

## BOARD OF DIRECTORS

### BOARD OF DIRECTORS | October 9-10, 2015

The SCCA National Board of Directors met in Kansas City, Friday, October 9 and Saturday, October 10, 2015. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance, Reece White, Senior Manager of Marketing/Communications and Aimee Thoennes, Executive Assistant. Heyward Wagner, Director of Experiential Programs and Robert Clarke, SCCA Pro Racing participated via conference call.

Guests attending the meeting were Jim Wheeler, Chairman of the CRB, Brian Conners, Chairman of the SEB and Brent Seebohm and Ken Ungar of US/SA and Michael Daigneault, Quantum Governance.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Helman.

### Chairman's Update - John Walsh

On behalf of the Board, Walsh issued a general thanks to Staff and BoD for their support at the Club's multiple national championship events. Walsh provided a standard reminder regarding the process for BoD members about how to handle legal inquiries or challenges. The process is for Directors to forward incoming correspondence to BoD Chair Walsh and SCCA Legal counsel. Individual BoD members are not to engage in e-mail or conversation relative to legal inquiries or challenges. Walsh also noted that the BoD Handbook requires ongoing training for the BoD to assist in providing effective governance. To that end the BoD hosted a governance consultant to evaluate BoD activities for this meeting.

### Quantum Governance - Michael Daigneault

Quantum is a not for profit organization that helps non-profits to achieve more effective governance. Daigneault presented an overview of Quantum and its capabilities to assist governing boards. The first objective is to provide the BoD with recommendations that will make SCCA Inc. BoD more effective.

### U/S Sports Advisors - Brent Seebohm, Ken Ungar

U/S SA is a marketing and communication organization brought in to review, evaluate and recommend directions for SCCA marketing and communication efforts, including [SportsCar](#), web presence, social media, etc. The extensive review included benchmarking SCCA marketing/communications activities against other membership organizations such as American Motorcycle Association and Experimental Aircraft Association. [SportsCar](#) is viewed by U/S SA as an asset for communication with SCCA members with its own identity.

### Executive Team Report and Staff Action Items

Noble provided an update to the BoD on progress around core programs, change management for our 71 year old organization, expanding our enthusiast base and outreach to partners. SCCA will formally announce on 10/14 that the 2017 Runoffs will be at Indianapolis Motor Speedway. Update provided on partner and potential partner relationships. Presented an updated overview of the new SCCA registration system and issues around rollout as well as steps going forward to implement and correct issues. Noble briefly reviewed staff training and education opportunities, both formal classes as well as cooperative information sharing with other organizations.

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Wagner participated via conference call to share program updates on TNIA, Starting Line Solo, Starting Line Track School, Bracket Enduro, Time Trials, SCCA.com. TNIA update: 89 TNIA events completed, 4,182 total entries, 2,862 were unique participants and over 68% were non-SCCA members. Media reports have been universally positive. The program achieved financial break even.. 2016 plans to expand partner potential and reaching out to the high participation groups - millennials and novice. Wagner also expressed his plan to increase region involvement.

#### **Financial Update - Pfannenstiel**

As of August 31, SCCA Inc total revenue is within 1% of overall budget prepared in December 2014. Net operating income is slightly below budget but still positive. All variances are well understood. Projecting cash flow positive year end forecast. Currently working on insurance renewal program for 2016. SCCA Pro Racing and SCCA Enterprises have net positive income and are expected to meet budget. Joint effort underway with Staff and BoD (Treasurer and Budget and Finance committee members) to accurately provide cost allocation data for programs, activities and services. This will allow better data driven decisions by Staff and aid strategic decisions by BoD.

#### **Championship Season Report - Prill**

Prill reported on RallyCross, Solo Nationals and Runoffs. Both RallyCross and Solo Nationals broke competitor attendance records. Prill presented pros/cons of each event as well as solution planning for the cons. Friday Night Lights Presented by Mazda at Runoffs was a big success.

#### **Majors Report - Prill**

Highlighted changes coming for 2016 Majors. Event schedule flexibility planned to be more open to allow regional components and input. Event format suggestions for 2 and 3 day layout as well as minimum times for practice + qualifying and racing.

#### **Club Racing Motions:**

A coordinating position for specialties has not existed since the National Administrator position was eliminated some years ago. The following is designed to take a Divisional Administrator and have that person provide coordination and input for specialties. It does not create a new position or create a new hierarchy.

**Motion:** Patullo/Harris - Update the Operations Manual to recognize a new Divisional Administrator Coordinator roll as shown below. PASSED Unanimous

##### **5.3.2. Divisional Administrator Coordinator**

**Appointment:** A Divisional Administrator Coordinator for each specialty will be selected from the group of appointed Divisional Administrators. The DA's nomination for DA-Coordinator will be reviewed and PASSED by the Executive Stewards. The Divisional Administrator Coordinator will report to the Chair of the Executive Stewards. This is not an additional position.

**Duties:** Coordinate with the Road Racing department, the Executive Stewards, the Club Racing Board and Divisional Administrators. Ensure execution of their specialty's policies and practice. Collect and disseminate information related to policies, best practices and concerns to Divisional Administrators and specialty officials. Work with the other Divisional Administrators to ensure operational consistency across Divisions. Ensure that the Specialty Manual is updated and accurate.

**Motion:** Kephart/Butler - Change 3.3.3.E.2 in the following fashion: At least one race for each race group will be a minimum of ~~45~~ 50 miles. PASSED Unanimous

**Motion:** Patullo/Hill - As presented in briefing book, change all GCR references for Series Chief Steward to Race Director. PASSED Unanimous

**Motion:** Patullo/Hill - Change 5.12.2 to read as shown below. PASSED unanimous.

##### **5.12.2 US Majors Tour ~~Series Chief Steward~~ Race Director**

In addition to the Chief Steward's responsibilities and duties detailed in 5.12.3, the US Majors Tour ~~Series Chief Steward~~ Race Director has the power to change the Schedule and/or Race Groups, in agreement with the organizing Region, ~~and~~ to correct any typographical or clerical errors or omissions (see 3.1.1.D.2.d and 3.1.1.D.2.e), ~~or place a driver on probation per 7.2.G.~~

## Club Racing Rules - Wheeler

**Motion:** Butler/Lindstrand - Accept as presented CRB rules except for 16946, 17493, 17907. Effective 1/1/16 PASSED Unanimous. Note: Approved package is shown at the end of these Minutes.

Letter 16946 (Short Shift Kit) will be revised and come back to BoD for December 2015 meeting.

**Motion:** Butler/Lindstrand - Approve 17493 FF spec tire as presented. Effective 1/1/16. PASSED. 9-1-3. Against: Hanushek. Abstain: Kephart, Helman, Zekert. Note: Approved package is shown at the end of these Minutes.

**Motion:** Lindstrand/Helman - Approve 17907 FM spec tire as presented. Effective 1/1/16. PASSED 12-0-1. Abstain: Zekert. Note: Approved package is shown at the end of these Minutes.

Kephart brought up current GCR requirements that there must be 10 cars to Award a National Championship. Some discussion that this penalizes the wrong group, ie the attendees vs the non-attendees. This came up specifically regarding the T3 race in particular where race winner was awarded but not a National Championship. Some discussion that this is a function of small class counts for classes in question vs a Runoffs specific issue.

**Motion:** Kephart/Butler - Award National Championship retroactively to T3 race winner. FAILED 5-8 For: Kephart, Butler, Zekert, Walsh, Pulliam.

## Budget and Finance Report - Kephart/Hill

Kephart provided status update on financial reporting improvement project. Financials in use in the past, while numerically correct, did not provide the granularity needed to provide data driven decisions for spending on programs, services, activities. Treasurer created a B&F subcommittee to build tracking and allocation cost accounting methodology. Breakdown areas included staff salaries and benefits, building and IT infrastructure, fixed administrative costs etc. The Finance department is working towards preparing a P&L for each activity.

## Solo Events Board – Brian Conners

Conners provided an update to BoD on Solo. Solo held first online Town Hall using Gotowebinar. This event was successful, hosting over 200 people for 2 hours. SEB plans to continue use. Event was recorded for later listening as well. Presented overview of street tire class growth showing very good positive growth. Presented overview of 2016 rules season. Plans to move Solo Nationals rules ratification to December to allow more time for feedback after Solo Nationals and request extension of 6 year SEB term to 8 years in the Ops Manual to assist with continuity.

**Motion:** Hanushek/Christopher - Approve SEB rules package as presented with the exception of Item 17 (withdrawn), effective 1/1/16. PASSED Unanimous. Note: Approved package is shown at the end of these Minutes.

**Liaison Reports** - Exec Stewards: Pulliam/Christopher, RallyCross: Hill/Pulliam, Zekert:CoA. RoadRally: Hill/Hanushek, TTAC: McCarthy.

**Motion:** Pulliam/Hill - Nominate Will McDonald as the Rocky Mountain Divisional RallyCross Steward. PASSED Unanimous

McCarthy discussed TTAC reorganization proposal and rules changes and roll bar changes in Time Trials Rules.

**Motion:** McCarthy/Hill - Approve TTAC reorganization as presented in briefing book. PASSED Unanimous. Note: TTAC Reorg language and structure is shown at the end of these Minutes.

**Motion:** Patullo/Zekert - Approve TTAC roll bar changes as shown below. PASSED Unanimous

Under TIME TRIAL RULES, Track Trials & Hill Climb, Driver Information, Page 3 Roll Bar Specifications change:

All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop. It is strongly recommended that two such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. ~~It is required that roll bars include a transverse diagonal brace from the bottom of the hoop on one side to the top of the hoop on the other side.~~ *Diagonal lateral bracing of equal dimension tubing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient. Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative,*

*there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable.*

#### **SCCA Pro Racing Update - Clarke**

Presented SCCA Inc BoD with update on support for FIA Formula 4 in Pro Racing. Targeted as the first step formula for competitors coming out of karts. Car uses modern F3 carbon chassis with wings and crash structures, and production based, long life engine. Series will provide FIA Super License points. Drivers will have both SCCA Pro and FIA licenses. F4 presented as a very cost effective series with substantial manufacturer financial support.

#### **Executive Stewards Chairman Appointment – Steve Harris**

**Motion:** Harris/Zekert - Appoint Jim Rogaski as Executive Stewards Chairman for 2016. PASSED Unanimous.

#### **Planning Committee Report – Brian McCarthy**

Explained Champions Program to be called Help Desk to identify and provide subject matter experts in all regions to assist regions or programs in specific areas. Planning Committee is also investigating new technology and process that will assist regions.

#### **Insurance Discussion – Dan Helman**

Briefly reviewed insurance coverage renewal steps underway, types of insurance coverage, and risk management. Decision made to include risk management responsibility oversight into Budget and Finance committee responsibilities as opposed to identifying a specific risk management position in SCCA Inc staff.

**Motion:** Kephart/Christopher - Add risk management responsibilities oversight to B&F Committee duties. PASSED Unanimous.

**Motion:** Harris/Butler - Motion to adjourn. PASSED Unanimous.

Meeting adjourned.

**APPROVED OCTOBER 2015 SOLO EVENTS BOARD RULE CHANGES**  
**Rules package below effective 1/1/16.**

**Safety Items**

**ITEM 1) #13838**

Change Solo® Rules Section 1.3.2.D (page 24):

“1.3.2.D. A passenger is allowed provided he/she:

1. is no younger than twelve (12) years old *or is at least 57” tall;*
2. is in a vehicle which has passed tech inspection;
3. is wearing a properly fitted seat belt and a properly fitted helmet.”

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**ITEM 2) #16864**

Change Solo® Rules Section 1.3.2.D by removing the paragraph following section D.4 (page 24):

~~“In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted.”~~

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**ITEM 3) #16947**

Add to Section 1.3.2.M. (page 26):

“Pressurized gas and air bottles with a pressure in excess of 200 psi (1380 kPa) must have a protective structure around the gauge and valve assembly. *Prescribed medical oxygen bottles/tanks are exempt from this requirement.*”

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**ITEM 4) #15820**

Insert a new third sentence to Section 1.3.2.O (page 26):

“Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start, finish, and course areas. Drivers from five (5) to twelve (12) years of age who are participating in an approved Junior Driver program under the requirements of Section 19.2 are exempt from this prohibition during their run group. *Children who are riding as passengers and meet the requirements of 1.3.2.D are also exempt during the run group in which they are riding.* Otherwise, they also are prohibited from these areas. Furthermore, staging, grid, start, finish, and course workers should be at least sixteen (16) years of age. Drivers from eight (8) to sixteen (16) years of age should be assigned to other worker duties as outlined in Appendix H.II.B.4.”

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**ITEM 5) #16563**

Change the 2<sup>nd</sup> paragraph of Solo® Rules Section 2.1 (page 28):

“Generally, maximum speeds in the mid 50s to ~~low mid~~ *mid* 60s (mph) are contemplated for Street; *and* Street Touring®, ~~and~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving.”

Change Section 2.2.A (page 29):

“Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ *mid* 60s (mph) for the fastest Street; *and* Street Touring®, ~~and Street Prepared~~ category cars.”

