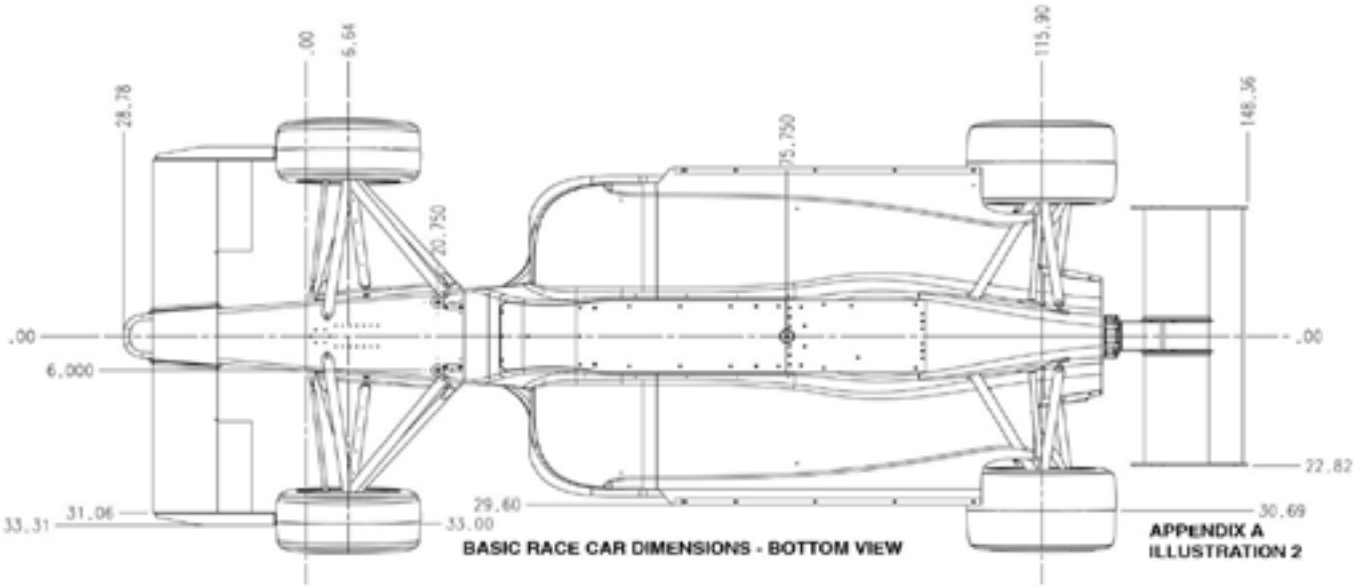
4. #14042 (Michael Sullivan) Acura RSX-Type R
In T4, Acura RSX/RSX Types-S (02-06), change the weight as follows:
2750
Type S: 2800

5. #14044 (Tim Myers) Reconsider weight reduction request on FRS/BRZ
In T4, Subaru BRZ (2013+), change the weight as follows:
~~3075~~ *2995*



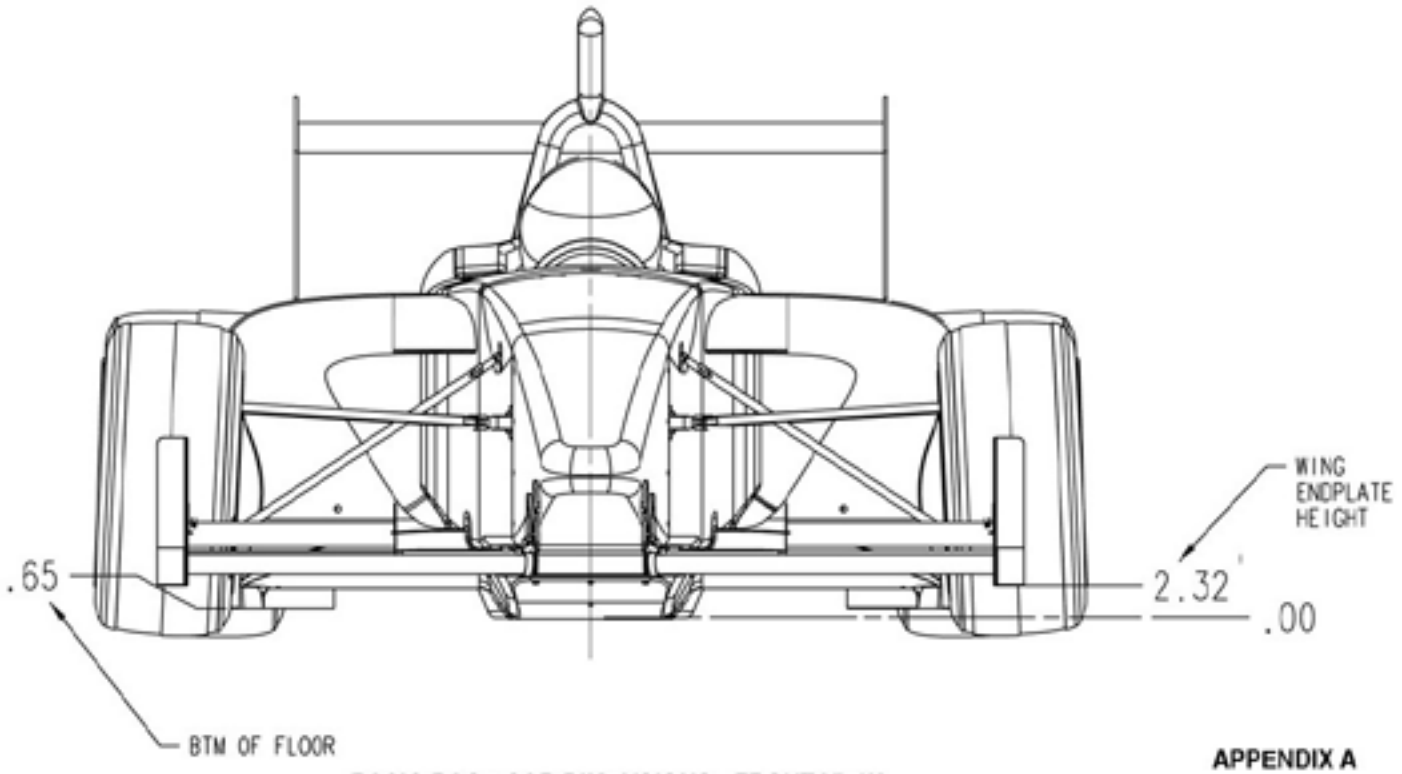
BASIC RACE CAR DIMENSIONS - SIDE VIEW

**APPENDIX A
ILLUSTRATION 1**



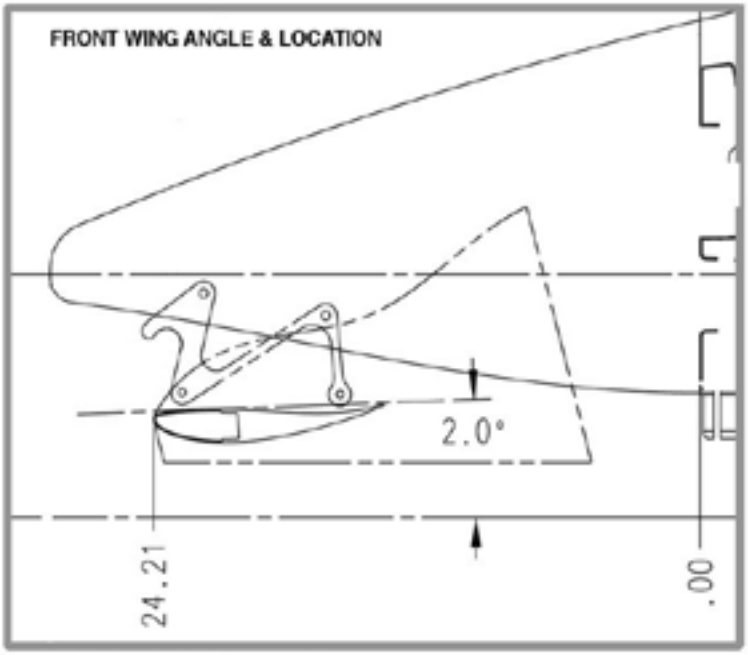
BASIC RACE CAR DIMENSIONS - BOTTOM VIEW

**APPENDIX A
ILLUSTRATION 2**

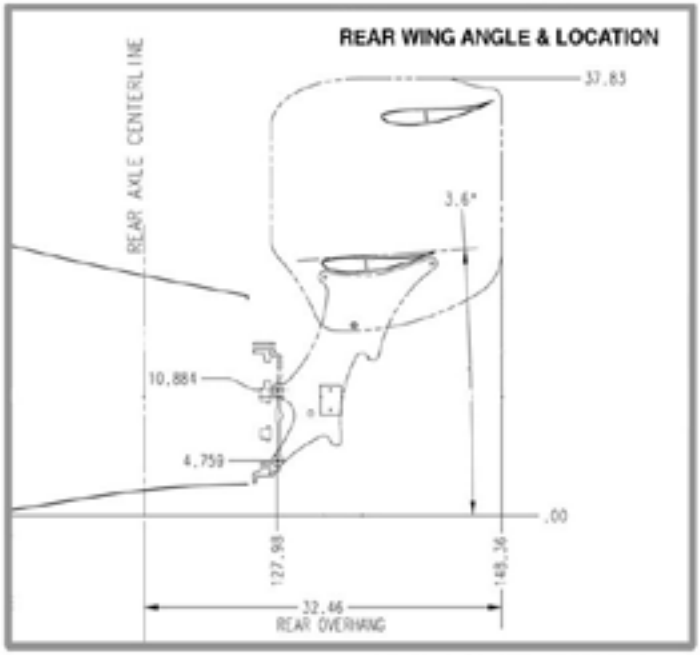


BASIC RACE CAR DIMENSIONS - FRONT VIEW

APPENDIX A
ILLUSTRATION 3



APPENDIX A - ILLUSTRATION 4



APPENDIX A - ILLUSTRATION 5

TIME TRIALS ADMINISTRATION COUNCIL

TTAC Minutes | June 11, 2014

- *Participants:*

Brian McCarthy (BoD), Chuck DeProw, Craig Farr, Deanna Flannigan, Jerry Cabe, Kent Carter, Matthew Yip, Roy Mallory

- *Old Business:*

TTAC Safety Committee
- Requesting action
  - No response

Letter log review
- Functioning well
- Clear out old (1+ year old) letters that have been addressed

- *BoD Report:*
  - Experiential Program Development
    - Providing support to existing Committees and Boards
    - Modernizing communications
      - Redesigning website incorporating more social media
  - TTAC restructure
    - Tabled
  - TTAC membership
    - Identify members either as replacements or additions
    - Allow visitors to participate in discussions but not vote on actions

- *New Business:*
  - Event Reports
    - Cal Club Time Trials event
      - Advertised at Long Beach Grand Prix
      - Total participation – 30
        - Mercedes-Benz group provided 7 of the 30 participants
    - Texas
      - PDX combined with Club Race practice day
        - Well received
  - Create internal program specialists
    - PDX specialist
    - Time Trials specialist
    - Hill Climb Specialist
  - Instructional Variations
    - "Station Wagon" rides for student review
      - Prior to any on-track sessions
      - Review after 1-2 on-track sessions
  - Training
    - Electronic training sessions
      - Information that a participants needs to know at an event
        - Flags, track layout, pit-in, pit-out
  - Track Inspections
    - Start documentation for PDX, Club and Track Trials track inspections
  - Track Trials – Seat Requirements
    - FIA seat requirements encompass seat, mounts and vehicle – not viable for SCCA cars
  - TT Medical Examination
    - Questions about validity and value
      - Cannot predict future maladies
      - May prevent blatantly unhealthy individuals
    - Develop proposal to BoD
      - Previously denied due to Cultural Requirement within SCCA
- Actions
  - TT Competition License – Recommended to BoD for approval (unanimous)
    - Allow multiple year licensing with discounts similar to Competition licensing
      - Suggested Pricing
        - 1 year - $35
        - 2 year - $60 (13% discount)

    - 3 year - $90 (18% discount)
- Length of license varies with medical requirements
    - i.e. 2-year medical requirement affords 2-year license

RALLYCROSS BOARD

RallyCross Board Minutes | June 4, 2014

The RallyCross Board (RXB) met via conference call on June 4. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Richard Patullo, BOD liaisons, and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley reported one incident involving a broken heater core on course that burned the driver's leg. He was treated on site and returned to the event. There will be no further action from the Safety Committee.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that an announcement was posted on the Facebook page regarding the rules submission deadline of June 15. As the RallyCross forum are now working properly, it will be used for further rules discussions and announcements.

  The Rules Committee received a legality inquiry regarding removal of the rear glass from a Miata hardtop in the Modified category. The Committee is in general consensus that such glass removal is allowed within the rules.

  Lightfoot reported that a Committee member suggested finding a way to clearly mark a car that may be running without a driver's side window but where the driver has the proper arm restraints. Such a designation could avoid confusion at the start line or while the car is on course. Lightfoot will further pursue the idea.

- National Championship Committee (Warren Elliott): Elliott reported the following Chiefs list for the 2014 National Championship: Chief Steward – Steve Hyatt; Region Liaison – Mark Walker; Chief of Safety – Jerry Doctor; Chief of Course – Charles Wright; Chief of Workers – Edwin Cunill; Chief of Announcers – Jon Olschewski; Master of Ceremonies – Brian Harmer; Event Chair – Warren Elliott; Chief of Protest – Keith Lightfoot; Chief of Tech – ZB Lorenc; Chief of Timing – Sandi Brown. Elliott is still looking to fill the Chief of Grid position. Hyatt is organizing a key-personnel call in early September for a final coordination amongst the chiefs.

  The RXB received a debead penalty proposal that may be a good alternative to the current penalty. No changes will be made for 2014, as the goal of the RXB is to keep the Supplemental Regulations unchanged for all National events in 2014. The proposal will be presented at the 2014 National Championship Town Hall for discussion.

  The Midwest Division requested to hold their National Challenge event at I-80 Speedway three weeks prior to the National Championship event. The RXB has concerns regarding the impact to the site and, consequently, to the National Championship event. Elliott will evaluate the possibilities during his visit to the site later in June.

- Marketing Committee (Ron Foley): Foley distributed a proposed National Championship promotion calendar with press release titles and dates of release. He requested any additional feedback on the plans from the RXB.

  Foley is also working on a printed program for the 2014 National Championship and requested the status of the logo design. Brian Harmer is planning to use the SCCA Gear team to design the logo and should have one ready soon.

- RallySprints Committee (Keith Lightfoot): Lightfoot distributed a preliminary draft of the RallySprint rules and requested any feedback from the RXB. The BOD has endorsed the efforts to develop a RallySprint program and wishes that the RXB move forward on insurance buy-in for a few pilot events. Particulars of the two levels of RallySprint, including speeds, hazards, and course length, need to be defined in order to have the necessary insurance buy-in. The Committee will continue its efforts to that end.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a sparsely attended meeting in May. Those Divisional RallyCross Stewards and assistants attending discussed rally tire sources and the need for a good, reliable rally tire source for RallyCross competitors. They also discussed the need for good ideas for SportsCar articles and content for the 2014 National Championship program.

Old Business

- "What is RallyCross" video (Keith Lightfoot): No progress has been made on this video since the last RXB meeting. Lightfoot expects more progress later in the summer.

- Operations manual: Hyatt is removing the operations manual project from ongoing business and plans to focus on the project in the off season with a completion target of the 2015 National Convention.

- Court of Appeals: Hyatt will make the necessary contacts in time for the 2014 National Championship. All vacant positions on the court will be filled before the National Championship event.

- CrossKarts: The RXB received an outline from Steve Warren regarding a proposal to introduce CrossKarts to RallyCross competition. The RXB will discuss the proposal with him at the July RXB meeting.

- Rally tire sources: Brian Harmer reported that a retailer of Yokohama rally tires contacted the SCCA regarding a possible contingency. He will follow up for more information and report back to the RXB.

New Business

- East / West Championship events (Blakely): Blakely asked with a maximum of only nine National Challenge events per year if there was scheduling space available for Eastern and Western Championship events similar to those from a few years back. With Howard Duncan was not in attendance on the call, any discussion is tabled until the next RXB meeting. Hyatt suggested that the RXB revisit the Super Divisional / National Challenge concept.

- MSX Expo 2015 (Foley): Foley is part of a planning committee for the 2015 MSX Expo / SCCA National Convention and would like to include more RallyCross representation in the Expo displays. This could include at a minimum displaying a couple of RallyCross cars or showing a RallyCross video or possibly finding a specific RallyCross vendor. Foley will follow up and may request additional RXB input.

- Make-a-Wish Foundation (Lightfoot): Lightfoot received an inquiry about providing a Make-a-Wish Foundation ride-along at the Rocky Mountain Division National Challenge. The RXB agreed that it is okay as long as it is not done on a competition run and that the individual meets all other aspects required by the RallyCross Rules. Hyatt suggested treating it similarly to media in a non-competition / exposition run or doing a practice run ride-along.

Next meeting: July 2, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Road Rally Board Minutes | June 3, 2014

The RoadRally Board met by conference call on June 3, 2014; meeting called to order by Rich Bireta at 7:30 pm CST.
In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Clarence Westberg, Deena Rowland from the National Office, and BOD Liaison Peter Zekert; not in attendance: Len Picton and BOD liaison Tere Pulliam.
The May minutes were approved (Chuck/Sasha/pass).

Reminder: Rich will be off the grid (backpacking with Boy Scouts in New Mexico) June 9 through 21.

Front Burner Items:

1) May RRB Meeting action items
   a. Publish response to Heckler/Minor letter (after May meeting)
      Clyde responded appreciatively — DONE
   b. Return of Heckler/Minor claim fee (Deena) — DONE
   c. WDC Region Rally Textbook posted (Deena) — Open
      Rich converted to PDF from ZIP and sent to Deena for posting
   d. Toolbox reorganization on web site (Deena) — Open
      Deena has to take down all on the webpage, reformat, repost
2) RReNews
   a. Kudos and much appreciation to Cheryl Babbe for another great issue. The article from Jay on the Badger Burrow National was very good.
   b. Question: Would any RRB member like to be the guest columnist for a Checkpoint Chat column? (This is the monthly column from the RRB Chair). Chuck would like to write a column explaining why Region Chairmen should support the National programs. Anyone can send info to Cheryl, e.g. for upcoming events.
3) 2014 Coker Tire Run (Jeanne)
   a. Status Report – The Coker Tire Challenge website is finally up (www.cokertirechallenge.com), although the registration page still needs fixing to reflect SCCA entries; the rally will run to Great Race Event Regulations available on the CTC website) with a special supplement for SCCA cars (Jeanne will write this); Jeanne will send Deena an update for the SCCA webpage.
4) Rules for Organizers Update
   a. Ron Ferris has completed a revision of the Rules for Organizers (RFOs) and it was distributed to the RRB members after the May conference call. Motion: The Road Rally Board, on behalf of the entire rally community, expresses our appreciation to Ron Ferris his work in updating the Road Rally Rules for Organizers document. Rich/Jeanne/pass
   b. Chuck has added comments (June 2 draft). Rich incorporated many of Chuck's suggestions and put a clean .docx and .pdf format in the DropBox (June 3 draft). Chuck's suggestions to remove the RRB as final arbiter and allow first or last DIYC, but still not consecutive DIY controls. Clarence: we should make this change (and similar) to the RRRs and the RFOs should say: see section xx of the RRRs.
   c. Action: Either: approve as is, or release for comment, or defer action to July, or...
      Rich will incorporate minor revisions and resubmit in July.
5) 2013 Championship Season Status
   a. Motion: The Road Rally Board, on behalf of the entire rally community, expresses our appreciation to Bruce Gezon for his work as SCCA points keeper. Bruce has resigned from the RRB and as National Points Keeper, but remains as Lifetime Points Keeper and procurer of year end awards. Rich/Jeanne/pass
   b. The points **s**preadsheets and draft instructions have been received from Bruce.
   c. 2013 Tour and Course Results status (Chuck)
      Chuck made a motion to create a points-keeper subcommittee. Chuck/Jeanne/pass. Chuck will put results into a separate DropBox file where Jay Nemeth-Johannes, Clyde Heckler, and Bob Demeritt can download the information and enter data; Chuck says he will have the final 2013 Course standings by June 9, 2013 Tour standings by the June 15, and 2014 standings current by July 4.
6) 2014 Championship Season
   a. When is the next Planning Calendar to be published? Jeanne – any day now; Deena will send Jeanne her calendar
7) Road Rally Publicity

www.scca.com/rally – A total of 5 press releases have been sent this year to media@scca.coma and Reece White at SCCA HQ, but only 2 have been published. Non-rally news items (e.g. Formula SAE) continue to show up on the rally page. Rich finally received a response from Reece after escalating to Deena. Are we following the correct process for getting the scca.com web site updated? Are we contacting the correct person? Whom should we contact if we get no response from Reece? A discussion was held about timeliness of getting items updated. Sasha commented that the Sportscar he received today had

almost nothing about rally, except for an article he submitted that got rewritten as a letter to the editor; we need to realize that we are going to have to find other ways to grow the program. Rich agrees with Sasha.

8) Town Hall Proposal
    a. Given the very low attendance at the SCCA convention and the tight schedule at the USRRC, we propose to have two Road Rally Town Hall meetings via conference call.
    b. Regional Rally Town Hall – (*tentative:* Tuesday, August 12, 7-9 PM CST, 50 lines, no PIN)
    c. National Rally Town Hall - (*tentative:* Tuesday. August 19, 7-9 PM CST, 50 lines, no PIN)
    d. Participants will be asked to pre-register via email so we can be sure we won't run out of phone lines.
    e. Agenda – short introduction (content TBD), questions from the community.

    Deena will investigate with Colin Arnold about setting this up, capacity of system. Chuck suggested that they be on different days of the week, perhaps Tuesday and Thursday, to allow people who have other commitments to better be able to attend at least one of the Town Halls.
9) Significant changes to Road Rally Championship (Chuck)
    a. Comments were due at end of May.

    Chuck – comments were received about the NEC proposal of April 2; some NEC members had a separate meeting at Badger Burrow with two RRB members resulting in new proposal combining the course and tour championships. Rich asked what about experience points? Chuck answered that the RRB, when accepting experience classes, made a commitment to find something better than lifetime points, but it wasn't done until the "experience points" were added for the 2013 season. The general opinion is that experience classes were a mistake except for beginner classes. Rich asked how controversial is combining course and tour? Chuck said that the question comes down to are we going to drive more people away by combining classes. Rich took an informal vote, with the results being split between the two proposals. Clarence asked if we were making a change just for the sake of change; Chuck responded that the RRB has an historic reputation for doing things without considering the community; the May proposal has not been put out there for comments. The RRB agrees that we need to get something done this year. Chuck will put both proposals out for comment.

    Separate topic: removal of GTA from championship status. Sasha thinks that GTA is an important way that we will increase the numbers of participants; removing GTA from the championship takes away the encouragement it gives; leaving GTA in costs only a few trophies a year; we should get TSD regions to do one GTA per year. Rich asked how we incorporate GTA into the May proposal. Chuck and Sasha both said to leave GTA as separate championship from TSD with two classes – sportsman and experienced. Chuck will modify the May proposal to include this.
    b. Cheryl Babbe's proposal for NRRC series of events.

    Cheryl has proposed what amounts to a replacement for the National Championship series which appears to be modeled on the Club Racing Majors Series. Regions would hold double National weekends, be calendared by October 1. (See the SCCA forum for more details.) The aim is to devise a promotable, cross-Region series. Review, comment. Discussion ensued, more next month.
10) 2015 Potential Signature Events - tabled until next month (we ran out of time)
    a. JRRC
    b. Coker Challenge
11) New business, open forum - tabled until next month (we ran out of time)
    a. 2015 RRRs – Definition and restrictions on Social Rallys dropped from audit form. Should this be included in the RRRs?
12) Pick your "one RRB-task" this month?

    Jeanne – minutes and send Coker info to Deena and Cheryl
    Clarence – work with Eau Claire people re upcoming rally
    Sasha – work on his upcoming rally
    Chuck – work on getting points updated
    Rich – make RFO changes, send a letter to Lisa Noble
    Peter – ask Ron Ferris and Jim Heine about the heritage of rally

Meeting adjourned at 9:30 pm CDT.
Next meeting July 1, 2014, 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 website at the following links:

CLUB RACING

SCCA National Championship Runoffs Event page: http://www.scca.com/runoffs
Accredited Driver Licensing Schools: http://www.scca.com/clubracing/content.cfm?cid=50864
Forms: http://www.scca.com/downloads/#club
Technical Forms: http://www.scca.com/clubracing/content.cfm?cid=44472
General Competition Rules (GCR): http://www.scca.com/clubracing/content.cfm?cid=44472

SOLO

Tire Rack SCCA Solo National Championships: http://www.scca.com/solonationals
Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/news/index.cfm?cid=51448

EVENT CALENDAR: http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED August 2014

SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 25, 2014

The Solo Events Board met by conference call June 25th. Attending were SEB members Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, and Tere Pulliam of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2016.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

CONTENTS

BOARD OF DIRECTORS	**None**
SOLO	**1**
SEB Minutes	**1**
CLUB RACING	**8**
CRB Minutes	8
Technical Bulletin	13
Court of Appeals	20
Time Trials Admin. Council	23
RALLY	**24**
RallyCross	24
Road Rally	26
LINKS	**28**

Recommended Items for 2015

Per committee recommendation and with SEB concurrence, 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, via the form at www.soloeventsboard.com.

Street Touring

#12465 STS and STC Combining proposal

Effective 2015, all cars currently classed in STC will be re-classed to STS.

Street Prepared

#12392 Brake Allowance Proposal

Effective 1/1/2015 change 15.6.A to read as follows:

"A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. *One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.* This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose."

NOTE: This proposal was published in the February Fastrack. The SPAC believes there to be no downside to this change.

Member Advisories

Awards

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 L.V of the Solo Rules.

Safety

#14097 Photo/video drones at Solo events

Per the SEB, the following safety rule change is effective immediately upon publication:

Add new section 1.3.2.V as follows:

V. The use of unmanned aircraft systems (UAS's, i.e. drones) is not permitted at any event, unless (1) approved

by event officials, and (2) the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of UAS's, and must provide at a minimum $10M of primary coverage.

Street

#14112 Clarification on shock top hats

Earlier-year Miata shock absorber "top hats" are not permitted to be used on later model year cars in Street classes. There is no update/backdate allowance in the Street category.

Street Touring

#14084 Breather Tube Clarification

There are no provisions in the the ST rules for removing coolant hard lines or removing/substituting hood props.

Kart

The KAC is seeking additional members, particularly those with an active interest in Formula Junior. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

#13540 Electric Fuel Pump allowance Proposal

Engine manufacturer supplied electric fuel pumps are compliant per section 19.1.D.4, Other Engines.

Change Proposals

Street Prepared

#12542 Differential Bushing Proposal

Per the SEB, change Rule 15.8.D as follows**:**

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

Also remove last two sentences of 15.2.D and the third and fourth sentences of 15.8.E.

Comment: This proposal brings these bushing requirements in line with the engine and transmission mount bushing requirements.

Kart

#12679 FJ Engine Allowance Proposal

The KAC proposes language for adding Briggs & Stratton Animal LO 206 motor for Junior classes, as follows:

Junior A

Add to section 19.2.A.1. b. Engines, effective 1/1/2015:

5. Briggs & Stratton Animal LO 206

A. Fuel: Gasoline only

B. Weight (LBS) ……..275

C. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.

D. Motor must remain sealed as from manufacturer.

Junior B

Add to section 19.2.A.2. b. Engines, effective 1/1/2015:

7. Briggs & Stratton Animal LO 206

A. Fuel: Gasoline only

B. Restrictor: A specific throttle slide restrictor must be installed in the carburetor (0.520", 13.2 mm): Briggs & Stratton "Blue" slide, available from manufacturer.

C. Weight (LBS) ……...250

D. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.

E. Motor must remain sealed as from manufacturer.

#13962 JB Engine Allowance Proposal

Effective 1/1/2015, change 19.2.A.2.b.6 to :

6. Clone Motors ~~(Regional Only)~~

A. Fuel: Gasoline

B. Weight (IBS): 250

C. Motor must remain completely standard with the exception that the "governor" may be removed *(no modifications or changing of the flywheel, exhaust, carburetor, etc.)*

#14049 Junior Kart Classing Proposal

The KAC is seeking member feedback for allowing junior karts to compete in a higher level kart class, effective 1/1/2015. An example would be a JB compliant kart running in JA. The age restriction of the higher class would apply.

#14085 JA Minimum Weight Proposal

The KAC is seeking member feedback regarding raising minimum weights in JA and JB by 15lbs across all engine packages, effective 1/1/2015.

Not Recommended

Street

#14124 Case for +/- 1/2

Per the SAC: while increasing Street category wheel widths by 1/2" would help AP1 S2000's owners find a less expensive wheel, it would also effectively increase competition costs by making other car owners buy expensive custom wheels.

#14189, 14249 Focus ST move to DS

Please see the response to letter #14228.

#14214 Fiesta ST Move to HS Proposal

Please see the response to letter #14228.

#14228 Focus ST Move to DS Proposal

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

Street Touring

#13502, 13511, 13767, 13942, 13948 New Cars in STU Comments

NR: The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

#13727 Boxster Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#13927 RSX Move to STC Proposal

The STAC is not recommending moving the RSX at this time; the committee believes the car is appropriately classed

in STF.

#13936 Muscle Cars Move to STX Proposal

The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

#13944 Pony Cars Move to STX Proposal

The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

#13986 370Z Move to STU Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#14010 350Z Move to STR Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#14046 C5 Z06 in STU Proposal

Per the STAC, the C5 Corvette Z06 exceeds the performance parameters of STU.

#14047 New Cars in STU Comments

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#14056, 14059, 14064 RSX Type S Move to STX Proposal

The STAC is not recommending moving the RSX at this time, the committee believes the car is appropriately classed in STF.

#14215 RX7 Classing Proposal

The STAC feels the FC RX7 is already competitively classed in STS.

Street Prepared

#12361 S2000 Classing Proposal

The SPAC does not feel that we have sufficient event results to justify a move at this point.

#12935 High HP FWD Cars Move to FSP Proposal

Thank you for your input. The SPAC is acutely aware of the common complaint regarding class proliferation in Solo. We do not recommend any additional classes at this time.

Kart

#13615 ICC Engine Allowance Proposal

The KAC feels at this time opening up KM to a seldom used engine configuration goes against the philosophy of the class.

#14025 Clone Kart Allowance Proposal

The KAC and SEB feel no new kart classes are necessary at this time.

Other Items Reviewed

Street Touring

#12064, 12065, 12066 Lower Control Arm Allowance Comments

Thank you for your input.

#12315 Control Arm Clarification

Thank you for your input.

#13497 2015 Subaru WRX STI Classing Proposal

The 2015 Subaru WRX STI is already classed in STU.

#13643, 13645 Treadwear Rating Comments

Thank you for your input.

#14073 Treadwear Rating Proposal

Thank you for your input.

#14157, 14159, 14166, 14170, 14172, 14175, 14220 Oil Cooler Comments

Thank you for your input. The oil cooler proposal was recommended to the BOD for approval (June Fastrack #12449).

Kart

#13637 Weight Comments

Thank you for your input. Please see the response to #13615

#13664 ICC Engine Comments

Thank you for your input. Please see the response to #13615

Handled Elsewhere

Street Touring

#11937 STU Allowance Proposal

Thank you for your input. The tire width change is not recommended. The lower control arm attachment change is addressed by item #12063 in the July Fastrack.

Street Prepared

#12034 S2000 Move to CSP Proposal

Thank you for your input, please see the response to item #12361.

#12464 S2000 Move out of BSP Proposal

Thank you for your input, please see the response to item #12361.

#12540 Bushing Allowance Clarification

Please see the response to item #12542.

#12857 BRZ/FRS Classing Proposal

See the January Fastrack, item #10365, for initial classing information.

Kart

#14241, 14244 JA Minimum Weight Proposal

Please see item #14085; the KAC thanks you for your input.

#14243 JB Minimum Weight Proposal

Please see item #14085. The KAC thanks you for your input.

Tech Bulletins

Street

#14146 BMW E9X Classing Clarification

The following F-Street listing correction addresses the issue that the current listing leaves out the V8 versions of the later M3's. The SAC believes removing the 6-cyl reference will effectively include them.

BMW

3 Series (~~*6-cyl,* including~~ M3; E46, E90, E91, E92, E93) (2000-13)

#14193 2006 Lotus Exige (NA) Clarification

The listings for the Lotus Exige variants in SS and SSR are corrected to read as follows:

SS

Lotus

Exige (non-supercharged) (*2006*)

SSR

Lotus

Exige (normally-aspirated) (*2006*)

#14208 370Z Classing Clarification

The C Street listing for the Nissan 370Z is corrected to read as follows:

CS

Nissan

370Z (non-NISMO) (2009-*14*)

Street Touring

#13710 Nissan 300ZX Classing Proposal

This Tech Bulletin is provided to update the STX 300ZX listing, which should read:

Nissan

300ZX (non-turbo) (*1983*-96)

#13904 Chevy Spark Classing Proposal

Per the STAC, add the following new listing to class STF in Appendix A:

Chevrolet

Spark

Note: The Chevrolet Spark may run in STF if it meets the height/track requirements of 3.1. It may need to be lowered and/or widened in order to accomplish this.

Also note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

#13988 Eclipse GT Classing Proposal

Per the STAC, add the following new listing to class STX in Appendix A:

Mitsubishi

Eclipse (2006-2012) (V6)

Note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

#14130 Mazda2 B-Spec sway bar

Add the following clarification to the Street Touring section of Appendix F:

Mazda 2 Anti-Roll Bar

The Mazda 2 B-Spec "sway bar" by Tri-Point Engineering is not a sway (anti-roll) bar as it does not meet the conventional definition.

#14206 Audi S5 Classing Proposal

Per the STAC, add the following new listing to class STU in Appendix A:

Audi

S5

Note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

Street Prepared

#13561 Lotus Evora S Classification Proposal

Change line in ASP from:

Lotus

Evora (non-supercharged) (2010-14)

to:

Lotus

Evora*, Evora S* (2010-14)

Note: this is an initial classing of the Evora S and is subject to the provisions of SR 3.2. Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

Kart

#14242 Youth Steward's discretion for Rain Events

Clarify 2nd paragraph in 19.2.C with:

"Kart specific molded 'rain tread' tires of any durometer reading may be used at a rain event. *The tread pattern may not be modified.* Declaration of a rain event is at the discretion of the Youth Steward. *Once an event has been declared a rain event, it remains a rain event and rain tires or the class specified dry tires are permitted*."

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 1, 2014

The Club Racing Board met by teleconference on July 1, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; 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
FB
1. #14230 (Randy Cook) Engine Intake Restrictor Proposal
Thank you for your letter. The CRB has worked with the FB Ad Hoc Committee over an extended period of time to provide a plan for the future of FB and the inclusion of new engines. The CRB believes this plan is manageable and in the best interest of the class.

P2
1. #13968 (Paul S Ricco) Quad 4, 4 -Valve Classification Request
Thank you for your letter. The Olds Quad 4 engine is currently listed in the P2 engine table in the end of GCR section 9.1.8.C.1 and separately in section 9.1.8.E. Section E had previously shown the Quad 4 as P1 but that was an error in the header. Please see the P2 ruleset for any other applicable specifications.

GCR
1. #14004 (Tobin Schuster) Car Number Identification
Thank you for your letter. If Timing and Scoring determines that numbers are not legible, they can raise their concern to the Chief Steward for correction. Please see previous response to letter #13920, June 2014 Fastrack Minutes.

2. #14034 (Bob Coury) Full Competition License Renewal Requirements
Thank you for your inquiry. If you have successfully completed one sanctioned race of a multi-sanctioned weekend, then you have fulfilled your license renewal requirement credit for the weekend. Yes, you can run two race weekends in one calendar year to fulfill your two year license renewal.

GT2
1. #14136 (Wayne Graham) Response to My Letter #12014
Thank you for your letter.

2. #14204 (Andrew Chartrand) Glass T-Top Removal or Modify?
Thank you for your letter. Yes you must run securely mounted solid roof panels of the same dimensions after the required removal of the glass panels.

ST
1. #13452 (RYAN SAARI) Classify the 2013 Subaru WRX in Touring
Thank you for your inquiry. The car is currently classified in STU.

T4
1. #14253 (Stan Czacki) 07/01/14 Tech Bulletin - Preliminary
Thank you for your letter. The CRB will continue to monitor the performance of this car.

Not Recommended
AS
1. #13858 (American Sedan Committee) Engine Dry Sump Systems for American Sedan
The CRB and American Sedan Advisory Committee do not recommend this proposal at this time.

The CRB thanks the below authors for their input:
Thomas Himes (13939), Steve Nitkowski (13950), Mark Muddiman (13952), Eric Ritchie (13955), Scott Sanda (13957), Jack Martin (13961), Scott Olsen (13973), Tim White (13976), Mark Wheaton (14009), David Venhaus (14021), and Dylan Olsen (14023)

B-Spec
1. #11752 (Chris Capaldi) Allow the Use of Mazda 2 B Spec Rear Sway Bar for Ford Fiesta
Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

2. #11855 (Chris Capaldi) Allow Use of 4.25 Final Drive in Ford Fiesta
Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

3. #11901 (Joel Lipperini) Competition Adjustment for Honda Fit
Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

4. #12668 (Jake Lewis) Allow Mini Cooper Adjustable Camber Arms
Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

5. #13347 (chi ho) Honda Fit Rear Subframe
Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

6. #13548 (Bobby Beyer) Add Part to Toyota Yaris Allowance
Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

7. #13690 (Chris Kisner) Rear Sway bar for Ford Fiesta
Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

8. #14187 (Brian Kelm) Weight Reduction for Ford Fiesta
The CRB and Manufacturers' committee do not recommend this change. The Fiesta is shown to be a front running car in 2014 WC races.

9. #14222 (Eli Villa) Adding Another Suspension Package
The CRB and Manufacturers' Committee do not recommend this change. The parts are currently available from Kinetic motorsports. The only elements required from them are the shock package, sump pan, and restrictor to keep costs to a minimum.

FA
1. #14151 (Ahsen Yelkin) 2.5L MZR/Ford Duratec Engine
Thank you for your request. The CRB does not recommend these changes at this time.

2. #14152 (Ahsen Yelkin) Ford Duratec 1615cc Engine
Thank you for your letter. The CRB does not recommend this weight change at this time. The rules are adequate as written.

FM
1. #14284 (Ritchie Hollingsworth) Lower Control Arm Camber Rod End Size Change
Thank you for your letter. Moses Smith Racing is currently working on a solution to this problem that should be available very soon. There is a concern that changing one part will cause an issue with other parts and they are working to make sure all parts in the assembly are properly matched for the application.

FST
1. #14205 (William Bonow) Change Class Status on FST to Majors Eligible
Thank you for your letter. The CRB does not recommend FST as a Runoffs-eligible class at this time. The CRB will continue to work with the Board of Directors on active class management for current and future Runoffs-eligible classes.

P1
1. #14200 (Richard Cottrill) 670 CC Super Charger
Thank you for your letter. Please provide to the CRB the type of supercharger, the boost to be used, and the data that supports your request for a 48mm inlet restrictor, and the CRB will consider adjusting the size of the restrictor.

P2
1. #13625 (Mark Pfeffer) Sports Racer P2 Aerodynamic Rules for Older Non-Spec Line Cars
Thank you for your letter. With the reorganization of the Sports Racer classes, almost all P2 competitors have had to make modifications to their cars. The CRB does not believe the changes you listed are unreasonable and many others have been able to make the same changes without issues. The rules are adequate as written.

GCR
1. #14234 (David Mead) Runoffs Participation Requirements
Thank you for your suggestion. The CRB does not recommend this change at this time.

GT2
1. #14226 (Brad Fincham) Vehicle Technical Entry
Thank you for your letter. Engine intake (twin turbo V8) exceeds GT specification allowances.

GT3
1. #14180 (Bud Reichard) Mazda 12B/13B Peripheral Port
Thank you for your letter. The CRB believes that the Mazda 13B in GT3 is correctly classed with a 37mm SIR at 2250 lbs. The CRB will monitor on track performance.

GTL
1. #14129 (Mark Ward) Engine Request
Thank you for your letter. GT is based on manufacturer identity and this type of allowance would not be in the best interest of the GT/manufacturer relationship.

STU
1. #14294 (Andrie Hartanto) Transmission Cooler Ducting to Rear Bumper
Thank you for your request. The CRB does not recommend allowing body modifications outside of those already permitted in the current rules.

T2
1. #14256 (John Buttermore) Performance Balancing Request for T2 Corvettes
Thank you for your request. We will continue to monitor the performance of this car.

T2-T4
1. #14203 (Steven Glaab) Engine Damper Allowance
Thank you for your letter. The CRB does not recommend this change at this time.

T4
1. #14032 (Dave Wheeler) Allow MX 5 Cup Roll Cage in T4
Thank you for your request. The MX5 Cup car is currently classified in T3 and the CRB will monitor its performance. Allowing the MX5 Cup roll cage in T4 is against T4 class philosophy.

2. #14160 (Greg Vandersluis) Weight Reduction
Thank you for your letter. The CRB will continue to monitor the performance of this car.

3. #14263 (BRIAN PRICE) SPRINGS AND RESTRICTOR FOR T4 RX8
Thank you for your request. The CRB will continue to monitor the performance of this car. The springs are available from Mazdaspeed.

Recommended Items for 2015
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

FV
1. #14415 (Club Racing Board) FV Disc Brakes
Change 9.1.1.C.2: 2. Weights and Dimensions
Minimum weight as qualified or raced, with driver: 1025 lbs; *1050 for cars equipped with disk brakes and/or ball joint front beams.*

Add 9.1.1.C.3.A.12: *12. VW Type 1 ball joint front suspensions may be used under the following conditions.*

a. Disc brakes shall be used on the front axle.
b. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the ball joint H-beam to permit attachment of the beam to the chassis, and other components wholly or partially to the beam.
c. Front spring(s) are unrestricted except that the front suspension lifting spring(s) must be a continuous unit measuring 37.63" (+ or - .25") in length, and be completely housed inside the torsion spring tube(s). The trailing arm socket may be modified to allow a spring or anti-sway bar to be removed from the car without removing the trailing arm. At least 1 spring pack shall be retained as the primary spring media for the front suspension. Replacement of the torsion bar rubbers with spacers of another material is permitted. Coil springs are not permitted.
d. Removal or substitution of the shock towers above the upper H-beam tube is permitted.

e. The use of any direct acting tube type shock absorber(s) is allowed. The upper mounting point shall be to the H-beam at or above the top of the upper H-beam tube and a maximum of 1" inboard of the center of the OEM shock tower. The lower mounting point shall act through the standard mounting point on the trailing arm. Spring shock and linkage activated shocks are prohibited. Bump rubbers with a maximum length of 2 ½" may be used to protect the shock(s)/chassis from bottoming. Use of related bump rubber packing washers/solid spacers is free.
f. The use of any anti-sway bars, internal or external, is permitted including external or internal mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Front sway bars may not be cockpit adjustable. Front suspension Z-bars are not permitted.
g. Installation of 1 ride height adjuster per beam tube, constructed for use with standard VW spring packs allowing rotation of the spring back, is allowed. No cockpit adjustment of ride height is permitted.
h. Removal of the brake backing plates is permitted.
1. Camber/caster eccentric adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber and toe settings are free.
2. Any ferrous wheel bearings that fit in the VW type 1 spindles and disc brake hubs without modification are permitted.
k. The steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism shall be a standard Type 1 VW steering gearbox or direct replacement. The pitman arm is free. Tie rods must attach to the spindle using the existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

Change 9.1.1.C.3.C: C. Wheels *for link pin equipped cars* shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel (15) inch X 4.5J wheel within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip on). Hub cap clips shall be removed.

