

BOARD OF DIRECTORS

BOARD OF DIRECTORS | May 15-16, 2015

The SCCA National Board of Directors met in Kansas City on Friday, May 15 and Saturday, May 16, 2016. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Brian McCarthy and KJ Christopher.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, President and CEO; Eric Prill, Chief Operations Officer; Mindi Pfannenstiel, Senior Director of Finance and Aimee Thoennes, Executive Assistant.

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

The meeting was called to order by Vice Chair Helman.

MOTION: McCarthy/Helman - accept the formal minutes from the March BoD Conference call. Approved 12-0.

Executive Staff Report – Noble, Prill, Pfannenstiel

President Noble provided a Membership update: membership up 6.5% for the year which is the highest it has been since 2009. Drivers licensing still continuing a downward trend, down 2% from last year to 6565 drivers.

2015 Year of the new program: Track Night in America, Bracket Enduro, Club Racing Experience. CRE and Bracket Enduro are designed to bring in new and lapsed members/drivers to help address the declining driver population. TNIA also has high potential to bring in new people to multiple SCCA programs. Other new programs, pilots and concepts include: RallySprint, RallyTrials, Solo Trials, Heritage Classic Project (concept development), Starting Line Track School, TNIA Starting Line, and Classic American Muscle.

TNIA Update: Participation is very good if not actually achieving the (optimistic) budget numbers for first 1/5 of the season. TNIA is reaching the target audience: 44% of TNiA participants are millennials and 42% of TNiA participants identify as novice. Currently, 28% of our membership identifies as millennial. This program gives us an opportunity to attract the novice, millennial participant and promote growth across the country.

Noble reported that MSX tradeshow was a successful endeavor for two years yet it did not reach the goals of management and that the SCCA would be ending its relationship with the show.. It was announced that the SCCA National Convention would be returning to the South Point Hotel in Las Vegas, NV on January 22-23, 2016.

Noble provided update on multiple business development initiatives underway. These include STEM collaboration with educational institutions and a road safety public service initiative. As some of these programs take off, they will require staffing increases to run effectively.

Noble reviewed efforts supporting key elements of the strategic plan which are: strengthen the SCCA brand, long term financial stability, and leadership in motorsports. Beta web site demo was shown. The new web site includes region web sites and individual web sites for members. Ease of use and capabilities demonstrated. Intent is to go live before our championship events kick off later this year. A new hire was made to support website content and provide user support.

Noble reported on staff training efforts. BoD strongly supports and encourages these efforts for all staff.

Pfannenstiel updated the Board on 1st quarter financial results. 1Q15 ended close to target budget, within 1% negative variance. Revenue and expense account variances are well understood.

CONTENTS

BOARD OF DIRECTORS	1
SOLO	6
SEB Minutes	6
CLUB RACING	16
CRB Minutes	16
Technical Bulletin	21
Court of Appeals	25
Time Trials Admin. Council	None
RALLY	27
RallyCross	27
Road Rally	28
LINKS	32

The SCCA financial audit performed by Mize Houser and Company of the consolidated financial statements was completed. Auditors reported that the consolidated financial reports fairly report, in all material respects, the financial position of SCCA, Inc. and its subsidiaries as of December 31, 2015.

MOTION: Walsh/Patullo - To accept the 2014 audit from Mize Houser and Company as presented. Approved 12-0. PASSED.

Prill reported that Claudine Stueve had been hired as the Road Racing Program Specialist. Currently looking to fill a vacancy in tech. There are issues with the current Solo timing system and staff is looking at ways to update and provide live timing and scoring. A new product will be tested this fall at Solo Nationals. SCCA is exploring the development of a new system specific to Solo.

A Runoffs update was presented with confirmation that a contract had been signed with Daytona. Additional features being planned with the format defined with Friday night racing (Spec Miata) and an autocross competition. Potential Saturday night TNIA activity with sponsor support. 2016 business agreement being finalized with Mid-Ohio and 2017 progress update presented. 2018 agreement is pending the outcome of the negotiations for the 2017 event.

Update on RallySprint developments: there are two different versions underway. One is a longer version of RallyCross and the other is a mini-stage rally. The pilot RallySprint (mini-stage rally version) was successfully conducted and received good reviews on Jalponik.

Staff has investigated the processes currently used in registration and tech and are looking at opportunities to implement a streamlined, online approach. The proposal doesn't circumvent current requirements, but rather is a customer friendly approach to streamlining our processes and going paperless.

Club Racing Board Chairman, Jim Wheeler presented the idea of a new Tech specialty focused on data acquisition and interpretation. This position would support DA at events, uploading and providing analysis for DA to the CRB and Advisory Committees.