NOTE: The intention of this change is not to speed up courses, but rather to update the Solo® Rules to reflect today’s reality. The capabilities of the fastest Street Prepared cars have increased dramatically since this rule was written, which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.  
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**ITEM 6) #16984**

Change Appendix E, Section V.E, Solo Safety Steward Guidebook (page 244):

~~“Following an initial one-year licensing as a SSS, SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. *Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.*”~~

NOTE: Because regular enforcement of the mandatory move to 3 year SSS licenses, the SSC and SEB recommend:

- 1) Elimination of the One Year license.
- 2) Issuing Three Year licenses to all new Safety Stewards.
- 3) Requiring all renewals to be for three years and meet the continuing education requirement.

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**General Items**

**ITEM 7) #15749**

Modify Section 3.3.3.B.2 (page 36):

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

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**ITEM 8) #17064**

Remove Section 7.5, Timer Failure (page 54):

~~*If the timer fails to start or fails during a run, the driver must be flagged off the course as soon as possible.*~~

NOTE: This section no longer reflects current practice at a majority of Solo® events.

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**ITEM 9) #15275**

Change the second paragraph under Appendix A, Automobile Classes (page 161):

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

In addition:

- Add a catch-all to Super Street as follows: “*All eligible unclassified cars not covered by another catch-all listing*”.
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

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**ITEM 10) #15360**

In Appendix C, Section B.2 (page 233), change the tubing size/car weight table:

“Under 1000 lbs: 1.000 x 0.060

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

~~Over 1500~~ 1501-2500: 1.500 x 0.095, *1.625 x 0.080*

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

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

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### Street Category

#### ITEM 11) #15307

In Appendix A (page 164), delete *from BS*:

BMW

*M5 (2004-10)*

Add *to FS*:

BMW

*M5 (2005-10)*

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### Street Touring Category

#### ITEM 12) #16978

Replace Solo® Rules Section 14.2.D (page 81):

*“Alternate steering wheels are allowed except that steering wheels with an integral airbag may not be changed. Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag but must weigh at least as much as the standard assembly. An alternate wheel is not required to have a horn button.”*

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#### ITEM 13) #16682

Add a new section L to Section 14.10 (page 89):

*“Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:*

- 1. Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.*
- 2. Radiator must mount to OE radiator mounts.*
- 3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).”*

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#### ITEM 14) #16943

Amend Appendix A (page 176):

STF

MINI

Cooper (non-S)

to

STF

MINI

Cooper (non-S) *(2000-13)*

and add:

STX

*MINI*

*Cooper (non-S) (2014-15)*

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**ITEM 15) #14332**

In Appendix A (page 177), move *from STS to STX*:

Acura Integra (Non-Type R) (1994-2001)

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Fiat

500 Abarth

500 Turbo (2013-14)

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Lexus

SC300

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**ITEM 16) #16816**

In Appendix A (page 179), move *from STU to STX*:

Hyundai

Genesis (2.0T) (2010-12)

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**Street Prepared Category**

**Note: ITEM 17 was withdrawn**

**ITEM 18) #16965**

Modify Section 15.2.A (page 93):

“Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified *or removed* for tire clearance and for installation of fender flares as allowed herein.”

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**ITEM 19) #14955**

Remove the last sentence of Section 15.8.H.4 (page 99):

“4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~”

And add new Section 15.8.H.5

“*Changes in suspension geometry are not allowed except as incidental to the effective arm length change.*”

NOTE: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

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**ITEM 20) #15078 Oil Tank Clarification**

Add new Section 15.10.CC (page 105):

*“Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:*

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.”*

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**ITEM 21) #12572**

In Appendix A (page 182), move *from ASP to ESP:*

BMW  
M3 (2007-13)

NOTE: The SPAC feels that this car would not be an overdog in ESP.

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**ITEM 22) #13934**

In Appendix A (page 184), move *from CSP to FSP:*

Jensen-Healey

NOTE: The belief of the SPAC is that this car will not be a threat for FSP, and many of its contemporaries are already there.

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**Street Modified Category**

**ITEM 23) #16589**

Change Section 16.1.E (page 109):

*“Suspension components are unrestricted as long as they use the original attachment points. Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.”*

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**Prepared Category**

**ITEM 24) #16922**

In Appendix A, C Prepared (page 199), remove the last sentence of the 11<sup>th</sup> paragraph:

*“An alternate hood is allowed which has a bulge no more than 4” (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2” (50.8 mm) bulge, then an addition of 2” (50.8 mm) is allowed, if the base model has a 3” (76.2 mm) bulge, then 1” (25.4 mm) is allowed, etc. ~~There is no allowance for nonstandard heat extraction vents.~~”*

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**ITEM 25) #15583**

In Appendix A (page 217), move *from FP to EP:*

Volkswagen  
Corrado VR6 (1992-95).

NOTE: The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6-cyl engines to be a good fit in EP, without being an overdog.

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**Modified Category**

**ITEM 26) #14946**

Change the first paragraph of Solo® Rules Section 18:

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

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#### ITEM 27) #15029

Remove from Section 18.5, Formula SAE, Section 18.5.B:

~~Non-students may build, own, and compete in FSAE vehicles.~~

And Section 18.5.E.2:

~~Current year FSAE aerodynamic rules~~

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#### ITEM 28) #15280

Change Appendix A, C Modified, Section A, first sentence (page 220):

“A. Modified Class C allows the Solo® Vee and the following SCCA® Club Racing GCR-compliant cars: Spec Racer Ford (SRF), *and* Formula F (FF), ~~& Sports 2000 (S2).~~”

NOTE: The Sports 2000 is no longer listed in the GCR. The result of this change will be that the cars are eligible for class B Modified.

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#### ITEM 29) #15397

(Changes from existing BM rules are in *red*. Deleted text crossed out in *purple*.)

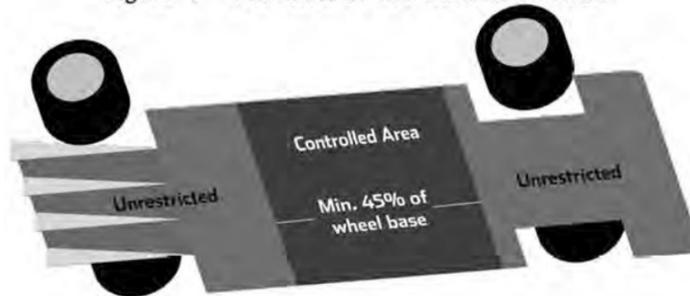
##### “B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the *current* Club Racing GCR *sections 9.1.1.A.1 a-h or 9.1.8.C.1 A-H* unless specifically classed elsewhere with the following exceptions:

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
  1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.  
Minimum weight with driver: 1020 lbs.
  2. May use any 2v/cyl automobile-based production engines up to 1615 cc.  
Minimum Weight with driver: 1110 lbs.
  3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.  
Minimum weight with driver: 1180 lbs.
  4. May use any naturally-aspirated engine up to 3000 cc.  
Minimum weight with driver: 1285 lbs.
  5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
  6. Minimum rim width: none.
  7. Maximum allowed rim width: 15 inches
  8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.*
  9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.*
  10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:*

- a. *All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.*
  - b. *Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.*
- D. Formula 2000, classed in Formula Continental per GCR/FCS:
- 1. Minimum weight with driver: 1090 lbs.
  - 2. Rim width: unrestricted.
  - 3. Airfoil maximum size per Formula Atlantic rules.
- E. Aerodynamic restrictions for Sports Racers:
- 1. The total area when viewed from the top of *front and rear* wings shall not exceed 8 square feet. *Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.*
  - 2. *Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of 50 lbs. and must be constructed within the following limitations:*
    - a. *For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.*

Figure 1 – Location of the Controlled Area



- b. *No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.*
- 4. The current GCR ~~CSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall also apply to *all Sports Racers ASR and* production cars as recognized in DM/EM running in BM as sports racers.
  - 5. *Production cars* running in BM must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.
- F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing *FA* GCR with the following Solo® allowances:
- 1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer *P2 GCR* maximum height (45.25 inches per *P2 GCR 9.1.8.C.1.D.2 Bodywork height*).
  - 2. Front wing width may match but shall not exceed overall front width as measured at the tires. *Front wing elements may not extend behind the front wheel centerline.*
  - 3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed *7 cm (2.756 inches)* additional width per side and shall not deviate more than 10° from vertical. *No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.*
    - a. *Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).*
    - b. *For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).*
  - 4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
  - 5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. Formula S—Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F.”

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**ITEM 30) #16236**

In Appendix A, D Modified, Section B (page 226), change:

“Weight w/ driver vs. *computed* Displacement:

- Normally-aspirated* piston engines up to & including 1800 cc.....1280 lbs.
- Normally-aspirated* 12A rotary engines w/ porting restriction.....1280 lbs.
- Normally-aspirated* piston engines 1801-2000 cc.....1380 lbs.
- Normally-aspirated* 13B rotary engines w/ porting restriction.....1380 lbs.
- All forced-induction engines with displacements per 18.0.B, up to 2000cc (with inlet restrictor) .....1380 lbs.”*

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**Kart Category**

**ITEM 31) #17195**

Change Section 19.1.D.1.e (page 151):

“EXTERNAL MODIFICATIONS: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.

Change Section 19.1.D.1.f.1(page 151) :

“OE IGNITION: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.”

Change Section 19.1.D.1.f.2 (page 151) :

“NON-OE IGNITION: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.”

NOTE: The SEB and KAC are recommending this allowance for adding onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start ([http://www.hegar4.com/zc150/index.php?main\\_page=product\\_info&products\\_id=472](http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472)).

Electric start is compliant in KM on existing ICC-TaG motors, for example the TM-K9ES.  
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**Informational Items**

**Junior Kart**

#16325

Effective 1/1/2016, change Section 19.2.A.3.a, Junior class C (page 156):

“Age: 5 to ~~7~~ 8 years.”

NOTE: This allows an overlap between FJC and FJB consistent with the overlap for FJB and FJA.



## **APPROVED CLUB RACING RULES PACKAGE**

These rule changes will become effective 1/1/2016, unless indicated otherwise.

### **American Sedan**

None.

### **B-Spec**

#### **B-Spec**

1. #16450 (September Fastrack – Kyle Keenan) Allow Braided Stainless Steel Clutch Lines

Change 9.1.10.E.33: 33. Original brake *and clutch* hoses may be replaced by braided stainless steel brake lines *and clutch lines*.

### **Formula/Sports Racer**

#### **FF**

1. #17493 (September Fastrack – Club Racing Board) Spec Tires for 2016

Change 9.1.1.B.10: 10. Wheels *and Tires*

Wheels are unrestricted except that:

- a. Material must be metal.
- b. Diameter shall be thirteen (13) inches.
- c. Rim width:

Formula F: shall not exceed 5.5 inches.

Formula Continental: shall not exceed 6.0 inches front and 8.0 inches rear.

d. All measurements shall be taken between the beads.

*e. Formula F shall be limited to the following tires (front tires may not be used as rears):*

*Dries:*

*Front-Hoosier Radial 43322 185/60R13*

*Rear-Hoosier Radial 43327 205/60R13*

*Wets:*

*Front-Hoosier Radial 44421 185/60R13*

*Rear-Hoosier Radial 44426 205/60R13*

#### **FM**

1. #17907 (November Fastrack - Club Racing Board ) Spec Tire

Per letter #15554, January 2015 Fastrack Minutes, the Club Racing Board proposes the below spec tire rule for Formula Mazda.

Change 9.1.1.E.14:

#### **14. Tires and Wheels**

##### *A. Formula Mazda Tire Specification -*

###### *1. Dry Tire - Goodyear 470 Compound Tire*

*Front Tire - Goodyear P/N D2659 - 20.0x7.0 - 13 - 470 Compound*

*Rear Tire - Goodyear P/N 2660 - 22.0x9.0-13 - 470 Compound*

###### *2. Rain Tires - open*

*A: B.* A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (*eg. on the false grid*), during, or immediately after (*eg. as the car leaves the track*) after a qualifying session. On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second race.

*C.* For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.

*D.* If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

*B: E.* If a tire is damaged during a qualifying session, the competitor may replace that tire with a used tire upon approval by the Chief Steward. Should a tire be replaced for any *other* reason, the competitor shall forfeit his grid position and start at the back of the grid.

*E: F.* Rain tires may be used at any time. In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or

slicks which are other-wise compliant.

F. **G.** Use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

D. **H.** Any competitors deemed to have taken steps to circumvent these rules, or deemed to have used a foreign substance on the tire in order to gain an advantage shall be immediately disqualified from that event.

E. **I.** All cars shall run BBS (8" x 13") front and (10" x 13") rear wheels as specified by the manufacturer. Alternate BBS wheel center (Moses Smith Racing P/N 000-143 & 000-104) **are** permitted.

**P2**

1. #17098 (September Fastrack - John Lisk) Clarification of P2 Section J, Para.4 and Section M Assisted shifting as delivered from the factory on Radical Spec Line Cars (Table 1) is compliant for 2015.

Change 9.1.8.D.J.4: 4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed **except as allowed by Table 1 Spec Line Cars**. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car **except as allowed by Table 1 Spec Line Cars**. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes are also prohibited. Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.

Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max		37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1005 < 1370 cc max		40.5mm	
Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	<i>Unrestricted</i>	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
Radical Club Sport, Pro- Sport, PR-6		Stock Engine 1000lb 1005cc		37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1370 cc max		40.5mm	

**SRF3**

1. #17630 (October Fastrack - Erik Skirmants) SRF3 Mandatory and Optional Low dB Muffler The CRB recommends allowing an optional muffler kit for the GEN3/SRF3 cars to help them meet required sound limits.