Change 9.1.1.C.4.B.: B. These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Any master cylinder(s) may be used. *Cockpit adjustable brake bias bars are permitted.*

Add 9.1.1.C.4.D.: *D. Any link pin disk brake conversion is allowed under the following conditions.*
1. Spindle and brake caliper must be ferrous metal.
2. The "5 wide" wheel adapters shall be made from ferrous metal or aluminum.
3. Rotor must be ferrous metal, non-floating, single piece hat and rotor design and shall not be cross drilled, grooved or scalloped.
4. Total weight of all parts outboard of the front trailing arms, less wheels and tires, must not be less than 28 lbs per side.
5. Wheel mounting lug bolts may be replaced with studs
6. All components must remain within the safety tolerances and minimum dimensions established by the component manufacturer.

GT2
1. #14077 (Pete Peterson) Weight Increase with No SIR
Thank you for your letter. Add 9.1.2.F.4.l.:
l. GT2 Rules Concerning Alternate Weights and SIRs.
1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.

T3
1. #14216 (David Mead) Rear Control Arms for 1999-2004 Mustang GT
Thank you for your request. Add to the specification line notes for the T3 99-04 Mustang: *Steeda 555-2002 rear control arms are allowed.*

Taken Care Of
B-Spec
1. #10029 (Jason Isley) Toyota Yaris Suspension Kit
Thank you for your request. Please see the response to letter #12883, December 2013 Fastrack Technical Bulletin.

2. #11897 (Steve Taake) Removal of Front Windows Request for B-Spec
Thank you for your request. This is included in the current GCR.

3. #11898 (Steve Taake) Removal of Front Door Panels Request for B-Spec
Thank you for your request. This is included in the current GCR.

4. #12056 (Club Racing Board) Mazda 2 calibration Weight Balance
Thank you for your request. Please see the response to letter #11958, Technical Bulletin.

5. #13487 (Bobby Beyer) Yaris B-Spec Suspension
Thank you for your request. Please see the response to letter #12883, December 2013 Fastrack Technical Bulletin.

6. #13971 (Kyle Keenan) Kia Rio Restrictor
Thank you for your request. Please see the response to letter #13967, Technical Bulletin.

7. #13972 (David Daughtery) 2014-2015 Versa Note in B-Spec
Thank you for your request. Please see the response to letter #14067, June 2014 Fastrack Technical Bulletin.

8. #14008 (Richard Kulach) Classification Request for 2014 Nissan Versa Note
Thank you for your request. Please see the response to letter #14067, June 2014 Technical Bulletin.

9. #14079 (John Cooper) Measurement Issues in B-Spec
Thank you for your letter. Please see the response to letter #14061, Technical Bulletin.

FA
1. #14016 (Mark Tosa) Opal Engine Proposal
Thank you for your letter. Please see the response to letter #14015, Technical Bulletin.

FST
1. #14223 (William Gray) Changing FST from a Regional Only Class to Majors
Thank you for your letter. Please see the response to letter #14205.

2. #14338 (Charles Singletary) Class Status Change
Thank you for your letter. Please see the response to letter #14205.

T4
1. #14132 (Tony Lopez) Mazda RX8 in T4
Thank you for your letter. Please see the response to letter #14125, Technical Bulletin.

2. #14269 (Izzy Sanchez) T4 Concerns
Thank you for your letter. Please see the response to letter #14125, Technical Bulletin.

3. #14270 (Tony Lopez) T4 Balance Support
Thank you for your letter. Please see the response to letter #14125, Technical Bulletin.

What Do You Think
None.

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2014
NUMBER: TB 14-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/1/2014 unless otherwise noted.

American Sedan

1. #14128 (Jim wheeler) Trim and Molding
In 9.1.6.D.7.i, add new section 5 as follows:
"All exterior and interior trim, grills, moldings, vents, badges, and screens may be removed. Resulting holes may be covered."

B-Spec

1. #11635 (Jonathan stocum) suspension part number change for Ford Fiesta
In B-Spec, Ford Fiesta (4-dr) (11-12), change the notes as follows:
Suspension Kit: ~~#M-FR3-FASB~~ *M-FR3-FAEB*

2. #11958 (Club Racing Board) Balance Performance of Mazda 2
In B-Spec, Mazda 2 (11-12), change the weight as follows:
~~2350~~ *2480*

3. #12544 (chi ho) Min Weight Adjust to car in class
In B-Spec, Mini Cooper (07-10) and Mini Cooper (2011-) Change the notes as follows:
~~33mm~~ *32mm* Flat Plate Restrictor.

4. #13167 (James Kurtz) Information needed regarding GCR 9.1.10.37
In B-Spec, Mazda 2, add the notes as follows:
Mazda reflash part #0000-10-2001 allowed.

5. #13332 (Perry Richardson) Allowing 2013 and up models.
In B-Spec, Mazda 2, change the spec line as follows:
Mazda 2 (11-~~12~~ *14*)

6. #13949 (Jason Isley) top speed limiter bypass
In B-Spec, Toyota Yaris (07-12), add the notes as follows:
Speed sensor may be disconnected.

7. #13967 (Morgan Peetz) Kia B Spec Restrictor Change
In B-Spec, Kia Rio 5-door (2012) change the weight and restrictor as follows:
~~35~~ *37*mm ~~2500~~ *2525*

8. #14173 (Eli Villa) 2014 Kia Rio Submission
In B-Spec, Kia Rio 5-door (2012), change the spec line as follows:
Kia Rio 5-door */LX* (2012)

9. #14279 (Club Racing Board) Reduce Fiat 500 weight
In B-Spec, Fiat 500 (2012), change the weight as follows:
~~2280~~ *2230*

Formula/Sports Racing

F5
1. #14301 (Jack Walbran) Request for Competition Adjustment for 4-cycle Engines
In F500, Honda CBR600RR, Suzuki GSXR600 and Yamaha R6, change the restrictor as follows:
~~32~~ *30* mm Flat Plate Intake Restrictor

FA
1. #13618 (Seth Ravndal) Please add Honda B-16 to engine table
In FA, classify the Honda B-16 engine as follows:

Spec Line	Engine Series	Max Displ. (cc)	Max. Valves/ Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
O.	*Honda B16*	*1600*	*4*		*NA*	*1160*

2. #14015 (Mark Tosa) Renault Engine Proposal...New CRB Letter
In FA, Formula 3 car, change the spec line as follows:

Car	Engine	Wheel Width (in) +- .060	Aero	Transmission	Weight	Notes
FIA Formula 3 car*s*	~~*1600 VW (non Crossflow head) or 1835cc Volkswagen with carbs (no restrictor), FI with 37mm restrictor located between cylinder head and butterfly*~~ *All FIA compliant engines years 1997 to 2008. Engines must be run per FIA spec. with 30mm required restrictor*	(F) 9 Min. (R) 10 Min.	~~See FA Rules~~	Up to 5 Forward Gears, Limited Slip Differential (sequential Carries a 25 lb Weight Penalty)	See Table 1	~~*NOTE: Any other classified engine must be approved by the SCCA Club Racing Board on a case by case basis. Alt block and crankshaft allowed with max. displacement of2135cc, valve lift (measured at zero lash): .500" max*~~ *Cars must run per FIA spec for year and model of chassis. Competitor must carry and be able to present year specific FIA rules to tech. upon request. Cars must meet all SCCA safety requirements including roll structure.*

3. #14150 (Ahsen Yelkin) 2.3 L MZR/Ford Duratec Engine
In FA, Classify the Ford Duratec/Mazda 2300 as follows:

Spec Line	Engine Series	Max Displ. (cc)	Max. Valves/ Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
N.	*Ford Duratec/ Mazda*	*2300*	*4*	*Maximum compression 14.0:1 Maximum Displacement 2296*	*32mm*	*1345*

FE
1. #13905 (Robin Shute) Rule Clarification - Wicker bill (Gurney flaps) on Front wing
In section 9.1.1.I.6.g change the language as follows:
"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~~ *front wing secondary elements only, not the wing main plane*. 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."

FF
1. #13828 (Joe fisher) Wrist pin clarification
In sections 9.1.1.B.12.e, add section 6 as follows:
6. Wrist Pins are unrestricted provided that:
A. weight is 115 +/- 2 grams.
B. No modification is made to the piston for the installation of the wrist pins

In section 9.1.1. B.13.e, add the language as follows:
W/rings & pin:485 grams
Weight of Pin: 115 +/- 2 grams
Wrist Pins are unrestricted provided that:
No modification is made to the piston for the installation of the wrist pins

P1
1. #13629 (Matt Graham) Clarify turbocharger engine specification.
In section 9.1.8.B.1.J, add a new section 11 as follows:
"On turbocharged and supercharged engines, only one turbocharger or supercharger unit shall be used, and all air shall pass through a single inlet restrictor."

2. #13630 (Matt Graham) Adjust FPIR for 1615cc Engine Stohr, West, et al.
In P1, Stohr or West or Speads Homologated before 1/1/2014 ASTRA Homologated after 1/1/2014, change the Restrictor as follows:
~~37mm~~ *35mm*

3. #14199 (Richard Cottrill) wheel base and track speck lines
In P1, Spec line F and G, change the spec line as follows:

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor (unless otherwise noted restrictors are Flat Plate Intake Restrictors)
F	Stohr or West or Spreads Homologated before 1/1/2014 ASTRA Homologated after 1/1/2014	*Stohr/West* 97in *Astra 101in Spreads 104in*	*Stohr/West* 56in *Astra 64in Spreads 62in*	1125lb Max engine displacement 1615cc, Suzuki Hayabusa based engine only.		NA	37mm
G	Stohr or West or Spreads Homologated before 1/1/2014 ASTRA Homologated after 1/1/2014	*Stohr/West* 97in *Astra 101in Spreads 104in*	*Stohr/West* 56in *Astra 64in Spreads 62in*	1075lb Max engine displacement 1455cc, Suzuki Hayabusa based engine only		NA	40mm

4. #14318 (Club Racing Board) P1 SIR/TIR Errors and Omissions
In Section 9.1.8.B.1.J.3, change the language as follows:
"Where a carburetor or fuel injection restriction is specified, a flat plate restrictor, *venturi,* 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. *SIR and TIR installations are per the Technical Glossary requirements.* Where intake restrictors *(excluding SIR and TIR)* 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."

P2
1. #13537 (Michael Reuper) Proposal for 2-stroke engine restrictors for P-2
In P2 Engine Table, add the spec lines as follows:

	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Req'd Restrictor Flat plate except as noted up to 70in / 70in-78.74in width	Min. Weight (Lbs)	Notes
A.3	2 cycle	905	NA	Not required	1000	Maximum 2 cylinders
A.4	2 cycle	855	NA	Not required	1000	AMW opposed 4 cylinder engine, 68.0mm bore x 58.5mm stroke,

2. #14149 (Sean Williams) Quad 4 in P2
In P2, Olds Quad 4, change the Max. Valve / Cyl. as follows:
~~2~~ *4*

GCR
1. #13985 (David Gomberg) Length of Course (Track) Not Specified
In appendix B, 1.4.1.E change the language as follows:
"A complete description of the event, including *course* length and types of sessions and races, the classes of cars eligible, and the race groups (See AppB.1.4.2)"

2. #13994 (David Gomberg) Annual Inspections Expiring During a Race Weekend
In Section 5.20.14, add the language as follows:
"A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional or National license once a year (12 months). If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook; he then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first

race of each calendar year. *An Annual Tech expiring on a race weekend is valid for the full weekend.* (See 9.2.20.A)"

3. #14235 (GCR Committee) Race Credit - Add Language to GCR App. C, 2.2.A.4.
In Appendix C, 2.2.A.4, add the language as follows:
"Events resulting in a DNS or *DQ from a race. At multi-race events, successful completion of another race(s) is acceptable on the same weekend.*"

Grand Touring

GT1
1. #14344 (SCCA Staff) FIA GT3 car notes
In GT1-ST, change the spec line notes as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Aston Martin Vantage GT3 (2012)	5956	3020	2 x 41.5 mm	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*
Audi R8 LMS Ultra GT3 (2010-2014)	5200	3050	2 x 49 mm	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*
BMW Z4 GT3 (2010-2013)	4017	3000	70 mm	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*
Dodge Viper GT3R (2012+)	8414	3060	2 x 40	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*
Ferrari 458 GT3 (2011+)	4497	3000	2 x 43	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*
Lamborghini Gallardo GT3 (2013)	5212	2950	2 x 47	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*
McLaren MP12C GT3 (2013 +)	3799	2950	2 x 36mm 1.50 bar	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*
Mercedes Benz SLS GT3 (2011+)	6208	3100	2 x 36 mm	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*
Porsche 997 GT3 R (2013+)	3998	2925	65 mm	~~FIA GT3 homologation~~ *Competitor must World Challenge, Appendix A, upon request.*

2. #14357 (SCCA Staff) GT1 C7 Corvette
In GT1-ST, classify the 6162cc Corvette engine as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Corvette	*6162*	*3100*		*GM LT1*

GT2
1. #13203 (Club Racing Board) Class C7 Corvette
In GT2-ST, classify the 6162 cc Corvette engine as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Corvette	*6162*	*3250*	*68mm Flat Plate*	*GM LT1*

GT3
1. #14163 (Brett Whisenant) Fuel Tank usage for GT3
In section 9.1.2.F.3.b, add the language as follows:
"A safety fuel cell complying with GCR Section 9.3 Fuel Cell Specifications, shall be installed. All fuel cell vents shall incorporate

check valves to prevent fuel spillage. Dry break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork. *The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (e.g. frame rails). Spec line allowances will be added on a case by case basis.*"

Improved Touring

ITA
1. #14094 (Joe O'Gorman) 1994 Mazda protégé LX classing
In ITA, Mazda Protégé LX (90-93), change the spec line as follows:
Mazda Protégé LX (90-~~93~~ *94*)

ITS
1. #13836 (Raymond W. Peterson) Weight Calculation
In ITS, BMW 325i/is (87-91), change the weight as follows:
~~2750~~ *2710*

Production

EP
1. #12630 (Jesse Prather) Remove weight and add rods for EP MX5
In EP, Mazda MX-5 (06-11), change the weight as follows:
~~2300~~ *2250*
*~~2358~~ *2306*
**~~2415~~ *2367*
The request for alternate rods is contrary to class philosophy and such rods are not required to make the car mechanically sound. Thus this portion of the request is not recommended.

Spec Miata
None.

Super Touring
None.

Touring

T1
1. #13931 (John Tecce) Porsche Cayman - Touring 1
In T1, Porsche Cayman (05-13), change the spec line as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Porsche Cayman (05-13)	3600	~~2875~~ *2800*			
	3800	*2900*		*Must meet OEM specifications*	

2. #14156 (Chris Edens) T1 Mazdaspeed Miata
In T1, Mazda MX-5 Miata MazdaSpeed, add the engine notes as follows:
"Garrett GT3076 *and GT2554* turbo allowed."

3. #14158 (rob bodle) Mustang Cammer Engine
In T1, Ford 5.0L "Cammer", change the weight and engine notes as follows:
~~3500~~ *3350* ~~"Boss" intake manifold permitted~~

4. #14339 (ken stout) Where do we fit in?
In T1, classify the Scion FR-S as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Scion FR-S	*2500*	*2750*	*41mm TIR required*	*Precision Turbo PTB205-5558B allowed*	

T2
1. #14058 (Touring Committee) Add Porsche Carrera S
In T2, classify the Porsche Carrera S as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Porsche Carrera S (06-08)	*99 x 82.8 3824*	*2355*	*18 X 8.5 (F) 18 x 11 (R)*	*255 (F) 315 (R)*	*3.82, 2.20, 1.52, 1.22, 1.02, .84*	*3.44*	*(F) 330 x 34 Vented (R) 330 x 28 Vented*	*3275*	*65mm flat plate restrictor required*

2. #14331 (SCCA Staff) T2 Ford Mustang (05-10) Spec line notes
In T2, Ford Mustang (05-10), add the notes as follows:
2005-2010 Mustang GT 4.6L may be converted to 2011-2012 5.0 liter specifications *with 62mm Flat Plate Restrictor*;

T3
1. #14251 (Marc Feinstein) Audi S4 and S5 competition adjustment
In T3, Audi S4 (10-11), Audi S4 (12-14) and Audi S5 (13-14), change the weight and notes as follows:
~~3600~~ *3675*
S Tronic Transmission permitted at ~~3650~~ *3725*
~~43mm~~ *46mm* flat plate restrictor.

2. #14277 (Touring Committee) Change restrictor size for Acura TL
In T3, Acura TL SH-AWD (10-13), change restrictor as follows:
~~65~~ *60*mm

3. #14361 (SCCA Staff) Classify the WRX in T3
In T3, classify the Subaru WRX as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Subaru WRX (2012-2014)	*99.5 x 79.0 2457*	*2624*	*17x8*	*245*	*3.17 1.88 1.30 0.97 0.74*	*3.90*	*(F) 326 (R) 316*	*3250*	*Whiteline 24mm front and 22mm rear sway bars allowed. STI Brembo brake package allowed. Max F/R spring rate 500 lb/in. 36 mm Turbo inlet restrictor required.*

T4
1. #14000 (Mark McCaughey) Add previous SSC Toyota Celica GT to Celica GTS spec line
In T4, Toyota Celica GTS (00-05), change the spec line and notes as follows:
Toyota Celica GTS*/GT* (00-05)
Notes: *If GT car is used, all specs must meet GTS spec line.*

2. #14019 (Lee Niffenegger) Add 2014 model year to 2012-2013 Civic Si
In T4, classify the 2014 Honda Civic SI as follows:

T4	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:

Honda Civic SI 2014	*87 x 99 2354*	*2620 (2 door) 2670 (4 door)*	*18x7*	*235*	*3.27,2.04, 1.43, 1.07, .83, .65*	*4.75*	*(F) 300 x 25 Vented (R) 260 x 9 Vented*	*3125*	*The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N51410F23SA00) allowed.*

3. #14041 (david mead) 2005+ Mustang Differential
In T4, Ford Mustang V6 (05-10), add the notes as follows:
Auburn 542023 , or Detroit 912A316 limited slip allowed.

4. #14125 (david mead) Mazda RX8 Concerns
In T4, Mazda RX8, change the tire size as follows:
~~245~~ *225*

COURT OF APPEALS

Judgment of the Court of Appeals
Juan Pineda vs. SOM, COA Ref. No. 14-07-NP
June 10, 2014

FACTS IN BRIEF

At the conclusion of the Sunday Sprint Race for Spec Miata at Thunderhill Raceway Park on May 18, 2014, Assistant Chief Steward, Richard Templeton, filed a Request For Action (RFA) with the Stewards of the Meeting (SOM) to investigate car to car contact on the last lap between Turn 15 and Start/Finish between Joe Rombi (SM #48) and Juan Pineda (SM #34).

The Stewards of the Meeting (SOM), Robert Hatcher and Mary Lou Robson, Chairman, heard testimony, reviewed witness statements and viewed Mr. Pineda's video. The SOM considered the evidence and determined that Mr. Rombi caused the contact. The SOM penalized Mr. Rombi by moving his finishing position back 3 positions in class.

Mr. Pineda is appealing the decision of the SOM based on new video evidence that shows Mr. Rombi's actions were more severe than initially determined by the SOM.

DATES OF THE COURT

The National Court of Appeals (COA), Laurie Sheppard, Jeffrey Niess and Rick Mitchell, Chairman, met on June 3 and 10, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Juan Pineda containing video links received June 2, 2014.
2. Official Observers Report and related documents received June 2, 2014.
3. Email from Dick Templeton received June 6, 2014.
4. Email from Mary Lou Robson received June 6, 2014.

FINDINGS

Mr. Pineda supplied a video not available to the SOM. His opinion is that this new video shows the severity and intent of Mr. Rombi's action. The video was taken by a car following the two cars in question and clearly shows the incident. The video shows Mr. Rombi recovering from contact with another car and making three moves left toward Mr. Pineda forcing him off the course before contacting him. The move to the left is not the normal setup for a left hand corner. There were no other cars around to cause Mr. Rombi to go left from the normal line and into Mr. Pineda. The SOM found Mr. Rombi failed to avoid physical contact (2014 GCR 6.11.1.A.) The COA agrees. The COA also finds Mr. Rombi guilty of 2014 GCR 6.11.1.C, "Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room".

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. The Court of Appeals modifies Mr. Rhombi's penalty by adding a Probation of four (4) race weekends which will begin when Mr. Rombi surrenders his competition license to the National Office. This additional penalty will place a total of three (3) automatic points against Mr. Rombi's competition license. Mr. Pineda's appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

Judgment of the Court of Appeals
Jeff Beck vs. SOM, COA Ref. No. 14-08-GL
June 17, 2014

FACTS IN BRIEF

During the post-race tech inspection after the Race of Champions Group 1 (SRF) race on Saturday (5/31/2014) at the Mid-Ohio Sports Car Course, Jeff Beck (SRF #31) was found to have a possible non-compliant throttle body. Following a Request For Action (RFA) by Chief Steward C.J Dunias, the Stewards of the Meeting (SOM) met, heard testimony, viewed the suspect part and rendered a decision that Mr. Beck had violated GCR Section 9.1.8.C.25.C (No porting, polishing…). The SOM penalized Mr. Beck with both a disqualification from his second place finish in Race Group 1 and a three (3) race probation in which his race car must pass tech inspection at all SCCA events during the probation period.

Mr. Beck is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Tom Hoffman, Jeffrey Niess and Rick Mitchell, Chairman, met on June 10 and 17, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Jeff Beck received June 2, 2014.
2. Written summary of the Beck matter (including pictures of the throttle body from Mr. Beck's car) from Larry Dent, Chairman of the SOM, received June 5, 2014.
3. Official Observers Report and related documents received June 6, 2014.
4. Additional pictures of 3 randomly selected throttle bodies taken from SRF race cars in Portland, Oregon during the SCCA Rose Cup Races, collected by a member of the COA on June 15, 2014.
5. Testimony from Erik Skirmants, President and CEO SCCA Enterprises, by phone conference on June 17, 2014.
6. Testimony from Mike Davies, Technical Director, SCCA Enterprises, by phone conference on June 17, 2014.

FINDINGS

After reviewing the associated information and pictures of Mr. Beck's throttle body, as well as pictures of three (3) additional throttle bodies, it is apparent that Mr. Beck's throttle body has abrasions on and around the "step" and the "step" within the throttle body lacks the sharp edge visible on the comparison throttle bodies. In addition, the impounded throttle body was tested on an engine dynamometer by SCCA Enterprises. Expert testimony from SCCA Enterprises, who were in control of the part, supported the COA's opinion that the throttle body was tampered with and the abrasions found within the throttle body were not typical of the part as it came from SCCA Enterprises.

The COA considered each of Mr. Beck's points as outlined in his appeal.

1) Mr. Beck asserted that GCR Section 9.1.8.C.25.C applies only to cylinder heads and exhaust ports. The COA references GCR Section 9.1.8.C.6.a which states that "No modifications are allowed…This includes…engine management components".

2) Mr. Beck asserted that the throttle body "was part of a race car that had passed previous tech inspections". The COA references GCR Section 5.9.2.B. "The technical inspection does not ensure, certify or warrant that the vehicle or any part of it is…ultimately compliant…" This would include previous technical inspections of Mr. Beck's car.

3) Mr. Beck asserted that the sharpness of the "step" within the throttle body "is a subjective decision". The COA references its own visual comparisons, the findings of the SOM and the testimony of both Mr. Skirmants and Mr. Davies. The COA believes that Mr. Beck's throttle body demonstrates a "purposeful intent to modify the part." The COA again references GCR Section 9.1.8.C.6.a which states that "No modifications are allowed…"

4) Mr. Beck asserted that the part, as is, does not give a 'discernible' performance difference over other throttle bodies.

The COA references GCR Section 8.3.3. “A claim that non-compliant item(s) offer no performance advantage has no influence on any ruling.” However, while moot, it is of noteworthy interest to the COA that when SCCA Enterprises tested Mr. Beck’s throttle body on an engine dynamometer against non-modified throttle bodies, Mr. Beck’s throttle body demonstrated a significant performance improvement. The improvement was greater than the horsepower variance allowed by Enterprises (the sole SRF engine builder) when they re-build an SRF motor.

5) Mr. Beck asserted the part in question is “very old” and “years of handling” may account for the loss of the “sharp aluminum edge”. The COA believes that the abrasions within the throttle body appear purposeful and could in no way be caused by normal wear and tear. Only air passes the throttle body and cleaning the part would require no more than a solvent and a rag.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. Beck’s appeal fee will be returned less the amount retained by SCCA.

TIME TRIALS ADMINISTRATION COUNCIL

07/09/2014

- *Participants:*

Brian McCarthy (BoD), Chuck DeProw, Craig Farr, Dave Deborde, Dick Patullo (BoD), Heyward Wagner, Kent Carter, Matthew Yip, Robin Langlotz (BoD), Roy Mallory

- *Old Business:*
  - Rollbar Requirements
    - Acceptable as written
    - Consider clarifying rationale for existing language
  - Multi-Year Time Trials Licensing
    - In-review with Member Services

- *BoD Report:*
  - Robert Clark, formerly of Honda
    - Assuming President role with SCCA Pro Racing
  - Request suggestions for filling TTAC vacancies
    - Rocky Mountain
    - CENDIV

- *New Business:*
  - Gambler's Edge Hill Climb
    - Requesting SCCA sanction and insurance
    - Attempting to work with event organizers
      - Response sent detailing requirements for consideration for SCCA approval
  - Safety Committee
    - Create guidelines for Track Inspections
    - Use Road Race Track Inspection Guidelines for direction

- *Actions:*
  - Request Road Race Track Inspection seminar for TTAC members and TT Track Inspector license holders

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | July 2, 2014

The RallyCross Board (RXB) met via conference call on July 2. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Tere Pulliam, BOD liaison, and, for special reports to the RXB, Steven Warren and Mark Walker.

The Secretary acknowledges that these minutes may not be in chronological order.

Steven Warren report on CrossKarts

Steven Warren addressed the RXB with a proposal to include CrossKarts in RallyCross and RallySprints. A CrossKart is a single-seat, motorcycle engine-powered vehicle that has high horsepower and is extremely fast. It is considered a relatively economical vehicle at a cost of $5,000 to $8,000. The RXB agreed to pursue an exhibition or trial event and will forward specifications to Risk Management for their approval.

Mark Walker report on the RallyCross National Championship

Mark Walker, Regional Liaison for the RallyCross National Championship, reported that site layout plans for the event are underway. The site has the distinct benefit for RallyCross in that it has a dirt track and plenty of dirt-working equipment and expertise if needed. The site surface resists rutting very well as it has a very hard base under about 1 to 2 inches of lighter soil. The high clay content does make for a slippery when wet but also helps course durability. Walker assured the RXB that there would not be any surface issues from having a National Challenge event two weeks prior to the Championship event. An area information packet will be posted soon with a list of area amenities including lodging, dining and fuel access.

Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley reported that no incident reports were submitted during the past month.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that the rules proposals received during the submission period are being compiled by the Rules Committee and will be posted for member comment during the period of August 1 to September 15.

- National Championship Committee (Warren Elliott): Elliott reported on his visit to the RallyCross National Championship site and confirmed much of Walker's report about the site. The site is not as big as the Tulsa site but should provide plenty of usable acreage. Elliott did see the course in wet conditions and confirmed its greasy and slippery nature. He reported that it dried out quickly and provided very good traction when dry. He did not see any rutting issues at the site. Plans are to have the two Saturday courses set on Friday with the Sunday course being a combination of the two Saturday areas. The Region plans to barbecue for the Friday night welcoming party. A dinner and Town Hall will be provided on Saturday night at nearby Parker's Smokehouse. Elliott continues to look for a Chief of Grid and may make some changes to the already confirmed list of chiefs.

- Marketing Committee (Ron Foley): Foley reported good progress on the official RallyCross National Championship program. It will include letters from Matt Cox, Nebraska Regional Executive, and Steven Hyatt, RXB Chairman. The logo for the event has been completed.

- RallySprints Committee (Keith Lightfoot): Lightfoot reported that the Committee is working to finalize the rules for RallySprints. The next step is to confirm suitable sites for a few pilot events. Hyatt encouraged the Committee to continue its efforts in moving the concept forward.

- Divisional Steward Liaison (Keith Lightfoot): Lightfoot attended the Divisional RallyCross Stewards (DRXS) meeting in the place of Stephen Hyatt. About two-thirds of the DRXS were in attendance. Discussion items included the upcoming National Challenge schedule and a recap of completed National Challenge events. Also discussed was the equal application of rules and regulations among all the National Challenge events.

Old Business

- East / West Championship events (Blakely): Discussion was tabled, as Howard Duncan was not able to be on the conference call.

- CrossKarts: The RXB discussed the CrossKart proposal from Steven Warren and agreed the most important aspect of allowing such a vehicle in RallyCross is ensuring the safety of the drivers and course workers. Hyatt will meet with Howard Duncan in the following week to discuss those safety aspects and how they might apply to sanctioning and insurance purposes.

New Business

- Mid-year review (Hyatt): Hyatt requested an email from each RXB member summarizing the current state of RallyCross: how we are doing, what we are doing well, where we need to be before the end of the year, and plans for 2015. Hyatt will compile those emails for a discussion at the next RXB meeting.

- National Challenge events – participation levels, event schedules and rules compliance (Lightfoot): Lightfoot discussed with the RXB whether or not the format for National Challenge events should be changed to encourage better attendance. RXB agreed that in order to draw more participants to events they need to be better promoted and made more special than being a longer Regional event. Lightfoot suggested a conference call with the organizers of the 2014 National Challenges at the end of the year to get feedback on practices that work and those that don't. Hyatt suggested having a 2015 National Convention session that addresses promoting events and boosting event attendance.

Next meeting: August 6, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America
***RoadRally* Board Minutes**
July 8, 2014

The RoadRally Board met by conference call on July 8, 2014; meeting called to order by Rich Bireta at 7:30 pm CST.
In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Clarence Westberg, Len Picton, Deena Rowland from the National Office, BOD Liaisons Peter Zekert and Tere Pulliam.
The June minutes were approved (Chuck/Sasha/pass).

Reminder: Rich will be off the grid (daughter's wedding) July 11 through 25.

Front Burner Items:

1) June RRB Meeting action items
   a. WDC Region Rally Textbook posted (Deena) DONE
   b. Revise RFOs (Rich) DONE
   c. Toolbox reorganization on web site (Deena) DONE
2) RReNews
   a. Kudos and much appreciation to Cheryl Babbe for another great issue.
   b. The latest Sports Car had a sidebar pointing to this issue on page 14, above Lisa's column.
3) 2014 Coker Tire Run (Jeanne)
   a. Status Report - Registration on the Coker Tire Challenge website is up (or should be by the time you read these minutes); Janice Strawbridge of Chattanooga Region is the event chairman; hotel reservations can be made via the registration site; RR Safety pre-check will be in August; things are finally coming together.
   b. The latest *SportsCar* contains a feature article on this upcoming event; thank you Rick Beattie for a very nice article.
4) Rules for Organizers Update
   a. No action planned for July. Review July 8 draft for discussion in August. (July 8 draft includes changes discussed at June meeting). June 2 draft is also in the DropBox for those who want to see the detail of changes made by Ron Ferris. We will discuss at our August call.
5) Championship Season Status (Chuck)

2013 Tour and Course Results status: the 2013 Course and Tour results were released in draft form; they were posted to the Yahoo group yesterday. One minor problem with the Course results has been identified. Deena will post the files to the SCCA website as provisional. The deadline for questions and revisions is July 31 – respond to Chuck Hanson directly (dtcgh@att.net); standings will be declared official August 1.
2014 Points standings release: substantial progress is being made, the biggest issue is Sportsman classifications/experience points (Chuck says – "I should be strung up by my thumbs for suggesting this point standings procedure for 2013 and beyond"). The plan is to have a first draft posted at the Indy nationals July 18; thereafter, publish an update the first of every month.

6) 2014 Championship Season (Jeanne)
   a. The next Planning Calendar will be published by the end of the week
7) Road Rally Publicity
   a. Shortly after the last meeting, Cheryl was successful in getting Reece White to update the scca.com/rally news items. We'll continue to submit items for keeping this area updated.
8) Town Hall Proposal
   a. Deena reports that 40 phone lines are available in the SCCA system, but weekday scheduling is difficult; Rich may use another outside service.
   b. Our meeting next month is on August 5; we will schedule the Town Halls for Tuesday, August 12, focusing on Regional issues, and Thursday, August 21, focusing on National issues; if there is extra time at either, there will then be open for any topics.
9) Significant changes to Road Rally Championship (Chuck)
   a. Comments were due at end of May: the two proposed plans had one major difference – whether to combine the current Tour and Course championships or keep them separate, comments received about this were split about 50/50. Chuck says that the 2015 proposals extremely transparent, so that competitors can figure out for themselves using Lifetime Points and the list of past championship winners (both in RRRs) whether they are still in Sportsman class; either of the 2015 proposals is significantly easier than the Experience Based classes, and is totally feasible for the points keeper.
   b. Cheryl Babbe's proposal for NRRC series of events.
   Continue discussion from June: Rich said that the consensus from the June meeting seems to be that there is not much enthusiasm; he does see the advantage of having a set schedule of events which is more easily promotable by SCCA, but has concerns about getting enough committees to do these

events. Sasha thinks that each point taken separately is fine, but to put them all together is unlikely to happen. Chuck commented that he doesn't see how such a series would appeal to the new competitors that we are trying to attract because National events are perceived to be both too difficult and too long; biggest weakness in going back to an all National series is to appeal to regional people to make the jump. Clarence sees us going nowhere but in circles; trying to use nationals to build regional programs is backwards; we don't have a set of requirements, or even a goal – we need a defined goal. Rich - in summary, the points are good, but we don't think the proposal as a whole can be done, at least not this year.

10) New business, open forum
    a. *SportsCar* Calendar info for Yucatan is incorrect; it is a regional not a national. Deena said she will see about getting it fixed, but there is a long lead time for the magazine.
    b. Where do we go from here?
        i. Regional Rulebook: Clarence commented that a number of rules appear only on forms, e.g., social rally definition, that a rallymaster must be an SCCA member, that for nationals need to submit a flyer and general instructions with the sanction application. Rich asked, building on what Clarence said, what we should do to strengthen and grow the regional program; Clarence suggested that we break out the parts of the RRRs that are mandatory for regionals and them publish separately; this would state that local rules would cover following the course, controls, and other things; Jeanne to try to do this, with Clarence's help; Len said that he had tried doing this and when he got to twenty pages he stopped. Rich asked that we look at our forms, see if anything on them should be in the 2015 RRRs.
        ii. What can we, as the RRB, do to increase Regional programs and participation? Len said that the Regional Development Committee questionnaire showed we need to make things simpler, make things cheaper, come up with ways to get experienced competitors to become rallymasters.

11) Pick your "one RRB-task" this month:
    Jeanne – minutes, and work on regional rulebook
    Sasha – working on his July 19 rally
    Clarence – working with Chippewa Valley Sports Car Club to start a regional program
    Chuck – 2014 point standings, and work on his upcoming National rallies
    Len – find a replacement for Steve Gaddy as a rallymaster
    Rich – set up Town Hall conference calls, correspond with Cheryl
    Deena – post whatever needs to be posted, especially the 2013 standings; fix Clarence's *SportsCar* listing

Meeting adjourned at 9:30 pm CDT.

Next meeting August 5, 2014, 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

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/

official SCCA member notification

Fastrack news

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED September 2014

BOARD OF DIRECTORS

The SCCA National Board of Directors met via video conference on Tuesday, July 29, 2014 at 5 pm Central Daylight Time. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, and Peter Zekert.
The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Robert Clarke, President, SCCA Pro Racing; Richard Ehret, Vice President Finance; Eric Prill, Vice President Marketing & Communications; Terry Ozment, Vice President Club Racing and Aimee Thoennes, Executive Assistant.
The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.
The meeting was called to order by Vice Chair Patullo who reviewed the general ground rules for the video conference call.

CHAIRMAN'S REPORT

Opening remarks by Chairman Walsh included a somber note regarding the recent fatality in Solo. The National office has published some guidance and activated counseling for staff and participants.

Robert Clarke was formally introduced to the Board. He is serving as President of SCCA Pro as well as supporting SCCA Inc in marketing. The Board wishes to thank Tom Campbell for his years of service as the President of SCCA Pro Racing.

Walsh gave updates on various working groups and their progress to present proposals for review at the October Board meeting.

Motion: Pulliam/Butler - Approve Minutes of May BoD meeting as published in Fastrack. Approved Unanimous

PRESIDENT'S REPORT

Noble provided more background on Robert Clarke's hiring and the planned transition into SCCA activities. Noble also reported on the mid-year ACCUS meeting which was attended by Noble and Clarke. Activities to promote STEM "Science Technology, Engineering and Mathematics" education by ACCUS were emphasized. National Staff is focusing efforts on Region support and providing enhanced tools and capabilities to Regions with undersubscribed events to bolster attendance and avoid cancellations. There is a new mobile application to support weekend memberships and increase turnaround time for membership activation. Noble also reviewed numerous sponsorship and cooperative marketing efforts that are underway. An outside firm has been engaged to develop a more modern and engaging SCCA web site platform to support the Club which will greatly enhance the membership experience.

FINANCE AND RISK MANAGEMENT

Ehret reported the operating loss as of June 30 is approximately $116K. Membership revenue is higher than budget, however, other revenue categories are lower. SCCA Pro Racing is slightly ahead of budget, and SCCA Enterprises is showing much improved cash flow.

Treasurer Lewis noted that SCCA has been in investment mode and that new initiatives were initial estimates. A reminder that 2014 is the first full year of Majors format. Lewis emphasized that after a full year there will be better data to make more accurate budget decisions.

CLUB RACING

Ozment briefed the BoD on different Divisional paths to Runoffs and subsequent impacts to drivers in some Divisions. The issue has come up because some Divisions have cancelled events that were specifically named as Divisional qualifiers.

Motion: Harris/Butler - Allow the VP of Club Racing to waive the 4 weekend minimum participation requirement of the Divisional Path to the Runoffs in 2014 for drivers not able to qualify due to cancelled events eliminating sufficient opportunity for them to do so. Approved - Unanimous

Club racing proposed that Majors for 2015 should move towards 5 conferences to better reflect driver populations and geographic

CONTENTS

BOARD OF DIRECTORS	**1**
SOLO	**3**
SEB Minutes	3
CLUB RACING	**12**
CRB Minutes	12
Technical Bulletin	16
Court of Appeals	None
Time Trials Admin. Council	19
RALLY	**20**
RallyCross	20
Road Rally	22
LINKS	**24**

locality primarily on the East Coast. The number of events per conference will be reduced to 5 per conference to maintain the overall number of events. Some events will be shared between conferences. The GCR currently specifies the number of conferences. BoD discussion and debate ensued. Walsh reminded BoD that when we initially defined Conference geographic areas we did discuss the original 4 conferences and the size of the eastern conference and noted that things could be adjusted in the future if necessary.

Motion: Butler/Kephart. To change the submitted motion for 3.1.1. by Club Racing to specify 5 conferences. PASSED Unanimous

Motion: Helman/Zekert - To change the number of Majors conferences specified in the GCR. Effective 1/1/2015. PASSED 12-1. Opposed Langlotz

3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile events for drivers seeking an elevated level of competition. The Director of Club Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour staff. The U.S. Majors Tour is organized as series of events within five geographic units known as Conferences.

SCCA FOUNDATION

Walsh provided background on the SCCA Foundation and the desire to find a permanent home for the archives. The Foundation will provide for housing and funding necessary for the maintenance and archival work to make the archives available to the public. Motion is to transfer custodial responsibilities from SCCA Inc to SCCA Foundation.

Motion: Walsh/McCarthy - Approve the custodial transfer of the materials in the SCCA archives from SCCA Inc. to the SCCA Foundation, so that the SCCA Foundation can complete their task of transferring that archive to an appropriate permanent home. PASSED Unanimous

NEW BUSINESS

Patullo led discussion about Formula Vee rules stability which had been directly triggered by the FV disc brake proposal. This situation brought up a more general philosophical question about how active the CRB should be in managing stable classes.

In the formula car segment FV stands alone as a unique niche market although one that attracts respectable entry numbers at both the Majors and Regional level. It is a class that attracts mostly hands on racers with a large part of that attraction believed to be rooted in 51 years of rules stability. Creativity has allowed evolution in design over the years but not turmoil or obsolescence driven by rules changes or other outside forces. The design limitations traditional to FV have caused a unique development of the technology. This is a big part of what makes FV what it is. BoD statement on FV to be conveyed to CRB by Chairman Walsh.

Zekert brought up discussion of the Concorde Plan outlined by Mike Lewis in previous BoD minutes. Lewis is chairing a subcommittee of the planning committee defining the process and the communication plan to look at the future of club racing classes with a goal of getting all stakeholders involved and providing rules stability. The BoD expects to review the Concorde Plan in October.

Walsh solicited feedback from participants on the video conference capabilities. Overall, the feedback was positive and a tool to be utilized by the BoD and perhaps other program boards as a more economic meeting alternative.

Motion: Hanushek/Pulliam. Motion to Adjourn. PASSED Unanimous.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 23, 2014

The Solo Events Board met by conference call July 23rd. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, Todd Butler, and Dan Helman of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2016.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items for 2015

Per committee recommendation and with SEB concurrence, 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, via the form at www.soloeventsboard.com.

Street Modified

#9677 Trucks in SM/SSM Proposal

Add to 16.0.C.1 as follows:

*"*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 will 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

#12486 Rear Seat Panel Removal Proposal

Reword Section 17.2.E, first paragraph as follows:

"E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components*, battery boxes, ballast weights*, and for ~~driveshaft~~ *drivetrain* clearance. *For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced.* When modified *or replaced* the driver/passenger compartment must remain separated from any exhaust and ~~driveshaft~~ *drivetrain* components *by a metal panel.* ~~The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft components.~~

The PAC thanks the members for their input found in letters 14299, 14304, 14308, 14312, 14313, 14,316, 14324, 14340, 14346, 14351, 14352, 14353, and 14355.

#12419 E-Prepared/D-Prepared Reorganizing Proposal

In view of member comments to the published proposal, the PAC amends and recommends proposal #12419, Prepared Reorganization, as a set of rule changes for 2015, and a set of rule changes for 2016. The SEB and PAC believe that these changes will help improve the long term health of the Prepared Category.

Overbore Allowance, Effective 1/1/2015

- Change 17.10.H as follows:

"1. The block may be rebored no more than 0.0472" (1.2 mm) over standard*, unless otherwise specified in Appendix A."*

Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas, Effective 1/1/2015

- Delete section 17.4.G, and change Section 17.4.H to read:

"For classes DP, *EP*, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase."