Change 9.1.8.E.2.J. EXHAUST

Exhaust may be plated or coated. Repairs may not alter the configuration or tuned length of the header or tail pipe.

For tracks mandating usage of a muffler, or low sound requirements, a Spec Muffler P/N G390523 is required. **Standard Muffler**

*Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event.*

## GCR

2. #16791 (August Fastrack – Jim Wheeler) New Specialty: Race Data Technician  
Add new section to 5.11 ADDITIONAL OFFICIALS and list the new section in the Table of Contents:

### *5.11.5. Race Data Technicians*

*Data Technicians are optional Officials whose duties include:*

- A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.*
- B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.*
- C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.*

3. #16998 (October Fastrack - SCCA Staff) Race Starter-Finisher-Points Clarification  
Change GCR sections 3.1.1.C., 5.10.4.B.3., 6.10 (Title), 6.10.2 , 6.10.3 (Title)

3.1.1.C. Points are awarded to the top 20 *finishers that have completed half of the laps of the overall race winner* in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

5.10.4.B.3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A *finisher starter* is defined as any car that has taken the green flag in a race. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See ~~6.10.3.A~~ **6.10.2**.

## 6.10.TIMING LINE; STARTERS, FINISHERS ~~AWARDING OF POINTS~~, AND WINNERS

### 6.10.2 Race Starter

One of the following conditions must be met for a car to be considered a race starter *and receive credit for a finish*:

### 6.10.3. Race-Finisher *Awarding of Points*

4. #17146 (October Fastrack - Lindy Toland) Competition vs. Event

Change Appendix A. Administrative Glossary:

**12. Competition** A contest for driver and car, given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term "competition". A competition may also be referred to as a "race". ~~See also "speed event", "sanction", and "event".~~

**13. Event** An entire program of competitions. Also known as a "race event". This term includes all sessions run under a single, or multiple sanction numbers. ~~See also "competition", "speed event", and "sanction".~~

**16. Sanction** The documentary authority, granted by the SCCA, to organize and hold a competition. This term also is used to describe the event organized under a single sanction number, which is evidence of that documentary authority. ~~See also "competition", "speed event", and "event".~~

## Grand Touring

### GT1

1. #17272 (August Fastrack – Club Racing Board) Recommended Portion of Letter #17030, GT1 Front Spoilers  
Change 9.1.2.D.8.k.1:

#### k. Spoilers

1. A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to ~~two~~ *five (2-0-5.0) inches*. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 25.0 inch dimension*. The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved.

Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

### Improved Touring

1. #16164 (September Fastrack – Matt Miskoe) Addition of Jack Points to Improved Touring Cars

Add 9.1.3.D.8.I: *1. A maximum of two (2) jacking points may be reinforced. The reinforcement may be no larger than 12x6x6 inches and may not serve any additional purpose. Any added material must fit within the minimum ride height.*

### ITC

1. #17137 (September – Will Perry) 1984-1987 Honda CRX Plastic Body Panels

Change 9.1.3.D.8.i: i. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited. ~~In those circumstances where a~~ *Stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor. may be replaced with parts of alternate material provided they have the same dimensions as stock.*

### Production

None.

### Spec Miata

#### SM

1. #16474 (September Fastrack – Ralph Provitz) Driver Seating Position

Change 9.1.7.C.7.a.: a. The driver's seat shall be replaced with a one-piece bucket-type race seat. All seat mountings shall be reinforced. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. The passenger seat must be removed. The transmission tunnel may be modified for the purpose of installing a competition driver seat. *The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 24" forward of the rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .060". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

2. #16519 (September Fastrack – Dave Wheeler) Allow Auxiliary Fan Switch for Radiator Cooling Fan

Add section 9.1.7.C.1.o.8.: *8. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the ECU. OEM control of the fan must remain functional.*

3. #16480 (October Fastrack - Kyle Webb) Taping of Grill

Change 9.1.7.C.1.o.2 and .5:

2. Any radiator (*and mounting brackets*) may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and mounted in the stock location. ~~The Fan shroud and brackets~~ *may be modified for installation.*

5. A radiator screen of ~~1/4~~ *.125* inch minimum mesh may be added in front of the radiator. The screen must be *a single layer and* installed behind the front bumper cover and attached to the air guide. ~~Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator.~~

### Super Touring

#### ST

1. #16858 (June Fastrack – Christopher Jurkiewicz) Driver Cooling NACA Duct Location

The removal of "NACA" from 9.1.4.F.7 and 9.1.4.F.10 can be found in letter #16938, Technical Bulletin.

Change 9.1.4.F.7: 7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the ~~front, lower, corner of the~~ window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

2. #17028 (September Fastrack – Sean Reilly) Addition of Brake Cooling Ducts to Front Bumper

Replace 9.1.4.N.4:

~~4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.~~

*4. Brake duct inlets may be added, solely for the purpose of ducting air to the front brakes. These allowed ducts must be*

*incorporated in the front spoiler as standard, in light openings other than headlights, in an allowed air dam, and/or by the removal of the fog lights and/or stock false grills originally located in the front fascia.*

3. #17492 (October Fastrack - Eric Thompson) Variable Intake Runners  
In GCR section 9.1.4.G.17, clarify the cam timing language:

17. Variable cam timing (VTEC, VANOS, etc.) and variable-length *geometry* intake manifolds may be partially, or wholly, *removed or disabled*. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.

## **STU**

1. #17261 (September Fastrack – Eric Heinrich) Limit Alternate Turbos to One of Two Options for All of STU  
Insert 9.1.4.1.H.3. and re-number all subsequent: *3. Factory turbocharged cars must run the stock turbo or any turbo from the following list:*

*- KKK/Borg-Warner K04  
- IHI VF30*

*Additional alternate turbos with similar specifications may be considered at a future date.*

## **Touring**

### **T1**

1. #16997 (September Fastrack – Marc Hoover) Mazdaspeed Miata Alternate Throttle Body  
For T1 Mazdaspeed Miata, add to Notes: *Mazda #0000-06-5999 throttle body allowed.*

2. #17096 (September Fastrack – Scotty B. White) One Last Look at Viper(s) for 2015  
In T1, change the weight of the following Dodge Vipers:

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 OEM weight: ~~3550~~ *3475*

Dodge Viper, incl. Comp Coupe, ACR/ACR-X 8300 weight: ~~3500~~ *3400*

Dodge Viper ACR-X 8400 OEM weight: ~~3700~~ *3600*

### **T2**

1. #16389 (June Fastrack – Kurt Rezzetano) Spring Rate Change for Mustang GT and Boss  
In Touring 2, please change the notes for the 2012 Boss 302 Mustang, the 11-14 Mustang GT, and the 05-10 Mustang Coupe GT and Shelby GT 5.0: *Maximum spring rate 500 lbs (front), 300 lbs (rear).*

2. #17389 (October Fastrack - CJ Moses) Return T2 Spec Line for Dodge Viper SRT-10 Incl. Coupe (03-06)  
Re-Classify *Dodge Viper SRT 10 incl coupe (03-06)*

*Bore and Stroke: 102.4 x 100.6 8300*

*Wheels 18x10 (F) 19x13 (R)*

*Tires (F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspension package*

*Gears 2.66, 1.78, 1.30, 1.00, 0.74, 0.50*

*Final drive 3.07*

*Brakes (F&R) 355 Disc*

*Weight 3600*

*Notes: Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one 36 mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed: Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.*

### T3

1. #16493 (September Fastrack – David Mead) Allow 99-04 Mustang GT/Bullitt to Run Springs as Coilovers  
99-04 Mustang GT/Bullit  
Add to Notes:

Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. *Springs may be mounted as a "coil over" configuration.* Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted.

## APPROVED TTAC REORGANIZATION

### Director of Experiential Programs

The Director of Experiential Programs oversees both the Experiential Program and the Time Trial program, supports their goals and initiatives, and serves as their advocate to the Board of Directors. Responsibilities of this position include the oversight of all Time Trial and Experiential program proceedings and the intervention into any item believed to produce a negative consequence within another program.

**Time Trial** programs are defined as any PDX, Club Trials, Track Trials, or Hill Climb event operating under Time Trials rules and which is *sanctioned via submission by a region* of the SCCA.

**Experiential Programs** are defined as any event which is *sanctioned via submission by the experiential group*.

### National TT Committee (NTTC)

The NTTC shall consist of a total of 3-4 SCCA members selected by the Director of Experiential Programs who operate with a strategic view of the time trial program. Responsibilities include the promotion, marketing and growth for the TT programs and the implementation of proposed rule changes for all levels of time trial events.

All proposed rule language is to be developed and approved by the DTTC before submission to the Director of Experiential Programs. Prior to a rule being implemented and published, approvals must be obtained from the Board of Directors.

Additionally, NTTC members are tasked to explore the development of a National Time Trial Competition Program. The exploration process should address the formation of a national rules package (kept separate from divisional TT rules), the web presence, and the marketing required for implementation. If and when a national program is accepted, this committee would oversee the implementation of the program.

### Divisional TT Committee (DTTC)

The DTTC consists of the Divisional Time Trial Managers. Each Division participating in Time Trials will have a DTTC representative selected by the Division who is responsible for the operation of all Time Trial events sanctioned by any region within their division. Responsibilities include oversight of all regional and divisional Time Trial events, sanction approval, driver and worker licensing, and communications with the NTTC as necessary. The DTTC initiates language and forwards all requests for desired rule or policy developments to the National Time Trial Committee and coordinates TT operations. The DTTC is authorized to form additional subcommittees that operate for a finite period of time and that address a specific concern.

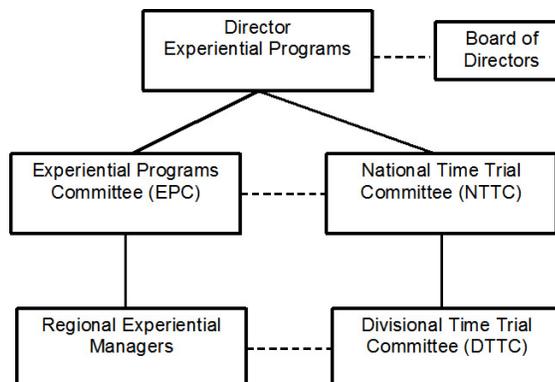
The responsibility of the DTTC is to develop the language for all rule changes and policy developments and to insure consensus of the finalized product from a majority of the divisional managers before forwarding to the National Time Trial Committee for implementation.

### Experiential Programs Committee (EPC)

Members of this committee are responsible for the overall operation of all Experiential Programs operating at the National, Regional and Divisional level. Responsibility includes collecting and distributing resources needed for but not limited to event operations, marketing, web presence, best practices and safety procedures. Proposed rule changes are to be developed from requests made by the Regional Experiential Managers. After acceptance by all Regional Experiential Managers and cleared by Director of Experiential Programs, finalized rule changes need approval from the Board of Directors before publication.

### Regional Experiential Managers

Oversee all regional and divisional Experiential events operating within their area and for the distribution of resources generated by the Experiential Programs Committee. Initiate and forward any requests for desired rule or policy developments and needed resources to the Experiential Programs Committee.



# SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 23, 2015

The Solo Events Board met by conference call September 23rd. Attending were SEB members Steve Hudson, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

## **Recommended Items for 2016**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### **Safety**

#### #16563 Course Speeds

Change the following in the 2nd paragraph of 2.1:

"Generally, maximum speeds in the mid 50s to ~~low mid~~ 60s (mph) are contemplated for Street, ~~and~~ Street Touring®, ~~and~~ category vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 2.2, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving."

Change the following in 2.2.A:

"A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the ~~low mid~~ 60s (mph) for the fastest Street, ~~and~~ Street Touring®, ~~and~~ category cars."

Note: The intent of this change is not to speed up courses, but rather to update the rulebook to reflect today's reality. The capabilities of the fastest SP cars have increased dramatically since this rule was written which has caused many normal courses to technically push the limits defined in the rulebook. This change addresses that concern.

#### #16864 Passengers

Change 1.3.2.D by removing the following wording from the paragraph following D.4:

~~"In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo® drivers school). However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Regional events where a passenger is permitted."~~

#### #16947 prescribed medical oxygen tanks

Add the following sentence to 1.3.2.M.

~~"Prescribed medical oxygen bottles/tanks are exempt from this requirement."~~

#### #16984 Discontinue 1 year SSS licenses

Because we cannot regularly enforce the mandatory move to 3 year SSS licenses, the SSC and SEB recommend:

- 1) elimination of the One Year license
- 2) issuing Three Year licenses to all new Safety Stewards
- 3) requiring all renewals to be for three years and meet the continuing education requirement

This recommendation requires the changes to Appendix E indicated by strike-outs below, and dropping the One Year option from the Safety Steward Application and Renewal form dated 05/2010.

~~"E. Following an initial one-year licensing as a SSS, SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with~~

the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal. ~~Effective 01/01/2011, all SSS must complete the requirements for 3-year licensing not later than two (2) years after initial licensing.~~

## General

### #15275 Fix catchall Appendix A wording

The previously-published proposal to change the unclassified cars / catch-all provisions at the beginning of Appendix A has been amended and is recommended as follows:

Change the second paragraph under APPENDIX A - AUTOMOBILE CLASSES as follows:

~~"All unclassified cars will compete in Super Street (SS) until classified by the SEB, unless covered by a "catch-all" description. To use the catch-alls at the end of the specific car classes in Appendix A, start from *the last class in the category* and work *up* the classes until a class is found. Such unclassified cars will not be eligible for **National Solo® Events** or the Solo® National Championships. Members should look for a Tech Bulletin in an early current year issue of the official SCCA® publication (Fastrack® News) at [www.scca.com](http://www.scca.com) for details or contact the National office."~~

In addition:

- Add a catch-all to Super Street as follows: "*All eligible unclassified cars not covered by another catch-all listing*".
- Re-order the sequence of class listings in the rulebook for ST to: *STU, STR, STX, STS, STF*
- Re-order the sequence of class listings in the rulebook for SM to: *SSM, SM, SMF*

### #17064 Remove Section 7.5

Remove Section 7.5 TIMER FAILURE

Note: This section no longer reflects current practice at a majority of events.

## Street

### #15307 E60 M5 Move to FS Proposal

The SAC recommends adding the following listing to FS and deleting from BS.

Delete *from BS*:

BMW

*M5 (2004-'10)*

Add *to FS*:

BMW

*M5 (2005-'10)*

## Street Touring

### #16682 Aftermarket Radiator Allowance Proposal

Add the following new language to section 14.10:

*"L. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:*

- 1. Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.*
- 2. Radiator must mount to OE radiator mounts.*
- 3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage)."*

### #16943 2014+ Mini Cooper (Base model) Classing

Effective 1/1/2016, amend classing from

STF

MINI

Cooper (non-S)

to

STF

MINI

Cooper (non-S) ('00-'13)

and add:

STX

*MINI*

*Cooper (non-S) ('14-'15)*

#16978 Steering Wheel Rule (14.2.D)

Replace 14.2.D with the following:

*“Any steering wheel may be used. An alternate steering wheel assembly, including all mounting hardware, which replaces an airbag-equipped wheel is not required to have an airbag but must weigh at least as much as the standard assembly. An alternate wheel is not required to have a horn button.”*

### **Street Prepared**

#14955 Non-OE dimension ball joints

Change 15.8.H.4 as follows to remove the last sentence:

*“4. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 15.8.C. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced. ~~A non-standard ball joint which is present in a compliant camber kit replacement control arm is permitted to offset from the standard point the spindle mounting location from the control arm plane.~~”*

And add the following new subsection 15.8.H.5

*“5. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.”*

Note: This will provide more clarity in the intention of the camber kit allowances, and also remove the opportunity for geometry changes that are not appropriate for Street Prepared.

#15078 Oil Tank Clarification

Add new section 15.10.CC as follows:

*“CC. Engine oil tanks for dry sump lubrication systems may be replaced with alternate parts subject to the following restrictions:*

- 1. Fluid capacity and dry weight of the oil tank must be no less than that of the standard part.*
- 2. Oil tank must mount in the OE location.”*

#16443 Touring Cars

Delete the following paragraphs from Section 15 Street Prepared introduction:

~~*“Cars listed as eligible in and prepared to the current Club Racing Improved Touring (IT) rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Improved Touring cars are permitted to interchange preparation rules. Improved Touring cars may use tires which are eligible under current IT rules even if they are not eligible in Street Prepared.*~~

~~*Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to*~~

~~interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.~~

~~Cars listed as eligible in and prepared to the current Club Racing Touring category rules are permitted to compete in their respective Street Prepared classes. Neither Street Prepared nor Touring cars are permitted to interchange preparation rules. Touring cars may use tires which are eligible under current Touring rules even if they are not eligible in Street Prepared.~~

~~Cars eligible for the current Club Racing Spec Miata rules are permitted to compete in Street Prepared class D (DSP), with the additional allowance that they may use any size of any tire which meets the requirements of 15.3 and fits on the Spec Miata compliant wheels and within the compliant bodywork. Spec Miata cars in DSP may not intermix use of the Spec Miata and Street Prepared allowances. The competitor is responsible for being in possession of the Spec Miata rules and for proving that his/her car conforms to the rules.~~

~~Cars listed as eligible in and prepared to the current Club Racing B-Spec Regulations are permitted to compete in their respective Street Prepared Classes. Neither Street Prepared nor B-Spec cars are permitted to interchange preparation rules. B-Spec cars may use tires which are eligible under current Club Racing B-Spec rules even if they are not eligible in Street Prepared.”~~

Note: The SPAC and SEB have become aware of the changes to the scope of modification allowed in Club Racing's Touring category. The modifications now allowed in Touring represent a significant escalation, well beyond the intent of the allowance for Touring cars to compete in their respective Street Prepared classes. This exemplifies the risk of providing “crossover” allowances such as these, which create dependencies on the GCR and may result in unintended competition impacts. For this reason, the SEB is proposing to remove these allowances from the category.

#### #16965 Fender Liner Removal Proposal

Modify 15.2.A as follows:

“Fenders and bumpers may be modified for tire clearance. This includes the portion of a hood which serves as a fender/wheel well, where applicable. This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead). Flares may be added although tires may extend beyond the bodywork. Replacement of complete hood, flared fenders, or quarter panels is prohibited. Plastic and rubber wheel well splash shields may be modified *or removed* for tire clearance and for installation of fender flares as allowed herein.”

#### Street Modified

##### #16589 Street Modified Letter #16538 16.E.1 contradiction with section 1

Change the verbiage of 16.1.E to:

“Suspension components are unrestricted as long as they use the original attachment points. *Cars equipped with MacPherson strut suspension may add or remove material from the top of the strut tower to facilitate installation of adjuster plate. The sides of the strut tower may not be modified.*”

#### Prepared

##### #15583 FWD VW Classing Proposal

The PAC Recommends the following classification change:

Move VW Corrado VR6 (1992-1995) *from FP to EP.*

Note: The PAC believes the naturally aspirated 2.8L & 2.9L FWD, 6cyl engines to be a good fit in EP, without being an overdog.

##### #16922 Hood louvers

The PAC recommends the following modification to the 11th paragraph under C Prepared in Appendix A:

“An alternate hood is allowed which has a bulge no more than 4” (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2” (50.8 mm) bulge, then an addition of 2” (50.8 mm) is allowed, if the base model has a 3” (76.2 mm) bulge, then 1” (25.4 mm) is allowed, etc. *There is no allowance for nonstandard heat extraction vents.*”

The PAC thanks the members for their feedback in letters 17623, 17631, 17633, and at the Solo Nationals Town Hall.

## **Kart**

### **#17195 Proposal to allow non-OEM electric start for KM**

Change 19.1.D.1.e to read :

“External Modifications: All exterior engine components (e.g., cylinders, heads, case halves) must remain recognizable as OE parts. Kick starter assembly may be removed and plugged. *Non-OEM electric start is allowed as long as it serves no other purpose. Modifications to mount external electric starter are allowed including replacement of crankshaft nut and or washer securing flywheel.* The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious. Machining of the reed block/intake boot mounting boss on the case that reduces the original distance between the outer surface and the piston (reducing intake tract) is not allowed.”

Change 19.1.D.1.f.1 to read :

“OE Ignition: Only OE ignition components for specific engine(s) are allowed, except that spark plug, spark plug cap, and plug wire are unrestricted. Modifications (i.e., rewinding, alteration of permanent magnets) to stator and flywheel are not allowed. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Exception: Modifications to change the static timing are allowed in all Moto engines. Origin of spark coil is unrestricted, but it may not possess any function which serves to alter ignition timing.”

Change 19.1.D.1.f.2 to read :

“Non-OE Ignition: Non-OE Capacitive Discharge Ignition (CDI) may be used provided that the stator, rotor, and flywheel (including any wires and connectors) must be OE and may not move by any remote device. *Exception: Modifications to mount electric start described in 19.1.D.1.e allowed.* Furthermore, the ignition system may not control the fuel induction system in any manner. Ignition interrupt systems (e.g., speed shift, no-lift-shift systems) are specifically disallowed. The CDI must be normally commercially available over the counter in the US to all competitors. Use of any non-OE ignition CDI, programmable or preprogrammed, incurs a 25 lb. weight increase.”

Note: The SEB and KAC are recommending this allowance for adding onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start [http://www.hegar4.com/zc150/index.php?main\\_page=product\\_info&products\\_id=472](http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472)

Electric start is legal in KM on existing ICC-TaG motors for example the TM-K9ES

## **Member Advisories**

### **General**

The SEB will have openings for 2016. Interested members are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Tire Rack Solo Nationals**

Members who are interested in the position of Course Designer for the 2016 Solo Nationals are invited to submit their qualifications and relevant design experience history in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Awards**

Nominations are now being accepted for the Driver of the Year and Rookie of the Year awards. Descriptions of these awards and past winners may be found in the Solo Rules Special Awards section in Appendix V. Please submit nominations in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Street Touring**

The SEB thanks Bill Bounds for his service to the Club as a STAC member.

### **Street Modified**

#### **#16721 Subframe Bushing Clarification**

Per the SMAC, the SP allowances of 15.2.D are intended to apply to SM subframe bushings. The SM content of the associated section (16.1.H) may be (incorrectly) interpreted to be more restrictive than the SP rule. A change proposal appears elsewhere herein to remove the conflicting section and resolve the confusion in this regard.

## Change Proposals

### Street Touring

#14254 RWD Wheel Width Limit Proposal

Change the following language in 14.4 WHEELS:

“STU -~~unlimited~~ 11inches

Change the following language in 14.3 TIRES:

*STU (2WD, Mid-Engine, Rear-Engine) - 255mm*

*STU (2WD, Other) - 285mm*

*STU (AWD) - 265mm”*

### Street Modified

#16721 Subframe Bushing Clarification

The SMAC has provided the following rule change proposal:

*Remove 16.1.H*

Note: see a related item under Member Advisories.

## Not Recommended

### Street

#14615 997 GT3 Classing Proposal

Per SAC recommendation, the proposal to remove the 997 GT3 from SSR is withdrawn.

#14979 SAC Proposed 2015 Moves

The pending proposal to move the non-Z06 C5 Corvette from BS to AS is withdrawn.

### Street Touring

#16409 RSX Type S Classing Comments

Per the SEB, the previously-published proposal to move the RSX Type S to STX is being withdrawn.

### Street Prepared

#14920 Move all BMW e30 & e36 4 cylinders to FSP

The SEB is withdrawing the following proposal:

Remove from *DSP*:

BMW

318 (16v)

Also amend *FSP* listing as follows:

BMW

318i (~~8v~~, E30 chassis)

## Handled Elsewhere

### Street Touring

#16926, 17068, 17327, 17329, 17331, 17333, 17334, 17337, 17350, 17351, 17352, 17359, 17364, 17365, 17372, 17387, 17400, 17438, 17471, 17473, 17479, 17594, STF Class Comments

Thank you for your comments. See letter #16409.

#17070, 17165, 17173, 17277, 17282, 17486, 17603, 17737, 17164, 17166, 17168, 17172, 17174, 17176, 17190, 17209,

17274, 17312, 17353, 17451, 17489, 17599, 17629, 17645, 17719, 17743 STP comments

Thank you for taking the time to write in a comment about STP. A variety of comments and suggestions were expressed about the proposed new class. The STAC has made some changes to the proposal in response and will consider other changes after one year. Please see item #16784.

#17134, 17332, 17340, 17344, 17358, 17436, 17440, 17356, 17375, 17377, 17379, 17380, 17381, 17385, 17386, 17388, 17398, 17403, 17412, 17417, 17426, 17434, 17555, 17635, 17636, 17654, 17669 Alternate steering wheel comments

Thank you for your comments. See letter #16978.

#17339, 17343, 17354, 17373, 17401, 17437, 17445, 17484, 17554, 17595, 17600, 17634, 17786 Radiator comments

Thank you for your comments. See letter #16682.

#17393 Radiators, Genesis and STF comments

Thank you for your comments. Please see letters #16409 and 16682 herein, and 16816 in the October Fastrack.

#17455 STU STP Comments

Thank you for your comments. Please see items #14254 and 16784 elsewhere herein.

#17522 Radiators and Steering Wheel comments

Thank you for your comments. See letters #16882 and 16978 elsewhere herein.

### **Street Modified**

#13595 Camber Plate Installation

See Item #16589 elsewhere herein.

### **Prepared**

#17623, 17631, 17633, 17775, 17783 Hood louvers

The PAC/SEB thanks the members for their feedback related to the #16922 proposal.

### **Tech Bulletins**

#### **Street**

#16834 Class request for Mercedes-Benz CLA45

Per the SAC, add a new listing in Appendix A as follows

BS

Mercedes-Benz

*CLA45 (2014-2015)*

Note: The SAC intended to recommend classing the Mercedes-Benz CLA45 (2014-2015) in BS instead of AS. The car was included in the SS catch-all phrasing and not officially classed, therefore BS will be the first classification for this car.