- Change section D-Prepared Appendix A weight formula to read:

"Engines with displacement less than or equal to 1667cc:1.06 x displacement (cc)

Engines with displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

Engines with 3-valves per cylinder: 1.03 x listed displacement (cc)

Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)

Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

Solid Axle: -50lbs "

- Change section E-Prepared Appendix A weight formula to read:

"*Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc:1.06 x displacement (cc)*

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

Engines with 2-valves per cylinder: 1.00 x displacement (cc)

Vehicles competing under Level 2 (Limited Prep) allowances: 1.00 x displacement (cc)"

- Change section F-Prepared Appendix A weight formula to add:

"*Solid Drive Axle: -0.05 x displacement* "

Comment: The PAC & SEB believe these changes in the weight formulas will improve the competitive balance between small displacement and large displacement engines having different valve train configurations for eligible vehicles as well as provide some equalization between full prep and limited prep options in E-Prepared and solid drive axle vs. IRS rear suspension configurations.

Consolidation of G-Prepared, Effective 1/1/2015:

- Eliminate class GP and distribute its contents as follows:

1. Move RWD vehicles to D-Prepared using DP allowances and weight formula as above.

2. Move Level 1 preparation FWD vehicles to E-Prepared, using EP allowances and the weight formulas as above.

3. Move Level 2 preparation FWD vehicles to E-Prepared, keeping their existing spec lines except that maximum track, wheel restrictions, and minimum weights will be removed. Wheels, minimum weights, and track requirements will follow the full preparation EP rules as modified above.

4. For EP, replace Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP with the following:

"*Honda*
Civic, Civic Si, CRX, & CRX Si (1988-91)
1493cc 1.14/.098
Fuel Inj
Comp ratio to 11.0:1, valve lift to 0.390"
1590cc 29mm/25mm
Comp ratio to 11.0:1, valve lift to 0.390" "

Reorganization of E-Prepared, Effective 1/1/2016

- Move piston-engined rear-wheel drive E-Prepared vehicles to D-Prepared. These vehicles will use the DP weight formula as above.

- Move rotary-engined rear-wheel drive E-Prepared vehicles to F-Prepared, These cars will use the FP weight formula as above, with alternate engines and Appendix A listed displacements as below:

"*Alternate engines - (displacement):*

12A - (2292 cc)

13B, Renesis - (2616 cc)

Weight formulas (lbs):

Rotary Engines: 0.70 x listed displacement (cc)

Weight Adjustments (lbs):

Peripheral Port Rotary: +0.050 x displacement (cc)

Solid Axle: -0.05 x displacement "

Comment: The PAC & SEB feel that separating EP & DP by drive layout is an appropriate long-term vision for these classes, and that rotary-engined vehicles will benefit from the additional engine allowances that FP offers.

The PAC thanks the members for the feedback in letters 14209, 14291, 14292, 14295, 14305, 14314, 14317, 14325, 14327, 14356, 14365, 14430.

Member Advisories

General

The SEB will have one vacancy for 2015. Members interested in this position are invited to submit their qualifications in writing via www.soloeventsboard.com.

Street

#14134 Bump Stop Clarification

Regarding rule 13.5.D, the increased travel in the bump direction provided by compliant shorter bump stops is permitted.

#14477 Tire Eligibility Proposal

Per the SEB, the Kumho W710 has been determined to meet the requirements of 13.3.B for 2014 and is considered eligible for use at this time.

Note: see a related change proposal elsewhere herein.

Street Modified

#14014 Classing Clarification

The SMAC believes that the Boss 302 Laguna Seca is SM eligible as it is based on a 4-seat model. Conversely, 4-seat models based on 2-seat variants are specifically excluded from SM.

Street Touring

#13527 Brace Clarification

Per the STAC, there is no allowance for removal of factory installed underbody braces.

#13859 Toe Link Clarification

In regards to the 2008 Impreza WRX rear suspension the STAC considers the rear lower arm to be a control arm and the front lower arm to be a toe link.

#13895 Treadwear Rating Clarification

Per the SEB and STAC: As of 2015, 200+TW rating will be the minimum requirement for tires in Street Touring.

#14037 Catalytic Converter Clarification

In regards to the location of non-OE catalytic converters the STAC considers the inlet to be the location where the expansion chamber begins. Additionally, there are currently no restrictions as to where the catalyst medium may be

located within the assembly.

#14135 Alternate O2 sensors in ST

Regarding alternate O2 sensors in Street Touring, the alternate O2 sensor allowance that is" missing" from the 2014 rules was intentional. The original allowance was intended to allow heated O2 sensors to be used in place of non-heated. However many competitors used this allowance to replace their stock narrow band O2 sensors with wide band units. This was inconsistent with the restriction in 14.10.F which reads "Only OE sensors may be used for engine management". To clear things up and prevent future confusion the alternate O2 allowance was removed.

Change Proposals

Street

#14477 Tire Eligibility Proposal

Per the SEB: The following rule change proposal is in response to member input and is planned to be effective 1/1/2015:

Change 13.3.B.5 to read as follows:

"*5. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.*"

Note: this change reverts the rule regarding discontinued tires to its 2013 form, with minor wording cleanup.

In conjunction with the above, effective 1/1/2015 the Kumho W710 will be added to the exclusion lists for the SSR class (in Appendix A) and the SP category (in 15.3). This is due to the general lack of availability of this discontinued tire coupled with its superior performance over currently-available wet tires.

Street Modified

#13898 2-seater FWD in SM Proposal

Change 16.0.C Vehicle Eligibility:

"1. Street Modified (SM):

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based), *and all front-wheel-drive cars*."

Change Appendix A for Street Modified to read:

"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) *and all front-wheel-drive cars*."

Street Prepared

#12572 E9X M3 move to BSP

Remove the following listing from ASP and add to ESP:

BMW

M3 (2007-13)

Note: The proposal to move these cars to BSP was met with little response, and what we received was negative. The SPAC would like to hear from membership how they feel about ESP. The SPAC feels that this car would not be an overdog in ESP.

Modified

#14068 BM Aero Comments

The MAC has made changes to the previously-published proposal, which are intended to address concerns expressed by members in their feedback. Members who continue to believe their cars have issues under this proposal are requested to submit specific, detailed dimensional data for the MAC's consideration.

The specific changes from the prior version concern limitations on wing extent. The first change is to now only limit how far back the front wing can go, and not how far forward the rear one can extend. The second change is to include and slightly reword the GCR-based limit on how far back the rear wing can extend.

(Changes from 2014 shown in ***red***. Deleted text crossed out in ~~purple.~~)

"B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the ***current*** ~~2013~~ Club Racing GCR ***sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H*** ~~unless specifically classed elsewhere~~ with the following exceptions:

A. Spec tires are not required.

B. Minimum wheelbase of 80 in.

C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.

1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.

   Minimum weight with driver: 1020 lbs.

2. May use any 2v/cyl automobile-based production engines up to 1615 cc.

   Minimum Weight with driver: 1110 lbs.

3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2- stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.

   Minimum weight with driver: 1180 lbs.

4. May use any naturally-aspirated engine up to 3000 cc.

   Minimum weight with driver: 1285 lbs.

5. GCR table weight penalties and other restrictions on engine preparation are not applicable.

6. Minimum rim width: none.

7. Maximum allowed rim width: 15 inches

8. Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), or number of gears in any vehicle. CVT are allowed only with 2-stroke snowmobile engines.

9. Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.

10. All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to formula cars as well as sports racers with the following Solo changes to the list:

a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 64 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case add 50 lbs.

b. Direct injection …… Allowed only in automotive engines.

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of ***front and rear*** wings shall not exceed 8 square feet. ***Area calculation is of the airfoil element plan view and does not include side plates. Side plate size and element profile are unrestricted.***

2. Rear diffuser starting point permitted no further forward than 23" ahead of rear tire.

3. The current GCR ~~CSR/DSR 45% flat bottom rule and all~~ ~~other~~ ***P2 underbody*** aero specifications shall ~~also~~ apply to ***all Sports Racers*** ~~ASR~~ ***and*** production cars as recognized in DM/EM running in BM as sports racers.

4. ***Production cars*** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing ***FA*** GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer ***P2 GCR*** maximum height (45.25 inches per ***P2*** GCR *9.1.****8.C.1.D.2 Bodywork height***).

2. Front wing width may match but shall not exceed overall front width as measured at the tires. ***Front wing elements may not extend behind the front wheel centerline.***

3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed ***7 cm (2.756 inches)*** additional width per side and shall not deviate more than 10° from vertical***. The rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches)***. ***No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.***

4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F."

Items considered pertaining to this topic included this one and 14028, 14029, 14076, 14177.

Other Items Reviewed

Street Touring

#13018, 13024, 13043, 13050, 13053, 13136, 13141, 13158, 13234, 13235, 12578, 13579, 13580, 13582, 13583, 13584, 13586, 13588, 13597, 13611, 13641, 13644, 13656, 13659, 13673, 13674, 13677, 13796, 13797, 13819, 13899, 13128, 13380, 13589 STC with STS Comments

Thank you for your input.

#14110 Member Input: #12449 Oil Cooler Allowance Proposal

Thank you for your input. The oil cooler proposal was recommended to the BOD for approval (June Fastrack #12449).

Street Modified

#14219 CRX in SM Allowance Proposal

See Item #13898.

#14296, 14336 2 Seater FWD in SM Proposal

See Item #13898.

Not Recommended

Street

#14384 370Z Move to BS Proposal

The SEB will not be making classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals.

Street Touring

#14052 Air Intake Clarification

The STAC feels the rule is sufficient as written.

#14072 Porsche 924 and 924S Classing Proposal

The STAC feels that STR, with its additional tire allowance, is a better fit for these cars.

#14178 Porsche Boxster in ST Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#14337 AWD Turbo Cars move to SSM Proposal

Thank you for your input. Results across national events through the last 3 years have shown that RWD cars are extremely competitive in SM. As such, there are currently no plans to separate RWD and AWD within the SM category.

Prepared

#14391 Roll Bar Allowance Proposal

The PAC notes that the definition of an Open Car does not take into account the tires, other equipment, or preparation level of a vehicle under Section 17, Section 3.3, or Appendix C. The PAC thanks the member for the letter.

#14408 Limited Prep Classing Proposal

The PAC cannot speculate on the future of the SP and P categories. The proposed Limited Preparation vehicle classifications (see Item #12419) offer one path from Street Prepared to Prepared, via Limited Preparation and permit a competitor to develop a vehicle over a period of their choosing. Windshield frame removal and body sheet metal modification are optional within the scope of the Section 17 rules for Prepared, including the Limited Prep (Prep Level 2) vehicles. The PAC notes a la carte weight or points penalties for modifications promote rules complexity and instability. The committee does not believe the requested change is appropriate. The PAC thanks the member for the input.

Modified

#14139 Disagree 13146

Per the MAC, Solo Vee is based on Formula Vee, not FST. The Formula Vee rules specifically indicate that only stated modifications are permitted (GCR 9.1.1.C.1.B), and that no component of the engine may be substituted unless specifically authorized. There is no FV allowance for the use of H rods instead of the OE type. A rule change would be required to permit H rods, and the MAC does not believe this would be consistent with class philosophy.

#14195 Exocet Classing Proposal

Per the MAC, the Exocet does not meet the expectation that approved kit cars are (a) characterized by bodywork and equipment which are clearly designed for street use, and (b) do not have features which could upset the competitive balance in these classes. Vehicles such as this are eligible to run in AM provided they meet all applicable safety requirements.

#14401 Refueling During Competition Proposal

The MAC does not recommend prohibiting refueling between competition runs. This could prove an undue hardship for some competitors, especially for two-driver cars, and would not accommodate the possible need for additional fuel in the case of one or more reruns. Competitors are reminded that weights may be checked at any point during the competition, and that their responsibility is to ensure that their car complies with requirements during all runs.

Handled Elsewhere

Street

#14280 S2000 Move to CS Proposal

Please refer to the response to letter #14384.

#14286 Super Street Classing Proposal

Please refer to the response to letter #14384.

#14300 Focus ST Move to DS Proposal

Please refer to the response to letter #14384.

#14322 Corvette and Viper Classing Proposal

Please refer to the response to letter #14384.

Street Prepared

#12503 Reclassify BMW E9X M3 in Street Prepared

See letter 12572 for an alternative proposal.

Prepared

#12118 B-Spec Cars in GP Proposal

This topic was addressed as part of item #12419.

#14137 Balance Shaft Delete

This member's letter is addressed in the response to letter #14138. The PAC thanks the member for the input

#14142 Balance Shaft Removal Allowance Proposal

This topic is addressed in item #14138. The PAC thanks the member for the input.

#14291, 14292, 14295, 14305, 14314, 14317,14327, 14356, 14365 EP/GP/FP ReOrg Comments

Please see item #12419.

#14299, 14304, 14308, 14312, 14313, 14316, 14340, 14346, 14351, 14352, 14353, 14355 Rear Seat Panel Comments

The PAC thanks these members for their feedback to proposal #12486.

Modified

#14028, 14029, 14076, 14177 BM Aero Comments

See the revised proposal in item #14068.

Tech Bulletins

General

#14369, 14405 Loose Item Clarification

Add new subsection 3.3.3.B.2, and renumber subsequent sections accordingly, as follows:

"*2) Pedal operation must not be impeded. Driver's side floor mat must be removed.*"

Solo Trials

Vehicle Safety Equipment

Errors and Omissions: In Appendix D.X.3.a – Solo® Trials Rules, Vehicle Safety Equipment Requirements of the 2014 SCCA National Solo® Rules (page 256): remove the 3rd and 4th sentences, as follows:

"~~In addition, Street, Street Touring®, and Street Prepared category vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar.~~"

Comment: The diagonal (transverse) brace is a suggestion in Appendix C – Solo® Roll Bar Standards. In 2003, the wording in the Solo® Rules changed for Prepared and Modified category vehicles requiring an Appendix C roll bar, but also added the sentences above. This has inadvertently created a stricter roll bar standard for Solo Trials for vehicles competing in Street, Street Touring®, and Street Prepared categories than for vehicles in Street Modified, Prepared, and Modified categories.

Street

#14011 BMW M235i Clarification

The limited slip differential for the BMW M235i is currently a dealer installed option and thus it is not legal for

F-Street.

Street Touring

#14188 Compact Pickup Trucks Classing Proposal

Per the STAC, add the following new listings to Appendix A:

STX

Ford Ranger (4 & 6 cyl, N/A)

Chevrolet S10 (4 & 6 cyl, N/A)

GMC Sonoma (4 & 6 cyl, N/A)

Dodge Dakota (4 & 6 cyl, N/A)

Note: These vehicles may run in STX if they meet the height/track requirements of 3.1. They may need to be lowered and/or widened in order to accomplish this.

Prepared

#14138 Balance Shaft Removal Clarification

Per the PAC, balance shafts on piston engines may be deleted per the alternate block allowance in Section 17.10.H.1, which does not list balance shafts as a critical dimension for piston engines. To properly reflect this tech bulletin in the rule book the SEB has elected to add the following subsection as a clarification:

"*17.10.H.6 Balance shafts may be removed.*"

The PAC thanks the members for letters 14137, 14138, 14142 in regards to this inquiry.

#14324 Seat Panel Removal

Per the PAC, clarify Appendix A, X-Prepared, Section 7.C to read:

"c. The engine orientation ~~must not be changed~~ (i.e., transverse stays transverse, longitudinal stays longitudinal) *and the engine bay location must not be changed (i.e., front-engined stays front-engined, mid-engined stays mid-engined, and rear-engine stays rear-engined)*."

This change clarifies that a competitor may not relocate an engine bay within the chassis, and is believed prudent in view of the rule change contained in #12486, which has been recommended to the BOD.

Modified

#14407 Followup to 14186, regarding Porsche 550 replicar(s)

Modify 18.1.A.3 as follows to add a new classification:

"3. Other Models

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

Note: this will permit appropriate clones/replicas of the 550 (e.g. Beck) as long as the requirements of 18.1.A.2 are met.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 5, 2014

The Club Racing Board met by teleconference on August 5, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. Bruce Lindstrand attended as a guest from the BoD. The following decisions were made:

Member Advisory

FV

1. #14429 (SCCA Staff) FV Rear Suspension Panels

Competitors are encouraged to be aware of this rule change effective 1/1/2014. FV drivers should be sure to read the current FV rules as they pertain to body panels.

Rule 9.1.1.C.9.Q new for 2014 as currently listed in the GCR:

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.

2. #14580 (Club Racing Board) Retraction of FV Disc Brakes for 2015

Due to continued member input, the CRB has withdrawn the REC rule change (letter #13326) that would have allowed disc brakes in FV in 2015. Thank you all for your comments and input.

No Action Required

F5

1. #14422 (Douglas Hargrove) Aerodynamic Devices

Thank you for your letter. F5 rules limit the use of “ground effects” by requiring a flat bottom between the axles. All current generation F5 cars incorporate a rear diffuser; the shape and size are left open to the creativity of the competitor. The rule is adequate as written.

2. #14423 (Douglas Hargrove) Aerodynamic Devices

Thank you for your letter. Sports car noses are recommended because they help reduce wheel entanglement and are a safety feature of the class. The design and shape of the nose is open as long as it fits in the basic requirements listed in the current F5 rules. The rule is adequate as written.

GCR

1. #14247 (Eric Heinrich) Reorganizing NEDIV tracks?

Thank you for your comments. This is an internal Division issue. Please work with your Division’s leadership.

2. #14328 (Scott Bowman) Comment on 13565

Thank you for your comments.

3. #14392 (Jason Stine) Opposed to Concorde Agreement

Thank you for your comments.

T4

1. #14315 (Brian Husting) RX-8 and MX-5 Cup: Class Killers

Thank you for your letter. The CRB will continue to monitor performance in the class.

2. #14399 (David Mead) Mazda RX8 in T4

Thank you for your letter. The CRB will continue to monitor performance. Please keep letters constructive with relevant content.

3. #14400 (David Mead) MX5 Lack of Response

Thank you for your letter. The CRB will continue to monitor performance in the class. Please keep letters constructive with relevant content.

Not Recommended

AS

1. #14259 (Bill Baten) Reduce Weight of 1998-2002 Restricted Prep Camaro/Firebird

Thank you for your request. Based on recent on track performance, the CRB does not see the need for a competition adjustment for the 1998-2002 Restricted Preparation Camaro.

F5
1. #14419 (Chris Huskamp) Request 31mm Restrictor Instead of 30mm for 4-Stroke MC Engines
Thank you for your request. This was discussed in the July 2014 Fastrack and is not recommended at this time. The CRB will closely monitor performance.

The CRB thanks the following authors for their feedback letters on this topic: Jay Novack (#14374), Jim Murphy (#14395, #14403, #14404, and #14409), Clint McMahan (#14421), James Weida (#14439), and Fred Edwards (#14474).

GT1
1. #14257 (Hoover Chan) Noble M400/M12 Weight Reduction to 2500
Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the classification of cars within the class.

2. #14258 (Hoover Chan) Weight Reduction for Rossion Q1 GT1-ST to 2500lbs.
Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the classification of cars within the class.

GT2
1. #14266 (Michael Camus) Additional Widebody Approval for BMW E46
Thank you for your request. The GTCS is specific about allowed bodywork modifications. The CRB has not determined a need to change these specifications.

2. #14359 (Bryan Hunter) Request to Add a Turbocharger to Acura NSX
Thank you for your request. Turbochargers are not classified for GT2. Any cars currently with turbochargers came via the GT2/STO consolidation.

ITA
1. #14168 (Steven Elicati) 90-93 Mazda Protege
Thank you for your letter. The car is correct as classified.

FP
1. #14086 (Brent Louzon) Alternate Rocker Arms for BMW M10 Motor
Thank you for your request. At present there is insufficient evidence of an inherent flaw in this piece to warrant permitting an aftermarket part to be substituted.

SM
1. #13376 (Ralph Provitz) Rear Uprights
Thank you for your request. The CRB does not recommend this change.

2. #14425 (Tyler Kicera) Fog Light Covers
Thank you for your request. The rule is adequate as written.

STL
1. #13980 (Darin Treakle) Alternate Intake Manifold for Acura Integra GSR
Thank you for your request. The CRB does not recommend this change at this time.

2. #14370 (Bobby Beyer) Please Allow 2.0L I4 GDI TI-VCT ENGINE
Thank you for your request. The car is eligible for STL. The engine is not recommended for STL.

STU
1. #13879 (Duncan Burke) Why Not Alternate ABS Systems in STU?
Thank you for your request. The CRB does not recommend this change at this time.

The CRB thanks the following authors for their feedback letters on this topic: Jeff Wasilko (#14091), Ian Prout (#14102), and Elivan Goulart (#14105).

T2
1. #13706 (William Moore) 2014 Camaro SS 1LE T2
Thank you for your request. The CRB does not recommend this change as it is against class philosophy.

2. #14207 (William Moore) T2 Camaro Competition Adjustment
Thank you for your suggestions. The CRB does not recommend any changes at this time and will continue to monitor

performance.

T3
1. #14406 (Bobby Beyer) Rear Suspension Allowance for 99-04 Mustang GT
Thank you for your request. The CRB does not recommend this change as it is not consistent with class philosophy.

2. #14416 (Marc Feinstein) Competition Adjustment Audi S4 and S5
Thank you for your letter. The CRB will continue to monitor performance in the class.

T4
1. #14293 (Brian Husting) 2006 Chevy Cobalt SS - 50 Pound Weight Reduction
Thank you for your request. The car is classified correctly.

2. #14453 (Tim Wise) Allow MX-5 Cup Reliability Spec Parts on the MX-5 in T4
Thank you for your letter. The CRB will continue to monitor performance in the class.

Recommended Items for 2015
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

AS
1. #14264 (SCCA Staff) AS Window Clarification
Updated wording for letter #12478, to be effective 1/1/2015.

Change 9.1.6.D.7.e.2 and 3: 2. ~~OEM or factory equivalent rear/deck glass is required~~ *Side windows (not including the front door windows) and rear/deck glass must be OEM/equivalent or clear polycarbonate type plastic material having a minimum thickness of 3 mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.*

3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed *or replaced with polycarbonate type plastic material as noted in 9.1.6.D.7.e.2, or NACA-ducts per 9.1.6.D.8.a.12*) must be OEM or factory equivalent.

FA
1. #14261 (Mirl Swan) Swift 016 Shocks
Thank you for your letter. The CRB recommends the following for all Formula and Sports Racer classes unless otherwise listed in a class-specific rule set. Add to 9.1.1: *In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, any fluid dampers are allowed with the following restrictions:*

1. Maximum of 4 dampers/shock absorbers per vehicle.

2. Dampers must be independent from each other with no interconnectivity.

3. Dampers must be manually adjustable only.

4. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.

5. Electro/Magnetic shock fluid is prohibited.

GCR
1. #14272 (Richard Patullo) Seat Belt Expiration
Change 9.3.19.G.1.: 1. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the ~~2nd~~ *5th* year after the date of manufacture as indicated by the label. If for example the manufacture date is *2014* the ~~second~~ *fifth* year after the date of manufacture is *2019*.

T2-T4
1. #13534 (Touring Committee) Air jacks
In section 9.1.9.2.D.8.a, add new section 6.: *6. Air jacks are permitted, but no air source may be carried on board. Installation of such may not reinforce the chassis, or add another attachment point to the roll cage structure.*

T4

1. #13067 (Dean Bailey) Spec Line Issues for the T4 Firebird/Camaro
In section 9.1.9.2.D.1.h.1, change the language as follows:

All cars classified in Touring ~~(unless specified on spec line)~~ may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. The post catalytic converter oxygen sensor maybe 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)~~ *factory downpipe/header/exhaust manifold, or allowed header on spec line*, provided:

The CRB thanks these authors for their feedback letters on this topic: Tom Hart (#13387), Tim Wise (#13441), Dave Kutney (#13444), Stan Czacki (#13501), Tim Myers (#14525).

Note: If the Board of Directors approves this Recommendation at their next Board meeting, T4 specification lines that include comments about catalytic converters will be updated at the time the GCR is updated for 2015, to reflect this rule change.

Taken Care Of

P1

1. #14181 (Chris Farrell) Busa vs. 1000 cc
Thank you for your letter. Please see the response to letter #13630, July 2014 Fastrack.

T3

1. #14012 (David Muramoto) Lightweight Battery Feedback
Thank you for your feedback. Please see the response to letter #13706.

T4

1. #13480 (BRIAN PRICE) Mazda RX8 Coil Springs
Thank you for your letter. Mazda is fulfilling orders for springs. No change is necessary at this time.

2. #13709 (David Mead) Allow Alternate Springs on RX8
Thank you for your request. Please see the response to letter #13480.

3. #14341 (Jared Lendrum) Scion FRS Weight
Thank you for your request. Please see the response to letter #14330, Technical Bulletin.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2014
NUMBER: TB 14-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 9/1/2014 unless otherwise noted.

American Sedan
AS
1. #14504 (American Sedan Committee) Driver Comfort
In section 9.1.6.D.8.a, add new section 12 as follows:
"*Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. NACA-ducts may be mounted in the side windows or quarter windows.*"

B-Spec
None.

Formula/Sports Racing
None.

GCR
1. #14321 (Terry Ozment) Insurance E&O
In Appendix B, remove section 2.4 in it entirety.

2. #14363 (Butch Kummer) Modify Sound Control Language
In section 5.7.2, change the language as follows:
"Sound Control may be in effect for all events, as approved by the Division Executive Steward. *If Sound Control is in effect at an event,* all cars will be monitored and readings will be posted for competitors' information. A driver registering a single sound level reading over the maximum for the event shall not be black flagged. If a driver is black flagged due to sound, the car shall not re-enter the course until corrective steps are taken."

3. #14381 (jim wheeler) Annual inspection
In Section 9.3.20.A, change the language as follows:
"At *or before* the first event of the calendar year, all driver's safety equipment will be inspected by a licensed Scrutineer."

Grand Touring

GT1
1. #14227 (Brad Fincham) Vehicle Technical Entry
In GT1-ST, Classify the McLaren GT Sprint as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
McLaren GT Sprint	*3799*	*2080*		*Competitor must have a copy of the factory build spec in their possession.*

GTL
1. #14260 (Jonathan Spiegel) FWD IRS for GTL
In GTL, Honda CRX, add the notes as follows:
"*May utilize IRS w/ 2.5% weight penalty*"

Improved Touring
None.

Production

1. #14283 (Brian Linn) allowable transmission gears

In Production, Trans Speeds Column, change the language as follows:
Trans. Speeds *(max)*

EP
1. #13368 (aaron hall) Classify the Caterham 7s with the Sigma 1.6L
In EP, classify the Caterham Seven 280 as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke 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.)
Caterham Seven 280	*2*	*1445*	*4 Cyl. DOHC*	*3.1"x3.2"*	*97.4 c.i.*	*Alum.*	*Alum.*	*(I) 1.18" (E) .95"*	*Fuel injection*	*87.6"*	*56.7"/57.1"*

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Caterham Seven 280	*13"x7"*	*5*	*(F) 9.65"x.39" solid (R) 9.05"x.39" solid*		*Level 2 suspension preparation. Engine- Ford Sigma- is limited to IT preparation except modifications permitted in section 9.1.5.E.2.e. and f. Comp ratio is limited to 11.0:1. Valve lift is limited to .390. Stock transmission with helical gears req'd. Gear ratios: 3.65,1.97,1.37,1.00 and .82. The roll cage must have a full width, high front and rear hoops that attach using the OEM cage mounting points. The side intrusion bars shall remain outside the passenger compartment.*

2. #14236 (David Karably) Weight for BMW E36 328IS
In EP, BMW 328i/is E36 (96-99) change the weight as follows:
~~2725~~ *2675*
~~*2793~~ **2742*
~~**2861~~ ***2809*
In EP, BMW 325i/is E36 (92-95), change the weight as follows:
~~2525~~ *2500*
~~*2588~~ **2563*
~~**2651~~ ***2625*

3. #14237 (David Karably) Wheel Size for BMW 328IS
In EP, BMW 328i E36 (96-99), add the wheel size as follows:
17 x 8.5

HP
1. #14176 (Kyle Keenan) Seeking HP Classification of the 2012+ Kia Rio 5.
In HP, classify the Kia Rio 5 as follows:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Sroke 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.)
Kia Rio 5 (2012-2014)	*2*	*2350 * 2409 ** 2468*	*4 Cyl. DOHC*	*3.03"x3.36"*	*97.1 c.i.*	*Iron*	*Alum*	*(I) 1.24" (E) 1.02"*	*Fuel injection Throttle Bore 2.36"*	*101.2"*	*64.2"/64.3"*

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Kia Rio 5 (2012-2014)	*15x7*	*5*	*(F) 11.2"x.87" vented (R) 9.8"x.39" solid*		*Comp. Ratio limited to 11.0:1, Valve lift limited to .390"*

Spec Miata
None.

Super Touring

STL
1. #14358 (Club Racing Board) MX5 and SM5
In STL, classify the Mazda Spec MX-5 and MX-5 Cup cars as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda Spec MX-5	*2000*	*2600*	*Must Comply with 2014 SCCA Spec MX-5 Regulations*
Mazda MX-5 Cup	*2000*	*2600*	*Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request.*

STU
1. #13683 (david mead) Allow STU BRZ/FR-S use of Jackson racing supercharger kit
In STU, classify the Subaru BRZ and Scion FRS as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Subaru BRZ/ Scion FRS	*2000*	*2970*	*Jackson Racing S/C Kit, part # 000-07-300 Permitted.*

2. #14265 (Tim Wise) PWC VTS MX5
In STU, classify the World Challenge Spec, Mazda MX5 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
SCCA World Challenge Spec Mazda MX5 (2005-)	*2489*	*2500*	*Must meet SCCA World Challenge VTS dated 1/15/2013. Must meet STCS Ride Height. Tires must conform to GCR 9.3.45.*

Touring

T4
1. #14330 (John Bauer) Adjust the FRS weight to be consistent with the BRZ
In T4, Scion FRS, change the weight as follows:
~~3075~~ *2995*

TIME TRIALS ADMINISTRATION COUNCIL

TTAC Minutes 08/13/2014

- *Participants:*

Brian McCarthy, Chuck Deprow, Craig Farr, Dave Deborde, Deanna Flannigan, Heyward Wagner, Kent Carter, Matthew Yip, Roy Mallory, Terry Hanushek

- *Reports:*

BoD Report

- *Ongoing Business:*

Letter log review
- Most current letter from May 2014
  - Review all and close as necessary

Time Trials Safety Council
- Provide direction from TTAC

Multi-Year Time Trials License
- Starting 2015

- *New Business:*

Convention presentation topics
- Venue or Driver training

Convention training requests
- Track Inspection

Instructor Training Program
- St Louis Region curriculum program
  - Master document
- Texas and California
  - No formal classroom instruction
- Washington DC
  - Annual classroom/on-track instruction

Involvement with Experimental program – Heyward Wagner
- SCCA currently formatted to reward National Champions
- Create more broad-based appeal away from hard-core competition events
- Focus on PDX and Time Trials events
  - Draw first-time participants & repurposed race cars
  - Develop Nationally Branded programs
- Attempting to create a national program – Track Night USA
  - Allow for drivers interested in experience and competition
  - Approx. 15 tracks around the country with events from 4p-8p Tue, Wed, Thu over several months
  - Identify staffing
  - Regional or race track supported
  - Heavily marketed nationwide
- New SCCA website
  - In development thru the 2014 off-season
  - Login based on membership number
    - Subscriptions and news based on member-provided interest regarding programs and news streams
  - Combine informational and social website within SCCA

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | August 6, 2014

The RallyCross Board (RXB) met via conference call on August 6. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley reported that the Safety Committee has received no incident reports in the past month.

- RallyCross Rules Committee (Keith Lightfoot): The 2015 RallyCross Rules change proposals have been posted at the RallyCross forums for member comment. Comments will be accepted through September 15.

- National Championship Committee (Warren Elliott): Course designers have been selected for the 2014 RallyCross National Championship. Jon Simmons and Kris Martinsen will design the Saturday morning course, Charles Wright will design the Saturday afternoon course, and Brianne Corn will design the Sunday course. Course designers will be asked to design the courses with course degradation adjustments in mind and to be available for any possible adjustments unless they are competing at the time.

  Elliott reported that Team O'Neil Rally School would provide an award of a two-day rally school to the 2014 RallyCross National Championship competitor chosen as the most likely to win a future National Championship with proper driving instruction.

  The RXB discussed the technical inspectors' role in class compliance at the National Championship event. It was agreed that, as specified in the 2014 RallyCross Rules, the technical inspectors' role is to inspect a vehicle for safety per Section 6.3 of the RallyCross Rules and class compliance is the competitors' responsibility. Technical inspectors will advise competitors when class compliance issues are noted. Lightfoot will provide wording of these divisions of responsibility to be included in the Schedule section of the Supplemental Regulations for the event.

- Marketing Committee (Ron Foley): Foley reported on developments for the 2015 MSX Expo. It will be expanding and be more inclusive over what was offered for 2014. Plans are to have more RallyCross and RallySprint exposure in the displays and discussions. Howard Duncan reported that objectives are to have better integration of the Convention and the Expo, both administratively and in scheduling, and to reduce costs by dialing back the length of the Convention and redirecting some elements to Divisional Conventions. Awards will also be streamlined with only the major program awards being presented at the Saturday night banquet, i.e. the Dirty Cup for RallyCross. Other RallyCross awards will be presented in the Town Hall and other sessions.

  Foley reported plans to do a "Who Will Win" article in *SportCar* this year, which the deadline for the October issue is only two weeks away. Lightfoot and Elliott will put together a draft and use Jon Olschewski to coordinate the article with *SportsCar*.

- RallySprints Committee (Keith Lightfoot): Lightfoot reported good progress towards holding two RallySprint pilot events in 2014. There are only a couple of small issues to resolve to complete the rules. Sites in the Northwest and Northeast are prepared to hold the pilot events. Howard Duncan requested site plans, aerial shots, and/or video from the proposed sites to give the insurance company as much information as possible.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a short and lightly attended Divisional RallyCross Stewards meeting. Discussion topics included the upcoming Great Lakes National Challenge event, the passenger rule that can possibly affect competitors with learner's permits, and the tire debead poll on the RallyCross forums.

Old Business

- East / West Championship events (Blakely): Blakely asked if the National office still plans to support a couple of the National Challenge events. This was previously referred to as "Super Challenge" events where the National office would provide full support in the form of the SCCA trailer and staff. Duncan emphasized the need to have a well-attended event to support the extra expense. Any such plans for 2015 would need to be included in the budgeting process over the next couple of months.

- CrossKarts: No new information has been received by RXB, so this item will be tabled until a later meeting.

- Mid-year review (Hyatt): Hyatt requested an email from each RXB member last month summarizing the current state of RallyCross: how we are doing, what we are doing well, where we need to be before the end of the year, and plans for 2015. From those responses the consensus is that the RXB is functioning well within the prescribed roles and duties. Areas for improvement include better communication to the membership, finding replacements for RXB members and Divisional RallyCross Stewards, and a better Divisional event format in the number and type of events, which could include a East / West Championship. The RXB discussed how the board is currently operating and plans to use the next meeting as a strategic planning session.

New Business

- 2015 RallyCross National Championship date (Hyatt): For 2015 the traditional date of the first weekend in October for the RallyCross National Championship is in conflict with the SCCA Runoffs. The RXB discussed possible date options and will continue to check schedules to find a suitable date.

- Restricted driver's licenses at National RallyCross events: The RXB received a request from a member to allow a non-competitor passenger at the RallyCross National Championship for a competitor with a learner's permit that requires an adult supervisory passenger. The RXB discussed the issue and agreed that to allow it would require a change to the 2014 Supplemental Regulations and the 2014 RallyCross Rules, which should stay unchanged for the year. A proposal will be made to change the 2015 RallyCross Rules and the 2015 Supplemental Regulations to allow for a non-competitor passengers for competitors with learner's permits, as required, at National Challenge and National Championship events.

Next meeting: September 11, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America
***RoadRally* Board Minutes**
August 5, 2014

The RoadRally Board met by conference call on August 5, 2014; meeting called to order by Rich Bireta at 7:30 pm CST.
In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, Len Picton, Deena Rowland from the National Office, BOD Liaison Tere Pulliam and BOD member Dick Patillo. Sasha Lanz joined us late.
The July minutes were approved (Clarence/Chuck/pass).

Front Burner Items:

1 June RRB Meeting action items
   a. Toolbox reorganization on web site (Deena) OPEN
   Deena put hyperlinks in and they are working; Len will double check, to make sure they are as intended
2 RReNews
   a. Next issue will be July August combination.
3 2014 Coker Tire Run (Jeanne)
   a. Status Report – so far only 4 entries from SCCA; for hotel reservations, call the Staybridge Suites directly and mention Coker Tire Challenge (their website says no rooms available); car numbers for SCCA cars will likely start with 100 and will be the same all three days but there will be a different order of start each day; SCCA cars will run as a group, alternating front of pack/back of pack; Jeanne will contact Janice Strawbridge, Chairman, to arrange for the Official Observer and Claims Committee. Jeanne will send an update to Cheryl for publication in the upcoming RReNews.
4 Rules for Organizers Update
   a. Action: review/approve draft since last meeting. Release for comment?
   It was decided that the RFOs did not need to be sent out for comment, since they are rules and guidelines for organizers. Motion: approve the August draft of the RFOs. Rich/Jeanne/pass
5 2013 Championship Season Status
   a. Action: Approve 2013 results.
   Thank you to Chuck and members of the points-keeping committee (Jay Nemeth-Johannes, Bob Demeritt, Gary Patrick, and Clyde Heckler), the rally community appreciates the effort. Motion: approve the 2013 results. Chuck/Jeanne/pass. Chuck will make final PDF files and send to Deena and Bruce Gezon to procure awards and certificates, and to Cheryl for publication in the RReNews.
   b. LOL Weekend Members who qualified for a year-end award – do not want to join SCCA; saying that it is too expensive for what they get out of it; Howard Duncan said that he has forwarded the comment about costing too much to the BOD.
   c. 2014 Points standings release –
   Results are up to date and ready to post, and to send to Cheryl also. Clarence commented that the SCCA website currently has old 2013 standings (from June); Deena will post the 2014 standings when she gets them.
   d. Should the points-keeper enter points for weekend members?
   Jay suggested not listing WM info unless they subsequently join, that it is a lot of work; Chuck and Sasha think it is worth the effort; Rich, Jeanne, Len, and Clarence think it is not. Motion: The RRB directs the points-keeping committee to feel free to omit data from weekend members, unless they join later. Rich/Len/pass (4-2)
   e. Chuck made a motion to reinsert into RRRs Article 8.B.4 the phrase 'up to 10 events' for 2014 and forward (how many events count toward the Championship); it was left out between 2008 and 2009, then was passed to reinsert, but did not get into the RRRs. Bruce did the points as if it was there through 2012 and Chuck has also done the same; Chuck will check Jay's intent for 2014. Jeanne is looking at old minutes to verify if it can be corrected under errors and omissions. The consensus was to not change anything tonight.
6 2014 Championship Season
   a. Is the next Planning Calendar ready to be published? Jeanne says it will be ready in a day or two.
   b. Letter received regarding Indy events.
   A competitor submitted a letter about the Sunday Indy event, stating that there were too many mistakes, that the roads were very rough, one car broke, and another quit after 11 legs. Rich asked another competitor for his view and that competitor said that the car that broke had clutch failure (likely not related to the rally), that the car that quit did so because they got lost and were running very late, but did go to the finish; he agreed that there were too many mistakes on Sunday. Chuck said that 5 of 18 legs were discarded and that the rough roads were due to the severe winter weather. Len asked how many of these problems were because of the rally being a combined event; Chuck replied that overall he did not think so although two legs were specifically due to errors introduced during the pre-check while attempting to make the Tour clean. Do we

need to take any action regarding combined events? No; Chuck said that depending upon what happens for 2015, he may not be doing combined events in the future, i.e. if the tour and course series are combined into a single championship, he will not do combined events. Rich will respond to the contestant who submitted the letter.

7 Town Hall Proposal

a. We will use anytime meeting, at anytime.com.

b. Change date to next Wednesday for first session.

The first Town Hall will be Wednesday, August 13, at 7:00 pm CDT (changed from Tuesday, Aug 12); the second Town Hall will be Thursday, August 28. Rich will notify RRB members of the number to call in.

c. Preregistrations are low; send an email to Rich rbireta@us.ibm.com if you wish to attend.

8. Significant changes to Road Rally Championship (Chuck)

a. Comments were due at end of May.

Final vote will be in September after the Town Hall meetings.

9. New business, open forum.

a. Sports Car Calendar info for Yucatan was incorrect. (Deena?) It has been partially corrected.

b. Where do we go from here?

1 Regional Rulebook (Jeanne) – still working on it

c. 2015 RRRs – Definition and restrictions on Social Rallies have been dropped from the audit form, should this be included in the RRRs? No decision.

d. Newest *SportsCar* has a nice article about the Covered Bridge Rally, and a Checkered Flag listing for Dave Teter.

Actions the RRB can take to help grow Regional programs:

1. Are there any actions that we can take to incentivize competitors to step up to be rally masters; i.e. worker incentive programs?
   a. Jeanne mentioned that they give workers a free entry, and rallymasters get $30 for gas. Jeanne also mentioned that if members do a certain amount of work over the year, then their local club pays their National dues for the next year.
   b. Clarence mentioned that he got one new organizer who wanted to get events on the other side of the city. Jeanne asked who is doing the check out of the events.
   c. Chuck and Jeanne both mentioned that they encourage new rallymasters by asking them to use some of the roads that they like to drive.
   d. Dick Patillo mentioned that the worker incentive program in Club Racing is paid for by a $2 surcharge on each race entry and that if the RRB wanted to propose an incentive program funded by a surcharge on entries, that it would likely be received favorably by the BOD.
   e. Clarence mentioned that there is a guy in Utah who wants to do a rally yet this year. He is on Facebook. Jeanne will check into this.
   f. Clarence is working with an organization named Chippewa Valley Sports Car Club to put on an event on Aug. 16.
   g. Clarence said that we need to be pro-active, go out to other areas where there is interest, e.g. Eau Claire has a 'cars and coffee' monthly gathering; what about Omaha or Des Moines.
   h. Len asked if we can get Region of Record added to the list of Rally interested.
   i. Sasha said that MSR asked for somebody to help with a TSD rally in SW Colorado.

What is your "one RRB-task" this month?
Jeanne - minutes, regional handbook, USRRC/Coker
Len – send invite to RMs to attend the Town Hall
Clarence – help Jeanne with regional handbook
Chuck - keep working on points
Sasha – work on SW Colorado
Rich – send info to Len about Town Hall

Meeting adjourned 9:30 CDT

Next meeting September 2, 2014, 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 website at the following links:

CLUB RACING

SCCA National Championship Runoffs Event page: http://www.scca.com/runoffs
Accredited Driver Licensing Schools: http://www.scca.com/clubracing/content.cfm?cid=50864
Forms: http://www.scca.com/downloads/#club
Technical Forms: http://www.scca.com/clubracing/content.cfm?cid=44472
General Competition Rules (GCR): http://www.scca.com/clubracing/content.cfm?cid=44472

SOLO

Tire Rack SCCA Solo National Championships: http://www.scca.com/solonationals
Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/news/index.cfm?cid=51448

EVENT CALENDAR: http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED October 2014

SOLO EVENTS BOARD

CONTENTS

BOARD OF DIRECTORS	**None**
SOLO	**1**
SEB Minutes	1
CLUB RACING	**9**
CRB Minutes	9
Technical Bulletin	14
Court of Appeals	17
Time Trials Admin. Council	19
RALLY	**20**
RallyCross	20
Road Rally	21
LINKS	**24**

SOLO EVENTS BOARD | September 10, 2014

The Solo Events Board met by conference call September 10th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, and Steve Harris of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2016.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items for 2015

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at www.soloeventsboard.com.

General

#12046 Cone Clarification

Change 7.9.1 as follows:

"A clearly visible line around the base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible, ~~*and this inner edge will be the penalty limit.*~~ If the pylon is upset or totally displaced outside the *line*, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed."

#14007 Sound Policy Proposal

Change the third paragraph of Appendix I to read as follows:

"If a *driver in a* vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the *driver in the* vehicle exceeds 100 dBA again on *any subsequent run*, *that run will be scored a DNF*."

Street Touring

#12063 Live Axle rear lower control arms

Replace 14.8.G.5 with the following:

"*The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated*."

Street Prepared

#12063 Live Axle rear lower control arms

Replace 15.8.I.5 with the following:

"*The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.*"

Prepared

#12419 E-Prepared/D-Prepared/G-Prepared Reorganizing Proposal (corrections)

The following corrected final version of the associated proposal contains fixes to errors which were inadvertently introduced in the prior published version during formatting. The corrected areas are shown in blue.

The SEB and PAC believe these changes will help improve the long term health of the Prepared Category.

The SEB and PAC do not anticipate re-evaluating EP participation until the 2018 season, in order to provide time for new EP competitors to join the class

The final version of these changes is as follows:

Overbore Allowance, Effective 1/1/2015

- Change 17.10.H as follows:

"1. The block may be rebored no more than 0.0472" (1.2 mm) over standard*, unless otherwise specified in Appendix A.*"

Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas, Effective 1/1/2015

- Delete section 17.4.G, and change Section 17.4.H to read:

"For classes DP, *EP*, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase."

- Change section D-Prepared Appendix A weight formula to read:

"Engines with *3 or 4 valves per cylinder and* displacement less than or equal to 1667cc:1.06 x displacement (cc)

Engines with *3 or 4 valves per cylinder and* displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)

Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

Solid Axle: -50lbs "

- Change section E-Prepared Appendix A weight formula to read:

"*Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc:1.06 x displacement (cc)*

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

Engines with 2-valves per cylinder: 1.00 x displacement (cc)

Vehicles competing under Level 2 (Limited Prep) allowances: 1.00 x displacement (cc)"

- Change section F-Prepared Appendix A weight formula to add:

"*Solid Drive Axle: -0.05 x displacement* "

Comment: The PAC & SEB believe these changes in the weight formulas will improve the competitive balance between small displacement and large displacement engines having different valve train configurations for eligible vehicles as well as provide some equalization between full prep and limited prep options in E-Prepared and solid drive axle vs. IRS rear suspension configurations.

Consolidation of G-Prepared, Effective 1/1/2015:

- Eliminate class GP and distribute its contents as follows:

1. Move RWD vehicles to D-Prepared using DP allowances and weight formula as above.

2. Move Level 1 preparation FWD vehicles to E-Prepared, using EP allowances and the weight formulas as above.

3. Move Level 2 preparation FWD vehicles to E-Prepared, keeping their existing spec lines except that maximum track, wheel restrictions, and minimum weights will be removed. Wheels, minimum weights, and track requirements will follow the full preparation EP rules as modified above.

4. For EP, replace Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP with the following:

"*Honda*

Civic, Civic Si, CRX, & CRX Si (1988-91)

1493cc	*1.14/.098*
	Fuel Inj
	Comp ratio to 11.0:1, valve lift to 0.390"
1590cc	*29mm/25mm*
	Comp ratio to 11.0:1, valve lift to 0.390" "

Reorganization of E-Prepared, Effective 1/1/2015

- Move piston-engined rear-wheel drive E-Prepared vehicles to D-Prepared. These vehicles will use the DP weight formula as above.

- Move rotary-engined rear-wheel drive E-Prepared vehicles to F-Prepared, These cars will use the FP weight formula as above, with alternate engines and Appendix A listed displacements as below:

"*Alternate engines - (displacement):*

12A - (2292 cc)

13B, Renesis - (2616 cc)"

Comment: The PAC & SEB feel that separating EP & DP by drive layout is an appropriate long-term vision for these classes, and that rotary-engined vehicles will benefit from the additional engine allowances that FP offers.

Modified

#12389 Solo Vee Allowance Proposal

Modify C.6.a under Modified Class C in Appendix A, to read as follows:

"a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts. *Bolt pattern may be changed*."

#11737 ABS and Traction Control in DM/EM

Effective 1/1/2015, change the first paragraph of Section 18 to read as follows:

"Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B, C, and F (BM, CM, and FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), *except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used.* Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable GCR section(s)."

Member Advisories

General

The SEB will have a vacancy at the end of this year. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Awards

The SEB is seeking nominations for Driver of the Year and Rookie of the Year. Descriptions of these awards, and lists of past winners, can be found in Appendix V of the Solo Rules. Nominations should be sent to www.soloeventsboard.com

Street

#14519 Sway Bar Clarification

Per the SAC, the allowance in 13.7.A to add a sway bar (anti-roll bar) does not require that an existing OE sway bar be removed. It is legal to add a sway bar in addition to the OE part.

Street Touring

The SEB is anticipating vacancies on the STAC. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Street Modified

The SEB is anticipating vacancies on the SMAC. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com

Change Proposals

Street Touring

#14332 94-01 Acura Integra in STX Proposal

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

Change Appendix A classification from STC to STX: 1994-2001 Acura Integra (Non-Type R)

Street Prepared

#13934 Jensen-Healey Move to FSP Proposal

The SPAC requests member feedback on the following changes to Appendix A:

Remove the following line from CSP:

Jensen-Healey

Add the following line to FSP:

Jensen-Healey

Modified

#13862 Proposed B Modified Changes

The MAC is modifying its recommended implementation date for the pending B Modified rules change proposal to *1/1/2016*, in order to have time to review and evaluate the implications of recent competitor input including that received at the Solo Nationals. It is anticipated that an updated version of the proposal will be published in the coming months, and that it will be recommended to the SEB for referral to the BOD for 2016 once it has been finalized.

Additional issues which are in work:

- possible prohibition of CVT's

- wing constraints for Formula cars

- underbody aero constraints

#14819 B Mod Request for Input re: Direct Injection

In light of the changes to 2-stroke motors as a result of fuel injection in general and direct injection in particular, the MAC and SEB would like the opinion of members on possible revisions to the BM rules to maintain future equity between 2-stroke and 4-stroke engine options, or to exclude 2-stroke engine options from the class.

Other Items Reviewed

General

#13569 Section 12 Definition Comments

Thank you for your input.

#14192, 14489 CAM Comments

Thank you for your input.

#14245 Sound Policy Change Proposal Comments

Thank you for your input. Item #14007 has been revised and is being recommended to the BOD.

#14362 High Pressure Cylinder Clarification

Section 1.3.2.M of the Solo rules requires a guard which protects the gauge and regulator assembly in addition to the valve.

Street

#14480 Morgan Roadster 3.0 V6 Classing Proposal

Please see the response to letter #14550.

#14549 Cayman S Move to AS Proposal

Please see the response to letter #14550.

#14550 Mini Cooper S Classing Proposal

Thank you for your input. The SAC and SEB will be publishing a final set of 12-month reclassifications for certain models in next month's Fastrack.

#14564 Discontinued Tire Allowance Proposal

The discontinued tire allowance was previously addressed in the September Fastrack.

#14610 Cayman/Boxster Classing Proposal

Please see the response to letter #14550.

Street Touring

#14167, 14255, 14437, 14532, 14540 STC move to STS Comments

Thank you for your input. Please see item #12465 in the August Fastrack.

Not Recommended

General

#14576 Umbrella Usage During Course Walks Proposal

The SEB does not view this change as necessary.

Street

#14436 Wheel Allowance Proposal

Option package conversions must be complete (see 13.0); partial conversions are not allowed. The SAC does not believe a change in this rule is necessary.

#14522 Wheel Width Proposal

The SAC and SEB do not wish to modify the wheel width allowance at this time.

#14548 Wheel Width Proposal

Per the SAC, allowing competitors to increase wheel width would cause that modification to become a "must have" for all competitors. This is not in line with the current philosophy of the category.

Street Touring

#13996 STX Wheel Width Allowance Proposal

The STAC feels that additional wheel width allowances for AWD cars in STX are not needed at this time.

#14262 ST Radiator Allowance Proposal

The STAC feels additional radiator allowances are not in line with current category philosophy.

#14307 370Z Allowance Proposal

The STAC feels that the additional aero features on the Nismo version of the 370Z are significant enough to warrant exclusion at this time.

#14320 ECU Proposal

The STAC is not in favor of any ECU rule changes at this time.

#14345 ECU Comments

The STAC is not in favor of any ECU rule changes at this time.

#14431 SST Class Proposal

Thank you for your input. The SEB and STAC are not in favor of adding a class.

#14574 Engine Cover Allowance Proposal

The STAC is not in favor of metal engine cover removal.

Street Prepared

#14057 Nissan 1984-1989 300ZX Classing Proposal

The SPAC does not feel that there is a more appropriate place for this car to be classed, and does not recommend a change.

#14297 Metal Bushing Allowance Proposal

The SPAC feels that the current bushing allowances are sufficient.

#14323 Sunroof Removal Proposal

The SPAC feels that this change does not fit the class philosophy.

#14348 Alternate Material Clarification

The SPAC feels that this proposal falls well outside the Street Prepared category philosophy.

#14500 Parking Brake Allowance Proposal

The SPAC feels that this proposal does not fit within the category philosophy.

#14539 Move pre-2011 V6 mustang from ESP to FSP

Per the SPAC, moving the S197 V6 Mustangs has the potential to impact update/backdate options for current ESP competitors, and the SPAC feels that FSP is not a significantly better classification for them.

Prepared

#14276 G Prepared Allowance Proposal

Thank you for your input. Please see item #12419.

#14354 Inner Roof Panel Removal Proposal

The PAC believes that 17.1.B provides a competitor adequate means (spedifically, notching) for installing a roll cage close to the outer roof skin. The PAC thanks the member for their letter.

Handled Elsewhere

Street Touring

#14306 Live Axle comments

Thank you for your input. Please see item #12063.

#14302, 14309, 14372, 14527 Live axle Comments

Thank you for your input. Please see item #12063.

#14366 Nismo 370Z Classing Proposal

Please see item #14307.

Street Prepared

#13137 BMW E9X M3 Move to BSP Proposal

This subject was covered by proposal #12572 as published in the September Fastrack.

Tech Bulletins

Street

#14438 Battery Box Clarification

Add to Appendix F under STREET CATEGORY CLARIFICATIONS: "*The plastic Lotus Elise battery cover may be considered to be a "loose item" in reference to rule 3.3.3.B.1 and may be removed during competition*."

Street Prepared

#13610 Audi A4 Classing Proposal

Per the SPAC, add new listing to Appendix A as follows:

ASP

Audi

A4 (2008-14)

#14002 2014 Camaro Z28 Classing Proposal

Per the SPAC, update the line in the Appendix A, class ESP, which currently reads:

Camaro (2010-13)

to read

Camaro (2010-*2014*) *(non-ZL1)*

#14118 2014 Mazda 2 and F Street Prepared classification

Per the SPAC, add new listing to Appendix A as follows:

FSP

Mazda

Mazda2

#14368 Colt, Mirage, Summit Classing Proposal

Errors and Omissions: Per the SPAC, remove the following redundant listings from ESP (the cars are correctly classed in FSP):

Dodge, Mitsubishi, & Eagle

Colt & Mirage (1984-88)

Colt, Mirage, & Summit (1989-92)

Colt, Mirage, & Summit (1993-96)

Mirage (1997-2002)

#14508 911 Classing Clarification

Per the SPAC, change the following line in Appendix A, SSP, as follows:

From:

Porsche

911 Turbo (AWD) (2001-13)

To:

Porsche

911 Turbo, *Turbo S* (AWD) (2001-13)

Note: this is an initial classing of the Turbo S model.

Street Touring

#14107 Classing 2014 Ford Fiesta 1.0 ecoboost

Per the STAC, add and update the following new listings in Appendix A:

Add in STC:

Ford

Fiesta (1.0T)

In conjunction, in STF change the Fiesta listing to read as follows:

Ford

Fiesta (non-ST, *NA*) (2011-*14*)

#14523 MR2 SuperCharged Classing Proposal

Per the STAC, add the following new listing to Appendix A:

STR

Toyota MR2 Supercharged (1988-1989)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 2, 2014

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

FM

1. #14563 (Darryl Wills) Clarification of Alternator Rules

Thank you for your question. Over the years, as cars were built or replacement alternators were sold, different "Manufacturer" part numbers were used depending on who actually manufactured the alternator even though the parts were identical. To end the confusion, the alternator must meet physical, dimensional, and functional specifications as opposed to just a manufacturer part number. Moses Smith will group all approved alternators regardless of manufacturer under Moses Smith Racing P/N 080-120. A memo from Moses Smith Racing is being sent to all registered drivers.

ST

1. #14700 (Super Touring Committee) Seeking Resumes

The Super Touring Advisory Committee (STAC) is seeking resumes for a new member. Please submit your resume through the CRB letter system at crbscca.com.

No Action Required

FM

1. #14533 (Ritchie Hollingsworth) 5/8" Camber Rod Ends

Thank you for your letter. Per GCR 9.1.1.11.h, this is already permitted.

GT2

1. #14397 (Amir Haleem) Hugely in Favor of Letter #14077

The CRB thanks you for your letter.

2. #14516 (Steven Streimer) 2010-2013 997 Porsche Cup/IMSA Spec

Thank you for your letter. To answer your question: The CRB is not considering this action at this time.

STL

1. #14671 (Chris Spring) Honda/Acura B18C5 (Type R)

Thank you for your inquiry. Per GCR 9.1.4.2.B.3, "1 inch port matching allowance-factory or otherwise is prohibited."

Not Recommended

AS

1. #14572 (Cheyne Daggett) 2011-13 RP Mustang GT

Thank you for your request. Alternate transmissions are not permitted for Restricted Preparation AS cars. This goes against the philosophy of restricted preparation and the CRB has no plans to change this.

FA

1. #14390 (Kevin Kloepfer) Alternate Engines for the Swift 016

Thank you for your letter. The CRB does not recommend this change at this time. Given the dyno information supplied, the CRB believes this engine would be very difficult to equalize with the current 2.3 already allowed in the 016 and with all of the other car/engine combinations in FA.

FC

1. #14542 (Arthur E. (Art) Smith) FC Rod Rule Update

Thank you for your letter. The CRB does not recommend this change. The rule is adequate as written.

FV

1. #14634 (Club Racing Board) FV Brakes

The CRB has withdrawn letters 13326 and 14415 referencing FV disc brakes for 2015.
The CRB wishes to thank the below authors for their feedback.

William Ross (#14116), R. Douglas McKie (#14144), Tom Kenney (#14145), Russ Stalvey (#14298), Dennis Andrade

(#14367), Charles Turner (#14447), Robert O'Connor (#14448), Douglas McKie (#14449), Barry Shelton (#14450), William Bonow (#14452), Sherman Engler (#14454), Thomas Galuardi (#14455), Sandy Thalheimer (#14457), Jonathan Weisheit (#14458), Bruce Fuchiwaki (#14464), Paul Whitworth (#14466), Nicholas Galuardi (#14468), Greg Rice (#14469), Thomas Pape (#14471), Dennis Andrade (#14485), James Kleinklaus (#14502), Mark Fosberry (#14511), Mark Filip (#14512), Harry White (#14513), Tom Kenney (#14514), Colin Lawrence (#14515), Jon Van deCar (#14517), Paul Faford (#14534), Lucien LeBlanc (#14543)

GCR

1. #14441 (Peter Olivola) Real Time Pit Data Capture
Thank you for your request. Many classes currently prohibit data acquisition with telemetry. While it may be an expensive technology, policing the use is beyond the capability of the SCCA. The rules are adequate as written.

GT2

1. #14411 (Mark Ruden) Appeal Use of Aluminum Heads GTA>TA2>GT2
Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

2. #14412 (Mark Ruden) Head Porting GTA>TA2>GT2
Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

3. #14413 (Mark Ruden) Use of 8
Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

4. #14414 (Mark Ruden) Valve Components Free GTA>TA2>GT2
Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

5. #14420 (Robert Lentz) #14077 (Pete Peterson) Weight Increase with No SIR
Thank you for your request. The CRB will monitor the performance gains of this rule change and make corrections as required.

6. #14424 (Mark Ruden) Increase Wheel Size GTA>TA2>GT2
Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

7. #14456 (Tom Patton) GT2 Traditional Cars w/SIR Unrestricted Plus Weight
Thank you for your request. The CRB will monitor the performance gains of this rule change and make corrections as required.

GTL

1. #14389 (Joe Harlan) LP VW 1780 Engine
Thank you for your request. At this time, only HP limited preparation spec engines without an SIR requirement are being considered for GTLite.

STL

1. #13680 (Super Touring Committee) Allow 12A Rotary to Use Weber 2 BBL with 38mm Chokes
Thank you for your request. Alternate manifolds are not part of the STL philosophy.

2. #14174 (Paul Seiferth) Older RX7's Running a Weber Carburetor
Thank you for your request. The CRB has no plans to make this change at this time.

T1

1. #14433 (Chris Edens) T1 Mazdaspeed Miata
Thank you for your request and inquiry. The TIR is to restrict the amount of air entering the turbocharger. The CRB does not recommend a change at this time.

2. #14604 (Chris Edens) T1 Mazdaspeed Miata
Thank you for your request. Existing aftermarket body kits were approved to allow the crossover of World Challenge cars. The CRB does not recommend additional aftermarket body kits for T1, in order to maintain current touring philosophy and to keep T1 from moving closer to GT or Production.

T2
1. #14524 (William Moore) 2014 Camaro SS 1LE T2
Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance in the class.

T4
1. #14528 (Mark McCaughey) Weight Reduction for Toyota Celica GTS/GT (00-05)
Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance in the class.

2. #14529 (Mark McCaughey) Add Header to Toyota Celica GTS/GT (00-05)
Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance in the class.

3. #14530 (Mark McCaughey) Weight Reduction for Toyota Corolla XRS (05-06)
Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance in the class.

Recommended Items for 2015

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

FF
1. #14645 (Formula/Sports Racing Committee) FF and FC: Disallow Fans for Radiators
Thank you for your letter. The CRB recommends eliminating the use of cooling fans in FF and FC cars so cooling systems are not developed into aerodynamic systems in these cars. Make the below changes:

Kent/Cortina: Change 9.1.1.12.q: q. Cooling System Cooling system is unrestricted. Any radiator, ~~fan,~~ water pump and drive belt permitted. Pump/~~fan/~~generator*/alternator* drive belt: Unrestricted. *Cooling fans are not allowed.*

Honda Fit: Add 9.1.1.14.o.5.: *5. Cooling fans are not allowed.*

Pinto: Change 9.1.1.15.y.:y. Pump~~, fan~~, and generator*/alternator* drive pulleys are unrestricted. *Cooling fans are not allowed.*

Zetec: Change 9.1.1.16.q. and .t.:

q. A liquid cooling system is mandatory, but radiator and water pump are unrestricted. *Cooling fans are not permitted.*

t. Pump~~, fan,~~ and generator*/alternator* drive pulleys are unrestricted.

FV
1. #14731 (Formula/Sports Racing Committee) Aftermarket Rods for FV
Thank you for your letter. The CRB recommends allowing alternative connecting rod, Crower part #SP93280B in FV. This part is available from any Crower dealer.

Change GCR 9.1.1.C.5.C.6.: 6. Connecting rods with bolts and small end bushing minimum weight = 425.0 grams. *Crower part #SP93280B is allowed as a direct replacement connecting rod but must meet the same minimum weight requirement as the OEM part.*

SRF
1. #14566 (SCCA Staff) SRF GEN3 Proposed Language
The SRF rules proposed language for 2015 is posted at:

http://scca.cdn.racersites.com/prod/assets/SRF-SRF3%20Fastrack.pdf

Please provide your feedback through the CRB letter system at crbscca.com.

GT2
1. #14636 (Grand Touring Committee) Updated Language for Letter #14077, August 2014 Fastrack Minutes
Letter #14077 original language:
Thank you for your letter. Add 9.1.2.F.4.l.: l. *GT2 Rules Concerning Alternate Weights and SIRs.*
1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.

Add additional language at the end of original language: *This weight penalty is to be added prior to any "add-on" penalties, such as sequential shifting, IRS, etc*.

T1 and T2
1. #14481 (Carl Fung) T1 and T2 Stock Wheels Clarification
Thank you for your letter. In the T1 Limited Prep C5 and T2 C5 Specification lines, change the wheel section: ~~Stock Z06 wheels allowed~~ *OEM 10.5 REAR Z06 wheels may be used on the front or rear axle.*

T2
1. #14546 (William Moore) T2 Battery Weight, 9.1.9.2.D.1.g.3
Thank you for your request. Change 9.1.9.2.D.1.g.3.: 3. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size and ~~weight~~ *within 10% of OEM weight.*

T4
1. #14575 (Steven Christopher) 2006-2014 MX5 for T4
Thank you for your letter. In T4, combine specification lines for Mazda MX-5 (06-08) and Mazda MX-5/Club Model (09-13) into one specification line for Mazda MX-5 (06-14) as shown below.

T4	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size *(max)*	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
~~Mazda MX-5 (06-08)~~	~~87.38 x 83.06 1999~~	~~2329~~	~~1491 / 1496~~	~~16 x 7 17 x 7 Alum~~	~~225~~	~~3.14, 1.89, 1.33, 1.00, 0.81 or 3.82, 2.26, 1.64, 1.18, 1.00, 0.83~~	~~4.10~~	~~(F) 289.6 Vented Disc (R) 279.4 Solid Disc~~	~~2600~~	~~The following items must remain stock unless permitted below: Catalytic converters, shock/struts/ springs (including mounts), original wheels *(06-13 factory wheels are allowed)*, and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. 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 50 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~~.
Mazda MX-5 (~~09~~ *06*-~~13~~ *14*)	87.4 x 83.1 2000	2330	1491/ 1497	17x7 Alum	225	3.82, 2.26, 1.64, 1.18, 1.00, 0.83*/.079* Or 3.14, 1.89, 1.33, 1.00, 0.81 (5 spd)	4.10	(F)290 Vented Disc (R)280 Solid Disc	2600	The following items must remain stock unless permitted below: Catalytic converters, shock/struts/ springs (including mounts), original wheels*(06-13 factory wheels are allowed)*, and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. 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 50 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

Taken Care Of
FB
1. #14373 (Jerry Hodges) Inlet Restrictors
Thank you for your letter. Please see the response to letter 14003, May 2014 Fastrack.

T4
1. #13477 (David Mead) 2001-2005 Miata Header and Cat Delete
Thank you for your letter. Please see the response to letter #13067, September 2014 Fastrack Minutes.

What Do You Think

AS
1. #14570 (Cheyne Daggett) Coilovers for All Cars in AS
Should coilovers be allowed for all AS cars? Please send your comments through the CRB website at crbscca.com.

FE
1. #14578 (Erik Skirmants) Member Input on FE Tire Rule - 9.1.1.I.13.a-d
The CRB is seeking member input on a proposal to eliminate the following sections of the FE tire rules that require counting and marking tires on a race weekend. The proposal would still require all cars to run the same specified Hoosier tire they run now, rule 9.1.1.I.13 would remain in place.

Sections 9.1.1.I.13. a-d proposed to be eliminated

~~a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.~~
~~b. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.~~
~~c. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.~~
~~d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.~~

Note: This is a time-sensitive issue with planned implementation for 2015. Please submit your feedback as soon as possible through the CRB letter system at crbscca.com.

STL
1. #14472 (Kirk Knestis) Consider Differences Between Sports Cars and Touring Cars in STL
Instead of adding more weight to all rear-wheel drive cars, the CRB is considering a performance equalizer in STU and STL specifically for "sports cars", as opposed to standard "touring cars".

The definition of "sports cars" includes such features as:

1. Engine location (front, front-mid, rear-mid, rear),
2. Number of doors,
3. Suspension design,
4. Overall dimensions, and/or
5. Manufacturer-published interior volume.

Among the equalizers being considered are (for sports cars) are:

1. Smaller tire section width,
2. Additional weight(with or without reducing overall class base weights), and
3. Restrictors.

The CRB would like membership input on the general idea, as well as thoughts on definitions/characterization of a sports car and suggested performance equalizers. Please send your feedback through the SCCA letter system at crbscca.com.

RESUMES
None.

CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2014
NUMBER: TB 14-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 10/1/2014 unless otherwise noted.

American Sedan
1. #14692 (American Sedan Committee) Holley 600 Specifications
In section 9.1.6.D.1.c.1.b, add the language as follows:

"Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. No venture (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Any butterfly attach screws can be used. Carburetors may be modified to allow "four corner" idle adjustment. *The below specifications may be used with a Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862, to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here). It is not permitted to alter as-delivered dimensions to either the minimums or maximums listed below. All dimensions listed below are in inches."*
Venturi Bore Primary, 1.248-1.252
Venture Bore Secondary, 1.310-1.314
Booster Outside Diameter at parting line, .626-.630
Booster Outside Diameter at top and bottom, .614-.618
Booster Inside Diameter, .442-.446
Booster leg pin gauge, .117
Booster length, .720 (+ or -) .010
Booster cross leg width, .220-.226
Throttle Bore Primary and Secondary, 1.561-1.562
Combined Throttle Shaft and Plate, Primary, .2075-.2205
Combined Throttle Shaft and Plate, Secondary, .2240-.2370
Boosters must be shaped as shown below:



B-Spec
1. #14173 (Eli Villa) 2014 Kia Rio Submission
In B-Spec, Kia Rio 5-door (2012), change the spec line as follows:
Kia Rio 5-door */LX* (2012*-2014*)

Formula/Sports Racing

P1
1. #14652 (David Arken) Data Collection P1, P2, FB
In section 9.1.1.G, change the language as follows:
All FB Sports Racing cars competing in Majors *and Runoffs* races must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data Box.

In section 9.1.8.B.1.I, change the language as follows:
All P1 Sports Racing cars competing in Majors *and Runoffs* races must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data Box.

In Section 9.1.8.C.1.K, change the language as follows:
All P2 Sports Racing cars competing in Majors *and Runoffs* races must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data Box.

GCR

1. #14613 (Paul Gauzens) Change 9.3.12. CAMERA MOUNTS for Safety Reasons
In section 9.3.12, change the language as follows:
The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or recording unit that weighs more than 8 oz shall be secured at a minimum of 2 points on different sides of the camera body~~,~~. ~~neither of the attachments may be elastic or plastic~~ *Suction cups or elastic mounts are not permitted*. If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not contact the driver.

Grand Touring

GT1

1. #14484 (SCCA Staff) FIA GT3 car identification
In GT1, FIA GT3 cars, change the language as follows:
Cars must pass SCCA World Challenge Tech and have World Challenge Dog Tag fixed to vehicle.

GT2

1. #14445 (Andrew Chartrand) Honda Engines
In GT2, classify the Honda KA20A2 and KA20A3 engines as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
KA20A2, KA20A3	*DOHC*	*87.0 x 90.7*	*2157*	*Alum, Crossflow*	*4*	*Unrestricted automotive type*	*2040*	*VTEC not allowed*

2. #14446 (Andrew Chartrand) Honda K24A Engine
In GT2, classify the Honda K24A engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
K24A	*DOHC*	*87.0 x 99.0*	*2354*	*Alum, Crossflow*	*4*	*Unrestricted*	*1950*	

GTL

1. #14388 (Joe Harlan) R16 engine request
In GTL, classify the Nissan R16 engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
R16 (Limited Prep)	*SOHC*	*3.43 x 2.63*	*1596*	*Iron or Alum, non crossflow*	*2*	*(2) auto type sidedrafts w/32mm choke(s).*	*1950*	*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. Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for permitted limited prep level 2 build specs.*

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Touring

STL

1. #14624 (adam jabaay) Gear Set Clarification
In Section 9.1.4.2.C.2, add the language as follows:
Either the 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 gear sets *(drive and driven gear pairs)* that fit w/o any modifications to gears, shafts, and/or case are

permitted.

Touring

T3
1. #14475 (SCCA Staff) Lotus Exige and Elise Notes
In T3, Lotus Exige S/ S220/ Elise SC (07-10) and Lotus Elise (05-10), change the spec line notes as follows:
~~An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed.~~ The floor may be modified to facilitate the rollcage mounting points. ~~The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces.~~ The factory roll hoop shall be replaced with a single continuous hoop.

Court of Appeals

JUDGEMENT OF THE COURT OF APPEALS
Darryl Wills vs. SOM - COA Ref. No. 14-01-RO
September 8, 2014

FACTS IN BRIEF

On September 3, 2014, Dennis Dean, in agreement with the SCCA, filed a Request for Action (RFA) to modify the schedule of the 2014 Runoffs in the following manner: “Move the FM race from 11:30 on Sunday to a combined race with FE at 1:30 on Saturday. Move F5 from a combined race with FF at 10:30 on Friday to an individual race at 11:30 on Sunday”.

The Stewards of the Meeting (SOM), Kathy Barnes, Scott Bowman and Kenton Jones, Chairman, held a hearing in which they requested and reviewed comments from affected parties, and upheld the RFA to change the schedule. The revised schedule was sent to all affected competitors along with instructions on how to appeal this decision. Mr. Wills is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met on September 7 and 8 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal email from Darryl Wills, received September 5, 2014.
2. E-mail statement from Terry Ozment, Vice President Club Racing SCCA, to the COA, received September 7, 2014.
3. Various emails received by the SOM from affected parties.
4. RFA from Dennis Dean, Chief Steward 2014 Runoffs, dated September 3, 2014.

FINDINGS

Mr. Wills states in his appeal that the Chief Steward violated and overreached the intention of GCR 8.1.2. in order to circumvent the deadline of August 29, 2014 for schedule changes to the 2014 Runoffs per the Supplemental Regulations (SR). While GCR 8.1.2. allows the Chief Steward to file an RFA for suspected breach of the GCR or the Supplemental Regulations, it does not apply in this circumstance as the change of schedule does not constitute a breach of the GCR nor the Supplemental Regulations.

The Chief Steward could have changed the schedule at his sole discretion up to August 29, 2014 per SR 6.1. After that date, provisions in the GCR apply. The Chief Steward applied GCR 5.12.3.A. in submitting the RFA to request the SOM change the schedule. Per GCR 5.12.1.A.6. , the SOM are allowed to change the schedule. Further, SR 6.1. allows the SCCA to modify the schedule based on the number of entries. This change was requested by the SCCA to better balance the groups based on the number of entries in each class.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The Event Schedule as revised on September 5, 2014 will remain as published. Mr. Wills’ appeal fee, less the administrative fee retained by SCCA, shall be returned.

JUDGEMENT OF THE COURT OF APPEALS
Michal P. Karpinski vs. SOM - COA Ref. No. 14-10-NP
September 9, 2014

FACTS IN BRIEF

On May 25, 2014, Michal Karpinski competed in the U.S. Majors Tour Sprint Race at Pacific Raceways. Mr. Karpinski's car was found non-compliant in post-race impound with GCR 9.1.2.F.3.b. (Fuel Cells) and 9.1.2.F.3.c. (Windows). Assistant Chief Steward Lauri Burkons wrote a Chief Stewards Action (CSA) assigning a penalty of Disqualification. Mr. Karpinski was notified at 5:05 PM. Mr. Karpinski did not protest this CSA or his Disqualification. As car modifications would not have been possible at the track, Mr. Karpinski withdrew from the Monday (5/26/2014) feature race and left the track on 5/25/2014.

Several days after the event, Mr. Karpinski received via U.S. Postal Service (USPS) a second Chief Stewards Action Notification dated 5/26/2014 citing violation of 8.3.3. (Actions Against Cars) and amended on 6/1/2014 to cite the GCR violations above instead. The second notification was signed by Series Chief Steward R.J. Gordy and indicated a penalty of "Did Not Finish (DNF) for this race and Loss of Accrued Series Points" for the GTL class. Mr. Karpinski is appealing this second notification of additional action taken against him.

DATES OF THE COURT

The SCCA Court of Appeals (COA) A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met on September 9, 2014 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from Michal Karpinski, received September 3, 2014.
2. Official Observers Report and related documents received September 3, 2014.

FINDINGS

Mr. Karpinski cites several process violations in his appeal letter, including actions taken outside of normal time limits, duplicative actions for the same violations, and lack of timely notification. Moreover, the COA observes that Mr. Karpinski was not afforded the opportunity to protest the CSA because of the late notification via USPS. However, per GCR 8.4.1. (Right to Appeal) appeals may only be made against a decision or penalty imposed by the Stewards of the Meet (SOM) or by a review committee. While Mr. Karpinski may have a valid grievance, his proper course of action would be to file a Protest against the Series Chief Steward's Action as per GCR 8.1.4. (Protests).

Toward that end, the COA refers this matter to Mr. Ken Jones, Executive Steward for the Northern Pacific Division, SCCA, and requests that he convene a new SOM court to hear and render a decision on Mr. Karpinski's complaint. If Mr. Karpinski is not satisfied with the decision made by that court, he retains his right to appeal the decision and the COA will then hear the matter.

DECISION

The Court of Appeals refers this back to the division for a SOM hearing. Mr. Karpinski's appeal fee will be held by SCCA pending a SOM decision and possible appeal. If there is no appeal of the SOM decision, Mr. Karpinski's appeal fee will be returned in full.

TIME TRIALS ADMINISTRATION COUNCIL

TTAC Minutes 09/10/2014

- *Expected Participants:*

Chuck Deprow, Dave Deborde, Jerry Cabe, Kent Carter, Matthew Yip, Roy Mallory, Brian McCarthy

- *Reports:*

BoD Report

- Prospective new members – submit to BoD (see below)
- Solo Nationals
  - Solo Trials event
    - Approx. 25 participants

- *Ongoing Business:*

Letter log review

TT Safety Committee

- Request action for:
  - Track Inspection Guidelines
  - FIA seat mount specifications
- Very limited participation on Conference Calls
- Determine current role in TT program as a whole

Convention topics

- Success stories - testimonials

Training Committees

- Driving Instruction
  - Provide syllabus for Training in Reno Region
- Track Inspection
- Car Classifications for future National Time Trials Series

Self stated medical

- Submitted to Risk Management for review and submission to BoD

- *New Business:*

- Prospective Member – Rocky Mountain Division
  - Jason Brandt
- Prospective Member – CENDIV
  - Tony Machi
- Overlaping & Competing Programs
  - Club Racing
    - PDX & Time Trials
    - Club Racing Experience
  - Solo
    - Solo Trials
- National Time Trials Program
  - Car classification challenges

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | September 11, 2014

The RallyCross Board (RXB) met via conference call on September 11. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

RallyCross National Championship Planning

Lightfoot distributed a proposed set of Supplemental Regulations for the RallyCross National Championship. The schedule for the event this year will be based on the 2013 schedule. There likely will be no changes to the traditional run groups or run order. Tent size for the event will be the same as in 2013. Plans for an event t-shirt will be expedited through Shirts 101. An updated event site map will be requested from the Nebraska Region. The remainder of planning will be conducted through email and phone calls.

Strategic Planning Session

The RXB conducted a strategic planning session for the RallyCross program. Based on past strategic plans the RXB needs to continue to improve communication with its membership. The event statistics to this point of 2014 indicate that there are more RallyCross events being held but with fewer entries per event. Additionally, it was determined that prior approved advertising has yet to be implemented. The session discussion produced the following list of goals that the RXB will focus on over the next 12 months:

- Opening the possibility of a Divisional Series in place of a single Divisional Championship event for those Divisions who might benefit from it
- Possible Super Challenge events where the National office would provide full support in the form of the SCCA trailer and staff
- Additional marketing and incentives in an effort to increase the number of entries per event at a Regional level
- Creation of a Best Practices Handbook to provide Regional RallyCross programs with a guide to organizing more successful events
- Grow middle management to streamline the replacement of RXB members and Divisional RallyCross Stewards
- Rulebook simplification and reorganization to create a more inviting and easier-to-use rulebook

Next meeting: October 8, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Minutes from Road Rally Town Hall
August 13, 2014

Town Hall convened via phone conference at 7:00 pm CDT by RRB Chairman Rich Bireta. All Road Rally Board members Len Picton, Sasha Lanz, Clarence Westberg, Chuck Hanson and Jeanne English were in attendance, as well as Deena Rowland from the national office; there were 14 other people on the call.

Rich made opening remarks:

- Announced that the 2013 championship points are final.
- Thanked the team that completed them: Chuck Hanson, Jay Nemeth-Johannes, Gary Patrick, Bob DeMeritt, Clyde Heckler, and Richard Wetzel
- Acknowledged and thanked Bruce Gezon for serving as Points keeper for 8 years
- Announced upcoming RFO revision, thanking Ron Ferris for his work
- RReNewsletter - Thanked Cheryl Babbe for her initiative and work.
  - Recommended redistribution at events, and asked for contributions.
- State of the Sport
  - Modest growth in 2013, on track for 2014
  - 1650+ entries, 143 events
  - (37 of 115 Regions) 32% have some sort of road rally program
  - (14 of 115 Regions) 12% have a strong rally program

Rich opened the floor to comments, starting by asking the group about whether to continue the waiver of the $5 Weekend Membership fee. Cheryl asked if the WM fee could be used for rally in some way. Rich replied, maybe for rallymasters. This led to Len asking what can be done to encourage new rallymasters from among qualified people.

Cheryl asked about having a tiered membership, which would make it more economical to join and thus easier to be a rallymaster; perhaps $35 = $25 national, $10 regional; not get all SCCA benefits. Rich mentioned that this has been suggested before, but the BOD has not acted on it; he will discuss this at the next RRB meeting. Rich also said that a team for LOL qualified for a 2013 year-end award running as weekend members; they were asked if they would like to join SCCA to actually get the award, they said no because it was too expensive; this information was forwarded to Howard Duncan at the national office.

Cheryl asked what the status of the regional handbook is. Jeanne replied that it is getting there; that the purpose of it is to list the minimum requirements for a regional event. Cheryl suggested that perhaps it could be an appendix in the RRRs.

Jeanne asked if any of the attendees were planning on attending the USRRC besides herself – Chuck said he would be there.

Rich said that the RRB has been focusing on growing the regional programs, but there have been few requests for help; what do you need? Sasha said we need more rallymasters, but he doesn't know how national can help with that. Albert Weaver said that we might get more rallymasters if we address a rally-only membership; he also said that working with car clubs seems to help. Chuck said that his biggest problem is not getting rallymasters, but finding someone who can do PR to get good attendance – can national do anything? We probably need someone in the local region to step up and be the 'PR guru'. Rich mentioned that Patrick Strong put together a 'How to Publicize your Event' manual that is in the Toolbox on the rally page of the SCCA website. Rich has a local guy, Dan, who increased attendance by raising awareness among local marque clubs, others need to find someone to do this; Dan may be able to help Chuck, Rich will check.

Rich said that the proposal for 2015 changes is posted on the SCCA forum; Cheryl made a proposal, too, which is also on the SCCA forum.

Mike Thompson asked about lowering the minimum number of controls for national events. Rich said that the only way to survive is to make them attractive to regional folks, and if that means fewer controls, maybe starting later, then so be it.

Rich asked what if the requirement for a year-end award is to be a rallymaster for a regional event. Chuck said he likes the idea, but is might be hard for those living where there is no regional rally program.

Rich – see you at next meeting, on Thursday, August 28; please send Rich an email if you are planning on attending, so he can get you an access code.

The Town Hall was adjourned at 8:28 pm CDT.

Submitted by Jeanne English, RRB secretary

Minutes from Road Rally Town Hall
August 28, 2014

Town Hall convened via phone conference at 7:10 pm CDT by RRB Chairman Rich Bireta. Road Rally Board members Len Picton, Clarence Westberg, Chuck Hanson and Jeanne English were in attendance; there were 16 people on the call.

Rich made opening remarks:

- Welcome to the 2nd Town Hall
- Announced that the 2013 championship points are final.
- Thanked the team that completed them: Chuck Hanson, Jay Nemeth-Johannes, Gary Patrick, Bob DeMeritt, Clyde Heckler, and Richard Wetzel. The 2014 interim standings will be posted at upcoming events and will be delivered to the SCCA website and RReNews on Sept 2; going forward, standings will be updated monthly
- Acknowledged and thanked Bruce Gezon for serving as Points keeper for 8 years
- Announced upcoming RFO revision, thanking Ron Ferris for his work
- RReNewsletter - Thanked Cheryl Babbe for her initiative and work. Recommended redistribution at events, and asked for contributions. If you enjoy RReNews, please drop her a line with positive feedback. Having this outlet is especially important since we lost the 'on Rallying' column in *SportsCar*.
- Moment of silence for Dave Teter, who died in July. Cheryl Babbe, who is a member of the SCCA Hall of Fame selection committee, suggested that we should nominate Dave Teter for the Hall of Fame; she said that it is important that the RR community submits letters detailing why he should be selected, not just saying 'I agree' with someone else's letter.
- State of the Sport – every year put together a participation study
  - Modest growth in 2013, on track for 2014
  - 1650+ entries, 143 events
  - (37 of 115 Regions) 32% have some sort of road rally program
  - (14 of 115 Regions) 12% have a strong rally program
- Solicitation for Road Rally Board members for 2015, the National Events Committee, and the Rules committee; if you are interested in any of these positions, let Rich know.

Len: Review of work done by Regional Development Committee – first thing was to contact Deena to get list of sanctions for the past year and a half, then get the email addresses of the rallymasters and send them a questionnaire asking what we can do to help. Reponses were few, and most were to reduce costs and paperwork. The RDC interviewed RMs from successful Regions by phone and asked them what they thought made their programs successful then took their list and advised other regions of these elements to success. The $5 Weekend Membership fee has been waived, and mandatory TAs have been eliminated rallies (although any committee that wants to use then can do so). After that, not much has happened. If any of you have suggestions and or additional ideas please let the RDC committee know.

Rich opened the forum for questions and concerns:

Chuck: 2015 Proposed rules changes:

1. The current Championships (i.e. 2007 – 2014) have created more perceived impediments to new people entering the series than were removed:
   a. The Experience Classes sort of removed a perceived impediment by allowing less experienced competitors to compete against each other, rather than competing directly against the Grand Masters.
   b. On the other hand, the removal of limits on how many events can be run in the pursuit of the "magic" ten wins imparts the perception of a massive requirement of time and money to pursue a Championship. Partly, this is due to a mistaken perception that you have to acquire 100 points to win the Championship.
   c. Another perceived impediment is the requirement that you have to acquire 50 points minimum to qualify for any National Award. (which goes back to the time and money investment, and is most relevant to competitors from Regions with emerging programs because it means they have to travel.)
2. Both 2015 proposals attempt to rectify those impediments by:
   a. Deleting the 50 point minimum to qualify for a National Award allowing more competitors programs to qualify without travel.
   b. Retaining the Sportsman Class for people testing the waters of National competition with a minimum of two years eligibility in the Class; i.e. two National Championships in the Class before getting bumped out. (No Championships and / or no Lifetime points means that you can remain a Sportsman forever.)
   c. Establishing a 50 point maximum requirement for a Sportsman Class Championship, which again reduces the time / money commitment required.
   d. Establishing limits on how many events may be entered to get the "magic five (or ten) wins," which again reduces

the time / money commitment required.

e. And the April proposal retains separate Championships in all three categories; i.e. Course, Tour, and GTA (Course and Tour Championships are combined in the May proposal). Make your preferences known to the RRB because they are seriously split on this subject!