#### **Street Touring**

#16784 STP Supplemental class proposal

Effective immediately add the following new class, designated STP, for inclusion as a *Supplemental* class for all National level Solo events and optional inclusion in Regional events. The allowances will mirror those in the Street Touring category, with the following additions:

*Tires:*

*STP, Independent Rear Suspension: 285 mm maximum width*

*STP, Live Axle Rear Suspension: 315 mm maximum width*

*Wheels:*

*STP, Independent Rear Suspension: 10" Maximum Width*

*STP, Live Axle Rear Suspension: 11" Maximum Width*

*Differentials:*

*May use any mechanical LSD unit*

*Eligible Vehicles:*

*Chevrolet Camaro (2010 - 2014) (SS, V6, 1LE)*

*Chevrolet Camaro (1993 - 2002) (SS, Z28, V6)*

*Chevrolet Camaro (1982 - 1992) (N/A, fuel injected) (excluding 1LE)*

*Dodge Challenger (2008 - 2015) (N/A)*

*Dodge Charger (2006 - 2015) (N/A)*

*Ford Mustang (2015-2016) (2.3T, V6, GT)*

*Ford Mustang (2005 - 2014) (GT, V6)*

*Ford Mustang (1994 - 2004) (GT, V6)*

*Ford Mustang (1979 - 1993) (N/A, fuel injected)*

*Pontiac Firebird (1993 - 2002) (LT1, LS1, V6)*

*Pontiac Firebird (1982 - 1992) (N/A, fuel injected) (excluding GTA and Formula)*

*American RWD V8 powered sedans, must be naturally aspirated with a wheelbase greater than 100" and a listed curb weight greater than 3200#, NOC (not eligible for National level competition)*

## **Street Prepared**

#15489 2004-2008 Audi S4 Classing Proposal

Per the SPAC, modify the Audi RS4 listing in Appendix A to encompass a new listing for the '04-'09 S4, as follows:

ESP

Audi

*S4, RS4 (2004-09)*

Also add a new listing in ASP as follows:

ASP

Audi

*S4 (2010-15)*

Note: The previous ASP classing for the Audi S4 (2000-13) was an erroneous date range. This should be considered an initial classing for this vehicle.

## **Modified**

#17804 Typos in rule book

Per the MAC, update the following places where current reference wording is out of date:

18.0.C. Last sentence: "Section 12.9" replace with "Section 12, Wing Area Computation"

18.1.C.h. Third sentence: "Section 12.7" replace with "Section 12, Floor Pan"

18.1.C.i. First sentence: "Section 12.7" replace with "Section 12, Floor Pan"

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | October 6, 2015

The Club Racing Board met by teleconference on October 6, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. Dick Patullo was the guest from the BoD. The following decisions were made:

### Member Advisory

None.

### No Action Required

#### **GCR**

1. #17414 (Steven Pounds) Supports Data Technicians

Thank you for your support of the data technician program. The CRB encourages anyone who is interested in becoming a Race Data Tech, to be sure and ask that it be included on their membership profile.

#### **SM**

1. #17562 (Igor Levine) Regarding Results of 1.6 SM Engine Modification Tests

Thank you for your letter.

### Not Recommended

#### **GCR**

1. #17278 (Sterling Cole) Proposed Change to Window Net Rule

SFI spec 37.1 addresses inside (right side) nets and are designed to control head movement.

2. #17357 (Tom Masterson) Change to Flagging Rules

Thank you for your suggestion. The CRB has determined that the current rules are adequate as written.

3. #17572 (Brett Whisenant) Mandatory Contact Impound

Thank you for your suggestion. The rules as written provide adequate avenues for Stewards to take actions for contact on the track.

#### **GT2/ST**

1. #17589 (John Bauer) Differentiate Between C7 Corvettes

Thank you for your inquiry. 9.1.2.F.4.i.6 states "Supercharging/turbocharging is prohibited." Should a competitor wish to have this car classified, he/she should submit a letter to the CRB requesting classification and for which class (crbscca.com).

#### **STL**

1. #14472 (Kirk Knestis) Consider Differences Between Sports Cars and Touring Cars in STL

Thank you for your letter. This is not recommended at this time.

### Recommended Items for 2016

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

#### **FM**

1. #17907 (Club Racing Board ) Spec Tire

Per letter #15554, January 2015 Fastrack Minutes, the Club Racing Board proposes the below spec tire rule for Formula Mazda. **This rule change has been approved by the Board of Directors in their October 9-10, 2015 meeting, effective 1/1/2016.**

Change 9.1.1.E.14:

#### **14. Tires and Wheels**

##### *A. Formula Mazda Tire Specification -*

*1. Dry Tire - Goodyear 470 Compound Tire*

*Front Tire - Goodyear P/N D2659 - 20.0x7.0 - 13 - 470 Compound*

*Rear Tire - Goodyear P/N 2660 - 22.0x9.0-13 - 470 Compound*

*2. Rain Tires - open*

A: **B.** A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to *(e.g., on the false grid)*, during, or immediately after *(e.g., as the car leaves the track)* after a qualifying session. On weekends where there are two races and only 1 qualifying session, this rule may be waived for the second race.

*C. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.*

*D. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.*

B: **E.** If a tire is damaged during a qualifying session, the competitor may replace that tire with a used tire upon approval by the Chief Steward. Should a tire be replaced for any *other* reason, the competitor shall forfeit his grid position and start at the back of the grid.

€: **F.** Rain tires may be used at any time. In the event that a grid position is determined by use of a manufactured rain tire (excluding hand grooved tires), the competitor may elect to start the race on either the rain tire which was used in qualifying or slicks which are other-wise compliant.

F: **G.** Use of tire warmers or cooling methods other than natural air convection or conduction is prohibited.

Ð: **H.** Any competitors deemed to have taken steps to circumvent these rules, or deemed to have used a foreign substance on the tire in order to gain an advantage shall be immediately disqualified from that event.

E: **I.** All cars shall run BBS (8" x 13") front and (10" x 13") rear wheels as specified by the manufacturer. Alternate BBS wheel center (Moses Smith Racing P/N 000-143 & 000-1504) *are* permitted.

**P2**

1. #17098 (John Lisk) Clarification of P2 Section J, Para.4 and Section M

Thank you for your letter.

Assisted shifting as delivered from the factory on Radical Spec Line Cars (Table 1) is compliant for 2015.

Change 9.1.8.D.J.4: 4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed **except as allowed by Table 1 Spec Line Cars**. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car **except as allowed by Table 1 Spec Line Cars**. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes are also prohibited. Existing cars converting to P2 for 2014 with assisted shifting mechanisms are permitted with a 50 lb weight penalty, but must remove the devices by September 1, 2014.

Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Radical SR-3 SR-4		Stock Engine 1000lb 1005cc max		37.5mm	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <b>Assisted shifting permitted</b>
		Stock Engine 1300lb 1005 < 1370 cc max		40.5mm	

Radical SR-3 Radical Cup		1500lb	Sealed Radical Cup engine and transmission	<i>Unrestricted</i>	Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
Radical Club Sport, Pro- Sport, PR-6		Stock Engine 1000lb 1005cc		37.5mm	Radical wing or P2 class compliant wing and end plate: 61 in width min. Radical rear diffuser permitted. <i>Assisted shifting permitted</i>
		Stock Engine 1300lb 1370 cc max		40.5mm	

#### GCR

1. #17121 (Greg Amy) Letter #16946, Transmission Short Shift Kits

Thank you for your suggestion, which the CRB agrees with. Assuming letter #16946 is approved by the BOD in their October 2015 meeting, the CRB recommends adding the following language to 9.3.49: "unless restricted by individual class rules."

**NOTE: Letter #16946 has been returned to the CRB for additional research and wording. This letter is also being returned to the CRB agenda as suggested additional words also need research and review.**

#### Taken Care Of

#### GCR

1. #17441 (Kyle Colbey) Please Clarify Inconsistent GCR Classification of a Finisher

Thank you for your request. Please see the response to letter #16998, October 2015 Fastrack Minutes.

#### STU

1. #15448 (Anthony Simmers) Sports Cars/Coupes/Roadsters

Thank you for your letter. Please see the response to letter #14472.

#### What Do You Think

#### AS

1. #17703 (Cheyne Daggett) Alt Transmission for 2011-14 Mustang GT RP

The CRB is seeking your feedback on the following proposal for the 2011-14 Mustang GT in Restricted Preparation.

The author requests an alternate transmission for this car due to transmission shifting problems (lockout or shifting into the wrong gear under hard braking ). Restricted Preparation rules currently require OEM transmissions. All potential modifications to the shifting process, as permitted by the AS rules, have not resolved the shifting issues for this transmission. The replacement suggestion is for the Tremec Magnum XL with gear ratios of 2.97, 2.07, 1.43, 1.00, .80, .62 (stock is 3.66, 2.43, 1.69, 1.32, 1.00, .68). Should alternate transmissions be approved on a case by case basis for Restricted Preparation cars? Should this request be allowed in AS? Please send your feedback through the CRB letter system at [www.crbscca.com](http://www.crbscca.com).

#### RESUMES

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2015

NUMBER: TB 15-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/30/2015 unless otherwise noted.

**NOTE:** This preliminary version of the Club Racing Technical Bulletin is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about October 20.

## American Sedan

### AS

1. #17893 (American Sedan Committee) Clarify Carburetor Base Gasket Definition

In GCR Section 9.1.6.D.1.c.1.a. clarify carburetor base gasket language:

“Only the approved carburetor (Holley #4776, 600cfm 4bll), insulator (Holley #108-12), and manifold (Edelbrock Performer RPM #7101-General Motors / #7121- Ford/Mercury) shall be fitted to cars. The carburetor shall be identified by the numbers “4776”. Additional numbers stamped on the horn section of the carburetor, such as “-X” (indicating the die lot number for that carburetor) and “XXXX” (up to 4 digits indicating the day of the year the carburetor was produced along with the year in the decade it was produced) shall not be used to identify the carburetor. Two carburetor base gaskets (*each base gasket can be no thicker than .125 inches*) may be used, one on each side of the insulator.”

2. #17894 (American Sedan Committee) Rear Axle Tube Welding

In GCR section 9.1.6.D.3.c.1., add the following language to the end of the section:

*“j. For any rear axle assembly, welding of the rear axle tubes is permitted.”*

### B-Spec

None.

### Formula/Sports Racing

None.

### GCR

1. #17715 (John Bauer) 2015 Helmets

In GCR section 9.3.20.C.2 add the following language:

“Crash helmets approved by the Snell Foundation with Snell sticker 2005 or later Special Application (SA2005) (*SA2005 will no longer be accepted as of 1/1/2017*), or SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR. Each driver’s helmet shall be labeled with a minimum of the driver’s name. ~~Effective 1/1/12 to 1/1/17~~ The use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph.) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed.”

### Grand Touring

#### GT1

1. #17699 (Tony Stefanon) Classify the 2015 Cadillac CTSV in GT-1

In GT1, add the 2015 Cadillac CTS-V as follows:

*“General Motors Corporation - Cadillac  
2015 Cadillac CTSV 102.0”*

#### GT2/ST

1. #17512 (Amir Haleem) Toyota Supra with 3UZFE V8 engine in GT2/ST, clarification needed

In GT2/ST, classify the 1993-1998 Toyota Supra as follows:

GT2/ST	Max Displ.	Min. Weight	Restrictor	Notes
<i>Toyota Supra (93-98)</i>	<i>4300</i>	<i>3000</i>		<i>Max. valve lift is .600". Max. compression ratio of 12.1:1. Must conform to Appendix K STO rules.</i>

### Improved Touring

None.

### Production

None.

### Spec Miata

None.

### Super Touring

#### ST

1. #16948 (Eric Heinrich) OEM ABS wording

In GCR section 9.1.4.N.8, make the following changes:

~~"8. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM ABS brake components as supplied."~~

CRB Note: this does **not** remove the ability for competitors to use ABS. See GCR section 9.1.4.A.

Renumber section 9.1.4.N.10 to 9.1.4.N.8.

2. #17721 (Greg Amy) E&O, Requirement for FSM

In GCR section 9.1.4.A., add a new paragraph below the paragraph that starts with "Vehicle modifications are limited to those listed herein":

*"To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop manual for each of the specific make, model, and year of the automobile and engine (if changed). This manual shall be presented when so requested at any technical inspection. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non-availability from the vehicle manufacturer. The proof of legality shall rest upon the protestor and/or protestee."*

In GCR section 9.1.4.G.1.f., delete the section in its entirety:

~~"Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers."~~

#### STU

1. #17814 (James Clay) Spec E46 Tire Choice

Changes can be viewed at <http://www.scca.com/pages/cars-and-rules>.

### Touring

None.

# COURT OF APPEALS

**SCCA National Championship Runoffs  
Judgment of the Court of Appeals  
CSOM Reference Number 47  
Jack Walbran vs. SOM, COA Ref. No. 15-01-RO  
September 23, 2015**

## **FACTS IN BRIEF**

In impound after Formula 500 (F500) qualifying session #2 at the 2015 National Championship Runoffs, Tech staff measured bodywork on Jack Walbran's #67 F500 including the nose/tire relationship as specified in GCR 9.1.1.D.9. Per this rule, the nose body work may not stand taller than the front tires. Tech measured the left front body to be 5/8 inch higher than the tire with the driver in the car, and the right front as 7/8 inch taller. A Chief Steward's Action (CSA) was filed removing his qualifying times for September 22, 2015.

Mr. Walbran protested the CSA penalty. He contended the rule does not indicate how compliance measurement should be done and is subject to interpretation. Per Mr. Walbran's testimony, on track the nose will drop 2 to 2.5 inches, thus making the body work compliant to 9.1.1.D.9. He further stated that a visual examination of the car at speed is possible.