3. Neither proposal places any NEW restrictions or requirements on Regional programs!

4. Both proposals recognize that the role of a National program is to provide a pathway for competitors to grow with their skills (which is something that "competitors" just want to "do!" i.e. to test themselves against others who are perceived to be "better" than themselves.)

5. The purpose of including Regional events in the National Championship structure is let Regional competitors compare themselves against other Regional competitors and to determine for themselves when, or if, they want to extend their programs. It is an "invitation," not a "summons."

.

Cheryl said that she personally questions the amount of time involved for keeping track of regional points for the national standings, not sure it is worth the time. Chuck responded that those saying they are not interested in the national program are generally the rally program chairmen, and are being elitist; tracking regional points allows region people to go run in other regions if they want, and see how they are doing compared to other people. Cheryl disagreed, saying it's not really relevant to her members, that things are different (rules, number of events, etc). Jay Nemeth-Johannes said he is desperately trying to grow a local program, and that making the national program more visible works against him since his competitors are interested in local things, not national; he's also trying to promote region versus region, e.g. Milwaukee vs LaCrosse vs Detroit; thinks the goal should be building local programs and THEN go to national. Rich said 'well-said', that most would likely agree.

Cheryl asked if the NEC is considering changing the style of rallies, the level of 'trapness'. Chuck agreed with Cheryl, that many events are way too complicated. Jay said that we are looking at two very different audiences. Rich said that it is up to the individual organizers to set the level of difficulty, participation in nationals is a problem that seems to defy an answer today.

Any more comments re 2015 rules? None

Jeanne: Plug USRRC / Coker Tire Challenge – we need people to attend! It's going to be a really nice event – come on out and run!!

Cheryl: re RReNews - welcomes constructive criticism and any comments. Anyone want to write an article? All are welcome. She knows people are reading it, but doesn't hear much back.

Rich – thanks to all for attending.

Town Hall adjourned at 7:55 CDT.

Submitted by Jeanne English, RRB secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

CLUB RACING

SCCA National Championship Runoffs Event page: http://www.scca.com/runoffs
Accredited Driver Licensing Schools: http://www.scca.com/clubracing/content.cfm?cid=50864
Forms: http://www.scca.com/downloads/#club
Technical Forms: http://www.scca.com/clubracing/content.cfm?cid=44472
General Competition Rules (GCR): http://www.scca.com/clubracing/content.cfm?cid=44472

SOLO

Tire Rack SCCA Solo National Championships: http://www.scca.com/solonationals
Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/news/index.cfm?cid=51448

EVENT CALENDAR: http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED November 2014

SOLO EVENTS BOARD

CONTENTS

BOARD OF DIRECTORS	**None**
SOLO	**1**
SEB Minutes	1
CLUB RACING	**13**
CRB Minutes	None
Technical Bulletin	None
Court of Appeals	13
Time Trials Admin. Council	None
RALLY	**15**
RallyCross	15
Road Rally	16
LINKS	**19**

SOLO EVENTS BOARD | September 24, 2014

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

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items for 2015

The following subjects will be referred to the Board of Directors for approval.
Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at www.soloeventsboard.com.

Street

#13367 Fix the Shock adjustment allowance

Change the first two sentences of 13.5.F to read as follows:

"F. A hole may be added to interior body panels, the engine compartment, trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior bodywork."

#14477 Tire Eligiblity Proposal

Change 13.3.B.5 to read as follows:

5. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.

Note: this change is reverting the discontinued tire rule to its 2013 form.

In conjunction with the above, effective 1/1/2015 the Kumho W710 will be added to the exclusions lists for the SSR class (in Appendix A) and the SP category (in 15.3).

#14912 Repair Methods

Change the third paragraph of 13.1 to read:

"All repairs must comply with factory-authorized methods and procedures, *or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g. significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only."*

Street Prepared

#9947 Morgan Plus 4 Move to FSP Proposal

Remove from SSP and add to FSP:

Morgan

+4 (2138cc, all)

#12542 Differential Bushing Proposal

Per the SEB, change Rule 15.8.D as follows:

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

Also remove last two sentences of 15.2.D and the third and fourth sentences of 15.8.E.

Comment: This proposal brings these bushing requirements in line with the engine and transmission mount bushing requirements.

#13113 AWD Cars Move to ASP Comments

Delete the following listings in *ESP*:

Eagle

Talon Turbo (all) (1989-99)

Mitsubishi

Eclipse Turbo (1989-99)

Subaru

Impreza WRX (non-STI) (2002-07)

Delete the following listing in ASP under Subaru:

Impreza GT, WRX, WRX STI (2008-13)

Add the following listing in ASP:

Eagle and Mitubishi

Eclipse Turbo and Talon Turbo (1989-99)

And change the following line in ASP from:

Subaru

Impreza WRX STI (2004-07)

to:

Subaru

Impreza WRX *all incl. STI (2002-14), Legacy turbocharged (2004-2014), Forester XT (2004-2014)*

Street Modified

#12753 Eliminate 16.0.B & 16.0.C

The SMAC recommends the following change to 16.0.C:

"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts~~, not sports car based~~)."

#13585 Engine Allowance Clarification

The SMAC recommends the following change to 16.1.D.1:

"1. Engine block *(or housings on rotary engines)* must be a production unit manufactured and badgedthe same as the original standard or optional engine for that model."

#13898 2-seater FWD in SM Proposal

Change 16.0.C Vehicle Eligibility:

"1. Street Modified (SM):

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based) *and all front-wheel-drive cars*."

Change Appendix A for Street Modified to read:

"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) *and all front-wheel-drive cars*."

Prepared

#9028 Independent Rear Suspension in XP Clarification

The following definitions are recommended for addition to Section 12:

Chassis *– A chassis is the minimal structure of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.*

Drivetrain *– The components that provide and transmit the forces of propulsion including the engine, clutch, transmission, driveshafts, differentials, axles, etc. Does not include wheels or spindles.*

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

Roll Bar / Roll Cage *– A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar / cage structures may be used to provide additional chassis rigidity and attachment for suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.*

Shock/Strut Towers *– Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts, and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.*

Subframe/Cross-Member *– A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension and/or drivetrain components.*

Suspension *– Suspension is the system of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, half-shafts, etc.*

Suspension Mount *– Suspension mounts are components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/ bearings, they do not move as the suspension travels in its range of motion. Subframes/Cross-Members are not suspension mounts.*

Trunk Area *– An area intended for the storage luggage or other items during normal street going usage.*

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle as originally equipped. If a transverse bulkhead / panel is located in this area, the bulkhead / panel defines the start of the trunk area. Vehicles equipped with a fold-down rear seat, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead / panel separating the passenger compartment from the front of the car.

For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead / panel.

***Tub** – The assembly of panels which form the basic structure of the vehicle's passenger compartment.*

***Tub-based** (non-tube-frame) **Car** – A non-tube-frame car has a standard tub or standard unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub or unibody by bolts and/or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.*

***Tube Frame Car** – A car whose chassis is fabricated from a non-Standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steeering, etc.) loads.*

***Unibody** (Unit-Body) – A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.*

Note: related recommended changes to Section 17 are found in item #15048.

#15048 Prepared Recommended Section 17 Changes

The PAC has provided an updated version of their previously-published Section 17 changes, which are intended to accompany the additional definitions for Section 12 which are found elsewhere herein. The sections containing these changes are as follows:

"17. PREPARED CATEGORY

17.0.A. Intent

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based nonstreet-driven vehicle *which is of unibody or tub-based construction. Tube frame cars are allowed to compete, subject to the requirements of 17.11*. The SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.

2. Cars running in Prepared 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 US. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.

3. The SCCA® may also class suitable non-production full-bodied full-fendered strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. The SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.

4. ~~Within the scope of these rules, the terms "chassis" refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of "frameless" construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car~~. *Within the scope of these rules, the definitions provided in Section 12 apply.*

17.1 AUTHORIZED MODIFICATIONS

The modifications defined here in the Prepared Category are the only allowed modifications. The rules in this section stand on their own; they do not build upon the Stock or Street Prepared Category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.

B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, and grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order

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

Refer to Appendix F for past clarifications of these rules.

17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.

A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.

B. Chassis, frame, or subframe may be reinforced provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening.

It is permitted to have jack points recessed into the rocker panels or to have one tube per side extending downward through the bottom of the door provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.

C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension*, steering,* or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension*, steering*, and drivetrain components through their entire range of travel. *Clearance between the modified chassis, frame or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6mm).* Additional structure may be added in order to attach allowed components to the chassis. *Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Installation of "tubs" which replace sheetmetal inner fenders or wheel wells to enable wider wheels and tires are allowed.*

D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules and interpretation *will invoke Section 17.11 weight penalties*.

E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights*, and for ~~driveshaft~~ *drivetrain* clearance.

For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver's seat to the trunk and between the frame rails, may be removed, modified, or replaced. The driver/passenger compartment must remain separated from any exhaust and driveshaft components *by a metal panel*.

~~The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft drivetrain components.~~

Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor.

Any material added to the firewall must be either steel or aluminum.

This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (203.2 mm) clearance is allowed between modified firewall areas and above listed

components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

…<no changes to sections 17.3 through 17.10>

17.11 OTHER

A. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in their respective Prepared classes. *Tube frame production cars and kit-cars specifically listed in Appendix A (i.e. Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of Production Vehicles (i.e. a Tube frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section.* Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars.

Member Advisories

General

SEB

The SEB will have an opening at the end of 2014. Members interested in the position are invited to submit their qualifications in writing via www.soloeventsboard.com

#15062 Helmets

Per 4.3.1, Snell 2000 helmets are considered compliant for 2015. Snell 2015 helmets will be considered compliant when they become available.

#15063 Awards

The SEB is seeking nominations for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards, and lists of past winners, may be found in Appendix V of the Solo Rules.

Street

#14979 SAC Proposed 2015 Moves

The SAC anticipates that the 2015 Corvette C7 Z06 and the 2015 Alfa Romeo 4C will be initially classed in Super Street sometime in early 2015 depending on availability. Going forward the SAC will continue to class cars of the highest performance in SS. The SAC does not anticipate adding cars to SSR in the 2015 and 2016 seasons. The SAC and SEB are committed to serving the membership's interest in SSR. Creating a stable environment for 2015 and 2016 should give members confidence they can compete without changes for at least two years.

Street Modified

SMAC

The SEB is requesting members interested in serving on the SMAC to submit their qualifications in writing via www.soloeventsboard.com

#11951 Engine Allowance Clarification

Replacement engines allowed by Section 16.1.D.1 are not required to be standard or optional engines for that model.

Kart

KAC

The SEB has approved the addition of Steve Ekstrand to the KAC.

Change Proposals

Street

#14615 997 GT3 Classing Proposal

The SAC is seeking member feedback on moving the Porsche 997 GT3 from SSR to the Street-R exclusion list effective 1/1/2016. The committee believes the car is not appropriate for the balance of competition in SSR at this time.

#14979 SAC Proposed 2016 Moves

The SEB and SAC are seeking member feedback on moving the non-Z06 C5 Corvette from BS to AS, effective 1/1/2016.

Other Items Reviewed

#12894, 14465, 14487, 14488, 14499, 14503, 14505, 14510, 14536, 14537, 14538, 14544 997 GT3 Move Proposals

Please see the response to letter #14615.

#14506 SSR Future Proposal

Please see the response to letter #14615.

#14685 370Z Move to BS Proposal

Please see item #13560 under Tech Bulletins.

#14691 Focus ST Move to DS Proposal

Please see item #13560 under Tech Bulletins.

#14741 Twins Move to DS Proposal

Please see item #13560 under Tech Bulletins.

#14755 Focus ST in GS Comments

Please see item #13560 under Tech Bulletins.

#14758 Heavy FWD Move to HS Proposal

Please see item #13560 under Tech Bulletins.

#14763 Corvette Classing Proposal

Please see item #13560 under Tech Bulletins, and items #14615 and #14979.

#14764 HS/GS Comments

Please see item #13560 under Tech Bulletins.

#14766 Corvette/Viper Classing Proposal

Please see item #13560 under Tech Bulletins, and items #14615 and #14979.

#14779 FWD Class Changes Proposal

Please see item #13560 under Tech Bulletins.

#14785 Class Changes for 2015 Proposal

Please see item #13560 under Tech Bulletins.

#14792 Cobalt SS Classing Proposal

Please see item #13560 under Tech Bulletins.

#14813 Car Classing Proposal

Please see item #13560 under Tech Bulletins.

#14826 BS Classing Proposal

Please see item #13560 under Tech Bulletins.

#14828 Fiesta and Focus ST Classing Proposal

Please see item #13560 under Tech Bulletins.

#14829 Street Classing Proposal

Please see item #13560 under Tech Bulletins.

#14833 370Z Classing Comments

Please see item #13560 under Tech Bulletins.

#14838 SS/AS Classing Proposal

Please see item #13560 under Tech Bulletins.

#14840 Corvette Classing Proposal

Please see item #13560 under Tech Bulletins.

Street Prepared

#14154, 14274, 14281, 14396, 14427, 14683 AWD Move to ASP Comments

Thank you for your comments. Please see item #13113.

#14155, 14179, 14197, 14229, 14231, 14232, 14233 WRX Move to ASP Comments

Thank you for your comments. Please see item #13113.

#14289, 14360, 14426 Live Axle Comments

Thank you for your comments. Per the October Fastrack the relevant changes have been recommended to the BOD.

Street Touring

#14823 Solid Drive Axle Allowance Comments

Thank you for your comments.

#14919 Vote against class combination with STS

Thank you for your comments.

Not Recommended

Street

#14786 Street Allowance Proposal

Thank you for your input. Further changes in the allowances of the Street category rules are not anticipated.

Prepared

#14851, 14857 GP Comments

These comments are addressed in the October Fasttrack: GP is consolidated into EP and DP by drivetrain effective January 1, 2015. The PAC thanks the member for the feedback.

Modified

#14842 Rotary Engine Weight Proposal

Thank you for your input. Different engine options come with various advantages and disadvantages. The MAC and the SEB do not feel that a turbocharged rotary is at a disadvantage in EM.

Handled Elsewhere

Prepared

#14209, 14430, 14581, 14585, 14682, 14687 DP/EP/GP Comments

These comments are addressed in the October FastTrack. The PAC thanks the members for their contribution and feedback.

#14903, 14905, 14909, 14911, 14915, 14921, 14931, 14933, 14935, 14942, 14944, 14960, 14964 GP Comments

The PAC notes the SEB has recommended proposal #12419 as a rule change for 2015 to the Board of Directors. The PAC thanks the members for their comments.

Tech Bulletins

Street

#13560 Street category 12-month reclassifications

The SAC recommends moving the following cars under the 12 month rule (3.2) for the long term betterment of the Street classes going forward.

Nissan GTR (2009-11) *from exclusion list to SS*. Change exclusion list years for the GTR to *(2012-15).*
Mustang Boss 302 Laguna Seca (2012-13) *from SS to AS*
Boss 302 non-Laguna Seca *from AS to FS*
Morgan Plus 8 *from CS to AS*
Morgan Roadster V6 *new listing to AS*
Nissan 350Z and 370Z Nismo *from BS to AS*
Nissan 370Z *from CS to BS*
Porsche 968 *from CS to BS*
TVR V6 & 8 cyl *from CS to BS*
TVR V8 & V12 *from ES to BS*
Audi TT Quattro (AWD) (2008-14) *from DS to BS*
Audit TT (1.8T, non-Quattro FWD) (2000-06) *from GS to DS*
Audi TT (2.0T, non-Quattro FWD) (2008-12) *from GS to DS*
Mazda Mazdaspeed3 *from DS to GS*

The following listing clarification is provided in conjunction with the above reclassifications:

In class *DS*:

Audi TT Quattro (AWD) *(2000-06)*

The following is a list of *GS cars* that per SAC recommendation are *moving to HS* under the 12-month rule:

Acura
- CL (V6)
- Integra GS-R (1992-2001)
- Legend
- TL
- Vigor

Alfa Romeo
- 164 (non-S) (1991-93)
- 1750 & 1750 GTV
- GTV V6
- Milano

Audi
- 200 Turbo quattro
- 5000 Turbo
- A3 (FWD) (2006-13)
- S4 (100 CS chassis) (1992-94)

BMW
- 2002
- 318i & 318is (1991)
- 318ti (1995-99)

Buick
- Reatta

Cadillac
- Catera

Chevrolet
- Camaro (V6) (1980-2002)
- Corvair (4-carb & Turbo)

Chrysler
- Cirrus (V6)
- Laser Turbo
- Sebring (V6)

Daewoo
- 6-cyl

Dodge
- Avenger (V6)
- Daytona IROC R/T
- Daytona Turbo (NOC)
- Lancer Turbo
- Shadow (Turbo & V6, NOC)
- Spirit (4-cyl Turbo & V6)
- Stealth (non-turbo)
- Stratus (V6)

Eagle
- Talon Turbo (FWD)

Ford
- Contour (V6)
- Fiesta ST (2014)
- Five Hundred
- Fusion (6-cyl)
- Mustang (4-cyl Turbo & V6)(1979-93)
- Probe (all) (1993-97)
- Probe (4-cyl Turbo & V6) (1989-92)
- Tempo (V6)
- Thunderbird Turbo

Honda
- Accord (V6)
- Civic Si (1986-87, 2006-14)
- CRX Si
- Prelude VTEC (1993-96)
- Prelude (2.3L DOHC) (1992-96)
- Prelude (1997-2001)

Infiniti
- M30

Jaguar
- X-Type (2.5L) (2002-05)

Lexus
- ES 250
- ES 300
- GS 300

Lincoln
- LS (V6)

Mazda
- Mazda6 (V6) (2003-13)
- Millenia S (Supercharged)
- MX-6 (4-cyl) (1993-97)
- MX-6 (V6 & 4-cyl Turbo)

Mercedes
- 280 (1995-2000)

Mercury
- Capri (4-cyl Turbo & V6, US)
- Cougar (V6)
- Milan (6-cyl)
- Montego
- Mystique (V6)
- Topaz (V6)

Mitsubishi
- 3000 GT (non-turbo)
- Eclipse (2000-12)
- Eclipse Turbo (FWD) (1989-99)

Nissan
- 200SX (4-cyl Turbo & V6)
- 240SX
- 300ZX (non-turbo) (1984-89)
- Altima (2002-14)
- Maxima (1992-2014)
- NX2000 (1991-93)
- Sentra (2.0L) (2000-01)
- Sentra SE-R (1991-94, 2002-12)
- Sentra SE-R Spec-V (2002-12)

Oldsmobile
- Calais W41

Peugeot
- 405 Mi16 (1989-92)
- 505 (1979-91)

Plymouth
- Acclaim (V6 & 4-cyl Turbo)
- Sundance (V6 & 4-cyl Turbo)

Pontiac
- Firebird (V6)
- G5 GT (2.4L) (2007-08)
- G8 (V6) (2008-09)

Saab
- 900 (V6) (1994-97)

Saturn
- L series (6-cyl)

Subaru
- SVX

Toyota

Camry (V6) (1992-2014)
Celica GT (1994-1999) Note: please change the GS listing to Celica GT (2000-2005)
Celica GT-S (1986-93)
Celica ST (1994-99)
Supra (1982-86)
Supra (1986½-92)
Volvo
C30
Volkswagen
Golf, GTI & Jetta (16v)
Passat (V6)
Scirocco (16v)
VR6 (FWD, NOC)

#14088 FRS RS 1.0 Classing Proposal

The SAC recommends a new listing in B-Street, as follows:

Toyota

FRS RS (2015)

#14535 Kia Rio Classing Proposal

The SAC recommends a new lisiting in H Street as follows:

Kia

Rio (2012-2015)

Note: Per the SAC, the earlier cars don't meet the requirements of 3.1.A.

Court of Appeals

Judgment of the Court of Appeals
Rodger Boguse vs. SOM, COA Ref. No. 14-09-CN
September 23, 2014

FACTS IN BRIEF

At the conclusion of the Group 2 Race at the Carl Mueller Double Divisional event held at Blackhawk Farms Raceway on June 29, 2014, Rodger Boguse (GT3, #59) arrived in impound and declared an intent to protest Ken Patterson (EP, #92) for on-track, car-to-car contact.

Assistant Chief Stewards (ACS) Fred Cummings, Operating, and Mike Beaumia, Steward of the Course (SOC), conducted an investigation and were of the opinion that the contact was "a racing incident." Both Mr. Boguse and Mr. Patterson were informed of this decision and both returned to the paddock. Mr. Boguse subsequently informed Chief Steward Bev Heilicher that he wanted to protest. He was told that the time limit for submission of a protest had expired. Mr. Boguse did not protest at the track. Mr. Patterson did not protest at the track.

Following a conversation with Mr. Boguse on July 2, 2014, JoAnne Jensen, Central Division Executive Steward, reviewed the situation with the officials involved. Ms. Jensen and Jim Averett, National Chairman of the Stewards, agreed that the stewards had erred and that the event should be re-opened to provide Mr. Boguse access to SCCA due process for the on-track car-to-car incident.

That process moved forward, and on August 5, 2014 the SOM, Mike Smith, Nonda Van Gulden and Douglas Tillman, Chairman, completed a hearing, which concluded that there was no clear evidence to determine who was at fault for the contact. The SOM, however, imposed a penalty of Reprimand against Mr. Boguse for his lack of familiarity with the 2014 GCR as specified in GCR 4.2.A.

Upon learning that the event had been re-opened, Mr. Patterson on August 3, 2014 submitted a protest against Mr. Boguse, citing 2014 GCR 2.1.7. (Acting in an unsportsmanlike manner) and 2.1.8. (Committing physical violence upon any other participant or spectator). Mr. Patterson alleged that at impound, while he and Mr. Boguse were engaged in debate over responsibility for the aforementioned on-track contact, Mr. Boguse continually used profanity and poked Mr. Patterson in the chest several times.

The SOM, Mike Smith, Nonda Van Gulden and Douglas Tillman, Chairman, held a hearing, and on August 19, 2014 upheld Mr. Patterson's protest and imposed a six (6) month suspension of Mr. Boguse's competition license followed by a three (3) race weekend probation.

Mr. Boguse is appealing the decision of the SOM in the Patterson protest.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Tom Hoffman, Jeffrey Niess and Rick Mitchell, Chairman, met by conference call on September 16 and 23, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Rodger Boguse received August 29, 2014.
2. Official Observers Report and related documents including written statements from multiple witnesses over various dates.
3. Timeline provided by JoAnne Jensen, received September 15, 2014.

FINDINGS

Mr. Boguse was not afforded due process at the event. The ACS investigation did not invalidate a protest by either party or the responsibility of the SOM to judge timeliness as required by 2014 GCR 8.3.1.F. The Executive Steward of Central Division, with the approval of the Chairman of the Stewards, was correct to afford relief for Mr. Boguse so that he could have access to the due process provided by the SCCA. That process reached its conclusion without appeal.

The COA finds that unlike Mr. Boguse, Mr. Patterson had sufficient awareness and was not denied the opportunity at the track to engage in due process regarding his concern for the alleged behavior of Mr. Boguse. The decision to accept and move forward

with Mr. Patterson's protest of August 3, 2014 was ill advised.

DECISION

Regarding the protest by Mr. Patterson, the SCCA Court of Appeals overturns the decision of the SOM in its entirety. The penalties and any penalty points imposed on Mr. Boguse in this matter shall be removed. Mr. Boguse's appeal fee will be returned less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Michal P. Karpinski vs. SOM - COA Ref. No. 14-10B-NP
September 29, 2014

FACTS IN BRIEF

On May 25, 2014, Michal Karpinski competed in GTL in the U.S. Majors Tour Sprint Race at Pacific Raceways. Mr. Karpinski's car was found non-compliant in post-race impound with 2014 GCR 9.1.2.F.3.b. (Fuel Cells) and 9.1.2.F.3.c. (Windows). Assistant Chief Steward Lauri Burkons wrote a Chief Stewards Action (CSA) assigning a penalty of Disqualification. Mr. Karpinski did not protest the penalty and left the track before the end of the event. Series Chief Steward R.J. Gordy amended the penalty before the end of the event to "Did Not Finish (DNF) for this race and Loss of Accrued Series Points". Mr. Karpinski was notified of the modified penalty via U.S. Postal Service in early June. He filed an appeal of the new penalty on September 3, 2014.

Mr. Karpinski did not have an opportunity to protest the amended penalty at the event, so a new Steward of the Meeting (SOM) committee was convened to hear his protest. The SOM, David Franks, Steve Archer, and Spencer Gorham, Chairman, found that the Series Chief Steward did not have the authority to assess the penalty of Loss of Accrued Series Points. They upheld the protest, overturned the amended CSA and assessed a penalty of Disqualification and loss of event points for the non-compliant vehicle. Mr. Karpinski is appealing the severity of the SOM's penalty.

DATES OF THE COURT
The SCCA Court of Appeals (COA) A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met on September 29, 2014 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from Michal Karpinski, received September 29, 2014.
2. Official Observers Report and related documents received September 3, 2014.
3. Protest and related documents received September 29, 2014.

FINDINGS

Each competitor, when he or she signs the entry form acknowledges the authority of the GCR and declares that the entered car complies with the provisions of the GCR. This language is required by 2014 GCR AppB1.4.4.D. Mr. Karpinski's car was found not in compliance with the GTL category specifications in post-race impound.

Mr. Karpinski is seeking to have event points restored. He accepted the original penalty of Disqualification by CSA without protest. When the CSA was amended and then overturned by the SOM, the SOM assigned a penalty of Disqualification, effectively returning to the penalty originally assessed. They also cited Loss of Event Points as a secondary penalty although per 2014 GCR 7.2.H. when a driver is Disqualified, rights to awards (including position points) in the competition are automatically forfeited.

The COA finds that there is agreement that Mr. Karpinski's car did not conform to the GCR when it was presented to post-race impound. The penalty of Disqualification assessed is within the authority of the SOM. Four (4) Penalty Points were assessed against Mr. Karpinski's competition license. Penalty Points are automatically assessed for SOM penalties per 2014 GCR 7.4.A.1-10. and are not discretionary.

Mr. Karpinski further claims that non-compliance with Fuel Cell and Window Clips in GTL do not pose a competitive advantage. 2014 GCR 8.3.3. states, in part, "A claim that non-compliant item(s) offer no performance advantage has no influence on any ruling." The COA is, therefore, not sympathetic to this argument.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Karpinski's appeal fee, less the administrative fee retained by SCCA, shall be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | October 8, 2014

The RallyCross Board (RXB) met via conference call on October 8. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. 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 (Ron Foley): Foley reported that no incident reports have been submitted to the Safety Committee. One incident report from the Great Lakes Division National Challenge has been submitted to the National office and will be forwarded to the Safety Committee and RXB as soon as possible. Incident reports from the RallyCross National Championship are currently in process.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that the Rules Committee has completed work on the change proposals to 2015 RallyCross Rules. He will distribute those change proposals to the RXB as soon as possible for review and preparation for a vote at the RXB meeting in November.

  Lightfoot requested replacements for two Rules Committee members for 2015. Anyone interested can email the RXB at rxb@scca.com.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported that the Divisional RallyCross Stewards (DRXS) meeting included discussions of the RallyCross National Championship event and recent National Challenge events. Also discussed were problems with National Challenge registration and possible solutions.

  Two Divisional RallyCross Stewards will be replaced at yearend. The RXB discussed replacements for those stewards. (Names withheld pending BOD approval.)

  Motion: Recommend to the BOD two individuals as Divisional RallyCross Steward replacements. Hyatt/Foley. PASSED 6-0.

New Business

- 2014 RallyCross National Championship review: The post-event review of the National Championship event focused on the areas that worked during the event and those that need to be improved. The large amount of rain received in the couple of weeks leading up to the event had a significant impact on course conditions. Although it was an uncontrollable factor the RXB recognizes the need to be prepared for such eventualities. Areas of improvement for the event overall include, but are not limited to, course design and maintenance, operational efficiency, pre-event preparations, schedule, grid procedures, debead policy, and radio protocol. The RXB will begin immediately to address these issues and organize for a successful 2015 RallyCross National Championship by first addressing the fundamental questions of where it will be, who will organize it, and who will be the Chief Steward.

- 2015 RXB membership: Several RXB members are reaching the end of their six-year terms and will need to be replaced soon. Hyatt requested that postings for interested applicants be posted on the forums and the RallyCross Facebook page. Lightfoot suggested that geographic diversity be a strong consideration in any replacements. Also within the RXB, Elliott is stepping aside as Assistant Chairman and will be replaced by Lightfoot in that position. Foley will be assuming the position of DRXS liaison while Hyatt becomes the liaison to the Safety Committee.

Next meeting: November 5, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America
***RoadRally* Board Minutes**
September 16, 2014

The RoadRally Board met by conference call on Sept 16, 2014; meeting called to order by Rich Bireta at 7:30 pm CDT.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, Deena Rowland from the National Office, and BOD Liaisons Tere Pulliam and Peter Zekert. Also in attendance: National Events Committee members Mike Thompson, Richard Wetzel, and (former member) Jay Nemeth-Johannes.

The August minutes were approved.

Front Burner Items:

1. 2015 Rules Changes (Chuck)
    a. Final vote on proposed 2015 Rules changes. Motion: Accept the April 2 proposal (Chuck/Rich/fail). Discussion: both April and May proposals are the same except that the April proposal keeps Tour and Course Series Championships separate, while the May proposals combines them into one series; both change from experience-based classes back to equipment-based classes; both place a limit on the number of rallies that can count towards the championship. Votes: Chuck - yes, Clarence – no, Jeanne – no, Rich – yes. Rich wants to vote on this again at our October meeting, when Sasha and Len are both present.
2. Town Hall Meeting Review (All, including NEC)
    a. Comments and observations from RRB and NEC members on town hall meetings.
    Clarence thought that our expectations were too high; Rich agreed that his expectations of attendance and participation was too high; Chuck and Jeanne also agreed.
    b. Should we continue having such meetings? How many per year? When?
    Yes, we should continue to have them. Clarence suggested that rather than schedule them on a particular schedule, e.g. quarterly, that they be held when we have a big change to discuss/ propose.
3. (NEC members excused, but welcome to stay)

4. August RRB Action items

a)	Toolbox reorganization verification (Len)	Done	
b)	Toolbox web site links broken (Deena)		?
	Deena has not been in the office to work on this		
c)	Write Town Hall invitation for Len (Rich)		Done
d)	Invite rallymasters to Town Hall (Len)		Done
e)	Draft Regional Rule Book (Jeanne)	Open	
	Still working on it, no further progress yet		
f)	Assist Jeanne with Regional Rule Book (Clarence)	Open	
g)	Complete August minutes for RReNews, BOD Minutes (Jeanne)		Done
h)	Bring 2014 points up to date (Chuck)		Open?
	Points were posted at the La Crosse rallies, and La Crosse results have been updated; updated results will be submitted to Deena (for update to SCCA website) and Cheryl (for RReNews) by October 1		
i)	Power 2014 points status to scca.com (Deena)		Open
j)	Contact SW Colorado – interest in new program (Sasha)		Open
k)	Publish revision to RFOs (Rich)		Open
l)	Announce new RFO to community (Rich)	Open	
m)	2013 Awards distribution (Chuck, Bruce Gezon)		Open
	Bruce has the year-end results, and is working on getting the awards		

5. RReNewsletter
    a. Cheryl published an August/Sept issue.
    Rich said that Cheryl would like comments and submissions.
6. Coker Tire Run (Jeanne)
    a. Status – we still have only 8 SCCA teams entered, which is very disappointing.

7. New Business / Open Forum
    a. Road Rally Majors Series (See Drop Box).

Clarence said that one of his members asked why we don't have a 'conference' structure similar to the racing 'Majors' series.

Meeting unexpectedly adjourned at 8:41 CDT (phone connection ended).

Next meeting October 7, 2014, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

Sports Car Club of America
***RoadRally* Board Minutes**
October 7, 2014

The RoadRally Board met by conference call on October 7, 2014; meeting called to order by Rich Bireta at 7:31 pm CDT.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, Sasha Lanz, and Len Picton, and BOD Liaison Tere Pulliam.

The September minutes were approved (Chuck/Sasha/pass), noting that they were not in the September FasTrack because of our meeting date change. Also, Rich apologized for mistakenly only scheduling the meeting for one hour.

Front Burner Items:

1. Town Hall Meeting Follow up
    a. Tiered membership idea:
    During the first Town Hall several people mentioned the cost of SCCA membership as a deterrent to joining SCCA, that the value is not worth the cost; the BOD is looking at ways to encourage membership. Tere asked if the tiered membership would be for regulars or one timers; Sasha and Jeanne both said that there are regulars who currently would rather pay an extra event fee than join, but would likely join at a reduced membership rate; Sasha said that one of his people dropped her membership because she'd rather use the money to buy gas to write rallies. Rich asked Tere where this is on the BOD radar; she said that the upcoming Nov and Dec meetings are where everything is done, if we have any proposals, they need to be submitted by Oct 14. Clarence said that some marque clubs have a regional only dues option; Jeanne suggested that if we do that, then those members are not eligible for any National championship; Rich summarized that a regional dues membership would have no national dues or perks; Clarence said that this is an issue across all legacy sports – rally, rallycross, solo. Len thought that such a program would result in a net loss of members to SCCA, but Clarence said that he is more interested in getting current non-members into an active membership where he can recruit them into organizing positions. Rich will write a letter to the BOD suggesting this type of membership.
2. August RRB Action items
    a) Toolbox web site links broken (Deena) Open
    (Deena currently on vacation)
    b) Draft Regional Rule Book (Jeanne) Open
    Promised to have something by next month
    c) Assist Jeanne with Regional Rule Book (Clarence) Open
    d) Bring 2014 points up to date (Chuck) Open
    Behind, due to family, will get back on track and have results by 10/31 to Deena and to Cheryl, and will also take printouts to the California events
    e) Post 2014 points status to scca.com (Deena) Open
    f) Contact SW Colorado – interest in new program (Sasha) Open
    Contacted the woman, gave her suggestions, has not heard back but assumes she did something very simple; Clarence is also working with someone from SW Colorado
    g) 2013 Awards distribution (Chuck, Bruce Gezon) Open
    Bruce sent an email that the awards are backordered, and not expected to be mailed until late November
3. RReNewsletter
    a. Cheryl published a Sept issue. Nicely done, again! Cheryl still wants feedback, comments and such.
4. Coker Tire Run (Jeanne)

a. After action report
Very disappointing that we had only 8 cars; the event was pretty well received; if we do this again, some things need to be done differently, e.g. better clarity for TAs, better information on mileages and timing (rounding vs truncating), speeds
b. Continue in 2015? As USRRC? As National?
More discussion needed; Clarence that we need to get new people, we had two new teams this year
c. Necessary elements to continue? Chairperson and publicity chair.
Chairperson and publicity chair are needed now; Rich said that if we can't find someone to work on this, now, especially publicity to make it happen, it won't happen. Jeanne said she is willing to be the chairperson IF we can get a publicity person; try to get Chattanooga Region to help, and perhaps Tennessee, Tennessee Valley, Atlanta.
Rich expressed appreciation on behalf of the Road Rally community to Jeanne for her efforts as Liaison in getting it done.

5. Road Rally Safety Steward, same as rallymaster?
   a. Gary Patrick wrote a letter saying that not allowing the rallymaster to be the safety steward for his own event is an inhibitor to getting events going.
   b. Allow as exception, experiment? Blanket approval?
   Chuck said that although there was a time in the past when this was allowed, he agrees that requiring a different person as the safety steward is a good thing to do; Jeanne concurred, saying that there needs to be a separate pair of eyes. Jeanne and Chuck agreed it should not be allowed as an exception, experiment, or blanket approval. Clarence said that we need to simplify process to get a SS license; Sasha said that at a solo event in his division, he asked the solo safety steward if he would be willing to be trained as a road rally SS, and it worked. Rich summarized: Chuck and Jeanne - no exceptions, Clarence - make it easier to get SS license, Sasha – suggests cross-training, Len – allow one exemption. Rich also forwarded a note from Howard Duncan with his comments about this. More next month.
6. 2014 Championship Points Release (Chuck)
   a. Released? Need to update scca.com web site - see 2.d and e above
7. Final vote on 2015 Rules Changes.
   a. We tied last month. Revisit issue with Len and Sasha on call.
   Motion continued from last month: Approve the April proposal for 2015 rules, i.e. to retain separate Course and Tour Series (Chuck/Rich/pass). Chuck – Rich sent him a proposal (retaining separate Course and Tour for upper echelon, combine for Sportsman) as a compromise, but Chuck thinks it will not work; suggestion withdrawn. Chuck reminded us that it will be a 100 point championship for all, except 50 pts for Sportsman. Vote: Jeanne – no, Clarence – no, Rich - yes, Chuck - yes, Len - yes, Sasha - yes
8. New Business / Open Forum
   a. Road Rally Majors Series (See Drop Box).
   Clarence said that one of the people in his region who races wonders why we don't have a 'Majors' system, like racers do. Rich said that it's posted in Dropbox (as Road Rally Majors program); it works something like a divisional series, events are close to home, meant to take regions that have started programs to give them auspices to run to, use Regional rules (not RRRs), combined series, try to get 5 events per conference, targeted to beginners, classes and awards up to local regions. Rich would like to kick off this program next year on a trial basis. Read the proposal in Dropbox, approval next month.
   b. Sasha has designed a new audit form, cleaning it up and fixing things, and changing some of the fees and definitions; the first page has the 'fill in the blanks' parts, the second page has the details and explanations.
   c. Chuck said that Clyde Heckler as agreed to serve on the NEC representing the East coast and replacing Jay Nemeth-Johannes who resigned last month. Motion (Chuck/Rich/pass): To appoint Clyde Heckler to the National Events Committee.
9. What is your one RRB task this month? No list this month (we are running out of time).
10. Items for October
    a. 2015 RRRs – Definition and restrictions on Social Rallies need to be added.
    b. Should we change from using Drop Box to using Google docs?

Meeting adjourned at 9:30 CDT when phone cut off.

Next meeting November 4, 2014, 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 website at the following links:

CLUB RACING

SCCA National Championship Runoffs Event page: http://www.scca.com/runoffs
Accredited Driver Licensing Schools: http://www.scca.com/clubracing/content.cfm?cid=50864
Forms: http://www.scca.com/downloads/#club
Technical Forms: http://www.scca.com/clubracing/content.cfm?cid=44472
General Competition Rules (GCR): http://www.scca.com/clubracing/content.cfm?cid=44472

SOLO

Tire Rack SCCA Solo National Championships: http://www.scca.com/solonationals
Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/news/index.cfm?cid=51448

EVENT CALENDAR: http://www.scca.com/events/

official SCCA member notification

Fastrack news

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED December 2014

BOARD OF DIRECTORS

The SCCA National Board of Directors met at the SCCA National Office on Friday, October 31 through Saturday, November 1, 2014. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, and Peter Zekert. Brian McCarthy participated on Friday via conference call.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Robert Clarke, President of SCCA Pro Racing); Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services; Mindi Pfannenstiel, Senior Director of Accounting; Reece White, Public Relations Manager; John Bauer, Technical Manager, Club Racing and Aimee Thoennes, Executive Assistant.
The following guests participated: Jim Wheeler, CRB Chairman and Steve Hudson, SEB Chairman. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.
The meeting was called to order by Vice Chair Patullo.

CONTENTS

BOARD OF DIRECTORS	**1**
SOLO	**17**
SEB Minutes	17
CLUB RACING	**26**
CRB Minutes	26
Technical Bulletin	34
Court of Appeals	45
Time Trials Admin. Council	55
RALLY	**56**
RallyCross	56
Road Rally	61
LINKS	**64**

EXECUTIVE REPORT: Lisa Noble, President provided the Board an overview of activities since the BoD meeting in July. Staff has been working on some key focus areas related to growing membership and participation. The Starting Line program in Solo has transitioned from pilot to a fully functioning program designed to attract new members with a low barrier to entry. Track Night In America (TNIA) is a new initiative kicking off in 2015 as a High Performance Driving Experience for novice/intermediate/advance competitors. TNIA is also targeted towards engaging new members with a low barrier to entry.

Staff is working to revitalize the SCCA website to better embrace social media, improve the member experience and provide SCCA a competitive advantage in the marketplace. SCCA issued an RFP and selected a vendor to work with us in this effort. We are targeting Q1 for roll out.

SCCA Cares Program is designed to be community and member outreach through STEM (Science, Technology Engineering, Math) education programs and other initiatives. Current programs under this banner are: Street Survival schools, Formula SAE, Scholarship programs, and a Kids Club.

FINANCE REPORT: Rick Ehret, Vice President Finance reported on financial results to date. We are plus/minus 2-3 percent on revenue and operating expenses compared to budget. Membership and sanction fees are up, sponsorship slightly below budgeted amount. Variances to budget are well understood and all excursions actively being addressed. SCCA Pro Racing is slightly below budget but BOD was reminded that even at break-even, Pro Racing generates significant income for SCCA Inc. SCCA Enterprises will show a significant turn around and profitability in 2014, due to better parts pricing and the successful launch of Gen 3. Preliminary operating budgets are being prepared for 2015. Growing membership, implementing new products for Region growth and controlling program costs are key.

CLUB RACING REPORT: Terry Ozment, Vice President Club Racing presented a program overview and summary on Runoffs status and locations for future years. She presented a brief recap of the 2014 Runoffs. A detailed financial & event report on the event will be presented to the BoD in December.

The Runoffs at Mazda Raceway Laguna Seca re-energized the West Coast drivers. 60% of the event's competitors came from the Western Conference and there were 191 drivers competing at the Runoffs for the first time. There were a total of 400 workers and a higher percentage of 1 and 2 day workers then we typically see at the Runoffs.

Work is underway on the 2015 Daytona Runoffs. Building supps and lists of officials are now being created. A Daytona representative attended the Runoffs at MRLS to better understand what the event entails in preparation for 2015. There is still discussion and negotiation on Runoffs locations for 2017-18 and the plan is to announce plans at the SCCA National Convention in Charlotte in February.

Ozment will be revising the Tow Fund proposal for BOD approval at the December BoD meeting.

Discussion about the Divisional Runoffs qualification plans and Divisional qualifier races for Runoffs 2015 is underway. The BoD instructed Club Racing that the Divisional requirements on path to Runoffs (4 event participation and Top 3/Top 5 (SM, SRF) will be same as it was for 2014. Divisions that had to cancel events last year impacting the number of Divisional qualifier races need to consider accepting out of Division Races to enable their members to qualify on that plan.

SOLO EVENTS BOARD REPORT: Steve Hudson, SEB Chairman presented the recommended rules changes and class adjustments for 2015.

> **MOTION:** Accept SEB rules package as presented effective 1/1/15. Hanushek/Lindstrand. PASSED Unanimous.

Hudson presented an overview of changes in Street participation at Solo Nationals. There was much discussion over the changes to Street last year. Street tire participation has increased to over 300 entrants in 2014 as a result of the change.

A member of the SEB is timing out the end of 2014, the SEB will make a recommendation to the Board at their December meeting. Hudson has served as chair for 4 years and will recommend a new chair in 2015.

CLUB RACING BOARD REPORT: Jim Wheeler, CRB Chairman presented the CRB recommended rules changes for 2015.

> **MOTION:** Approve CRB rules package as recommended with the exception of letter #14645 (Cooling fans in FF/FC) and #14731 (FV alternate Rods), effective 1/1/15. Harris/Butler. PASSED Unanimous.

Letter #14645 restricting FF/FC cooling fans is withdrawn.

> **MOTION:** Approve Letter #14731 (FV Alternate Rods) as recommended by CRB, effective 1/1/15. Butler/Langlotz. PASSED 11-0-2 Abstain- McCarthy & Zekert.

BoD discussed Spec Miata Runoffs compliance issues.

> **MOTION:** BoD directs SCCA Staff and CRB to jointly develop with Mazda and NASA a rules set and a timeline to address Miata engine preparation. This may include recommendations around protest, appeals and teardown in the GCR for Spec Miata. Hanushek/Lindstrand. PASSED Unanimous

Recommendations will be presented to the BoD at their December meeting.

SRF3 Background discussion

SCCA Enterprises has made incremental updates over the years to improve specific SRF components as they were shown to need attention, or when parts became hard to source. One of the key changes coming up is end-of-supply and sustainability of the current 1.9L Roush Ford engine. Enterprises has developed a modern 1.6L Ford engine bolt-in replacement package and developed a 3 year transition plan to move the SRF community to the new engine package. The transition plan has been presented to and PASSED by the SCCA Inc. BoD. The SRF community is in support of the plan as presented as well. The SRF3 transition plan is similar to the transition that moved the original Sports Renault engine to the Roush Ford SRF in the early 90's

To date there are over 319 Gen 3 update packages reserved with deposits, and 4 new from scratch cars ordered. Enterprises is shipping 13 update packages and 1 new car per month with delivery dates are currently booked into mid-2016. There are expected to be approximately 175 SRF3s on the ground and running by late spring 2015.

BoD agreed to vote on listing SRF3 in GCR as Runoffs eligible class at December BoD meeting with the above PASSED rules package using a 3 year dual class procedure as was done with the last engine update.

Should that BoD vote pass; SRF/ SRF3 Runoffs Qualification Criteria would include the following: Drivers wanting to qualify for both SRF and SRF3 to the Runoffs will have to enter enough races/events in both classes to qualify. Drivers planning on separate qualifying for SRF and SRF3 do so at their own risk. There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs.

> **MOTION:** Approve July 2014 BoD minutes. Helman/Kephart. PASSED Unanimous.

> **MOTION:** Approve Jim Averett as Chairman of the Stewards for 2015. Harris/Zekert. PASSED Unanimous.

It was agreed by the Board to defer all Executive Steward appointments to their December meeting.

MOTION: Approve Mike Jiang as Divisional Rally Cross Steward for SW Division. Pulliam/McCarthy. PASSED Unanimous

Patullo presented a motion to adjust acceptable performance level for cars in Club Racing Experience events. After successfully conducted CRE events for 2 years it has become apparent that many of the cars and drivers that are our largest target market, current track day participants, exceed the current performance cap set by the BoD at ITA/SM performance levels.
For reference, the following was PASSED by the BOD and published in the January 2013 Fastrack:

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.

MOTION: To change the performance cap of "Spec Miata or Improved Touring A" to be "Improved Touring R, E Production, Grand Touring 3 or Touring 3" effective 1/1/15. Patullo/Zekert. PASSED Unanimous.

General BoD Discussion over liaison reporting and value of liaison activities. BoD can help provide guidance to program boards and push (uplevel) program boards to strategic directions vs day-to-day tactical. Harris presented a liaison report on SCCA Enterprises.

The BoD reviewed end of the year responsibilities including program board appointments and approvals for award recipients for their December meeting.

BUDGET AND FINANCE COMMITTEE REPORT: Michael Lewis, Chairman of the Budget and Finance Committee addressed budget preparation. Preparing and meeting budget continues to be a struggle particularly around estimating the budgets for sanction fees vs number of races and events in Club Racing. Lewis advocates that SCCA look at a simplified way of charging and budgeting to provide for more accurate budgeting. The BoD asked SCCA Staff to analyze options and present recommendations to the BoD in December

PLANNING COMMITTEE REPORT: Bill Kephart, Chairman of the Planning Committee lead discussion on the need for members of the BoD to shift operation from a tactical level to a strategic level. The Board engaged in discussion around SCCA Inc governance models. Issues are the yearly rotation of BoD members (1-4 new BoD members per year) and the lack of requirements in the nomination process. Filling positions based on skillset would greatly enhance the stability and overall direction of the organization.

There was also discussion that while SCCA is a club it must be run with a sound business approach to stay financially viable. The BoD discussed possible changes to SCCA Inc BoD governance model was deferred to Executive session and no action was taken.

Michael Lewis lead discussion on the Concord agreement. The plan is designed to structure what the highest level of Club racing will look like in the future. This is Majors and Runoffs and does not impact what cars and classes can be run at Regionals. Drivers prefer single class (or fewer class) racing. Racing should also provide for credible competition in these events. The plan should provide rules stability to begin, then clear roadmaps for cars/classes to reach an end goal over several years.

MOTION: to rename the Concord Agreement the **Majors Class Accord.** Harris/Helman**.** For: Patullo, Walsh, Butler, Kephart, Lewis, Lindstrand, Helman, Pulliam, Harris. Against Hanushek, Langlotz, Zekert PASSED: 9-3

MOTION: Instruct CRB to administer a 10-year Class management program that contains the following elements:

1. Immediately institute a 3 year stability period for all classes during which no new classes will be considered. Note that an exception will be made for SRF3 due to timing.
2. Undertake a 6 month study to determine a 14-16 class Majors (national) club racing structure to be fully achieved by 2025.
3. Based on 2025 class structure, establish category – based committees populated with subject matter experts. These committees to specify best path for current classes to arrive at 2025 targets. The process to be complete within 12 months of program start.
4. Based on category committee results and internal deliberation, establish and administer a phased approach to reach 2025 class configuration in year 4 through 10 of the program.

Lewis/Kephart. For: Patullo, Walsh, Butler, Kephart, Lewis, Lindstrand, Helman, Pulliam, Harris. Against Hanushek, Langlotz, Zekert PASSED 9-3.

Chairman Walsh appointed a committee of BoD and subject matter experts to review current SCCA medical requirements including the review process. The committee reported back and requested BoD guidance on next steps. Desire is to simplify the process for competitors while minimizing risk to the Club. The BoD requested the committee to submit a proposal at the December meeting with supporting GCR language after consulting Risk Management.

Walsh is initiating a comprehensive review of the Operations Manual to reflect new practices and technologies. A full review will be presented at the December BoD meeting. A list of recommended items to review was presented. BoD addressed Section 4.2, Section 5.4.1, and TTAC and deferred additional discussions on Ops manual to December.

MOTION: Delete section B.4.2 National Office Staff Organization in its entirety. Walsh/Zekert. PASSED Unanimous

Discussion on Section 5.4.1 - Remove references to "national" racing and add language that specifies the process of appointing Majors Series Chief Stewards. *Currently this is delegated to Club Racing staff in consultation with Chief of Execs. Discussion to include the Area Directors of the Majors Conference into the loop.*

MOTION: GCR Section 3.1.1.D.2 add "and the Area Director(s) of the Conference". 3.1.1.D.2 should read: Series Chief Steward. The Series Chief Stewards (SCS) are appointed by the Director of Club Racing with the advice of the Chairman of the Stewards Program **and the Area Directors of the Conference**. There is one SCS for each conference. Zekert/ Langlotz. PASSED 11-1. Against- Patullo

Discussion on Majors race format.

MOTION: - GCR Section 3.1.1.F.2 Section 1 modify to read: *Some non-Runoffs-eligible classes may be included in US Majors Tour Championship events, as a restricted regional, but only if the number of entries for the previous years' event was less than 100 cars.* Delete Section 2 "For 2015 and beyond…" in its entirety. Zekert/Kephart. PASSED 11-0-1 Abstain- Patullo.

Motion: Adjourn meeting. Zekert/Langlotz-. Approved Unanimous.

APPROVED SEB RECOMMENDED RULE CHANGES Effective 1/1/2015

General

ITEM 1) Section 4.9 CONFLICT OF INTEREST (page 44)

Delete from the first sentence:

No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid ~~(which does not include a bicycle)~~ traveling at normal walking speed to accomplish the requirements of section 6.3.

Comment: The Chief Steward should be allowed to determine the best aid for a physically disabled person to become familiar with the course. The requirement, "traveling at normal walking speed," is still required.

SCCA Fastrack News May 2014 Page 2

ITEM 2) (#12046) Section 7.9.1 PENALTIES, Course Markers (Pylons) (page 56)

Change the 2nd sentence:

The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible~~, and this inner edge will be the penalty limit~~. If the pylon is upset or totally displaced outside the ~~penalty limit~~ *line*, two seconds will be assessed.

Comment: This returns the cone penalty rule to the commonly understood method of 'no penalty if it is upright and touching any part of the box.'

SCCA Fastrack News May 2014 Page 2

SCCA Fastrack News October 2014 Page 1

ITEM 3) (#9028) Section 12 AUTOMOBILE DEFINITIONS (page 66)

Add:

Chassis *– A chassis is the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.*

Drivetrain *– The combination of components that provide the force that allows the car to move including the engine, clutch, transmission, driveshaft(s), differential(s), axles, etc. This does not include wheels or spindles.*

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

Roll Bar / Roll Cage *– A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar/cage structures may be used to provide additional chassis rigidity and attachment for*

suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.

***Shock/Strut Towers** – Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.*

***Subframe/Cross Member** – A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension or drive train components.*

***Suspension** – Suspension is the combination of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, halfshafts, etc.*

***Suspension mount** – Suspension mounts are components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/ bearings, they do not move as the suspension travels in its range of motion. Subframe/cross members are not suspension mounts.*

***Trunk Area** – An area intended for the storage luggage or other items during normal street going usage.*

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle. For 2-seat vehicles, this is defined by the vertical plane of the front seats of the vehicle. If a transverse bulkhead/ panel is located in this area, the bulkhead/panel defines the start of the trunk area. Vehicles equipped with a fold-down rear sea, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead/panel separating the passenger compartment from the front of the car.

For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead/panel.

***Tub** – The assembly of panels which form the basic structure of the vehicle's passenger compartment.*

***Tub-based Car (non-tube-frame)** – A non-tube-frame car has a standard tub or unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub/unibody by bolts or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.*

***Tube-Frame Car** – A car whose chassis is fabricated from a non-standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steering, etc.) loads.*

***Unibody** (Unit-Body) – A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.*

- Prepared Category Section 17.0.A INTENT (page 113)

Add after the 1st sentence:

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle ***which is of unibody or tub-based construction. Tube frame cars are allowed, subject to the requirements of 17.11.***

Change section 17.0.A.4:

Within the scope of these rules, ~~the terms "chassis" refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of "frameless" construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car~~ *the definitions provided in Section 12 apply.*

ITEM 4) (#14007) Appendix I SOUND MEASUREMENT PROCEDURES AT SCCA® NATIONAL SOLO® EVENTS (page295)

Change the 3rd paragraph:

If a ***driver in a*** vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed ~~a "second chance" for the~~ *to take his/her* next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the ***driver in the*** vehicle exceeds 100 dBA again on ~~the "second chance" run, the driver will be allowed another attempt as before to reduce the sound level~~ *any subsequent run, that run will be scored a DNF.*

SCCA Fastrack News October 2014 Page 1

Safety

ITEM 5) (#12872) Section 2.2.O COURSE, Course Safety and Layout Rules (page 31)

Change the 1st sentence:

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 ~~grid~~ *vicinity of the FJ grid or the course* may be in motion under its own power when any FJ kart is moving under its own power.

SCCA Fastrack News April 2014 Page 9

Street Category

ITEM 6) (14912) Street Category section 13.1 AUTHORIZED MODIFICATIONS (page 70)

Add to the 3rd paragraph:

All repairs must comply with factory-authorized methods and procedures, *or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g. significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.*

SCCA Fastrack News May 2014 Page 3

ITEM 7) (#12993) Street Category section 13.2.E BODYWORK (page 70)

Add:

Alternate shift knobs *or paddles* are allowed.

SCCA Fastrack News March 2014 Page 2

ITEM 8) (#14477) Street Category section 13.3.B.5 TIRES (page 72)

Change:

~~Discontinued Models: A tire model which was previously allowed continues to be compliant until the end of the calendar year following the year in which it fails to meet Sections 13.3.B.1, 13.3.B.2, or 13.3.B.3. For example, if a tire model falls below the required 4 rim diameters in June 2014, the tire model retains eligibility until 12/31/2015.~~ *A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.*

SCCA Fastrack News September 2014 Page 6

ITEM 9) (#12693) Street Category section 13.4.A, WHEELS (page 73)

Change:

It is the same width as standard and as installed it does not have an offset more than from ~~±¼" (±6.35 mm)~~ ±7.00 mm (±0.275") from a standard wheel for the car.

SCCA Fastrack News January 2014 Page 21

SCCA Fastrack News April 2014 Page 9

SCCA Fastrack News June 2014 Page 7

ITEM 10) (#13367) Street Category section 13.5.F. SHOCK ABSORBERS (page 74)

Change the 1st two sentences:

A hole may be added to ~~an~~ interior body ~~panel~~ *panels, the engine compartment, trunk, and/or a strut bar* to provide access to the adjustment mechanism on ~~an allowed~~ *a* shock absorber. The hole may serve no other purpose and may not be added through ~~either~~ the exterior bodywork ~~or a strut bar~~.

SCCA Fastrack News April 2014 Page 10

Street Touring® Category

ITEM 11) (#12063) Street Touring® Category 14.8.G.5 SUSPENSION (page 83)

Change:

The lower arms may ~~not be altered, except as permitted under Section 14.8.B, or relocated. 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~~ *be replaced or modified and the lower pickup points on the rear axle housing may be relocated.*"

SCCA Fastrack News July 2014 Page 1
SCCA Fastrack News October 2014 Page 1

ITEM 12) (#12449) Street Touring® Category section 14.10.A, ENGINE AND DRIVETRAIN (page 85)

Add:

Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.

SCCA Fastrack News April 2014 Page 10

SCCA Fastrack News June 2014 Page 4

ITEM 13) (#11982) Street Touring® Category section 14.10.F, ENGINE AND DRIVETRAIN (page 86)

Change the first sentence:

The engine management system parameters and operation ***of internal combustion engines*** may be modified only via the methods listed below.

SCCA Fastrack News April 2014 Page 9

ITEM 15) (#12680) Appendix A, Street Touring® Category (page 194)

Move the Nissan 240SX from class STC to STX.

SCCA Fastrack News January 2014 Page 21

SCCA Fastrack News April 2014 Page 10

SCCA Fastrack News May 2014 Page 1

ITEM 16) (#12465) Appendix A, Street Touring® Category (page 194)

Move all cars in class STC to STS.

SCCA Fastrack News December 2013 Page 3

SCCA Fastrack News March 2014 Page 2

SCCA Fastrack News August 2014 Page 1

Street Prepared

ITEM 17) (#12392) Street Prepared section 15.6.A BRAKES (page 95)

Add:

One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.

SCCA Fastrack News February 2014 Page 3

SCCA Fastrack News August 2014 Page 1

ITEM 18) (#12542) Street Prepared sections 15.2.D BODYWORK, 15.8.D, and 15.8.E, SUSPENSION (pages 92 and 97)

Delete:

~~*The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited*~~.

SCCA Fastrack News August 2014 Page 2

ITEM 19) (#14101) Street Prepared section 15.8.I.5 SUSPENSION (page 98)

Change:

The lower arms may ~~not be altered, except as permitted under Section 15.8.C, or relocated~~ *be replaced or modified and the lower pickup points on the rear axle housing may be relocated.*

SCCA Fastrack News July 2014 Page 1
SCCA Fastrack News October 2014 Page 2

ITEM 20) (#9947) Appendix A, Street Prepared Category (page 199)

Move the Morgan +4 (2138 cc) from class SSP to FSP:

SCCA Fastrack News February 2014 Page 3

ITEM 21) (#13113) Appendix A, Street Prepared Category (page 199)

Delete in ESP:

~~Eagle Talon Turbo (all) (1989-99)~~
~~Mitsubishi Eclipse Turbo (1989-99)~~
~~Subaru Impreza WRX (non-STI) (2002-07)~~

Delete in ASP:

~~Subaru Impreza GT, WRX, WRX STI (2008-13)~~

Add in ASP:

Mitsubishi and Eagle

Eclipse Turbo and Talon Turbo (1989-99)

Change in ASP:

Subaru

Impreza WRX ~~STI (2004-07)~~ *all incl. STI (2002-14), Legacy turbocharged (2004-14), Forester XT (2004-14)*

<u>Street Modified Category</u>

ITEM 23) (#12753) Street Modified Category section 16 (page 105)

Delete from 16.0.C:

All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts~~, not sports car based~~).

Comment: This removes subjective words from the eligibility requirements from SM and makes it clear that Appendix A controls vehicle eligibility in classes for the category.

SCCA Fastrack News May 2014 Page 3

ITEM 24) (#13898) Street Modified section 16.0.C.1 VEHICLE ELIGIBILITY (page 105)

Add:

Street Modified (SM): All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, not sports car based), *and all front-wheel-drive cars*.

- Appendix A, Street Modified Category, Street Modified Class (SM), ELIGIBLE VEHICLES (page 211)

Add:

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) *and all front-wheel-drive cars*.

SCCA Fastrack News September 2014 Page 6

ITEM 25) (#9677) Street Modified section 16.0.C.1 VEHICLE ELIGIBILITY (page 105)

Add:

Pickup trucks (in compliance with Section 3.1 using SM allowances and minimum weight calculation).”

- Appendix A, Street Modified Category, Street Modified Class (SM), ELIGIBLE VEHICLES (page 211)

Add:

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).

SCCA Fastrack News March 2013 Page 20

SCCA Fastrack News May 2013 Page 21

SCCA Fastrack News September 2014 Page 3

ITEM 26) (#13585) Street Modified Category 16.1.D.1 ALLOWED MODIFICATIONS (page 106)

Add:

Engine block *(or housings on rotary engines)* must be a production unit manufactured and badged the same as the original standard or optional engine for that model.

SCCA Fastrack News May 2014 Page 3

Prepared Category

ITEM 27) Prepared Category section 17.1.B AUTHORIZED MODIFICATIONS (page 114)

Add to last sentence:

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

SCCA Fastrack News February 2014 Page 3

ITEM 28) Prepared Category section 17.2.C BODYWORK AND STRUCTURE (page 115)

Add:

The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, ***steering,*** or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, ***steering***, and drivetrain components through their entire range of travel. ***Clearance between the modified chassis, frame or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0” (101.6mm).*** Additional structure may be added in order to attach allowed components to the chassis. ***Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Replacement of inner fenders or wheel wells to enable wider wheels and tires is allowed.***

Change section 17.2.D BODYWORK AND STRUCTURE (page 115):

Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being “in excess” of these rules ~~and weight penalties and/or competitive adjustments may apply~~ *which will invoke Section 17.11 weight adjustments*.

Add to section 17.2.E BODYWORK AND STRUCTURE, first paragraph (page 115):

The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, ***battery boxes, ballast weights,*** and for ~~driveshaft~~ *drivetrain* clearance. ***For the same reasons listed, the rear seat floor area, defined as the area extending rearward from the back of the driver’s seat to the trunk and between the frame rails, may be removed, modified, or replaced.*** ~~When modified, the~~ The driver/ passenger compartment must remain separate from any exhaust and ~~driveshaft~~ *drivetrain* components ***by a metal panel***. ~~The modified area must be steel or aluminum and no more than a 4.0” (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft components.~~

Add to section 17.11.A OTHER, new 2nd sentence (page 131):

Tube frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of Production Vehicles (i.e., a tube-frame Camaro)

are considered in excess of the rules and must comply with the requirements in this Section.

SCCA Fastrack News February 2014 Page 5

ITEM 30) (#12423) Prepared Category section 17.4.F WHEELS (page 120)

Change:

For class CP, ~~wheels up to 16" x 10" are allowed with no weight increase~~ *any diameter and width wheel may be used.*

SCCA Fastrack News April 2014 Page 9

ITEM 31) Appendix A, Prepared Category, X Prepared (XP) (page 218)

Remove:

~~Factory Five GTM Supercar~~

SCCA Fastrack News July 2014 Page 2

ITEM 32) (#11625) Appendix A, Prepared Category, class F Prepared (FP) (page 233)

Combine class listing:

Subaru

~~Impreza (AWD)~~

~~WRX (all) (2002-10)~~

Impreza/WRX (AWD)

SCCA Fastrack News January 2014 Page 21

ITEM 33) (#12419) Prepared Category

Change section 17.10.H.1 (page 127):

The block may be rebored no more than 0.0472" (1.2 mm) over standard, *unless otherwise specified in Appendix A.*

SCCA Fastrack News September 2014 Page 3
SCCA Fastrack News October 2014 Page 2

Delete section 17.4.G and change section 17.4.H to read (page 120):

For classes DP, ***EP***, and FP, wheels up to 10" wide are allowed with no weight increase. Wheels greater than 10" wide will receive a 100 lb. increase.

Change Appendix A, D Prepared (DP) (page 222):

Engines with *3 or 4 valves per cylinder and* displacement less than or equal to 1667cc:1.06 x displacement (cc)
Engines with *3 or 4 valves per cylinder and* displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs.
Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)
Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement. Weight Adjustments (lbs):
Solid Axle: -50 lbs.

Change Appendix A, E Prepared (EP) (page 224):

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc:1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: 1.00 x displacement (cc) Vehicles competing under Level 2 (Limited Prep) allowances: 1.00 x displacement (cc)

Add to Appendix A, F Prepared (FP) (page 231):

Solid Drive Axle: -0.05 x displacement

- Delete class GP and re-distribute vehicles:

Move RWD vehicles to DP using DP allowances and weight formulas.

Move Level 1 (full prep) FWD vehicles to EP, using EP allowances and weight formulas.

Move Level 2 (limited prep) FWD vehicles to EP, keeping their existing spec lines but removing maximum track, wheel restrictions, and minimum weights. Wheels, minimum weights, and track requirements will follow the Level 1 (full prep) EP rules.

Move Honda Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP to EP:

Civic, Civic Si, CRX, & CRX Si (1988-91)

1493cc – 1.14/.098 in/ex; Fuel Inj; Comp ratio to 11.0:1; valve lift to 0.390”

1590cc – 29mm/25mm in/ex; Comp ratio to 11.0:1; valve lift to 0.390”

Move piston-engine rear-wheel drive EP vehicles to DP and use the DP weight formulas.

Move rotary-engine rear-wheel drive EP vehicles to FP and use the FP weight formulas, with alternate engines and Appendix A listed displacements:

Alternate engines - (displacement): 12A - (2292 cc); 13B, Renesis - (2616 cc)

SCCA Fastrack News July 2014 Page 2

SCCA Fastrack News September 2014 Page 4

SCCA Fastrack News October 2014 Page 2

Modified Category

ITEM 34) (#11737) Modified Category section 18 (page 135)

Change the 4th sentence of the 1st paragraph:

Active Automatic Braking Systems and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except ~~for the original system installed on the car, which may not be modified~~ *a Stock Tub car (18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used*.

SCCA Fastrack News March 2014 Page 2

SCCA Fastrack News October 2014 Page 3

ITEM 35) (#12389) Appendix A, Modified Category, C Modified (CM), C.6.a, Wheels (page 249)

Add:

Bolt pattern may be changed.

SCCA Fastrack News January 2014 Page 21

SCCA Fastrack News October 2014 Page 3

APPROVED CRB RECOMMENDED RULE CHANGES

Rule changes will become effective 1/1/2015, unless indicated otherwise.

American Sedan
AS
1. #14264 – (September Fastrack – SCCA Staff) AS Window Clarification
Updated wording for letter #12478, to be effective 1/1/2015.

Change 9.1.6.D.7.e.2 and 3: 2. ~~OEM or factory equivalent rear/deck glass is required~~ *Side windows (not including the front door windows) and rear/deck glass must be OEM/equivalent or clear polycarbonate type plastic material having a minimum thickness of 3 mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.*

3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed *or replaced with polycarbonate type plastic material as noted in 9.1.6.D.7.e.2, or NACA-ducts per 9.1.6.D.8.a.12*) must be OEM or factory equivalent.

B-Spec
None.

Formula/Sports Racer
FA
1. #14261 – (September Fastrack – Mirl Swan) Swift 016 Shocks
The CRB recommends the following for all Formula and Sports Racer classes unless otherwise listed in a class-specific rule set.
Add to 9.1.1: *In an effort to control shock/damper technology and cost to a level reasonable for Club Racing, any fluid dampers are allowed with the following restrictions:*

1. Maximum of 4 dampers/shock absorbers per vehicle.

2. Dampers must be independent from each other with no interconnectivity.

3. Dampers must be manually adjustable only.

4. Mechatronic valves, G valves, hybrid inerters, inerters and mass dampers are prohibited.

5. Electro/Magnetic shock fluid is prohibited.

FB
1. #14003 – (June Fastrack – Formula/Sports Racing Committee) FB Engine Controls
Change 9.1.1.G.4.C.: The stock *or factory racing* ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone aftermarket ECUs are not permitted.

Change 9.1.1.G.4.E.: Carburetion and fuel injection are unrestricted, *with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms maybe removed, substituted and/or disconnected. No material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows*.

Change 9.1.1.G.5.: Inlet Restrictors
~~The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor at any time by publishing the requirements in Fastrack.~~ *Flat plate Intake Inlet Restrictors (FPIRs) shall be used on all engines as indicated in Formula B Restrictor Table below. The restrictors shall conform to the definition within Appendix F of the GCR. All restrictors shall be installed within 4 inches of the primary throttle shaft. There shall be one FPIR per cylinder. Restrictors may be mounted in any manner that does not reduce the intended effectiveness. All air for engine combustion processes shall flow through the restrictors.*
Formula B Restrictor Table

Engine Make	*Model*	*Years Produced*	*Restrictor Opening (mm)*	*Notes*
BMW	*R1000SS*	*2009-*	*38*	
Honda	*CBR1000RR*	*2008-2013*	*None*	*Must use stock unmodified velocity stacks*
Kawasaki	*ZX10*	*2010-2014*	*40*	
Suzuki	*GSXR1000*	*2007-2008*	*42*	*Baseline for Performance*

Engines Introduced On Or Before 2012	*All*	*-2012*	*42*	
Engines Introduced On Or After 2013	*All*	*2013-*	*38*	

FF
None.

FV
1. #14731 – (October Fastrack – Formula/Sports Racing Committee) Aftermarket Rods for FV
The CRB recommends allowing alternative connecting rod, Crower part #SP93280B in FV. This part is available from any Crower dealer.

Change GCR 9.1.1.C.5.C.6.: 6. Connecting rods with bolts and small end bushing minimum weight = 425.0 grams. *Crower part #SP93280B is allowed as a direct replacement connecting rod but must meet the same minimum weight requirement as the OEM part.*

SRF
1. #14566 – (October Fastrack – SCCA Staff) SRF GEN3 Proposed Language
The SRF rules proposed language for 2015 is posted at:

http://scca.cdn.racersites.com/prod/assets/SRF-SRF3%20Fastrack.pdf

GCR
1. #13565 – (July Fastrack – Jim Wheeler) Mechanical Protests
Change the Time Limit in the table below 8.3.1.F: No later than one hour before the start of the race session of the competition for the issue in question. *Cars in impound may be protested within 30 minutes after any session*
.
2. #14100 – (July Fastrack – John Bauer) Add SFI Specification to Currently Allowed Fuel Cells
In 9.3.27, Add the SFI spec fuel cell as follows:
"All cars must be equipped with a safety fuel bladder complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, or as otherwise specified in the GCR. All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) *or SFI 28.3* specifications. Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher *or SFI 28.3* specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum."

3. #14198 – (July Fastrack – Frank Diringer) Official Scales
Change 5.9.4.C: Scales ~~or test weights~~ must be certified, as follows:

4. #14272 – (September Fastrack – Richard Patullo) Seat Belt Expiration
Change 9.3.19.G.1.: 1. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the 2nd *5th* year after the date of manufacture as indicated by the label. If for example the manufacture date is *2014* the second *fifth* year after the date of manufacture is *2019*.

Grand Touring
1. #14074 – (July Fastrack – Kyle Disque) Please Re-Instate GTL as Runoffs Eligible for 2015, 2016, and Beyond
Due to increased participation this season in the GTL class, the CRB recommends that GTL remain a Runoffs eligible class for 2015. The CRB will continue to monitor participation throughout the 2015 season.

GT2
1. #14077 – (August Fastrack – Pete Peterson) Weight Increase with No SIR
Add 9.1.2.F.4.l.:
l. GT2 Rules Concerning Alternate Weights and SIRs.
1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.

2. #14636 – (October Fastrack – Grand Touring Committee) Updated Language for Letter #14077, August 2014 Fastrack Minutes Letter #14077 original language:
Add 9.1.2.F.4.l.: l. *GT2 Rules Concerning Alternate Weights and SIRs.*
1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.

Add additional language at the end of original language: *This weight penalty is to be added prior to any "add-on" penalties, such as sequential shifting, IRS, etc*.

Improved Touring
None.

Production
None.

Spec Miata
None.

Super Touring
None.

Touring
T1 and T2
1. #14481 – (October Fastrack – Carl Fung) T1 and T2 Stock Wheels Clarification
In the T1 Limited Prep C5 and T2 C5 Specification lines, change the wheel section: ~~Stock Z06 wheels allowed~~ *OEM 10.5 REAR Z06 wheels may be used on the front or rear axle.*

T2
1. #14546 – (October Fastrack – William Moore) T2 Battery Weight, 9.1.9.2.D.1.g.3
Change 9.1.9.2.D.1.g.3.: 3. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size and ~~weight~~ *within 10% of OEM weight.*

T2-T4
1. #13534 – (September Fastrack – Touring Committee) Air jacks
In section 9.1.9.2.D.8.a, add new section 6.: *6. Air jacks are permitted, but no air source may be carried on board. Installation of such may not reinforce the chassis, or add another attachment point to the roll cage structure.*

T3
1. #14216 – (August Fastrack – David Mead) Rear Control Arms for 1999-2004 Mustang GT
Add to the specification line notes for the T3 99-04 Mustang: *Steeda 555-2002 rear control arms are allowed.*

T4
1. #13067 – (September Fastrack – Dean Bailey) Spec Line Issues for the T4 Firebird/Camaro
In section 9.1.9.2.D.1.h.1, change the language as follows:

All cars classified in Touring ~~(unless specified on spec line)~~ may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. The post catalytic converter oxygen sensor maybe 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)~~ *factory downpipe/header/exhaust manifold, or allowed header on spec line*, provided:

The CRB thanks these authors for their feedback letters on this topic: Tom Hart (#13387), Tim Wise (#13441), Dave Kutney (#13444), Stan Czacki (#13501), Tim Myers (#14525).

Note: If the Board of Directors approves this Recommendation at their next Board meeting, T4 specification lines that include comments about catalytic converters will be updated at the time the GCR is updated for 2015, to reflect this rule change.

2. #14575 – (October Fastrack – Steven Christopher) 2006-2014 MX5 for T4
In T4, combine specification lines for Mazda MX-5 (06-08) and Mazda MX-5/Club Model (09-13) into one specification line for Mazda MX-5 (06-14) as shown below.

T4	**Bore x Stroke(mm)/ Displ. (cc)**	**Wheelbase (mm)**	**Track F & R (mm)**	**Wheel Size(in.)/ Mat'l.**	**Tire Size** *(max)*	**Gear Ratios**	**Final Drive**	**Brakes (mm)**	**Weight (lbs)**	**Notes:**

Mazda MX-5 (06-08)	87.38 x 83.06 1999	2329	1491 / 1496	16 x 7 17 x 7 Alum	225	3.14, 1.89, 1.33, 1.00, 0.81 or 3.82, 2.26, 1.64, 1.18, 1.00, 0.83	4.10	(F) 289.6 Vented Disc (R) 279.4 Solid Disc	2600	The following items must remain stock unless permitted below: Catalytic converters, shock/ struts/springs (including mounts), original wheels *(06-13 factory wheels are allowed)*, and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. MSR option permitted. 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 50 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.

Mazda MX-5 (~~09~~ *06*-~~13~~ *14*)	87.4 x 83.1 2000	2330	1491/ 1497	17x7 Alum	225	3.82, 2.26, 1.64, 1.18, 1.00, 0.83*/.079* Or 3.14, 1.89, 1.33, 1.00, 0.81 (5 spd)	4.10	(F)290 Vented Disc (R)280 Solid Disc	2600	The following items must remain stock unless permitted below: Catalytic converters, shock/ struts/springs (including mounts), original wheels*(06-13 factory wheels are allowed)*, and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. MSR option permitted. 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 50 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

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 22, 2014

The Solo Events Board met by conference call October 22nd. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Todd Butler, and Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2015

The following subject is being referred to the Board of Directors for approval.

Street

#15404 Rule change proposal for paddle shifters

The SAC and SEB recommend this previously-published rule change proposal, effective 1/1/2015:

Change 13.2.E as follows:

13.2.E. Alternate shift knobs *or paddles* are allowed.

Member Advisories

Street

#14650 Lighting Allowance Proposal

Per the SAC, modern era aftermarket lights are covered under allowance 13.2.A.

#14718 Disabling of Grill Shutters Proposal

Per the SAC, Street Category cars must be run as specified by the manufacturer; this includes fully functional grill shutters.

#14817 Sun Roof Replacement Clarification

Option package conversions must be complete, per 13.0. The only valid no-sunroof configuration in this case would be a replacement roof which matches the OE configuration for a version without a sunroof.

#15006 Boss 302 TracKey Legality Clarification

As previously published, per Ford documentation the Boss 302 TracKey and Trac Cal are dealer installed, aftermarket options and not eligible for Street category.

#15060 Tire Eligibility Clarification

The SAC sees no reason to put the Hoosier HWET tire on the exclusion list at this time.

Street Touring

#14843, 14926, 15026, 15070 STAC Resumes

The SEB has approved the addition of Robert Irish, Bart Hockerman, Matthew Leach, and Lane Borg to the STAC.

#14989 Fog Light Clarification

Per the STAC, fog light removal is allowed via 14.2.C, as is the removal of any associated removable brackets/ mounts provided they serve no other purpose.

Street Prepared

#14849 Turbo Clarification

The physical location of the turbocharger is not restricted in the Street Prepared ruleset.

Street Modified

#13947 Wheel Well Clarification

Per the SMAC, the inner wheel well may be modified via the allowance of 16.1.P. Competitors are strongly cautioned to make the minimum modification necessary.

#14895 RX-8 Classing Clarification

The Mazda RX-8 is eligible for SM in 2015. 16.0.C's reference to "sports car based" has been recommended for removal (see the November Fastrack, item #12753) and the RX-8 is not on the excluded vehicles list in Appendix A.

Change Proposals

Safety

#13838 Passenger Age Comments

Per the SSC, the following rule change proposal is submitted for member comment: Effective 1/1/2016, change 1.3.2.D as follows:

1.3.2.D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old *or is at least 57" tall*
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet.

Street Touring

#15045 Fiat 500 Abarth Classing Proposal

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

Move the following Appendix A listings from STC to STX:

Fiat 500 Abarth

Fiat 500 Turbo (2013-2014)

Other Member Items Reviewed

CAM

#14608 CAM Classing Clarification

Thank you for your input. As previously published, the purpose of CAM is to attract automobile enthusiasts to SCCA® who are currently interested in and/or participating in the Goodguys® Autocross events or other similar events for "classic" vehicles (e.g., Street Machine, Muscle Car, Hot Rod, Truck, Street Car, Late Model, etc.) built in North America by manufacturers based in the US (e.g., "The Big Three" – GM, Ford, and Chrysler).

#15093, 15160 CAM Class Comments

Thank you for your input.

Street

#14693 W710 Comments

Thank you for your input. The discontinued tire allowance was previously addressed in the September Fastrack.

#14749 GTR to SS Proposal

Please refer to the November Fastrack regarding GTR classing.

#14767 Rain Tire Clarification

Thank you for your input.

#14783 BOD Classing Help Proposal

Thank you for your input.

#14850, 14862 CS Comments

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14856 Mazdaspeed 3 Classing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack..

#14867 S197 Mustang Boss 302 Classing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14868 Street Tire Comments

Thank you for your input regarding Street tires.

#14884, 14981, 14988, 15041 370Z Classing Comments

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14871, 14877 SSR Minimum Number Proposal

Please see the November 2014 Fastrack for more info on SSR.

#14881 370Z Move to BS Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14893 Street ReClassing Proposal

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14922 RE: Letter: #14829

Thank you for your input. Please see the Street class changes which were published in the November Fastrack.

#14977 Fiesta ST Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14992 Corvette Classing Comments

Thank you for your input regarding the C5 non-Z06 classing options.

#14993 Corvettes and GT3 Classing Comments

Thank you for your input.

#14999, 15000, 15011, 15023, 15031, 15033, 15034, 15035, 15037, 15040, 155051, 15052, 15054, 15061, 15068, 15079, 15101, 15128, 15171, 15201, 15210, 15219 Corvette Classing Comments

Please refer to item #14992.

#15001 GS/HS Classing Comments

Thank you for your input. Please refer to the Street class changes in the November Fastrack.

#15007 Street Classing Comments

Thank you for your input.

#15015, 15022, 15025, 15030, 15053, 15074, 15083, 15084, 15085, 15086, 15088, 15089, 15090, 15091, 15108, 15121, 15144 Audi TT Classing Comments

Thank you for your input. The current classing as published in the November Fastrack is believed to be appropriate.

#15024 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15036 Street Classing Comments

Thank you for your comments.

#15046 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15057 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15094 Street Classing Comments

Please refer to letter #14992.

#15122 Fiat Abarth Move to HS Proposal

Thank you for your input.

Street Touring

#14889 240sx Classing

Thank you for your comments. The STAC does not feel that the 240SX will be an overdog in STX.

#14928 Application to the STAC

Thank you for your interest in serving on the STAC. At this time the vacancies have been filled. We will keep your information on file for consideration when further openings arise.

Street Prepared

#14571 88-91 CRX/Civic Stay in CSP Proposal

Thanks for your input.

Junior Kart

#14443, 14551, 14839, 14864, 14963 Junior Weight Comments

Thank you for your input. Please see the response to item #14085 for updated weights across FJA and FJB.

Not Recommended

General

#15065 Driver Age Class Proposal

Thank you for your input. The SEB does not feel this change is necessary.

Street

#14865 Drivers Seat Replacement Proposal

Aftermarket seats are not considered consistent with Street Category preparation philosophy.

#14883 W710 Clarification

Per the SAC and SEB, the Kumho W710 will remain on the exclusion list as previously published..

#14885 S2000 Classing Proposal

The SAC believes the current classing is appropriate.

#14886 Wheel Allowance Proposal

The SAC does not believe that all cars with wheel diameters larger than 18 inches should be permitted to run 18 inch wheels.

#14891 Corvette Classing Proposal

Per the SAC, the current classing as published in the November Fastrack is believed to be appropriate.

#14892 SSR Number Comments

Thank you for your input. The SEB believes the current status of SSR is appropriate.

#14897 DS/GS/HS Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14902 Oil Cooler (2)

Aftermarket oil coolers are not considered consistent with Street Category preparation philosophy.

#14904 1st gen Neons in HS

The SAC does not feel the GS Neon would be appropriate for HS at this time.

#14906 2006-2008 Cayman S to B Street

The SAC does not feel the AS Cayman S would be appropriate for BS at this time.

#14916 Recommend moving 370Z out of CS

Thank you for your input. The current classing as published in the November Fastrack is believed to be appropriate.

#14924 Honda S2000 AP1

The SAC does not feel the BS S2000 AP1 would be appropriate for CS at this time.

#14930 Ford Focus ST Classing Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14949 Reshuffling of Classes post 2014 Season

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14996 Street Class Proposal

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#14997 Cobalt SS Move to GS Proposal

The SAC does not feel the DS Cobalt SS would be appropriate for GS at this time.

#15042 Street Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15104 Morgan Roadster Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

#15107 GTR Classing Comments

Thank you for your input. The SAC and SEB believe the Street category classing structure and content revisions published in the November Fastrack are appropriate.

Street Touring

#14761 2015 STU Proposal

The STAC is not in favor of any additional differential allowances for STU as this would represent a substantial additional cost to many competitors.

#14799 STF Wheel Size Proposal

The STAC feels that changing the STF wheel allowances at this time would cause unnecessary instability.

#14888 Catalytic Converter Location Proposal

In the spirit of rules stability the STAC is not in favor of changing the catalytic converter allowances at this time.

#14995 MR2 Supercharged Classing Clarification

The listing in question was not in error. The STAC does not feel that the MR2 SC will be an overdog in STR.

Street Prepared

#14165 2014 Juke Nismo RS classing Proposal

Per the SPAC, this vehicle does not seem well suited to Solo, particularly using R-compound tires. The SEB notes that it does not meet the requirements of 3.1, by a significant margin.

#14271 AWD Move to ASP Comments

Allowing non-standard electronically controlled differentials is not recommended. The request is asking for a non-US standard part; such a change would open the door to significant possible unintended consequences for the Street Prepared category.

#14646 Car Classing Proposal

The Consulier GTP doesn't meet any of the requirements for minimum production numbers or series production outlined in Section 15 of the solo rules.

#14747 New SP Class Proposal

Thank you for your input. The SPAC continues to feel that the current climate isn't right for new classes.

Street Modified

#14583 Parking Brake Allowance Proposal

Per the SMAC, an allowance to remove parking brakes is not consistent with category philosophy.

Prepared

#15038 Cylinder head clarification

The SB2.2 is not considered a direct replacement type head and thus does not meet the requirements of CP. Alternate head allowances in CP facilitate competitor access to high performance or alternate material castings of OE-style heads.

Handled Elsewhere

Street

#14878 M4 Classing Proposal

Please refer to item #14083 under Tech Bulletins.

#14901 #12993 Shift knob Clarification: Paddles (13.2.E)

Please see item #15404 under Recommended Items.

Street Touring

#14809 Toyota ECHO Classing Proposal

Please see item #14752 under Tech Bulletins.

Tech Bulletins

Kart

#12679 FJ Engine Allowance Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended

by the KAC and approved by the SEB:

Junior A

Add to 19.2.A.1.b. Engines:

5. Briggs & Stratton Animal LO 206

A. Fuel: Gasoline only

B. Weight (LBS) ……..300

C. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.

D. Motor must remain sealed as from manufacturer.

Junior B

Add to section 19.2.A.2.b. Engines:

7. Briggs & Stratton Animal LO 206

A. Fuel: Gasoline only

B. Restrictor: A specific throttle slide restrictor must be installed in the carburetor (0.520", 13.2 mm): Briggs & Stratton "Blue" slide, available from manufacturer.

C. Weight (LBS) ……...265

D. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.

E. Motor must remain sealed as from manufacturer.

Comment : The weights have been adjusted per the resolution of item #14085

#14049 Junior Kart Classing Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended by the KAC and approved by the SEB:

Add new items (c) to sections as follows:

19.2.A.1 Junior class A (JA)

c. Slower class karts: JC or JB karts may compete in JA. The driver must meet JA age restrictions and the kart must be compliant with JC or JB requirements.

19.2.A.2 Junior class B (JB)

c. Slower class karts : JC karts may compete in JB. The driver must meet JB age restrictions and the kart must be compliant with JC requirements.