The Stewards of the Meeting (SOM), Dan Hodge and Tom Brown, determined the only practical way to accurately measure the nose/tire difference is a static measurement with the car on a level surface. A definitive measurement of the nose at speed on the track is not possible. The SOM concluded the intent of GCR 9.1.1.D.9. is a static measurement rather than a dynamic (on track) measurement as suggested by Mr. Walbran.

Mr. Walbran appealed the SOM decision.

## **DATES OF THE COURT**

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 23, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal from Jack Walbran, Sept. 23, 2015
2. Protest document and SOM Ruling Summary, Sept. 23, 2015
3. Verbal testimony from Jack Walbran, Sept. 23, 2015
4. Written and verbal testimony from Jim Wheeler, Chairman of the Club Racing Board, Sept. 23, 2015
5. Written and verbal testimony plus pictures from Jeremy Morales, Sept. 23, 2015
6. Written and verbal testimony from Leon Mitchell, Sept. 23, 2015

## **FINDINGS**

Mr. Walbran contends that at speed his body is below the maximum height stipulated in GCR 9.1.1.D.9. He further contends GCR 9.1.1.D.9. does not specify any particular method for measuring body ride height. Therefore, his request to have his body measured while at speed on the track must be honored.

In his testimony Mr. Wheeler, Chairman of the Club Racing Board (CRB), stated measurements are, and have always been, as raced and as can be measured in Impound or the Paddock.

Mr. Morales and Mr. Mitchell provided testimony and documents on behalf of Mr. Walbran. The pictures provided by Mr. Morales clearly show the body ride height can be set at or below the top of the tires. Mr. Mitchell testified that the ride height is adjustable. Mr. Mitchell further stated the body ride height was set high at this event to keep the car from bottoming while accommodating Mr. Walbran's preference for a soft suspension set up.

## **DECISION**

Body ride height measurements, like all measurements, must be repeatable to ensure a fair and consistent application of the rule. A static measurement with the car at rest on a level surface is the only practical method for obtaining a true, accurate, and repeatable reading.

The COA does not agree with Mr. Walbran's assertion that measurements should be taken while the car is at speed on the track.

The Court finds Mr. Walbran's argument to be a strained interpretation and application of GCR 9.1.1.D.9. The COA disallows the Appeal.

The COA upholds the decision of the SOM in its entirety. Mr. Walbran's appeal is well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**JUDGEMENT OF THE COURT OF APPEALS**  
**CSOM Reference Number 30**  
**Chief Steward vs. SOM, COA Ref. No. 15-02-RO**  
**September 23, 2015**

## **FACTS IN BRIEF**

On September 22, 2015, after Formula 500 (F500) qualifying session #2 at the 2015 National Championship Runoffs, Tech Staff filed a report that car #58, driven by Cory McLeod, had the balance pipe or plenum removed from the carburetor mounting and the ports in the inlet boots were plugged in violation of GCR 9.1.1.D. A Chief Steward's Action (CSA) was filed to remove his qualifying times for September 22, 2015. Mr. McLeod protested the CSA penalty.

The Stewards of the Meeting (SOM), Phil Shuey, Paul Gauzens, and Cathy Barnard met, reviewed the presented evidence, and heard testimony from three witnesses. The SOM determined that the GCR language is so ambiguous that any competitor could not, with certainty, comply with these rules as written. The SOM upheld the protest. The Chief Steward appealed the SOM decision.

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Laurie Sheppard, Rick Mitchell, and Michael West (Chairman) met on September 23, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of appeal from Dennis Dean, Chief Steward, dated Sept. 23, 2015.
2. Documents from the SOM dated Sept. 22, 2015.
3. Witness Statement and verbal testimony from David Arken, Club Racing Board, dated Sept. 23, 2015.

## **FINDINGS**

Dennis Dean, 2015 Runoffs Chief Steward, appealed the decision of the SOM as he believed the rules as written inadequately define the proper carburetor intake configuration for the class.

The COA finds that the GCR allows the Rotax 593 engine that Mr. McLeod used. Late model versions of this engine came without a plenum/balance tube. GCR 9.1.1.D.14.A. permits "... no balance pipes, no plenums unless fitted as standard as on the 493 and 593 engine. 38mm intake boots, BPP 420867860 (last 6 digits 867860 are embossed on the boot) or Kimpex 07-100-33 shall be used for the 493 and 593 engines."

The required intake boots have molded ports to accept a plenum/balance tube. Since these intake boots were not used on the 593 late model engine, Mr. McLeod had to substitute them to be compliant. The manufacturer doesn't supply a plug for the required boot and adding the balance pipe/plenum to fill the holes is not permitted. The competitor supplied the plug.

The COA acknowledges the restricted nature of the class that no component of approved engines may be altered, modified, or changed, nor be of any other than original equipment manufacture unless specifically authorized. The COA further acknowledges the competitors dilemma in complying with the rules as written.

## **DECISION**

The COA disallows the Appeal and upholds the decision of the SOM in its entirety. The COA urges the CRB to review and update the GCR sections for F500. The Chief Steward's appeal was well founded.

# COURT OF APPEALS

**SCCA National Championship Runoffs  
Judgement of the Court of Appeals  
CSOM Reference Number 79  
Errors and Omissions, COA Ref. No. 15-03-RO  
September 24, 2015**

## **FACTS IN BRIEF**

In impound following Touring 4 (T4) qualifying session #4 at the 2015 National Championship Runoffs, Tech staff filed a Technical Investigation Report indicating that car #09, a 2015 Honda Civic Si driven by Philip Royle, had wheels that measured 18 X 7.5 inches, which exceeds the wheel size specified in GCR 9.1.9. T4 Spec Line. A Chief Stewards Action (CSA) was filed removing Mr. Royle's qualifying times for that session.

Mr. Royle and Aaron Hale, Senior Engineer for Honda Performance Development, met with Chief Steward Dennis Dean to discuss filing a protest of the CSA. Based on information provided by Mr. Hale, Mr. Dean filed an appeal requesting investigation of a possible Error and Omission (E&O) in GCR 9.1.9.D.7.a. (T4 Category rules) and the T4 Spec Line specifically related to Max Wheel Size.

## **DATES OF THE COURT**

The Court of Appeals (COA), Michael West, Rick Mitchell, and Laurie Sheppard, Chairman, met on September 24, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal (E&O) from Dennis Dean, dated Sept. 24, 2015
2. Technical Inspection Report, dated Sept. 24, 2015
3. Chief Stewards Action, dated Sept. 24, 2015
4. Written and verbal testimony from Jim Wheeler, Chairman of the Club Racing Board, Sept. 24, 2015
5. Written and verbal testimony from Aaron Hale, Sept. 24, 2015
6. Verbal testimony from Philip Royle, Sept. 24, 2015
7. 2015 Honda Civic Si OEM factory alloy rim specifications available from [www.hondapartworld.com](http://www.hondapartworld.com)

## **FINDINGS**

Mr. Hale confirmed the 18 X 7.5 inch wheel used by Mr. Royle is in fact the original wheel delivered on the 2015 Honda Civic Si. He also confirmed that the online specifications for the OEM factory alloy rim were accurate.

Mr. Wheeler confirmed that the Club Racing Board's (CRB) intent for the T4 2014-15 Honda Civic Si is to use the heavier stock wheel rather than a lighter replacement wheel. The T4 Spec Line correctly states: "The following items must remain stock:... original wheels...". The Max Wheel Size (inch) is specified for replacement wheels, but since only original wheels are compliant, the reference to 18 X 7 inch wheels is an error.

## **DECISION**

The COA determined that the wheel size listed for the T4 2014-15 Honda Civic Si in the T4 Spec Line is incorrect. The CSA is vacated based on an Error in GCR 9.1.9 T4 Spec Line. Mr. Royle's qualifying times are reinstated. The COA urges the CRB to amend the referenced wheel size on the 2014-15 Honda Civic Si T4 Spec Line to eliminate confusion. The Chief Steward's Error and Omissions appeal is well founded.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 89**  
**Chief Steward vs. SOM, COA Ref. No. 15-04-RO**  
**September 26, 2015**

## FACTS IN BRIEF

On September 25, 2015, following the Touring 4 (T4) race at the 2015 National Championship Runoffs, Tech staff filed a Technical Inspection Report stating the right rear wheel camber on car #21, driven by Michael Tsay, was set at negative 3.3 degrees and was not in compliance with GCR 9.1.9.D.5.a.1. (Suspension Adjustments). A Chief Steward's Action (CSA) was filed disqualifying Mr. Tsay.

Mr. Tsay protested the CSA penalty. He maintained his car was correctly prepared with the allowed sport suspension kit and springs listed in GCR 9.1.9. T4 Spec Line, which does not allow for, nor provide any means for camber adjustment.

The Stewards of the Meeting (SOM) Barb Knox, Pat McCammon, and Ken Jones, upheld the protest citing GCR 1.2.3.C.2. (Interpreting and Applying the GCR) which stipulates the order of precedence of rules within the GCR and which states the Spec Line is the most specific rule to be applied.

The Chief Steward appealed the SOM decision.

## DATES OF THE COURT

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 26, 2015 to review, hear, and render a decision on the appeal.

## DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Dennis Dean, Chief Steward, Sept. 26, 2015
2. Protest file documents and SOM Ruling Summary, Sept. 26, 2015
3. Testimony from Dennis Dean, Chief Steward, Sept. 26, 2015
4. Testimony from SOM, Sept. 26, 2015

## FINDINGS

The Chief Steward disagreed with the SOM ruling that GCR 1.2.3.C.2. places the Spec Line above the general class rules in order of precedence. He contended the Class Rules are composed of both the prose and the associated Spec Lines for the class and must be considered together. He is concerned that adopting the position of placing preparation authorities granted in the Spec Line above authorities stated in the General Class Rules will result in an "uneven playing field for our competitors."

The Chief Steward acknowledged the suspension kit supplied by Honda and listed in GCR 9.1.9. T4 Spec Line for Honda Civic Si (12-13), is non-adjustable. He further acknowledged the suspension kit pieces on the right rear were not removed in Impound and measured or compared to stock parts from Honda to determine if any had been altered, modified, or damaged. His CSA and the penalty were based solely on the camber measurement.

The COA notes the referenced T4 Spec Line does not list any maximum camber setting. The COA further notes the suspension parts were not examined to determine if any alternations or modifications had been made to the suspension parts that may have caused the out of compliance measurement. Absent any evidence that Mr. Tsay or racing damage altered the suspension parts it must be accepted that the kit was installed correctly. The resulting camber measurement must be accepted due to the absence of a stated maximum negative camber measurement on the Spec Line which takes precedence over the general rule.

## DECISION

The COA agrees that the hierarchical application of the rule set dictates that precedence is given to the Spec Line. The COA further determines that no evidence exists that would indicate any alteration/modification of the approved suspension kit occurred. The COA disallows the Appeal. The COA upholds the decision of the SOM in its entirety. The Chief Steward's appeal is well founded.

# COURT OF APPEALS

**SCCA National Championship Runoffs  
Judgement of the Court of Appeals  
CSOM Reference Number 90  
Jason Isley vs. SOM, COA Ref. No. 15-05-RO  
September 26, 2015**

## **FACTS IN BRIEF**

Following the H Production (HP) race at the 2015 National Championship Runoffs, Operating Steward Ken Patterson filed a Request for Action (RFA) to investigate all car to car contact between and among Cars #37 driven by Brian Linn, #99 driven by Jason Isley, and #137 driven by Alan Hulse II on the last lap of the race.

The Stewards of the Meeting (SOM), Kathy Barnes, Scott Bowman and Kevin Coulter, reviewed available video footage from SpeedCast TV, in-car video from Car #99 and in-car video from Car #137, as well as interviewed all drivers involved in the incidents and other witnesses. The SOM concluded that each contact occurrence investigated was a racing incident.

Mr. Isley appealed the SOM decision.

## **DATES OF THE COURT**

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 26, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Jason Isley, Sept. 26, 2015
2. Request for Action file documents, including SOC interview forms and videos, dated Sept. 25-26, 2015
3. SOM Ruling Summary and Basis for Decision, Sept. 26, 2015
4. YouTube video taken from the Starters stand on Sept. 25, 2015

## **FINDINGS**

The COA reviewed the documentation and witness statements provided to the SOM as well as viewed all available video of the incidents. Mr. Isley provided no additional evidence.

After reviewing all available video evidence of the last lap incidents, a single cause could not be determined. Rather, the contact was a series of racing incidents occurring during very close wheel-to-wheel competition.

## **DECISION**

The COA agrees with the SOM that the contact was caused by a combination of factors with no single cause. The COA disallows the Appeal, upholding the decision of the SOM in its entirety. Mr. Isley's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

# COURT OF APPEALS

**SCCA National Championship Runoffs  
Judgement of the Court of Appeals  
CSOM Reference Number 90  
Alan Hulse II vs. SOM, COA Ref. No. 15-06-RO  
September 26, 2015**

## **FACTS IN BRIEF**

Following the H Production (HP) race at the 2015 National Championship Runoffs, Operating Steward Ken Patterson filed a Request for Action (RFA) to investigate all car to car contact between and among Cars #37 driven by Brian Linn, #99 driven by Jason Isley, and #137 driven by Alan Hulse II on the last lap of the race.