#14085 JA Minimum Weight Proposal

The following changes to Supplemental classes Junior A and Junior B, effective 1/1/2015, have been recommended by the KAC and approved by the SEB:

FJA will have a +25lb weight increase across all engine packages in response to member feedback.

19.2.A.1.b.1.B Weight *(LBS)*: ~~Gasoline~~ .....~~265~~ *290*

19.2.A.1.b.2.B Weight (LBS): ..... ~~305~~ *330*

19.2.A.1.b.3.B Weight *(LBS):* ..... ~~285~~ *310*

19.2.A.1.b.4.B Weight (LBS): ..... ~~305~~ *330*

FJB will have +15lb weight increase across all engine packages in response to member feedback.

19.2.A.2.b.1.B Weight (LBS): ~~Gasoline~~ .....~~245~~ *260*

19.2.A.2.b.2.B Weight (LBS): .....~~250~~ *265*

19.2.A.2.b.3.B Weight (LBS): .....~~235~~ *250*

19.2.A.2.b.4.B Weight (LBS): .....~~255~~ *270*

19.2.A.2.b.5.B Weight (LBS): .....~~245~~ *260*

19.2.A.2.b.6.B Weight (LBS): .....~~250~~ *265*

#13962 JB Engine Allowance Proposal

The KAC has recommended and the SEB has approved the following change to Supplemental Class Junior B, effective 1/1/2015:

Change the first line of 19.2.A.2.b.6 to :

6. Clone Motors ~~(Regional Only)~~

Street

#15010 2015 VW GTI Classing Proposal

The listing for the VW GTI in HS is clarified to read as follows:

Golf, GTI *(pre-2006)*, and Jetta (8v, all)

Please also see item #15039 for a related listing update.

#14083 M3 and M4 Classing Proposal

Per the SAC, add a new listing in class A Street, as follows:

BMW

M3 and M4 (2015)

#14841 Subwoofer Removal Clarification

Add to Appendix F under Street Category Clarifications:

In accordance with rule 13.2.f, the Acura RSX-S subwoofer may be removed with the spare tire.

#14863 Mustang Classing Proposal

Per the SAC, add a new listing in FStreet for the 2015 Mustang.

#14882 BMW 3 Series Classing

Per the SAC, add a new listing to class the BMW F30 in FS, as follows:

BMW

3 series (F30 chassis, 2012-2014)

#15039 VW Classing Comments

The SAC recommends a listing change to class the 2015 Volkswagon GTI in GS.

Change the GS listing year range:

GTI (2006-*15*)

Street Touring

#14329 2015 WRX Classing Proposal

Per the STAC, add the following new listing to Appendix A:

STX

Subaru WRX (2015)

#14614 Alignment Clarification

Add to Appendix F under Street Touring Clarifications:

"The Dungeon Motorsport E30 alignment kit is not legal for Street Touring. There are no allowances for modifying the suspension mounting points on a subframe."

#14753 Toyota ECHO to STF Proposal

Per the STAC, add the following new listing to STS:

Toyota Echo 2000-2005

Street Prepared

#15032 CSP listing clarification.

Change the current listing in CSP from:

Fiat

Abarth (all)

To:

Fiat

Abarth *(NOC)*

Comment: The current Fiat 500 Abarth is classed in DSP. This will clarify the CSP listing to only include the "vintage" Abarth models.

#15191 Tires in SP and SM Clarification

Change 15.3 to read as follows:

"Tires must meet the eligibility requirements for Street Category with the exception of Sections 13.3.A.1, 13.3.A.2, and 13.3.A.3. *The restriction that tires must be designed for highway use also does not apply; purpose-built DOT approved competition tires are allowed.* 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."

Street Modified

#11923 Splitter Clarification

Per the SMAC, add to end of 16.1.M:

"*Aerodynamically functional vertical members, such as splitter fences or endplates, are not allowed.*"

Comment: The SMAC does not believe that aerodynamically functional vertical members are part of an allowed splitter.

#13521 Battery Allowance Proposal

Per the SMAC, add new sentence to 16.1.K as follows:

"*When rear seats are removed, the back of the front seats defines the end of the passenger compartment.*"

#14643 Fender Liner Clarification

Errors and Omissions: This change restores a sentence which was inadvertently dropped for 2013 during rule book editing.

Add back the last sentence of 16.1.I:

"*Non-metallic fender liners may be modified, replaced, or removed*."

#14744 Elise Clamshell Clarification

Add to Appendix F under Street Modified Category Clarifications:

"Per section 16.1.I, an Elise front clamshell may be replaced. However the entire rear clamshell may not be replaced, as there is no allowance to replace the trunk."

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 4, 2014

The Club Racing Board met by teleconference on November 4, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; and John Bauer, Technical Manager, Club Racing. The following decisions were made:

Member Advisory

FF

1. #14601 (Steve Bamford) Spec Tire for FF
Thank you for your letter. Going forward, the CRB will conduct a survey concerning this subject. Please look for a survey link sometime soon in your email's inbox.

No Action Required

FF

1. #14664 (Greg Case) Bodywork and Floor/Belly Pan/Undertray Definition
Thank you for your letter. While the CRB does not offer rules compliance opinions, the CRB has had a sub-committee member contact the author to help him understand the section of rules that apply to his project.

2. #14721 (Michael Bernstein) Severe Safety Risk Honda Motor
Thank you for your letter. The CRB recommends dealing with Honda directly on any replacement parts or any items you feel are not to specification. Honda has been very supportive dealing with our individual racers and their issues as long as Honda's procedures have been followed.

S2000

1. #12648 (SCCA Staff) Increase Restrictor Size for Mazda MZR S2000
Thank you for your letter. S2000 is a Region Specific class. Changes to the rules for this class are within the purview of any Region. Please contact your Region leadership with your request.

GCR

1. #14939 (Lee Hill) Comments On Jim Wheeler's SportsCar Column About Annual Tech
Thank you for your feedback.

2. #14990 (Hal Williams) Annual Tech
Thank you for your feedback.

FP

1. #14675 (Kyle Disque) Oppose DOT Tire Rule for Production
Thank you for your feedback. The CRB does not plan to mandate the use of DOT tires at this time.

STL

1. #14980 (David Boles) Comments about STL
Thank you for your feedback.

2. #14987 (Tim Myers) Not in Favor of Defining Sports Cars vs. Touring Cars
Thank you for your Feedback.

3. #15005 (Lon Blaser) Input Regarding STL Changes
Thank you for your feedback.

STU

1. #15309 (Carl Young) Sports Cars in Super Touring
Thank you for your feedback.

Not Recommended

AS

1. #14570 (Cheyne Daggett) Coil Overs for All Cars in AS
The CRB wishes to thank the authors of the following letters for their feedback on this WDYT: (14711 and 15259) Palitz, (14751) Daggett, (14770) McDonald, (14780) Wheaton, (15253) Hooten.

The CRB feels that the number of letters received was not sufficient to make a decision for the entire class. Therefore the CRB does not recommend this change at this time.

2. #14573 (Cheyne Daggett) 2011-13 RP Mustang GT Performance
Thank you for your request. The CRB thanks you for all data and information you have supplied. The analysis of the data and information indicates that the car is correct as classified. Therefore, the CRB does not recommend any competition adjustments at this time.

3. #15311 (Dean Bailey) Increase the Fox Weight
Thank you for your request. The CRB and ASAC believe the reasons for the lower weight of the Fox Body Mustangs are still valid.

FA
1. #14635 (Mark Tosa) Revisions to 2 New Formula 3 Rules
Thank you for your letter. The CRB has made an effort to include a long list of former F3 cars in FA this year. To date, the CRB has not seen a single F3 car on track. Until the CRB sees some cars on track to evaluate their compatibility in the class, the CRB recommends no further changes. The rules are adequate as written.

2. #14768 (Riley Hopkins) 230hp 1600 Carb vs. 320hp 2.3 Litre Injected Monster
Thank you for your letter. The CRB will continue to monitor performance in the class.

FC
1. #14117 (Tex Arnold) Pinto-Engined Cars
Thank you for your letter. At this time the CRB does not recommend a change because the CRB has not been presented with proper data which would warrant any changes to the present configurations.

FE
1. #14578 (Erik Skirmants) Member Input on FE Tire Rule - 9.1.1.I.13.a-d
Thank you for your letter. Member input shows a clear and strong desire to keep the Formula Enterprise tire rules in the GCR as currently written. The CRB recommends no change at this time.

P1
1. #14507 (Richard Cottrill) 670 CC Super Charged
Thank you for your letter. For consideration of any new engine package in any class, the CRB requires hard data from a known reliable dyno source. Once this information is supplied the CRB will consider your request.

GCR
1. #14855 (William Shearer) Defining Racing Surface for Road Racing Section of GCR
Thank you for your letter. This issue is subject to local variations and should be handled in Event Supplemental Regulations.

EP
1. #14627 (Larry Svaton) Caterham SVT Weight
Thank you for your letter. The competitiveness of cars in this class will continue to be monitored. Based on results nationally, there is reason to believe this car is competitive as classed. However before making any decisions the CRB wants to review the data from 2014.

2. #15102 (Jud Scott) Owner Driver
Thank you for your request. The results of competition this year have confirmed that cars in EP limited to 15x7 wheels are competitive. Current wheel size limitations are based on stock wheel sizes.

HP
1. #14587 (Mike Ogren) Allow All 8 Inch Short Track Tires to Use the 8 inch Wheel Width
Thank you for your request. The CRB will continue to monitor this issue. At present there are sufficient options available so that a change is not a necessity.

2. #14803 (David Vestrand) Reclassification 1984-85 BMW 318i From FP to HP
Thank you for your request. The performance potential of this car is too great for HP.

3. #15257 (Mike Ogren) Please List 1979 -1984 BMW 1.8, LP in HP
Thank you for your request. The performance potential of this car is too great for HP.

ST

1. #14887 (David Mead) Rule Change to Allow Displacement Changes
Thank you for your request. The CRB is not in favor of this change at this time.

STL
1. #14879 (Brad McCall) Rules Clarification/Notation Request
Thank you for your letter. The CRB is not in favor of changing the camshaft specifications for engines. It is recommended that the competitor seek a custom camshaft from any of the aftermarket camshaft manufacturers.

2. #14900 (David Mead) Philosophy Change for STL
Thank you for your request. The CRB is not in favor of this change at this time.

3. #14985 (Tim Wise) Allow T4 Prepped MX-5 into STL at 2600 lbs.
Thank you for your request. The CRB does not recommend this change at this time.

4. #15158 (Rich Walke) Weight Adjustment for Cars with Front Strut Suspensions
Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the class in 2015.

5. #15264 (Jesse Prather) Second Generation RX7 Specifications
Thank you for your request. The CRB does not recommend this change at this time and will continue to monitor the class in 2015.

6. #15296 (Breton Williams) Mazda RX7 Adjustment
Thank you for your request. The CRB does not recommend this change.

STU
1. #14859 (James Spurling) Augment Current Classing Mechanisms with Motor Spec Lines
Thank you for your suggestion. The CRB is not in favor of specification lines in Super Touring at this time.

T1
1. #13516 (John Schertzer) Option to Change Firewall
Thank you for your letter. The CRB does not recommend this change at this time.

2. #14824 (Marcus Merideth) Tire Usage for T1
Thank you for your request. The CRB does not believe this change would be beneficial for T1.

T2
1. #14218 (David Mead) 2011-2014 Mustang GT/Boss 302 Spring Upgrade
Thank you for your request. The CRB does not recommend changes at this time to this car as it is competitive as classified.

T3
1. #14217 (David Mead) 2011-2014 Mustang V6 Springs
Thank you for your request. The CRB does not recommend changes at this time to this car as it is competitive as classified.

2. #14310 (Bobby Beyer) 99-04 Mustang GT\Bullitt Allowances
Thank you for your letter. The CRB has attempted to contact you to verify your request. However, the CRB has not heard back from you, so the CRB cannot make a decision. Please submit another letter if you wish to continue and please be prepared for contact from the CRB and/or the Touring Advisory Committee.

3. #14760 (Derek Kulach) Nissan 350Z DE Motor
Thank you for your request. The CRB does not recommend this change.

Recommended Items for 2015

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

AS
1. #15260 (Chris Pedersen) Transmission
Change 9.1.6.D.3.a.1.a: a. Any H-Pattern 4 or 5 speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric

actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at an *80* ~~125~~ lb weight penalty. Any first gear ratio greater than 2.5 is permitted.

2. #15339 (American Sedan Committee) Change 9.1.6.B.: **B. INTENT**
Change 9.1.6.B.: **B. INTENT**
It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed. Cars need not be eligible for state licensure or registration.

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

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

3. #15341 (American Sedan Committee) Addition to Restricted Preparation Engine Repair Specifications
Change 9.1.6.D.1.k.2.e.:e. Engine repair procedures ~~may~~ *shall be* performed utilizing OEM procedure or Factory Service bulletins. *Where Factory Service Manual measurement specifications for engine components may conflict with assembled Factory Service Manual specifications for performance (such as, but not limited to, compression ratio), the performance specifications shall be the measurement used for compliance. The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a.*

4. #15368 (American Sedan Committee) OEM Parts
Add 9.1.6.C.6.: *6. All rules referencing OEM parts, unless specified in these rules, must be unmodified OEM parts.*

5. #15369 (American Sedan Committee) Restricted Preparation 9.1.6.D.2.a. Update
Change 9.1.6.D.2.a.: a. All *unmodified* OEM induction system components *(such as, but not limited to: air cleaner assembly (less filter element), all hoses connecting the air cleaner assembly to the throttle body, throttle body, and intake manifold)* must be maintained. All air entering the intake tract shall enter through the OEM throttle body.

6. #15410 (Jim Wheeler) Allow Brake Duct Fans
Thank you for your request. Add 9.1.6.D.5.a.8: *8. Brake duct fans are permitted for cooling brakes. They shall perform no other function.*

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

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

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

Add to:
9.1.8 SPORTS RACING CATEGORY CLASSES
A Sports Racing (ASR) Regional Class

Prototype 1 (P1)
Prototype 2 (P2)
Spec Racer Ford (SRF)
Spec Racer Ford 3 (SFR3)

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

9.1.8.C.2.A *SRF3* Definition
It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) become part of SRF3 as one class.

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

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

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

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

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

2. #15439 (SCCA Staff) Change/Add Main Hoop Bracing Allowance
In section 9.4.5.C.1, change/add main hoop bracing allowance as follows:
"Two (2) seat Sports Racing cars with full width main hoops of the hoop (See figure 12). All bracing on full width cages must be the same diameter and wall thickness as the main hoop. Formula and single seat Sports Racing cars under 1500 lbs. may use bracing with a minimum dimension of 1.0" diameter by .080" wall thickness *or Chromoly 4130 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness.* Braces attached to monocoque chassis must be welded to plates not less than .080" thick and backed up on the inner side by plates of equal thickness using bolts of Grade 5/Metric 8.8 or better with 5/16" minimum diameter."

In section 9.4.5.C.2, add the language as follows:
"Formula and single seat Sports Racing cars under 1500 lbs., may use tubing with a minimum dimension of 1.0" diameter by .080" wall thickness *or Chromoly 4130 1.0" diameter by .065" wall thickness. F500 cars up to 875 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness.* When monocoque construction is used as bracing for the front hoop, it must be approved on an individual basis. If a high front hoop is used, it must be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. The bracing for the main hoop remains the same."

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

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

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

SM
1. #13377 (Ralph Provitz) Car Lifting Support
Thank you for your request. Add section 9.1.7.C.3.p.: *p. To facilitate frequent lifting of the vehicle without causing damage, one*

piece of steel angle iron or square steel tubing may be added under the rocker panel inboard of the factory pinch weld flange on each side of the car. Angle iron and/or square steel tubing dimensions shall not exceed 12" x 1" x 1" x .125 thick. The added support shall be securely fastened to the car and serve no other purpose.

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

STL
1. #14853 (Sean Williams) Pontiac Solstice/Saturn Sky
Change 9.1.4.2.B.:
B. Engines
1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars and engines as follows:

The following vehicles in their entirety are ineligible for STL:

Lotus Elise/Exige
Lotus 2 eleven

The engines from the following cars are ineligible for STL:

(none at this time)

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

Change 9.1.4.2 Table A

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

2. #15016 (Rich Walke) Alternate Rotor Seals and Springs
Thank you for your request.
Change 9.1.4.A.: A. Super Touring Light (STL) is a small-bore "tuner" class for reciprocating piston engines ~~of~~ *with* displacements of 2.0 liters ~~and~~ *or* under*, and rotary engines, 12A, 13B, and Renesis.* STL encompasses a lower level of allowed modifications compared to STU. As with STU, spec lines are not required for STL eligibility; unless otherwise specified, any vehicle meeting the model year and engine displacement limits is eligible for this class.

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

T2-T4
1. #14680 (John Bauer) Allow Pedal Modifications for Safety/Comfort
Add 9.1.9.2.D.9.d.7: *7. Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver. Dead pedal/foot rest and heel stop may be added.*

T3
1. #14371 (Touring Committee) BMW Rear Lower Control Arms
In T3, BMW M3 (01-06), add to the Notes:
Alternate rear lower control arm part #TSU9940B77 allowed.

In T3, BMW Z4 M Coupe (2007), add to the Notes:
Alternate rear lower control arm part #TSU9940B77 allowed.

2. #14616 (Nic Piekarski) Neon SRT4 Front Calipers
In T3, Dodge SRT-4 (03-05), add to Notes:
328mm Max front rotor with 4 piston caliper allowed.

<u>Taken Care Of</u>
AS
1. #14896 (Cheyne Daggett) Update to Letter 14573
Thank you for your letter. Please see the response to letter #14573.

2. #15098 (Cheyne Daggett) Restricted Prep Representation
Thank you for your suggestion. The ASAC has had a Restricted Preparation representative for 3 years. The ASAC continues to make changes in perspective and membership to be inclusive of all American Sedan cars.

3. #15299 (Edward Hosni) Please Reduce Weight for Dog Ring Transmissions
Thank you for your request. Please see the response to letter #15260.

FA
1. #14945 (Riley Hopkins) fairness in FA
Thank you for letter and your previous letter #14768. Please see the response to letter #14768.

FF
1. #14670 (Greg Case) Floor/Undertray/Belly Pan Wickers
Thank you for your letter. Please see the response to letter #14664.

2. #15059 (Formula/Sports Racing Committee) Spec tire in FF
The CRB would like to thank the following authors for their input on a spec/control tire in FF. Please see the response to letter #14601.

Steve Bamford #14600, Thomas Valet #14605, Mike Green #14606, William Velkoff Jr. #14607, Steve Roux #14618, William Valet #14625, Marc Blanc #14629, Greg Rice #14630, Anthony Parker #14631, Alan Baker #14632, Joseph Marcinski #14633, Sam Lockwood #14667, Hartley Macdonald #14674, Ric Baribeault #14681 and Kevin Brumbaugh #14681.

FV
1. #15058 (Formula/Sports Racing Committee) Alternative Connecting Rods in FV
The CRB wishes to thank the following authors for their feedback on letter #14371, alternate connecting rods in FV. This rule was passed by the Board of Directors in their meeting 10/30-31/2014. Please see the Board of Directors' Minutes in the December 2014 Fastrack.

Bill Bonow #14743, Erik Oseth #14745, David Bowman #14746, Derek Harding #14748, Charles McCormack #14754, Bill Johnson #14759, James Kearney #14762, Jim Oseth #14765, Chris Cox #14771, James Dziewior #14773, Fred Clark #14782, Jeremy Greiner #14789, William Vallis #14790, Stevan Davis #14791 and 14793 (only one feedback letter accepted in count), Robert Neumeister #14794, Stephen Dreizler #14795, David Carr #14797, Johns Lampley #14798, Jonathan Weisheit #14802, John Deonarine #14806, Charlie Turner #14808, Phillip Yaccarino #14810, Dan Voss #14815, Michael Fultz #14821, Gregory Bruns #14825, Bruce Livermore #14834, Mike Schiffer #14854, Rollin Butler #14874, Keith Pfannestiel #14917 and Sherman Engler #14812.

P1
1. #14707 (Bob Wheless) Seat Belts Replacement
Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

GCR
1. #14590 (Vaughan Scott) Support for Change to 9.3.19.G.1 - SFI Belt Date Extension
Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

2. #14688 (Michael Collins) Whistler Procedure
Thank you for your letter. The new Whistler Procedure has been written, submitted to the Technical Department, and is posted on scca.com.

3. #14907 (Michael Jennings) White Flag Last Lap
Thank you for your feedback. Please see the response to letter #13555, April 2014 Fastrack Minutes. This rule was passed by the Board of Directors in the 5/15-17/2014 meeting and became effective 6/1/2014.

4. #14910 (Bob Hess) Expire Time for Seat Belts
Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

5. #14941 (John Lindquist) Driver Restraint - Belts
Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

6. #14970 (Steven Holloway) Letter #14272
Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

7. #15066 (Arnie Kuhns) 9.3.19.G.1:1
Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

HP
1. #14644 (Ron Bartell) Seat Belt Expiration
Thank you for your feedback. Letter #14272 was passed during the 10/30-31/2014 Board of Directors Meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

ST
1. #12663 (Super Touring Committee) World Challenge Cars
Thank you for your letter. Please see the response to letter #14521, Technical Bulletin.

STL
1. #15297 (Breton Williams) Weight Adjustment for the Mazda RX7
Thank you for your request. Please see the response to letter #15158.

T2
1. #14845 (Carl Fung) Re: #13534 T2 Airjacks for 2015
Thank you for your feedback. This was approved by the Board of Directors in their 10/30-31/2014 meeting. Please see the BOD Meeting Minutes in the December 2014 Fastrack.

T4
1. #14720 (Bill Seifert) Don't Remove Catalytic Converters in T4
Thank you for your feedback. A majority of the membership was in favor of this change. Please see the Board of Directors decision on letter #13067, from their 10/30-31/2014 meeting in the December Fastrack BOD Meeting Minutes.

What Do You Think
Prd
1. #15119 (Ron Leiferman) Alternate Rods for All Level 2 Production Cars
Member input is requested on allowing the use of aftermarket connecting rods in all level 2 cars classed in E,F and H production. At present aftermarket connecting rods are allowed for the first generation of level 2 cars that were classed in EP (some of which were later moved to FP). However, for the remainder of level 2 cars in all production classes, stock connecting rods (with limited modifications) are required.

The question is should the level 2 rules remain as written or should all level 2 cars be permitted to use aftermarket connecting rods (stock length)?

The impact of any change on the cost of competition, maintenance of parity in each production class, class philosophy, etc. should be considered in your comments. It is important to hear from as many interested parties as possible on this significant issue.

RESUMES

1. #15357 (Formula/Sports Racing Committee) Add David Locke to FSRAC
Thank you for your request. The CRB appoints David Locke to the FSRAC.

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2014
NUMBER: TB 14-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 12/1/2014 unless otherwise noted.

American Sedan
AS
1. #15337 (American Sedan Committee) Adjust Holley Carburetor rule 9.1.6.D.1.c.1.b.
The dimensions listed in 9.1.6.D.1.c.1.b did not originate with Holley. The CRB and ASAC have determined there are issues with the dimensions and recommend withdrawing them from the GCR. Until Holley is willing to provide such dimensions, the CRB and ASAC recommend that none be provided.

In section 9.1.6.D.1.c.1.b, change the language as follows:

~~The below specifications may be used with a~~ A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862, *may be used* to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, *visual inspection, and comparison to SCCA supplied Holley 600 carburetors*). ~~It is not permitted to alter as-delivered dimensions to either the minimums or maximums listed below. All dimensions listed below are in inches.~~
~~Venturi Bore Primary, 1.248-1.252~~
~~Venture Bore Secondary, 1.310-1.314~~
~~Booster Outside Diameter at parting line, .626-.630~~
~~Booster Outside Diameter at top and bottom, .614-.618~~
~~Booster Inside Diameter, .442-.446~~
~~Booster leg pin gauge, .117~~
~~Booster length, .720 (+ or -) .010~~
~~Booster cross leg width, .220-.226~~
~~Throttle Bore Primary and Secondary, 1.561-1.562~~
~~Combined Throttle Shaft and Plate, Primary, .2075-.2205~~
~~Combined Throttle Shaft and Plate, Secondary, .2240-.2370~~

2. #15338 (American Sedan Committee) Clarify Holley Carburetor Identifying Numbers
In section 9.1.6.D.1.a, change the language as follows:
Only the approved carburetor (Holley #4776, 600cfm 4bll), insulator (Holley #108-12), and manifold (Edelbrock Performer RPM (#7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars. *The carburetor shall be identified by the numbers "4776". Additional numbers stamped on the horn section of the carburetor, such as "-X" (indicating the die lot number for that carburetor) and "XXXX" (up to 4 digits indicating the day of the year the carburetor was produced along with the year in the decade it was produced) shall not be used to identify the carburetor.* Two carburetor base gaskets may be used, one on each side of the insulator.

3. #15343 (American Sedan Committee) Clarification for 93-97 and 98-02 Camaro/Firebird RP Spec Lines
In AS, change the Camaro and Firebird spec line as follows:

Chevrolet/ Pontiac Camaro & Firebird (93-97) *5.7L V-8 (Iron Block, Aluminum Heads) LT1, 2 valves per cylinder* Restricted Prep.	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62	12.2 x 1.27 Disc	3200	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. GM Performance Parts camshaft Kit P/N-12480002 is permitted. 98-02 stock brakes and/or spindles/knuckles may be used. *Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/ intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/ headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted*.

Chevrolet/ Pontiac Camaro & Firebird (98-02) *5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder* Restricted Prep.	101.1	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	12.2 x 1.27 Disc	3300	Max. wheel size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. *Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/ exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted*.

4. #15422 (American Sedan Committee) Clarify RP Engines: Cadillacs, 10-13 Camaro, GTO, Mustangs
Update American Sedan Specification Lines for All RP cars (except 93-97 and 98-02 Camaros/Firebirds which were updated in letter #15343) to clarify approved engines.

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-05) Restricted Prep. *5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/ cylinder*	113.4	2.97, 2.07, 1.43,1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	275 Tire: 3470, 295 Tire: 3520	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column). Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.
Cadillac CTS-V (06-07) Restricted Prep. *6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/ cylinder*	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	(F) 355 Vented Disc (R) 365 Vented Disc	275 Tire: 3520, 295 Tire: 3570	GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Tire Size 295, add 50 lbs. (as noted in weight column) Max. Wheel Size: 18 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.
Chevrolet Camaro SS (V8) (10-13) Restricted Prep. *6.2L V8 (Aluminum Blcok, Aluminum Heads), 2 valves per cylinder*	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2Vented Disc	275 Tire: 3600 295 Tire: 3650	Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 54mm flat plate restrictor required.
Ford Mustang Cobra and GT (94-95) Restricted Prep. *5.0L V8 (Iron Block, Iron Heads), 2 valves per cylinder*	101.3	3.35, 1.99, 1.33, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3300	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Cobra R (1995) Restricted Prep. *5.8L V8 (Iron Block, Iron heads), 2 valves per cylinder*	101.3	3.27, 1.98, 1.34, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3400	Max. Wheel Size: (F)17 x 9 (R)17x10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.
Ford Mustang Cobra and GT (96-98) Restricted Prep. *4.6L V8 GT: (Iron Block, Aluminum heads), 2 valves per cylinder Cobra: (Aluminum Block, Aluminum Heads), 4 valves per cylinder*	101.3	3.37, 1.99, 1.33, 1.00, 0.67	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. *Either engine listed permitted for any car classified in this specification line.*
Ford Mustang Cobra (99-02) Restricted Prep. *4.6L V8 Aluminum Block, Aluminum Heads), 4 valves per cylinder*	101.3	3.37, 1.99, 1.33, 1.00, 0.68	(F) 330 Vented Disc (R) 296 Vented Disc	3300	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.
Ford Mustang GT (99-04) Restricted Pep *4.6L V8 (Iron Block, Aluminum heads), 2 valves per cylinder*	101.3	3.37, 1.99, 1.33, 1.00, 0.68	(F) 276/330 Vented Disc (R) 266 Vented Disc	3250	Max. Wheel Size: 17 X 9. Stock brakes or Ford 13" Brembo (Ford Racing Part M-2300-X) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Cold Air Intake allowed. Replacement manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 O.D., measured at any tube location one (1) inch from the flange of the collector.
Ford Mustang Mach 1 (03-04) Restricted Prep. *4.6L V8 (Aluminum Block, Aluminum Heads), 4 valves per cylinder*	101.3	3.38, 2.00, 162, 1.27, 1.00, 0.79	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8.
Ford Mustang Coupe GT 4.6L (05-10) Restricted Prep. *(Aluminum Block, Aluminum Heads), 3 valves per cylinder*	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 316/355 Vented Disc (R) 300 Vented Disc	3250	Max. Wheel Size: 18 X 9.5. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.

AS	Wheelbase	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep. *(Aluminum Block, Aluminum Heads), 4 valves per cylinder*	107.1	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 335/355 Vented Disc (R) 300 Vented Disc	275 Tire: 3500 295 Tire: 3550	Max. Wheel Size: 18 x 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x 8. 54mm flat plate restrictor required.
Pontiac GTO (04-06) Restricted Prep. *2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 2005-2006, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder*	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57	(F) 320 Vented Disc (R) 286 Vented Disc	LS1: 3300 LS2: 3350	Max. Wheel Size: 17 x 9.5. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of wheels no larger than 17 x *8. Either engine listed permitted for any car classified in this specification line*.

B-Spec
None.

Formula/Sports Racing
FA
1. #15082 (SCCA Staff) Mazda 2.3 Restrictor
In FA, spec line N. Ford Duratec/ Mazda, clarify the restrictor as follows:
32mm *SIR*

FM
1. #15407 (Formula/Sports Racing Committee) Update MSD part #
In section 9.1.1.E.5.D, add the following part number:
"The use of the MSD (P/N 6446 only) 6T spark box, MSD Soft Touch limiter, or MSD (P/N 6420 - 6AL)*, or MSD (P/N 6430 – 6ALN)* is mandatory. Location of the spark box and limiter is unrestricted, provided that access to visually inspect and remove the limiter chip is not impeded. A 6600 rpm limiter chip is standard. A maximum rpm of 6850rpm is allowed. Competitors may use adjustable rev chip (Moses Smith Racing part # 080-135). Competitors are advised that MSD chip function may vary with temperature, and should take measures to ensure compliance at all times."

2. #15408 (Formula/Sports Racing Committee) Allow Alternate Front Suspension Components
Add 9.1.1.E.11.I:
I. Allowable Lower Control Arm Configurations
1. Original Front Lower Control Arm Moses Smith Racing P/N 000-118 can only be used with Camber Sleeve Moses Smith Racing P/N 000-119 and Camber Nut Moses Smith Racing P/N 000-120 with no modifications to any of the parts.
2. Updated Front Lower Control Arm Moses Smith Racing P/N 000-158 can only be used with Updated Camber Sleeve Moses Smith Racing P/N 000-159 and Camber Nut Moses Smith Racing P/N 000-160 with no modifications to the parts.
3. Original Rear Lower Control Arm Moses Smith Racing P/N 020-110 can only be used with Camber Sleeve Moses Smith Racing P/N 000-119 and Camber Nut Moses Smith Racing P/N 000-120 with no modifications to any of the parts.
4. Updated Rear Lower Control Arm Moses Smith Racing P/N 000-133 can only be used with Updated Camber Sleeve Moses Smith Racing P/N 000-159 and Camber Nut Moses Smith Racing P/N 000-160 with no modifications to the parts.

P1
1. #15109 (David Locke) 4 cycle Motorcycle Based 1455cc engine
In P1 Engine Table, line F, add to the notes columns as follows:
"*May run 38mm restrictor at 1075 lbs. min weight.*"
In P1 Table 1 (Spec Line Cars), remove Spec Line G in its entirety.

2. #15110 (David Locke) 4 cycle Motorcycle Based 1615cc engine
In P1 Engine Table, line G, add to the notes as follows:
"*May run 35mm restrictor at 1125 lbs. min. weight.*"

In P1 Table 1 (Spec Line Cars), remove Spec Line F in its entirety.

3. #15111 (David Locke) P1 Table L - 2000cc engine restrictors
In P1, Table L, line L3, change the SIR/Weight column as follows:
~~33mm~~ *32mm*
In P1, Table L, line L4, change the SIR/Weight column as follows:
~~31mm~~ *30mm*

4. #15112 (David Locke) 4 cycle, 4 valve 1615cc minimum weight
In P1, line H, change the weight as follows:
~~1350~~ *1400*

5. #15113 (David Locke) P1 Table 1 (Spec Line Cars) - Staudacher spec line
In P1, Table 1 (Spec Line Cars), remove line B (Staudacher Homologated before 1/1/2014) in its entirety.

6. #15114 (David Locke) Display of engine size and restrictor size
In section 9.1.8.B.1.J. (P1), add a new section 12 as follows:
"All cars shall display their engine size from the applicable Spec Line and the size of their required restrictor, if any, in a manner that is clearly legible to the scrutineers at the scales."

In section 9.1.8.C.1.L.g. (P2), add a new section 4 as follows:
"All cars shall display their engine size from the applicable Spec Line and the size of their required restrictor, if any, in a manner that is clearly legible to the scrutineers at the scales."

7. #15406 (Formula/Sports Racing Committee) Revised engine and spec line table
This letter covers #15109, 15110, 15111, 15112 and #15113. Individual letters sent with responses shown below.

#15109 - In P1, line F (1455cc), add to the notes as follows:
"May run 38mm at 1075 lbs. min. weight"

In P1, remove spec Line G in its entirety.

#15110 - In P1, line G (1615cc), add to the notes as follows:
"May run 35mm at 1125 lbs. min. weight"

In P1, remove Spec Line F in its entirety.

#15111 - In P1, Table L, line L3 (2000cc - 10:1 maximum compression ratio), change the restrictor/weight as follows:
~~33mm/1400~~ *32mm/1400*

In P1, Table L, line L4 (2000cc - unrestricted compression ratio): change the restrictor/weight as follows:
~~31mm/1400~~ *30mm/1400*

#15112 - In P1 line H (1615cc 4-valve): change the weight as follows:
~~1350~~ *1400*

#15113 - In P1, Table 1, remove Spec Line B (Staudacher Homologated before 1/1/2014) in its entirety.

GCR
1. #14848 (Terry Ozment) Change requested regarding Nationwide Points
In section 3.7.3.A.1.c clarify as follows: "The National Championship Runoffs will serve as the *final* tie breaker if needed. 3.7.2.A, 3.7.2.B and 3.7.2.C apply to the Nationwide Point Standings. "

2. #15284 (John Bauer) Clarify Alternate Roll Cage Language 9.4.5.F
Clarify section 9.4.5.F as follows:
"Any roll hoop design which does not comply with the specifications in 9.4.5, will only be considered if it is accompanied by engineering specifications signed by a registered engineer *stating that the design meets the stress loading requirements below*. No alternate roll hoop will be considered unless it contains a main hoop having a minimum tubing size of 1.375" x .080" wall

thickness. The roll bar must be capable of withstanding the following stress loading applied simultaneously to the top of the roll bar: 1.5 (X) laterally, 5.5 (X) longitudinally in both the fore and aft directions, and 7.5 (X) vertically, where (X) = the minimum weight of the car."

Grand Touring
GTL
1. #14938 (Grand Touring Committee) E&O for letter 14388
In GTL, Nissan Engines, R16 (Limited Prep), correct the engine type as follows:
~~SOHC~~ *4 cyl OHV*

Improved Touring
ITB
1. #12125 (Ricardo Velez) Add 4G93 Mirage 1993-1996 to spec line
In ITB, classify the Mitsubishi Mirage 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 Mirage 1.8L coupe (93-96)	*4 Cyl SOHC*	*81.0 x 89.0 1834*	*(I) 30.0 (E) 27.0*	*9.5*	*96.1*	*15*	*3.363, 1.947, 1.285, 0.939, 0.777*	*(F) 236 x 18 ventilated Disc (R) 180 Drum*	*2355*	

Production
1. #15300 (Eric Prill) Please correct FP Miata track
In FP Mazda Miata 1.6L (90-97), change the track as follows:
~~1479~~ *59.7"* ~~1491~~ *60.4"*

Spec Miata
1. #15423 (SCCA Staff) Clarify the SM Plunge Cut
In 9.1.7.C.1.f.3, clarify the plunge cut allowance as follows:
"The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut *must be concentric with the valve guide axial centerline, and* cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below."

Note: this was published in Racing Memo RM 14-20 on 11-3-14.

Super Touring
ST
1. #13671 (James Clay) Request to allow BMW SpecE46 cars
In STU, classify the Spec E46 BMW as follows:

STU	Max Displ.	Minimum Weight	Notes
BMW Spec E46	*see rules*	*2850*	*The Spec E46 rules are available here: http://scca.cdn.racersites.com/prod/assets/Spec%20E46%20Rules%20and%20Regulations.pdf*

2. #14521 (Super Touring Committee) Clarify ST World Challenge and Allowance/requirement Tables
In STU, Replace Tables A and B with the following:

Table A: Alternate Vehicle and Engine *Requirements*			
*Table A, Requirements specifies deviations from the STCS that competitors are **required** to do if they are running the following cars, engines, and/or combinations. All other GCR/STCS specs apply, except as noted below.*			
STU	**Maximum Displacement (cc's)**	**Minimum Weight**	**Notes**
GM Ecotech LNF	*2000*	*2820*	*34mm TIR required. FWD applications may use TIR chart.*
Mazdaspeed Miata	1839	Chart - 2mm	

Table B: Alternate Vehicle and Engine Allowances			
*Table B, Allowances specifies deviations from the STCS that competitors are **allowed** to do if they are running the following cars/engines/combinations. If the competitor chooses an allowance from the below table they are required to meet all spec line notes. All other GCR/STCS specs apply, except as noted below.*			
STU	**Maximum Displacement (cc's)**	**Minimum Weight**	**Notes**
Audi A4 Turbo	1797	Chart	K04 turbocharger permitted.
		3050	IHI VF30 turbo with 35mm turbo inlet restrictor permitted.
BMW E36 M3 (95-99)	3200	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
BMW E46 3 Series	2500	Chart	Adaptor BMWAD1 or BMWAD2 permitted to mate M50 throttle body to M54 intake manifold.
BMW S14B20	*1990*	*Chart*	*Must meet all STU engine regulations*
Chevy Camaro	3790	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression .Engines must use the OEM camshaft lift.
Chevrolet Cobalt /Cavalier (Super Charged)	1998	2650	GM stage 2 kit allowed. OEM Camshaft lift.
Dodge SRT4	2458	Chart	Mitsubishi TD05HR-15GK2 turbo charger permitted.
Ford Mustang	3797	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
	4000	3300	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Honda S2000		Chart	K series engines allowed with stock S2000 intake manifold and throttle body. *Alternate differential cover Evasive motorsports #EVS-AP-DIFF-HC is permitted.*
Improved Touring Vehicles (1985-)	*See GCR 9.1.3*	*See GCR 9.1.3*	*Must completely conform to ITCS requirements.*
Lexus IS 300	2800	3080	Maximum bore: 87mm; maximum stroke: 78mm.

Lotus Elise SC/ Lotus Exige SC	1796	2200	Stock *supercharger* pulley and injectors permitted at 2200lbs.
		2400	Minimum *2.9" supercharger* pulley, open injectors, OEM camshaft at 2400 lbs
Mazda 13B	*NA*	*2300*	*Street 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.*
Mazda Renesis	*NA*	*2300*	*No porting allowed. Alternate 70mm choke throttle body from the following list allowed: OE from 1996-2004 Mustang 4.6 liter V8; BBK #1700 (e.g., Summit #BBK-1700); Summit #227204; Trickflow #24070 1" thickness max manifold adapter allowed.*
Mazda 12A Street Port	NA	2250	
Mazda 13B Bridge Port	NA	2600	
Mercedes CLK	2300	3200	
Mini Cooper S SC	1598	*1900*	Stock supercharger pulley
		2100	*JCW Pulley permitted.*
Nissan 350Z	3000	3300	Nissan VQ30, 93.0 bore by 73.3 stroke
Nissan SR20DET	*2000*	*Chart -2mm*	
Pontiac Firebird	3790	3200	Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.
Pontiac Solstice/Saturn Sky	2400	*Chart*	May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.
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.*
Scion FR-S	2000	Chart	4U-GSE engine may use OEM 12.5:1 compression ratio.
Scion TC SC	2362	2300	TRD supercharger kit allowed. OEM camshaft lift.
Subaru BRZ	2000	Chart	FA20 engine may use OEM 12.5:1 compression ratio.
Subaru BRZ/ Scion FRS	*2000*	*2970*	*Jackson Racing S/C Kit, part # 000-07-300 Permitted.*
Toyota 4AGZE	*1587*	*1955*	*Permitted with stock supercharger.*
Volkswagen GTI/GLI	1984	Chart	K04 turbocharger permitted.
Volkswagen Jetta Mk4	*1805*	*Chart*	*IHI VF30 Turbo Permitted*
World Challenge Spec* Acura Integra Type R		2475	VTS v2 dated 1.09.2010
World Challenge Spec Acura RSX Type S		2670	VTS v1 dated 2.24.2009
World Challenge Spec* Acura TSX (04-08)		2975	VTS v1 dated 2.24.2009 52 mm restrictor per WC Appendix A
World Challenge Spec* Acura TSX (09-11)		2870	VTS v4 dated 3.13.2009. 2009 VTS only; no 2010-11 specs permitted. 50 mm restrictor per WC Appendix A
World Challenge Spec* Ford Focus Coupe		2677	VTS v1 dated 2.24.2009

World Challenge Spec* Ford Contour/ Mercury Cougar (96-00)		2750	VTS v3 dated 6.16.2002
World Challenge Spec* Mazda 6		2975	VTS v3 dated 7.15.2009 52.5 mm restrictor per WC Appendix A
World Challenge Spec *Mazda MX5 (2005-)*	*2489*	*2500*	*VTS dated 1/15/2013. Must meet STCS Ride Height.*

In STL, Replace Tables A and B with the following:

Table A**: Alternate Vehicle and Engine** Requirements

*Table A, Requirements specifies deviations from the STCS that competitors are **required** to do if they are running the following cars, engines, and/or combinations. All other GCR/STCS specs apply, except as noted below.*

STL	**Maximum Displacement (cc's)**	**Minimum Weight**	**Notes**
Acura/Honda *B18C, B18C5, B18C6, C18C7*		*Chart + 2%*	*Any porting and or polishing of intake and or exhaust ports outside of the GCR 9.1.4.2.B.3, 1" port matching allowance, factory or otherwise, is prohibited. Must meet all STL other specifications.*
Honda F20C		*Chart + 2%*	*50 mm flat plate restrictor required. Must meet ALL STL regulations.*
Honda K20		Chart	50mm Flat Plate restrictor required. Honda throttle body #16400-RAA-A130 and Karcepts adaptor #KIM01 may be used.
Mazda MZR		Chart	55mm flat plate restrictor required.
Mazda 12A		2150	No porting or port matching is permitted. The 5th and 6th intake port actuators and valves may be removed or disabled.
Mazda 13B		2589	No porting or port matching is permitted. The 5th and 6th intake port actuators and valves may be removed or disabled.