The Stewards of the Meeting (SOM), Kathy Barnes, Scott Bowman and Kevin Coulter, reviewed available video footage from SpeedCast TV, in-car video from Car #99 and in-car video from Car #137, as well as interviewed all drivers involved in the incidents and other witnesses. The SOM concluded that each contact occurrence investigated was a racing incident.

Mr. Hulse appealed the SOM decision.

## **DATES OF THE COURT**

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 26, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Alan Hulse II, Sept. 26, 2015
2. Request for Action file documents, including SOC interview forms and videos, dated Sept. 25-26, 2015
3. SOM Ruling Summary and Basis for Decision, Sept. 26, 2015
4. YouTube video taken from the Starters stand on Sept. 25, 2015

## **FINDINGS**

The COA reviewed the documentation and witness statements provided to the SOM as well as viewed all available video of the incidents. In his appeal letter, Mr. Hulse also requested the COA review and consider additional references not previously available to the SOM, including video posted on YouTube that had been taken from the starters stand. He also suggested Mr. Linn and Mr. Isley had violated Supplemental Regulations 5.14 by making use of the Banking Apron during the final lap incident.

After reviewing all available video evidence of the last lap incidents, a single cause could not be determined. Rather, the contact was a series of racing incidents occurring during very close wheel-to-wheel competition.

The COA notes that consideration of violations of Supplemental Regulations 5.14 regarding use of the apron was not a part of the original RFA and is therefore not germane to the appeal.

## **DECISION**

The COA agrees with the SOM that the contact was caused by a combination of factors with no single cause. The COA disallows the Appeal, upholding the decision of the SOM in its entirety. Mr. Hulse's appeal is well founded and his fee, less the amount retained by SCCA, shall be returned.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**JUDGMENT OF THE COURT OF APPEALS**  
**CSOM Reference Number 105**  
**Jim Creighton vs. SOM, COA Ref. No. 15-07-RO**  
**September 27, 2015**

## **FACTS IN BRIEF**

On September 26, 2015, after the F Production (FP) race at the 2015 National Championship Runoffs, Tech staff filed a Technical Inspection Report indicating that car #7, driven by Eric Prill, had a thermal coating on the exterior of the intake manifold that was non-compliant with GCR 9.1.5.E.2.b.7. which states: "The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified." A Chief Steward's Action (CSA) was filed to disqualify Mr. Prill. Mr. Prill protested the CSA penalty.

The Stewards of the Meeting (SOM), Ken Jones, Pat McCammon, John Switzer, and Barb Knox, met on September 27, 2015, reviewed the presented evidence and heard testimony. The SOM determined the modification is specifically allowed per 9.1.5.E.2.a.3. The intake manifold is part of the drive train by the hierarchy of the GCR section and per Club Racing Board (CRB) witness testimony. The SOM upheld the protest.

Jim Creighton, Production Line Chief, appealed the SOM decision.

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Laurie Sheppard, Rick Mitchell and Michael West (Chairman) met on September 27, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of appeal from Jim Creighton, Production Line Chief, dated Sept. 27, 2015.
2. Documents from the SOM dated Sept. 27, 2015.
3. Phone call with Chris Albin, Club Racing Board, Sept. 27, 2015.

## **FINDINGS**

Mr. Creighton asserted that GCR 9.1.5.E.2.b.7. is specific to the intake manifold and takes precedence over GCR 9.1.5.E.2.a.3. which is more general, relates to the drive train, and states that "Stock and permitted alternate components of the drive train can have thermal barrier and friction altering coatings applied."

The COA agrees the intake manifold is a component of the drive train but as written the two passages are at the same level of priority, conflict with each other, and are ambiguous. GCR 9.1.5.E.2.b.7 specifically addresses mechanical changes (cutting, grinding, etc.) that are allowed for the Intake Manifold. The rule referenced by Mr. Creighton sets forth mechanical modifications (port matching, plugging, etc.) that may be made to the Intake Manifold. The sentence relied upon by Mr. Creighton when taken in context with the rest of the rule prohibits any further modifications to the flow of air and fluid through the manifold. Mr. Creighton's definition to the sentence is only applicable in context with the specific rule in which it appears.

Additionally, Chris Albin, speaking for the CRB, stated that thermal coatings are allowed on the intake manifold.

## **DECISION**

The COA upholds the decision of the first court. Mr. Creighton's appeal is well founded and his appeal fee will be returned. The COA urges the CRB to review and simplify the GCR 9.1.5.E.2.a.3 and GCR 9.1.5.E.2.b.7.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 99**  
**Charlie Campbell vs. SOM, COA Ref. No. 15-08-RO**  
**September 27, 2015**

## **FACTS IN BRIEF**

Following the F Production (FP) race at the 2015 National Championship Runoffs, Barbara McClellan, Operating Steward, filed a Request for Action (RFA) to investigate metal to metal contact between Charlie Campbell, #89 and Eric Prill, #7 at the Bus Stop Chicane.

The Stewards of the Meeting (SOM) Paul Gauzens, Cathy Barnard, and Phil Shuey, determined Mr. Campbell violated GCR 6.11.1.A (On Course Driver Conduct) and Supplemental Regulation 5.13 (Bump Drafting). The SOM assessed loss of one finishing position and a four race weekend probation to be served concurrently with any other probation penalty. Three penalty points were levied against Mr. Campbell's competition license.

Mr. Campbell appealed the SOM decision.

## **DATES OF THE COURT**

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 27, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal from Charlie Campbell, Sept. 27, 2015
2. Request for Action file documents and SOM Ruling Summary, Sept. 27, 2015
3. Testimony from Charlie Campbell, Sept. 27, 2015

## **FINDINGS**

Mr. Campbell asserted the Stewards of the Meeting did not rule correctly based on the evidence. He restated that he was not bump drafting at entry to the Bus Stop and gave Mr. Prill racing room. He also asserted that it was unfair that the same SOM panel heard and ruled on this action and another metal to metal incident in the same race. Other than his assertions, Mr. Campbell offered no additional evidence.

The COA reviewed all testimony and the video evidence, but does not agree with Mr. Campbell's arguments. In addition, it is neither prohibited nor unusual for the same court to hear and render a decision on multiple cases simultaneously when they involve the same competitor or competition.

## **DECISION**

The COA upholds the decision of the SOM in its entirety. Mr. Campbell's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**Judgement of the Court of Appeals**  
**CSOM Reference Number 100**  
**Charlie Campbell vs. SOM, COA Ref. No. 15-09-RO**  
**September 27, 2015**

## **FACTS IN BRIEF**

Following the F Production (FP) race at the 2015 National Championship Runoffs, Barbara McClellan, Operating Steward, filed a Request for Action (RFA) to investigate metal to metal contact between Charlie Campbell, #89 and Gary Baucom, #189 at Turn 3.

The Stewards of the Meeting (SOM) Paul Gauzens, Cathy Barnard, and Phil Shuey, determined Mr. Campbell violated GCR 6.11.1.A. (On Course Driver Conduct) and 6.11.1.D (Responsibility of Overtaking Driver). The SOM assessed loss of two finishing positions and a six race weekend probation to be served concurrently with any other probation penalty. Three penalty points were levied against Mr. Campbell's competition license.

Mr. Campbell appealed the SOM decision.

## **DATES OF THE COURT**

The Court of Appeals (COA), Laurie Sheppard, Rick Mitchell, and Michael West, Chairman, met on September 27, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal from Charlie Campbell, Sept. 27, 2015
2. Request for Action file documents and SOM Ruling Summary, Sept. 27, 2015
3. Testimony from Charlie Campbell, Sept. 27, 2015

## **FINDINGS**

Mr. Campbell asserted the Stewards of the Meeting did not correctly rule based on the evidence. He stated Mr. Baucom's car was not handling well all week and that Mr. Baucom was not taking a consistent line through the Infield turns. He further stated his car oversteered as Mr. Baucom turned into Turn 3 and his counter steer correction caused him to touch Mr. Baucom's right rear corner. Mr. Campbell feels it was an unavoidable racing incident. He also asserted that it was unfair that the same SOM panel heard and ruled on this action and another metal to metal incident from the same race. Other than his statements, Mr. Campbell offered no additional evidence.

The COA reviewed all testimony and the video evidence, but does not agree with Mr. Campbell's arguments. In addition, it is neither prohibited nor unusual for the same court to hear and render a decision on multiple cases simultaneously when they involve the same competitor or competition.

## **DECISION**

The COA upholds the decision of the SOM in its entirety. Mr. Campbell's appeal is well founded and his appeal fee, less the amount retained by SCCA, shall be returned.

# COURT OF APPEALS

**SCCA National Championship Runoffs**  
**JUDGEMENT OF THE COURT OF APPEALS**  
**CSOM Reference Number 106**  
**Susan Dixon vs. SOM, COA Ref. No. 15-10-RO**  
**September 27, 2015**

## **FACTS IN BRIEF**

On September 25, 2015, after the Spec Miata (SM) race at the 2015 National Championship Runoffs the SM Class Compliance Chief (CCC), John Bauer, filed a Technical Inspection Report indicating the compression ratio on Car # 118, driven by Jonathan Goring, was not compliant. Car #118 was disqualified under a Chief Stewards Action (CSA). Susan Dixon, entrant for Car #118, protested the CSA.

The Stewards of the Meeting (SOM), Morriss Pendleton, Tom Brown, Herb Shipp, and Dan Hodge reviewed available documentation and interviewed witnesses. They determined that the measuring process was conducted appropriately, the car was not compliant, and the disqualification would stand. Susan Dixon, entrant for Car #118, appealed the decision of the SOM.

## **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Laurie Sheppard, Rick Mitchell, and Michael West (Chairman) met on September 27, 2015 to review, hear, and render a decision on the appeal.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Documents from the SOM dated Sept. 27, 2015.
2. Witness statement from John Bauer, CCC for SM dated Sept. 27, 2015.
3. Interview with Frank Diringer, Tech Inspector, on Sept. 27, 2015.

## **FINDINGS**

As the Class Compliance Chief for Spec Miata, John Bauer said an error was discovered in the figures used to calculate the compression ratio on car #118. Mr. Bauer explained that a value used in the mathematical calculation of the compression ratio had been transcribed incorrectly. That value had been used in each subsequent calculation, resulting in a repeated incorrect determination of Car #118's compression ratio. Once the error was identified and the correct value substituted in the calculation, the compression ratio was determined to be within the factory and GCR limit. Mr. Bauer further stated the car was compliant.

## **DECISION**

The COA overturns the SOM decision in its entirety. The COA upholds the Appeal, and directs both Ms. Dixon's appeal fee and protest fee be returned in full.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | October 14, 2015

### Expected Participants:

Chuck Deprow, Craig Farr, Dave Deborde, Jim Cyle, Kent Carter, Lee Hill, Matthew Yip, Roy Mallory

### Reports:

Board of Directors Report

- None

### Ongoing Business:

- Time Trials Rule Book - 2015 revisions
  - Rollbar language acceptable as written
- Medical Requirements
  - Concerns raised at National
  - Contacting Insurance for clarification and direction
  - TTR - no changes required
  - TT License form - revisions required
- SA2015 Helmets
  - SA2005 helmets "expire" at the end of Jan 2017
- Open TTAC positions
  - Replacement Chairman - appointment requested
  - Membership changes
    - Jerry Cabe - resigning effective Summer 2015
    - Tony Machi - added effective September 2015

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | October 6, 2015

The RallyCross Board (RXB) met via conference call on October 6. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

### Committee Reports

- RallyCross Safety Committee (Chris Regan): The Safety Committee has reviewed two incidents since the last RXB meeting. One report was for a cut finger that required first aid. The second report involved a vehicle sliding into a ditch after the finish, but involved no damage or injury. The Safety Committee will monitor the Region to ensure such incidents aren't chronic. Hyatt requested that Regan submit to the RXB the composition of the Safety Committee for 2016 no later than the December meeting.
- Rules Committee (Keith Lightfoot): Lightfoot submitted the 2016 RallyCross Rules change proposals. Each proposal was reviewed, along with member and Rules Committee comments and adjusted as deemed appropriate by the RXB. The RXB voted on each proposal. The results are listed below. Those proposals that passed the RXB vote will be referred to the BOD for final approval before being added to the 2016 RallyCross Rules.

1. **Restructure the current rulebook to put key event operations and vehicle classification sections in the front portion of the rules and move the administrative sections to the back.** This would make it easier for readers to access information about RallyCross events and vehicle preparation allowances. Submitted by the RXB.

PASSED 5-0-1. Blakely absent.

2. **Change maximum sustained speed from 60 mph to 50 mph.** This creates a more consistent speed progression with RallySprint 1 (60 mph) and RallySprint II (70 mph) guidelines. (Comment: Speeds may momentarily exceed 50 mph for the fastest vehicles, but courses should be designed to avoid sustained speeds in excess of 50 mph.) Submitted by the RXB.

#### **5.3 COURSE SAFETY AND LAYOUT RULES**

Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Stock category vehicles and should not normally exceed ~~50~~ 60 mph for any vehicle.

PASSED 5-0-1. Blakely absent.

3. **Allow non-competitor passengers at divisional and national events.** Drivers would not be allowed to ride as passengers. This change would potentially increase participation at national-level events by allowing competitors to bring family and friends along for rides and help generate more interest in our sport.

#### **5.2.C. EVENT OPERATING RULES**

~~Competitors~~ Passengers are not allowed ~~as passengers~~ during competition runs in National Events.