Table B**: Alternate Vehicle and Engine Allowances**

*Table B, Allowances specifies deviations from the STCS that competitors are **allowed** to do if they are running the following cars/engines/combinations. If the competitor chooses an allowance from the below table they are required to meet all spec line notes. All other GCR/STCS specs apply, except as noted below.*

STL	**Maximum Displacement (cc's)**	**Minimum Weight**	**Notes**
BMW S14B20	1990	Chart + 2%	Must meet all STL engine regulations
ITA-spec and ITS-spec RX7	See GCR 9.1.3	See GCR 9.1.3	Must completely conform to ITCS specifications.
ITS, ITA, ITB, or ITC vehicles with a reciprocating piston engine of 2.0L or less engine displacement, 1985+	See GCR 9.1.3	See GCR 9.1.3	Must completely conform to ITCS specifications.

Pontiac Solstice/Saturn Sky		Chart	May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.
Spec Miata vehicles	See GCR 9.1.7	See GCR 9.1.7	Must completely conform to SMCS specifications, except spec tire not required.
Toyota 2ZZ-GE	1796	Chart	May use stock 11.5:1 compression ratio.
Toyota 20 Valve 4AGE (Black / Silver Top)	1600	Chart + 2%	Must meet all STL engine regulations.
Volkswagen ABF	1984	Chart	
Acura/Honda B16A		*Chart +2%*	*Must meet all STL engine regulations.*
Mazda Spec MX-5	*2000*	*2600*	*Must Comply with 2014 SCCA Spec MX-5 Regulations.*
Mazda MX-5 Cup	*2000*	*2600*	*Must comply with 2014 SCCA Pro Racing MX-5 Cup Regulations. Competitor must have the rules in their possession and present them upon request.*

STU

1. #14702 (James Rogerson) Turbo inlet restrictor weight chart
In Section 9.1.4.1.H.2, table note, change the language as follows:
"AWD/RWD cars must ~~deduct~~ *reduce restrictor* size 2 mm from this table."

2. #14706 (Christopher Jurkiewicz) Aerodynamic equality for all cars
In section 9.1.4.D.4.b, change the language as follows:
"Factory wings, ~~and~~ spoilers, *underbody diffusers*, and roof vortex generators are permitted, but must be removed if an approved aftermarket wing is installed."

3. #14742 (James Rogerson) Restrictor size for Subaru/Scion with supercharger?
In STU, Subaru BRZ/ Scion FRS, add the notes as follows:
"Jackson Racing S/C Kit, part # 000-07-300 permitted *with 110mm SC pulley part #12130-07-R01*"

Touring

T2

1. #15172 (Touring Committee) Correct Bore and stroke for Porsche 996/997
In T2, Porsche 911/ 997 (06-08), correct the bore and stroke as follows:
~~100.1 x 76.5~~ *3.78 in. (96 mm) Stroke 3.26 in. (82.8 mm)*
In T2, Porsche 911/ 996 (98-05), correct the bore and stroke as follows:
~~100.1 x 76.5~~ *3.78 in. (96 mm) Stroke 3.26 in. (82.8 mm)*

T2-T4

1. #15181 (Joe Aquilante) Amend rules to include 2014 models...
In T2, Ford Mustang GT 5.0L (10-12), add the 2013 and 2014 models to the spec line.
In T3, Ford Mustang V6 (11-13), add the 2014 model to the spec line.

2. #15244 (SCCA Staff) T2 and T3 mustang Notes
In T2, Ford Mustang GT 5.0L (11-12), clarify the notes as follows:
"17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear. *Rear spring relocation to shock permitted with use of this kit*), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. 57mm flat plate restrictor required. Ford Racing oil pan #M-6675-M50BR permitted. Driveshaft from The Driveshaft Shop part number FDSH22-A-CV1 is allowed."

In T3, Ford Mustang V6 (11-12), clarify the notes as follows:
“The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear. *Rear spring relocation to shock permitted with use of this kit*), 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-649-R1, Rear Upper Sho18197-A. The Driveshaft Shop part number FDSH18-A is allowed.”

T4

1. #14739 (Ali Naimi) Mazda Miata Helper Spring Wrong Part Number
In T4, Mazda MX-5 (06-08), correct the notes as follows:
“MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs ~~#0000-04-HLPR-EB~~ *allowed*, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498.”
In T4, Mazda MX-5 / Club Model (09-13), correct the notes as follows:
“MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs ~~#0000-04-HLPR-EB~~ *allowed*, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498.”

Court of Appeals

JUDGEMENT OF THE COURT OF APPEALS
COA Ref. No. 14-02-RO
October 10, 2014

FACTS IN BRIEF

Following the Touring 2 (T2) race at the 2014 SCCA National Championship Runoffs, a Chief Steward's Action (CSA) was written against a competitor for relocation of the rear spring in a Ford Mustang GT 5.0L (10-12). The competitor protested the action. The SOM found and reported the existence of Racing Memo (RM) 12-08, in which rear spring relocation to shock is permitted with the use of the specified spring kit.

Chief Steward Dennis Dean submitted a Request for action (RFA) requesting that the Court of Appeals review RM 12-08 as an Error and Omission in 2014 GCR 9.1.9.2.D.5.b.2. and T2 Specification Line for Ford Mustang GT 5.0L (2010-2012) on page 846. The RFA solicited a ruling whether to add language included in Racing Memo (RM) 12-08, which was "inadvertently omitted from the GCR".

DATES OF THE COURT

The SCCA Court of Appeals (COA), Laurie Sheppard, Jeffrey Niess and Rick Mitchell, Chairman, met on October 10, 2014, to review, hear, and render a decision on the RFA.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Action from Runoffs Chief Steward, Dennis Dean.
2. Racing Memo No. 12-08.
3. Testimony from Jim Wheeler (Chairman of the Club Racing Board (CRB)).
4. 2012 GCR (December) and 2013 GCR (January).

FINDINGS

The COA heard testimony from Jim Wheeler (Chairman of the CRB), reviewed documents and concluded that while RM 12-08 was present in the December 2012 GCR, it was missing from the January 2013 GCR and all subsequent GCRs. Mr. Wheeler stated that no ensuing official actions by the CRB removed the RM 12-08 language and it should have remained in the GCR.

DECISION

Racing Memo 12-08 permitted rear spring relocation to shock with use of Spring Kit #M-5300-A (including M-5560-A rear), which is the approved suspension kit for T2 Ford Mustang GT 5.0L (2010-2012). The SCCA Court of Appeals concludes that RM 12-08 language specific to the T2 Ford Mustang GT 5.0L (2010-2012) was omitted from the 2013 and later GCR in error, and should be reinstated in the current GCR in total.

JUDGEMENT OF THE COURT OF APPEALS
Tonis Kasimets and Conner Kearby vs. SOM, COA Ref. No. 14-03-RO
October 10, 2014

FACTS IN BRIEF

Following Thursday Qualifying for Formula Atlantic (FA) at the 2014 SCCA National Championship Runoffs, Michael Mallinen protested FA #56, driven by Conner Kearby, for non-compliant bodywork, in that a portion of bodywork had been modified by removal to provide room for a muffler. The Stewards of the Meeting (SOM), Scott Bowman, Kevin Coulter and Cathy Barnard, Chairman, conducted a hearing, upheld the protest and removed Mr. Kearby's Thursday Qualifying times.

Tonis Kasimets, Entrant FA #56, and Mr. Kearby appealed the loss of Thursday Qualifying times.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met on October 10, 2014, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Documents and photographs from the SOM.
2. Technical Inspection Report.
3. Appeal Letter and testimony from Steve Knapp, Crew Member FA #56.

FINDINGS

The COA interviewed Mr. Knapp and Mr. Kasimets, and reviewed photographs and documents provided by the SOM. The photographs, documents and testimony agreed that FA #56 had been modified by removal of a portion of the bodywork to allow for installation of a muffler. GCR 9.1.1.A. Table 2, page 276 states "…The bodywork may not be modified in shape or size…" While the appeal noted that the removed portion was small, the GCR makes no such allowance. The COA finds that FA #56 was non-compliant due to bodywork modification.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. Kasimets' appeal fee will be returned, less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Dylan Olsen vs. SOM, COA Ref. No. 14-04-RO
October 11, 2014

FACTS IN BRIEF

On October 10, 2014, during the American Sedan (AS) race at the 2014 National Championship Runoffs, Car #13 driven by Dylan Olsen made contact with Car #21 driven by Aaron Bailey. Mr. Bailey was forced off course but both ultimately continued. Following the race, Mr. Bailey protested Mr. Olsen for the contact citing 2014 GCR 6.11.1.A-D. The Stewards of the Meeting (SOM) Phil Shuey, Kathy Barnes and Tom Brown, Chairman, conducted a hearing and found the contact was avoidable and therefore, Mr. Olsen was in violation of GCR 6.11.1.A. and 6.11.1.D. The SOM penalized Mr. Olsen with loss of position sufficient to place him three (3) positions behind Mr. Bailey and probation for four (4) race weekends.

Mr. Olsen appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met in person on October 10 and October 11, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

Note: all interviews, videos, and documents were conducted, created, and/or received on October 10-11, 2014.
1. Appeal notification, interview, and witness statement from Mr. Olsen.
2. Interview and in-car video (forward and reverse views) from Mr. Bailey.
3. Interview and witness statement from Andy McDermid, driver of Car #24.
4. Interview with SOM Court (Mr. Shuey, Ms. Barnes, and Mr. Brown).
5. Speedcast TV videotape of American Sedan race.
6. Photos of Car #13 and Car #21 provided by the SOM.
7. New witness statements from Carl Clinton, John Blizzard, Kyle Keenan, Michael Yochim, and Craig Hudson.

FINDINGS

Mr. Olsen disagrees that the contact was avoidable and alleges that Mr. Bailey had moved over unexpectedly in an attempt to block a pass. The COA reviewed all documentation, interviewed additional witnesses, and reviewed available video showing the incident. Among the factors considered were vehicle performance and prep level differences which led to different racing dynamics between the two vehicles, the presence of another AS (#24) in the corner at the time of the incident, and the relative

positions of all three cars entering the corner. The COA determined that there was insufficient evidence that any pass attempt had been specifically blocked. Car #24 was having braking issues and took an extreme outside line approaching the turn. The COA believes the relative positions of the three cars as they committed to the turn prevented Mr. Olsen from being fully cognizant of Mr. McDermid's speed and line, causing him also to overestimate Mr. Bailey's speed at the apex.

DECISION

The SCCA Court of Appeals overturns the decision of the SOM. Mr. Olsen's position is reinstated and all penalties, including probation, are rescinded. Mr. Olsen's appeal fee will be returned, less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Michael LaBouff vs. SOM, COA Ref. No. 14-05-RO
October 11, 2014

FACTS IN BRIEF

Following the Spec Miata (SM) race at the 2014 SCCA National Championship Runoffs, Michael Collins, driver of SM #75 protested Michael LaBouff, driver of SM #04 for car-to-car contact violating 2014 GCR 6.11.1.A, C, and D. (Rules of the Road). The Stewards of the Meeting (SOM), Gloria Larson, Dan Miklovic and Ken Jones, Chairman, heard testimony, reviewed witness statements, viewed video, determined that Mr. LaBouff had violated GCR 6.11.1.A, C, and D., assessed the penalty of disqualification and assigned four (4) penalty points.

Mr. LaBouff appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Jeffrey Niess and Rick Mitchell, Chairman, met on October 11, 2014, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. SOM – SUMMARY OF ACTION with witness statements, in-car video, and post-race pictures of both SM #04 and SM #75.
2. Appeal Letter and testimony from Mr. LaBouff.
3. Additional Witness Statement from Joe Rombi, SM #48 (dated 10/11/14).
4. Speedcast TV videotape from official race feed of SM Race.

FINDINGS

As Mr. Collins, SM #75, rounded Turn 2, but prior to the second apex of the corner, Mr. Rombi, SM #48, passed Mr. Collins on the left. Mr. LaBouff, SM #04, attempted to follow Mr. Rombi and pass Mr. Collins on the left also. However, Mr. LaBouff's attempt to pass was very late in the corner and just as Mr. Collins was moving to the second apex of Turn 2. Mr. LaBouff contacted Mr. Collins in the left quarter panel, behind the driver's door, pushing Mr. Collins off the racing surface, driver's right. Mr. Collins was unable to continue. Mr. LaBouff stated in his appeal that Mr. Collins was blocking his attempt to pass. The evidence does not support this. Mr. LaBouff's pass attempt was ill-advised.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. LaBouff's appeal fee will be returned, less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Robert Schader vs. SOM, COA Ref. No. 14-06-RO
October 11, 2014

FACTS IN BRIEF

On October 11, 2014, at the start of the Super Touring Light (STL) race at the 2014 SCCA National Championship Runoffs, Car #5 driven by Robert Schader and Car #06 driven by Brian Shanfield had contact. After the impact with Car #5, Car #06 also made contact with the inside barrier and was unable to continue racing. Car #5 continued and completed 15 laps of the 20 lap race. The Chief Steward filed a Request for Action (RFA) asking that the SOM investigate the contact and potential violations of 2014 GCR 6.11.1.A-D. by Mr. Schader. The Stewards of the Meeting (SOM) Kevin Coulter, Cathy Barnard and Scott Bowman, Chairman, conducted a hearing and found Mr. Schader guilty of avoidable contact and assigned the penalty of disqualification and placed Mr. Schader on probation for four (4) race weekends.

Mr. Schader appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Laurie Sheppard and Rick Mitchell, Chairman, met in person on October 11 and October 12, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

Note: all interviews, videos, and documents were conducted, created, and/or received on October 11-12, 2014.

1. Appeal notification, interview, and witness statement from Mr. Schader.
2. In-car video from Brian Shanfield (Car #06) and Oscar Jackson (Car #16).
3. Video from the start stand taken by Peter Roberts, Start Videographer.
4. Speedcast TV videotape of STL race.
5. Interview with SOM Court (Mr. Coulter, Ms. Barnard, and Mr. Bowman).
6. Visual inspection of Car #5.

FINDINGS

Mr. Schader disagrees that the contact was avoidable as it occurred at the start of the race when Mr. Schader was surrounded by other cars. The SOM based their decision on the position of the car to Mr. Schader's right and felt Car #5 was not forced left, toward the apex at turn one. Mr. Schader alleged that he was not aware of Mr. Shanfield approaching to his left and was following the normal racing line. The COA reviewed all documentation, interviewed witnesses, and reviewed available video showing the incident. Mr. Jackson's video was the most compelling evidence, as it showed Mr. Shanfield initiating the pass and attempting to hold the position even as the gap between Car #5 and the wall closed. The first contact was by the right front of Car #16 into the left side of Car #5 behind the driver's door.

The COA finds there is ample evidence that Mr. Schader was unaware of Mr. Shanfield coming up alongside. Per 2014 GCR 6.11.1.D. "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car." The COA does not believe Mr. Schader intended to impede or block Mr. Shanfield and that Mr. Schader's attention was appropriately directed at the cars ahead and beside him at the start.

DECISION

The SCCA Court of Appeals overturns the decision of the SOM. Mr. Schader's position is reinstated and all penalties, including probation, are rescinded. Mr. Schader's appeal fee will be returned, less the amount retained by SCCA.

JUDGMENT OF THE COURT OF APPEALS
Mark Drennan, Tyler Kicera, Craig Berry, Joey Jordan, Charlie Hayes, Andrew Carbonell, Jim Drago and Brian Ghidinelli vs. SOM, COA Ref. No. 14-07-RO
October 12, 2014

FACTS IN BRIEF

On October 10, 2014, at the 2014 SCCA National Championship Runoffs, Will Schrader, the driver of Spec Miata (SM) #87 presented a mechanical protest against the following competitors:

Mark Drennan, SM #10

Tyler Kicera, SM #44

Craig Berry, SM #29

Joey Jordan, SM #17

Charlie Hayes, SM #22

Andrew Carbonell, SM #79

Jim Drago, SM #2

Brian Ghidinelli, SM #12

The protest stated that the competitors violated 2014 GCR 9.1.7.C.1.f.4.:

"No aluminum 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 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." Mr. Schrader asserted that the competitors removed material from the short turn radius in the port.

The Stewards of the Meeting (SOM), Barb Knox, Paul Gauzens and Pat McCammon, Chairman, met repeatedly on October 10, 2014 and October 11, 2014, calculated a bond, viewed the cylinder heads and heard witnesses on the protests one at a time. Their decision of the protests was that the heads were not compliant with 9.1.7.C.1.f.4.

The eight competitors are appealing the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met in person on October 12, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter received October 12, 2014.
2. Letter from all appellants asking that the COA hear the appeals as one appeal and all are in agreement that their representatives will be Jim Drago and Dan Tiley.
3. SOM witness statements and documents.
4. Witness statement from Sam Henry (undated).
5. Witness statement from Mike Collins dated October 12, 2014.
6. Witness statement from Dan Tiley dated October 12, 2014.
7. Witness statement from Jim Drago dated October 12, 2014.

FINDINGS

The competitors organized representatives to present an appeal for all of them in order to speed up the process. For this we thank them.

The appeal is in four parts.

1. The protest and findings of the first court are based solely on GCR 9.1.7.1.f.4. which states that no material may be removed or added from the short side radius in the port. GCR 9.1.7.1.f.3. allows a plunge cut to the valve pocket and will remove material from the short side radius. There is no definition to "plunge cut". The COA agrees with this argument that paragraph 3 must be considered for compliance as well as paragraph 4.
2. The appeal argues that "de-burring" is the normal practice after the plunge cut and that any marks within the 12mm plunge cut are legal. The COA sees that the "de-burring" process employed is beyond what a practicing machinist would consider typical and necessary. We disagree that the 12mm depth of the plunge cut is open to what ever machining is desired when paragraph 4 is taken along with paragraph 3.

3. The appellants state that it took 7 inspectors over 5 hours to make a subjective determination based just on paragraph 4. We find that each inspector individually performed a blind review of the cylinder heads which the court feels was very fair and unbiased.
4. The appeal asked us to take into account the fallout of our decision. The COA does not take this into account in our decision but judges on the appeal itself.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. The appellants' appeal fees will be returned, less the amount retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS
Dennis Dean vs SOM, COA Ref. No. 14-08-RO
October 12, 2014

FACTS IN BRIEF

Following the American Sedan (AS) Race at the 2014 SCCA National Championship Runoffs, Dennis Dean, Chief Steward, filed a Chief Steward's Action (CSA) disqualifying AS #8, Bill Baten, for a non-compliant intake manifold. Mr. Baten protested the CSA. The Stewards of the Meeting (SOM), Kevin Coulter, Cathy Barnard and Scott Bowman, Chairman, conducted a hearing and found car #8 to be compliant per 2014 GCR 9.1.6., AS Spec Line, reversing the disqualification and upholding the protest.

Mr. Dean appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Jeffrey Niess and Rick Mitchell, Chairman, met on October 12, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Documents from the SOM.
2. Technical Inspection Report.
3. Appeal Letter and testimony from Mr. Dean.

FINDINGS

The COA interviewed Mr. Dean, Mr. Baten, Jim Wheeler, Chairman of the Club Racing Board, and other witnesses.

The CSA held that the intake manifold on AS #8 (a 2001 Chevrolet Camaro) was non-compliant as it was not an Original Equipment Manufacturer (OEM) part for the base Camaro on the Camaro & Firebird (98-02), Restricted Prep. Spec Line.

The SOM ruled that the intake manifold was an OEM part for the SS version, and the Spec Line does not distinguish trim levels for these cars.

The appeal is based on the interpretation that the Camaro SS is a different model than the base Camaro or than the Camaro with the Z28 option package.

The COA finds that the AS Spec Line does not stipulate trim levels for 1998-2002 Camaro and thus includes all versions then available. The COA rules that a reasonably knowledgeable person would not make the distinction that the Z28 was an option package on the base Camaro, but that the SS was a different model of Camaro. Mr. Baten's car with this intake manifold is, therefore, deemed compliant.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM.

JUDGEMENT OF THE COURT OF APPEALS
Tim Barber and Kyle Kaiser vs. SOM, COA Ref. No. 14-09-RO
October 12, 2014

FACTS IN BRIEF

Following the Spec Miata (SM) Race at the 2014 SCCA National Championship Runoffs, Dennis Dean, Chief Steward, filed a Chief Steward's Action (CSA) disqualifying SM #88, Kyle Kaiser, for a non-compliant cylinder head. Tim Barber, Entrant of SM #88, protested the CSA. The Stewards of the Meeting (SOM), Paul Gauzens, Pat McCammon, and Barbara Knox, Chairman, conducted a hearing and found SM #88 to be non-compliant per 2014 GCR 9.1.7.C.1.f.5., upholding the disqualification and denying the protest.

Mr. Barber appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Laurie Sheppard, and Rick Mitchell, Chairman, met on October 12, 2014 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Report and Action summary from the SOM.
2. Copies of witness statements provided by the SOM.
3. Observation of repeated measurements of the cylinder head in question as well as a stock exemplar cylinder head, and interviews with Tech personnel.
4. Appeal letter and testimony from Mr. Barber.

FINDINGS

The COA interviewed Mr. Barber, Mr. Dean, Dave Kettler, Chief of Tech, and John Bauer, Club Racing Technical Manager. The COA found that the Go/No-Go Measurement Tool met the required specs, was used in a proper and repeatable process, and that the cylinder head of SM #88 was non-compliant, in that the valve relief fly cut was beyond that allowed by GCR 9.1.7.C.1.f.5. The COA further observed that there is not a set of written instructions for the use of the Go/No-Go Tool. Despite this, the measurements performed for this court were repeatable, all cylinder heads were measured by the same person, and it was clear to the COA that the use of the tool was fair.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. Barber's appeal fee will be returned, less the amount retained by SCCA. The Club Racing Office has been asked, in the interest of clarity, to develop operating instructions for the Go/No-Go Tool.

JUDGEMENT OF THE COURT OF APPEALS
Richard Rigda vs. SOM, COA Ref. No. 14-10-RO
November 4, 2014

FACTS IN BRIEF

Following the Touring 2 (T2) race at the 2014 SCCA National Championship Runoffs, Richard Rigda, driver of Car #3, filed a protest against Addison Lee, driver of Car #89, for an on-track incident. Also, Chief Steward, Dennis Dean, filed a Request for Action (RFA) for the same on-track incident.

The Stewards of the Meeting (SOM), Dan Miklovic, Ken Jones, and Gloria Larson, Chairman, held a hearing on both actions together and ruled the incident to be a racing incident only. On October 12, 2014, around midday, the Chairman of the SOM notified Mr. Rigda of the decision by voice mail because Mr. Rigda had left the track. On Thursday, October 16, 2014, Mr. Rigda

submitted an appeal of the SOM action to the Club Racing Department in Topeka, KS.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Tom Hoffman and Rick Mitchell, Chairman, met by conference calls on October 28 and November 4, 2014 to review Mr. Rigda's submission.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Rigda dated October 16, 2014.
2. SOM documents dated October 12, 2014 at 11:15 AM.
3. Emails from Janet Farwell, SCCA Club Racing Manager.
4. 2014 General Competition Regulations (GCR), 2014 Runoffs Supplemental Regulations and 2014 MotorsportReg Entry Form.

FINDINGS

When Mr. Rigda registered online, he agreed to the following provisions on the MotorsportReg Entry Form:

"... The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary (sic) Regulations…"

The Supplemental Regulations for the 2014 Runoffs (issued online on March 24, 2014) state, in part:

"13.4. Appeals: …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 his right to be heard and/or to call witnesses…The time limit for receipt of an appeal is one (1) hour following announcement of the First Court's decision..."

The COA finds no provision in either the GCR or the Supplemental Regulations whereby the appeal time limit may be extended. The COA is bound by the GCR and Supplemental Regulations for the event.

The SOM (First Court) decision was announced on October 12, 2014 and Mr. Rigda was advised of their decision on that date. Since Mr. Rigda submitted his appeal on October 16, 2014, his appeal was outside the one (1) hour limit.

DECISION

Mr. Rigda's appeal is not timely. The Court of Appeals cannot hear Mr. Rigda's appeal. Mr. Rigda's entire appeal fee will be returned.

Judgment of the Court of Appeals
Cliff Brown vs. SOM, COA Ref. No. 14-11-SE
November 11, 2014

FACTS IN BRIEF

At the conclusion of qualifying sessions for the Group 7 Race for Spec Miata (SM) at the SCCA Invitational Challenge (SIC) event held at Daytona International Speedway on September 28, 2014, SM competitor Cliff Brown filed three (3) mechanical protests requesting that the compression ratio be checked, using the Katech Whistler tool, on the cars of three (3) competitors. The Stewards of the Meeting (SOM) Sherri Croyle, Philip Croyle and Robert Henderson, Acting Chairman, authorized the inspection of the cars.

The Chief Scrutineer under the observation of the SARRC Series Administrator completed the inspections with the valve covers off. Two of the cars were judged to be non-compliant for compression standards. A decision was made to disallow the qualifying times of those two cars, but to permit them to start from the back of the grid for the upcoming Group 7 Race. Mr. Brown was informed verbally of the decision. In the interim, three additional SM cars were protested and inspected using the same procedure. Those cars were also found to be non-compliant.

Officials sought to verify that the testing procedure employed in all inspections was correct. During this process, a decision was made (1) to allow all those cars that tested as non-compliant to begin the race from their original positions as qualified, and (2) all those cars would be re-inspected post race. The SOM informed Mr. Brown of their altered decision. Mr. Brown alleges that he then informed the Chief Steward of his desire to file a new protest requiring the cylinder heads of those non-compliant cars to be measured by the more extensive volume process. Mr. Brown also alleges that the Chief Steward informed him that his request was not within the time limits required by the 2014 GCR.

DATES OF THE COURT

The SCCA Court of Appeals (COA), A.G. Robbins, Laurie Sheppard and Tom Hoffman, Acting Chairman, met by conference call on October 27, 2014 and on November 4 and 11, 2014, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Letter from Mr. Cliff Brown, received October 7, 2014.
2. Observer's Report and related documents, received October 20, 2014.
3. Letter from Sherri Croyle, received October 28, 2014.
4. Letter from Leland Miller, Chief Steward, received October 29, 2014.
5. Letter from Jim Creighton, SARRC Administrator, received November 3, 2014.
6. Letter from Rick Mitchell, Safety Steward, received October 29, 2014.

FINDINGS

In his Letter of Appeal, Mr. Brown alleges that he was denied due process, and cites three points:

1) The Chief Steward allowed non-compliant cars to come to the start line of a race.
2) The SOM arbitrarily changed their decision without hearing him (the protestor).
3) The Chief Steward failed to accept his new protest even though he is required to receive it and transmit it to the SOM.

After extensive scrutiny, the COA found that the officials at the event made their ultimate decision on compliance of all protested cars based upon their prior experience and written procedures for the Katech Whistler that they had in hand at the track. The SARRC Administrator and the COA have indeed verified the existence of a revised procedure posted rather obscurely on the SCCA web site. The wording of that procedure suggests, but does not require, the removal of valve covers when testing overhead cam engines. The COA is also aware that the use of the Whistler on SM cars has been a topic of public debate for more than a few years.

The COA finds that the SOM should have heard the testimony of Mr. Brown in consideration of an altered decision.

Mr. Brown is correct when he states that the Chief Steward is required to receive his protest and transmit it to the SOM to judge timeliness. (2014 GCR 8.3.1.E. and F.) The COA found contradictory claims by the CS and the Appellant that we could not resolve.

DECISION

The COA cannot reassemble the event or provide the relief to Mr. Brown that he may deserve. This appeal has called attention to certain inadequacies in publication, communication and execution of procedures. These will be addressed at the National and Divisional levels in the hope of providing a better experience for our competitors.

The COA urges Divisional Administrators to expect and demand timely positive notification of changes to published procedures and directions that are stated in precise language, which they will then promptly share with their volunteers.

The COA again reminds Chief Stewards and Stewards of the Meeting of their obligations concerning acceptance and submission of protests per 2014 GCR 8.3.1.E. and F. The Chief Steward must accept the protest and transmit it to the SOM, who are the only ones who may assess timeliness.

Mr. Brown's entire appeal fee will be returned.

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS AMINISTRATION COUNCIL
MINUTES
11/12/2014

- *Expected Participants:*

Chuck Deprow, Craig Farr, Dave Deborde, Jerry Cabe, Kent Carter, Matthew Yip, Roy Mallory, Brian McCarthy, Robin Langlotz, Heyward Wagner

- *Reports:*

BoD Report

- *Ongoing Business:*

Letter log review
TT Safety Committee

- Option to dissolve but task members as necessary
- Request participation in the Training Committees:
  - Driver Instructor Training
    - License required?
      - Mandatory or Voluntary?
      - Not required to hold a PDX
  - Track Inspection
    - Classes offered by invitation only

Convention topics

- Success stories - testimonials

Self stated medical

- Medical exam requirement removed for Road Racing licensing effective in 2015
  - Carryover to Time Trials program, eliminating medical exam

- *New Business:*

Experimental Programs

- Track Night America
  - Create PDX as centerpiece of an evening event
    - Inclusive for all skill levels
    - Pace laps available at no-cost
- PDX/Time Trials - Branding

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | November 5, 2014

The RallyCross Board (RXB) met via conference call on November 5. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Tere Pulliam, BOD liaison, and Brian Harmer from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley summarized eight incident reports addressed by the Safety Committee over the past month. None required extensive inquiry or further action, and none resulted in any injuries.

- RallySprints Committee (Brent Blakely): Blakely continues to search for suitable pilot-event sites. The Committee is considering sites in the Northwest, Northeast, Colorado and Texas. Blakely expressed concern about conducting events on roads that may not provide adequate spectator access control. He prefers sites that are closed-courses and private property. High-speed potential is also a concern that will need to be addressed.

- Divisional RallyCross Steward Liaison (Stephen Hyatt): Hyatt reported on a short and sparsely attended Divisional RallyCross Steward meeting. Most of the discussion revolved around the recent RallyCross National Championship event.

  Tere Pulliam, liaison from the BOD, notified the RXB that Mike Jiang had been appointed Southwest Divisional RallyCross Steward effective immediately.

Old Business

- 2015 RXB membership: The RXB continued to discuss the composition of RXB members for 2015 and is looking for replacement members. Anyone interested may contact the RXB at rxb@scca.com.

- 2014 RallyCross National Championship survey review: A PowerPoint of the survey results is posted at SCCA.com for anyone interested. The RXB discussed the results and the possible areas to improve future RallyCross National Championship events. The RXB also discussed organizing committee options. Hyatt would like a committee composed of non-RXB members (other than a liaison), chosen and in operation by January and to be responsible for choosing the chiefs for the event. Several site possibilities for 2015 were also discussed along with follow-up plans for those potential sites.

New Business

- 2015 RallyCross Rules (RXR) proposals: Keith Lightfoot, liaison to the Rules Committee, presented the 2015 RXR change proposals. Each proposal was reviewed, along with member and Rules Committee comments and adjusted as deemed appropriate by the RXB. Chairman Hyatt called for a vote on each proposal. The results are listed below. Those proposals that passed the RXB vote will be referred to the BOD for final approval before being added to the 2015 RXR.

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

     6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

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

     • PASSED 5-0-1. Elliott absent.

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

     6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

     20. Vehicles may add one rear trailer hitch/receiver that may serve no other purpose. Factory tie downs and cosmetic pieces may be modified or removed only to the extent necessary to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

     • PASSED 5-0-1. Elliott absent.

3. ***Allow additional or alternate coolant expansion tanks and oil catch tanks in Stock classes.***

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

21. Additional or alternate coolant expansion tanks and oil catch tanks are allowed, provided vehicle mass is not reduced and the function of associated systems remains unchanged. Installations are limited to the engine bay, allowing no structural modification beyond any fastener holes necessary to secure tanks and fluid lines.

• FAILED 0-5-1. Elliott absent.

4. ***Allow adjustable shocks/struts in Stock classes for vehicles originally equipped with non-adjustable dampers.***

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

13. 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.~~ Replacement dampers are limited to no more than two (2) external damper adjustment controls or the number of OEM external adjustment controls, whichever is greater. Remote reservoir shocks are only allowed if they are exact OEM units.

• FAILED 0-5-1. Elliott absent.

5. ***Allow additional ducting, bodywork, shields, fans, and skid plates to manage airflow in the engine bay of mid-engine and rear-engine vehicles in Stock classes.***

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

22. Additional ducting, bodywork, shields, fans, and skid plates may be added contiguous to the engine bay of mid-engine and rear-engine vehicles. Any such additions shall serve no other purpose than to control or reduce dust/dirt entering the engine bay.

• FAILED 0-5-1. Elliott absent.

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

6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

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

• PASSED 5-0-1. Elliott absent.

7. ***Allow removal of factory audio equipment in Prepared class.***

6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

25. Factory audio equipment may be removed.

• FAILED 1-4-1. Elliott absent.

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

6.2.D VEHICLE CLASSIFICATION – PREPARED CATEGORY PREPARATION ALLOWANCES

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

• PASSED 5-0-1. Elliott absent.

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

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

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

• PASSED 5-0-1. Elliott absent.

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

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

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

• PASSED 5-0-1. Elliott absent.

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

6.2.E VEHICLE CLASSIFICATION – MODIFIED CATEGORY PREPARATION ALLOWANCES

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

• PASSED 5-0-1. Elliott absent.

12. ***For safety reasons, add requirement that exhaust must exit the body in a specified manner in all classes.***

6.3 VEHICLE/DRIVER SAFETY

R. The exhaust system must be free of any leaks and must exit at least one (1) inch outside the body if exiting through a body panel or no more than twelve (12) inches inboard of the vertical plane of the body if exiting underneath the body.

• FAILED 0-5-1. Elliott absent.

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

6.2 VEHICLE CLASSIFICATION

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

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

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

• PASSED 5-0-1. Elliott absent.

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

3.1 DIVISIONAL RALLYCROSS STEWARDS

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

• PASSED 5-0-1. Elliott absent.

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

5.2 EVENT OPERATING RULES

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

• PASSED 5-0-1. Elliott absent. (Pending SCCA insurance underwriters' approval of the age change.)

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

5.3 COURSE SAFETY AND LAYOUTS

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

• PASSED 5-0-1. Elliott absent.

17. ***Allow drivers with restricted licenses to have passengers at National Events.***

5.2.C EVENT OPERATING RULES

Participant Waivers:
. . . ~~Passengers are not allowed during competition runs in National Events.~~ The only passengers allowed during competition runs in National Events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restricted driver's license requiring a passenger.

• FAILED 1-4-1. Elliott absent.

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

6.1 ELIGIBLE VEHICLES

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

• PASSED 5-0-1. Elliott absent.

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

6.2.C VEHICLE CLASSIFICATION – STOCK CATEGORY PREPARATION ALLOWANCES

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

• PASSED 4-1-1. Elliott absent.

- Modified category preparation allowances – planning for the future (Lightfoot): The RXB received a couple of requests concerning Modified Category allowances. The RXB discussed the current allowances and the impact of allowing vehicles that are outside those allowances to compete. Lightfoot will write up a clarification of what parts of a car must remain to be considered a production-based vehicle. That clarification will be voted on at the next RXB meeting and released as a competitor advisory as appropriate.

Next meeting: December 3, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America
***RoadRally* Board Minutes**
November 6, 2014

The RoadRally Board met by conference call on November 6, 2014; meeting called to order by Rich Bireta at 7:31 pm CST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Clarence Westberg, Sasha Lanz, BOD Liaison Peter Zekert and Deena Rowland from the National Office.

The October minutes were approved (Chuck/Clarence/pass).

Front Burner Items:

1. August RRB Action items
    a) Toolbox web site links broken (Deena) Open
    Rich - Deena, do you have what you need? Deena - yes, but IT is not making it a priority; when she tries to do it the website won't accept the changes; will keep trying to get it updated.
    b) Draft Regional Rule Book (Jeanne) Open
    Jeanne – soon! Now that Highway Robbery is over she has the time to work on it
    c) Assist Jeanne with Regional Rule Book (Clarence) Open
    d) Bring 2014 points up to date (Chuck) Open
    Chuck will get things updated soon, when he gets home, with assistance from the posting committee; hopes to have it updated by Dec 1
    e) Post 2014 points status to scca.com (Deena) Open
    Deena will do this
    f) 2013 Awards distribution (Chuck, Bruce Gezon) Open
    Ordered/Nov Delivery – no change
    g) USRRC 2014 Results to be posted? Open
    Deena has the results and will post them to the SCCA website
    h) Tiered membership memo to BOD (Rich) Open
    Rich will update the memo to BOD about this, and get it to Tere by Nov 24 for the December BOD meeting
    i) Solicit Publicity Chair position for 2015 Coker (Rich) Open
    Nothing yet
2. RReNewsletter
    a. Rich did not see an October issue. Anyone hear from Cheryl lately?
    Cheryl contacted Chuck for standings; he will get them to her as soon as possible
3. Recent and upcoming events

California NC, NGTA (Jeanne) - 8 entrants for the course, and 6 for the GTA. The GTA had a lot of 3rd to 5th level logic. Jeanne said that she only got 60% of the questions when she did the pre-check. Questions were worth 12 points and gave partial credit. Rallymaster Larry Scholnick has written an article about the GTA for Santa Monica Sports Car Club's newsletter Road & Tach (read it at www.smscc.org).

Colorado 2015 Ourally (Clarence) - Jim Schmidt has been tasked by a local Opera group about doing a rally as a fundraiser out of Ouray, Colorado; they already have people to do the website, promotions, fundraising; scheduled for four days, the week of Oct 5; goal is to have 50 cars; need to talk to Topeka about sanctioning and insurance; Continental Divide region is ready to be the sanctioning region.

Kansas Rally Weekend 2014 (Rich) - full field of 25 cars for Sat, 9 or 10 for Sunday

4. Road Rally Safety Steward, can the SS be the rallymaster?
    a. Continue discussion from last month; current rules require they be different people
    b. Gary Patrick's letter says that needing the RRSS to be different than the rallymaster is an inhibitor to getting events going.
    c. Allow as an exception, as an experiment? Allow blanket approval?
    d. Chuck and Jeanne are against allowing any exceptions, both feel there needs to be a separate person to be the final arbiter of safety
    e. Clarence says that it needs to be easier to become a safety steward
    f. Sasha suggested cross training solo and/or rallycross safety stewards
    g. Len suggested allowing, for a year, not having a safety steward for new programs
    h. New discussion - Sasha is still not comfortable with allowing events without a safety steward precheck; said how easy it is to do telephone training. Rich asked if the SS must be SCCA member. Chuck agrees with Clarence that must be easier to become a SS. Gary Patrick really does not have a safety steward problem, there are people available. Rich asked if solo and autocross SS need to be SCCA members, Deena said yes.

5. 2015 Rules Changes / RRRs (Chuck)
   Chuck circulated Mike Thompson's first draft of the RRR verbiage, including a section on non-declares. Jeanne said that non-declares should be easy, give 48 hour notice via email to the points keeper and SCCA Rally Dept (Deena), and that no special action need by taken by the rally registrar. Get comments to Chuck by Monday, so this can get to the BOD for the December meeting?
6. NEC Report (Chuck)
   Jeanne thought minutes were confusing, that there was too much old stuff. Chuck said they have received one official Sanction for 2015 so far, March Lion and March Lamb, March 28/29; Indy is preparing for July 18-19; Detroit, will probably not do a national this year
7. Dave Head's letter re: Clock Setting on Nationals
   Jeanne said to remind committees (again) do what RRRs say which is to have WWV available; Rich will write a response to Dave Head

8. Road Rally Majors Series (See Drop Box for presentation)
   Clarence is going to present a series just for regional rallies, in his area, with about 5 events (not all regionals will be part of the series), no nationals, to include WI, MN, MI and IA; he said that nationals and regionals are like two inverted triangles, nationals are mostly E, regionals mostly S. Rich gave a high level overview. He divides the community into four groups: regions without a program, with a national program, regions with 4 or more rallies per year and regions with 3 or less; he is reaching out to Omaha, Wichita, Kansas - the purpose of this Majors program is like putting some water on small programs to get cross-pollination between small regions. Chuck said that the RRB should bless this majors program. Rich emphasized that he does not see this effort benefitting Great Lakes Division, Detroit Region, or New England or others with strong divisional programs. Jeanne agrees with this program. Sasha pointed out this does not include GTAs at all; he does not object to the program, saying that even though it may have only a small effect, any effect is good. Peter said that using the name 'majors' is OK. Motion: that the RRB endorse the Road Rally Majors Program as a pilot program. Rich/Chuck/pass.
9. Audit Form / Sanction Fees (Sasha)
   From last month; Deena is person to talk to about insurance questions; Sasha took on changing the form because it had been mangled by many people over the years attempting to put the rules into the audit form; Sasha created a second sheet with the rules to go with audit form; he will try to get it finalized for next meeting. Peter said that at the last BOD meeting there was an effort to get minimum insurance fees eliminated, to go to a per car basis only. The NEC has started a discussion for reducing the USRRC sanction fee.
   Rich asked if any region has expressed an interest in hosting the 2015 USRRC. There has not been. Clarence suggested deleting the USRRC from counting towards national championship, especially when it is a different format like the recent Coker Tire Challenge, but still having it count for Lifetime Points.
10. 2015 RRB Composition
    Rich needs to let the BOD know his recommendations for next year. There have been no offers from new people to join. Sasha is at 6 yrs, likely moving on, but willing to do 1 more year if needed. Chuck has another 2 years, Clarence another 3 years. Jeanne is at 6 years, and is willing to continue if the BOD approves it. Rich has another 3 years. Peter asked why the BOD needs to manage RRB. Sasha said that there was an instance of the BOD not approving a person which seemed to be political. Peter replied that the back story is that the BOD spends a lot of time on behind the scenes things (budget, etc) and they were wondering if it is really necessary to micromanage various board appointments? Rich said he likes the BOD 'rubber stamp' of appointees and that it might be needed it as an 'escape clause'. Jeanne agrees with Rich that the BOD should at least 'rubber stamp' the appointments. Peter also commented about BOD liaisons, that we should feel free to comment if there are any micromanagement issues. Rich said he would like continuity with BOD liaisons, maybe two years instead of just one.

11. Changes to DRRS for 2015
    a. Any? Jeanne has talked to Bob Morseburg about being the DRRS for Northern Pacific; she will get an answer by Nov 24 (in time for the December BOD meeting).

New Business / Open Forum
Nothing new

What is your one RRB task this month?
None listed due to time restraints

Items for 2015
a) 2015 RRRs – Definition and restrictions on Social Rallies need to be added.
b) Replace DropBox

Rich said let's try to finish the year with a getting a lot of things done. Congrats to Rich on being a new grandparent!

Motion to adjourn. Sasha/Chuck/pass. Meeting adjourned at 9:33 CST.

Next meeting December 2, 2014, 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 website at the following links:

CLUB RACING

SCCA National Championship Runoffs Event page: http://www.scca.com/runoffs
Accredited Driver Licensing Schools: http://www.scca.com/clubracing/content.cfm?cid=50864
Forms: http://www.scca.com/downloads/#club
Technical Forms: http://www.scca.com/clubracing/content.cfm?cid=44472
General Competition Rules (GCR): http://www.scca.com/clubracing/content.cfm?cid=44472

SOLO

Tire Rack SCCA Solo National Championships: http://www.scca.com/solonationals
Forms: http://www.scca.com/downloads/#solo
Rulebook: http://www.scca.com/downloads/#solo

RALLY

Forms: http://www.scca.com/downloads/
Rulebooks: http://www.scca.com/downloads/

SCCA NATIONAL CONVENTION

Event page: http://www.scca.com/news/index.cfm?cid=51448

EVENT CALENDAR: http://www.scca.com/events/