FAILED 0-5-1. Blakely absent.

4. **Clarify that wheel spacers are considered part of the wheel in Stock classes.** (Comment: Backspacing must still be within +/- 10 mm of the OEM wheel backspacing in Stock classes. Wheel diameter and width in Stock classes are still limited to OEM dimensions as per factory or port-installed wheel options available for the vehicle.) Two options for allowing alternate wheel sizes in Stock class were considered but not approved.

#### **6.2.C. VEHICLE CLASSIFICATION - Stock Category**

12. Any type wheel may be used provided it complies with the following: Wheels must be the same diameter and width as the OEM wheel. Wheel offset (backspace) must be within 0.394" (10mm) of the original equipment wheel offset. ~~Wheel spacers are considered part of the wheel.~~

PASSED 5-0-1. Blakely absent.

5. **Clarify that interior components, including rear seats, panels and carpet, may be modified to accommodate the installation of roll bars/cages and driver restraints in Stock classes.** (Comment: Interior components may be

modified to the minimum extent needed to facilitate the proper installation of the roll bar/cage or restraint. For example, the rear seat, dashboard, carpet and/or interior side panels may be modified to accommodate a roll cage, but not removed. )

#### **6.2.C. VEHICLE CLASSIFICATION - Stock Category**

- 4.d. Driver restraints and roll cage may be added. **Modification of interior components to the minimum extent necessary for the proper installation of driver restraints and roll cage is permitted.**

PASSED 5-0-1. Blakely absent.

6. **Allow the exhaust system to exit behind the driver (current rule) or exit the side of the car (proposed) in Modified categories.** This would allow the exhaust to exit to the side of the vehicle ahead of the driver, such as immediately in front or behind the front wheels.

#### **6.2.E. VEHICLE CLASSIFICATION – Modified Category**

10. Exhaust systems may be replaced with any material with the following requirements:

- a. The exhaust must exit to the rear of the driver **or to the side of the vehicle.**

FAILED 0-5-1. Blakely absent.

7. **Allow tube framed vehicles to compete in Modified categories.** Provide further guidance on Modified preparation allowances. The RXB welcomes members' input to help guide the future direction of Modified preparation allowances.

FAILED 0-5-1. Blakely absent.

8. **Allow UTVs with specified safety equipment to compete, perhaps in a separate class.** Insurance underwriting review and approval will be needed for this change. RallyCross is currently based on passenger vehicles. Should we open the door to non-passenger type vehicles? This might be a good opportunity for a region to pilot a UTV class, including proposed safety requirements.

FAILED 0-5-1. Blakely absent.

9. **To help ensure compliance with the current Modified category requirement that “The shape of the body must remain recognizable as that of manufacturer’s make and model”, allow the modification but not removal of front/rear bumper covers and provide additional guidance on the removal or modification of trim pieces and lights. To allow competitors sufficient time to comply with this revision, in 2016 this rule change will apply only to the 2016 RallyCross National Championship event and for all other events beginning January 1, 2017.** (Comment: Bumper covers integral to the bodywork may be modified or replaced but must resemble the standard component. By way of example, the steel front bumper on a 1976 Triumph Spitfire may be removed, but the bumper cover on a 2002 Subaru WRX may only be modified or replaced. Lights, including headlights, turn lights and brake lights, may be removed but must be replaced with wire mesh or a panel of non-flammable material.)

#### **6.2.E. VEHICLE CLASSIFICATION – Modified Category**

3. All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or balance with the following requirements:

- d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc., need not function as originally designed; however, the driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality to allow safe ingress/egress. **Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required. Grilles and trim pieces may be modified, removed, or replaced with replicas of alternate material. Bumpers not integral to the bodywork, and their associated mounting hardware, may be modified or removed. Bumpers integral to the bodywork may be modified or replaced with replicas of alternate material. Modified or replica bumpers must be of similar shape as standard components, and not confuse the identity of the vehicle. Lights may be modified or removed, provided any remaining openings must be covered with a wire mesh screen or panel of fiberglass, metal, or similar non-flammable material. Side mirrors may be removed or modified.**

PASSED 3-2-1. Sealander and Regan opposed. Blakely absent.

10. **Update helmet certification requirements.** Add Snell 2015 standard and drop Snell 2000 standard per most current SCCA requirements.

#### **6.3. VEHICLE/DRIVER SAFETY**

- P. All helmets meeting the latest or two immediately preceding Snell Foundation standards (**SA2015, SAH2015,**

SA2010, SAH2010, SA2005, ~~SA2000~~, M2015, M2010, M2005, ~~M2000~~, K2015, K2010, K2005, ~~K99~~), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

PASSED 5-0-1. Blakely absent.

- RallySprint Committee: A draft of the RallySprint rules has been submitted to insurance for approval. The RXB is planning to review and approve the final set of RallySprint rules at the next RXB meeting.

The final pilot event, scheduled for December 12 at DirtFish Rally School in Washington, has been sanctioned and insured. The organizers plan to have a full weekend of RallySprint and RallyCross activities.

- National Championship Committee (Stephen Hyatt): The RXB reviewed and discussed the survey results and comments. Those results will be posted at the SCCA RallyCross Facebook page for all membership to view.

The RXB is planning to add one or two more National Championship Committee members for 2016. Anyone who is interested may contact the RXB at [rxb@scca.com](mailto:rxb@scca.com).

- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards did not have a meeting in September. The RXB has approved and submitted a name and resume to the BOD for their approval of a new Rocky Mountain Division RallyCross Steward.

### Old Business

- Marketing plan lobbying efforts (Hyatt): Tabled until a later meeting.
- National Challenge events direction for 2016: The National office staff presented a proposal for making changes to the 2016 National Challenge program. The plan would reduce the number of events to two or three, with one in the East, one in the West and a possible third in the Central area of the country. Events would have support from the National office that would include timing and scoring, PA system, the National office timing and administration rig, registration and check-in, contingencies and trophies. Hosting Regions would be relieved of most of the responsibilities and liabilities of a National Challenge event while receiving a guaranteed base fee and marketing support. The National Challenges would stay consistent with 2- to 2 ½- day format. All events are planned to be run in the spring and summer months.

**Motion:** Adopt the 2016 National Challenge proposal as presented and authorize the National office to move forward with it. Lightfoot/Regan. PASSED 5-0-1. Blakely absent.

- Year-end RallyCross awards: Hyatt asked that the RXB consider recipients for the year-end RallyCross awards, which include the Dirty Cup, the Divisional RallyCross Achievement, the Regional RallyCross Achievement and the Spark Plug awards. He also requested input on these awards from the Divisional RallyCross Stewards. Plans are for the RXB to vote on the awards no later than the December meeting.

### New Business

- RXB face-to-face meeting: The RXB has decided to conduct a face-to-face meeting at the 2016 National Convention. Hyatt will request an additional day before the National Convention for the meeting. He would also like to schedule a day before the 2016 RallyCross National Championship for an additional meeting.
- The RXB conducted a short executive session discussing personnel matters.

Next meeting: November 3, 2015

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | October 12, 2015

The RoadRally Board met via conference call on October 12, 2015; meeting called to order at 7:43 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Chuck Hanson, Len Picton, Jeanne English, Clarence Westberg, John Emmons, Deena Rowland from the National Office, BOD liaisons Terry Hanushek and Lee Hill, NEC Chairman Mike Thompson.

September minutes were approved. Len/Clarence/pass.

### Front Burner Items:

1. RReNewsletter – Latest issue published October 4. Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. Cheryl is the only person to consistently get out a newsletter; others have tried in the past, and did it for a few issues, but then stopped. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...)
2. Road Rally Planning Calendar. (Jeanne)  
Latest version is September 30, 2015; Deena will update it on the SCCA website.
3. Last week's SCCA BOD Meeting: Comments and Observations from the BOD Liaisons, Terry Hanushek and Lee Hill:  
Terry and Lee talked about the new Regional Development Committee, and the RRB's new strategic view; the BOD was pleased, emphasizing that the experiential side of the sport is very important
4. NEC Report (Mike)
  - a. Requirements for Divisional events in 2016:  
Mike – the NEC set up a chart defining the differences between national, divisional, and regional events as an easy reference guide; will be published soon
  - b. *Motion*: The GTA National Championship be sunsetted according to a schedule to be determined. *Len/John/pass (5-1, Chuck dissenting)*. Discussion: GTAs make fine regionals, but there are not enough events for a championship. The RRB wants to clarify that there can still be GTA rallies, they will just not be part of a championship.
  - c. *Motion*: It is the intent of the RRB to sunset the GTA National Championship at the end of the 2016 season unless there are 4 national events and at least 10 cars at each of those events. *Rich/Chuck/pass (5-1, John dissenting)*. Discussion: John thinks we should end it now; Rich thinks this motion puts the GTA community on notice, and gives them a chance to get more people out to support GTA events; Jeanne thinks it is too late to tell people that this is the last year.
  - d. *Motion*: It is the intent of the RRB to sunset the GTA National Championship at the end of the 2015 season. *John/Clarence/fail (3-3, Jeanne, Chuck, Rich dissenting)*. Discussion: see previous motion.
  - e. *Motion*: Change the minimum length of National rallies from 200 miles to 180 miles, and also eliminate the requirement for an OBS control. *Clarence/Rich/pass*. Discussion: OBS controls have outlived their purpose, and currently are often used for traps on course rallies and not used at all on tour rallies. Mike will talk to the NEC about implementing these changes.
  - f. *Motion*: That the RRB accepts the new chart describing the requirements for the three types of competitive SCCA rallies (nationals, divisionals, regionals). *Clarence/Jeanne/pass*. Discussion: The RRB asks that the NEC be extremely liberal in dealing in dealing with events in the 2016 transitional year; divisionals will be approved by the NEC (as nationals are currently); the RRB and NEC ask that calendar requests be sent in as early as possible; Clarence asked that conflicting date requests for divisionals be allowed; the NEC will look at this issue.
  - g. NEC Membership changes for 2016: *Motion*: Add Ron Ferris, St. Louis region, to the NEC, effective immediately. *Rich/Clarence/pass*. Rich would like to invite the NEC chairman to future RRB meetings for NEC items.
5. USRRC Events
  - a. 2018 St. Louis - Positive response sent to Jim Heine; target date for formal approval is June 2016.
  - b. 2015 Cal Club (Jeanne) - coming along
6. 2016 Proposed Rules Changes
  - a. Action: Discussion and final approval on changes #1, 2, 5, and 15:  
*Motion*: Accept and adopt proposals 1 and 2 (see below for final wording). *Rich/Jeanne/pass*.  
*Motion*: Accept and adopt proposal 5 (see below). *Chuck/Rich/pass (4-2, Clarence and John dissenting)*. Discussion: John thinks that contestants should be SCCA members all year, not weekend members during the year and then joining at the end of the year.  
*Motion*: Accept and adopt proposal 15 (see below). *Rich/Jeanne/pass (4-2, Len and Chuck dissenting)*. Discussion: Clarence and others thought that rallymasters for national and divisional rallies should be SCCA members, but not for regionals since they are often written by local rallyists; all felt that chairmen and safety stewards needed to be SCCA members; for 2016, rallymasters for

divisional rallies do not have to be SCCA members, but starting in 2017 they do.

b. Discussion and final approval of other items – deferred to November meeting.

7. New Business

John asked about when the RRB would have its face to face meeting. Suggestions included having it at the NE divisional conference (in March in the Poconos), at the SCCA convention in Las Vegas (time with RRB liaisons would be very limited), at the SE divisional conference (Valentine's weekend), having it somewhere convenient to RRB members (Madison?) not in conjunction with any divisional conference. John said that if the point is to rollout/sell regional programs, then it would be a good idea to meet with folks who don't currently have rally programs. Rich – further discussion deferred to next month.

Meeting adjourned at 10:12 PM CDT

Next meeting November 9, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

Proposed rule changes for 2016:

(full list of proposed changes was in the August RRB minutes)

Change #1 - Article 1C5 - Change from "The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required." to "The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members shall not be appointed to this committee."

Change #2 - Article 2E – Change from "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified **RoadRally** Safety Steward." to "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified RoadRally Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the precheck."

Rationale: This change makes the rule book consistent with the restriction which has existed on the sanction form.

Change #5 - Article 8 A)

Set Nov. 1 as date to acquire membership

Change #15

Clarification of SCCA membership requirements:

For all National, Divisional, and Regional rallies: Chairman - yes, Safety Steward - yes

For 2016 – rallymasters of National events

For 2017 and beyond – rallymasters of National and Divisional events

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### CLUB RACING

SCCA National Championship Runoffs:  
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:  
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:  
<http://www.scca.com/downloads/>

Technical Forms:  
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):  
<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:  
<http://www.scca.com/events/1975836-2015-tire-rack-solo-national-championship>

Forms:  
<http://www.scca.com/downloads/>

Rulebook:  
<http://www.scca.com/pages/solo-cars-and-rules>

### RALLY

Forms:  
<http://www.scca.com/downloads/>

RallyCross Rulebook:  
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:  
<http://www.scca.com/pages/roadrally-rules>

### SCCA NATIONAL CONVENTION

Event page:  
<http://www.scca.com/events/1979922-2015-scca-national-convention>

### EVENT CALENDAR:

SCCA Events:  
<http://www.scca.com/events/>