MOTION: Butler/Harris - Approve 14612 (Compliance Review) and 15576 (Drones at track) as recommended below effective 6/1/15. Approved 12 - 0

GCR

#14612 (May Fastrack – Steve Harris) Replacement for GCR 8.1.4 - Compliance Review
Thank you for your request.

Change 8.1.4.: 8.1.4⁵. Protests

Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplementary Regulations.

Add new section 8.1.4: 8.1.4 Compliance Review

A member may request a determination on the compliance of their vehicle or its components by submitting a Compliance Request Form to the Club Racing Department at which time a letter will be entered into the CRB letter system. The Compliance Request Form is available through the Club Racing Department.

A. The staff will review the request and must consult with the CRB and other appropriate experts.

B. Club Racing will schedule in-person inspection of the vehicle or components by a class expert. The expert will submit a written opinion back to Club Racing and the CRB.

C. Club Racing and the CRB will review the expert's opinion. If required, the CRB may initiate a clarification of the applicable rule(s). Club Racing will then submit a written ruling to the applicant.

D. A fee will be determined and paid in advance of the inspection. A portion of the fee may be refunded at the discretion of SCCA.

E. Verification of compliance is based on the GCR as of the date of the written response to the member. The GCR changes annually, and there is no guarantee of compliance beyond the current rules season.

#15576 (May Fastrack (Language Updated from March 2015 Fastrack) – Terry Ozment) Drones at the Track
Add 2.2.6: *2.2.6 Commercial and private unmanned aircraft systems (aka “drones”) are prohibited unless authorized in the Supplemental Regulations.*

MOTION: Butler/Harris - Approve 15424 (Heater Component), 16475 (SM Cylinder head thickness), 16712 (aftermarket wheels Pontiac Solstice) as presented and 16783 (SM clarification to 9.1.7.C.1.a.1.f.5) with modification “*The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed ~~.040~~ .010*”, changes effective 1/1/2016.

Improved Touring, IT

#15424 (April Fastrack – Earl Richards) Clarify IT Rule on Heater Component Removal

Thank you for your letter. Change 9.1.3.D.e: e. ~~Air conditioning~~ *Climate control systems* may be removed in whole or in part.

Change 9.1.3.D.3.g.: g. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged or bypassed (looped) or removed. Heater water control valve(s) may be added or substituted. Heater core ~~shall not~~ *may* be removed.

Spec Miata, SM

#16475 (Arl Fastrack – Ralph Provitz) Minimum Cylinder Head Thickness

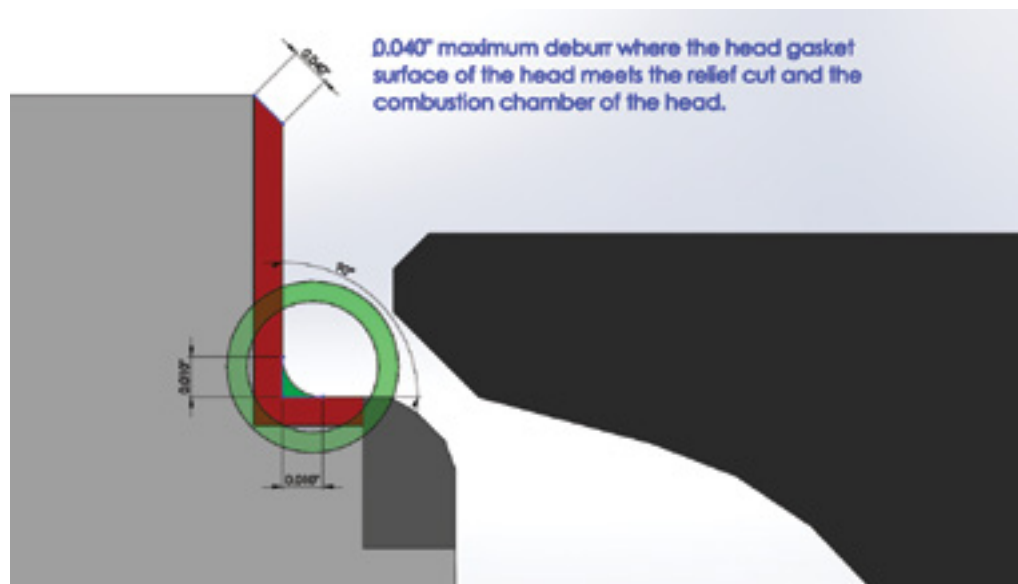
Thank you for your suggestion. Change the values in the table for 9.1.7.C.1.f.1: ~~5.245~~ *5.235* inches.

#16783 (May Fastrack – Club Racing Board) Update to 9.1.7.C.1.a.1.f.5

Replace the entirety of 9.1.7.C.1.a.f.5

Current: 5. Unshrouding of valves is explicitly limited as follows: there must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is not to be blended by hand, machined, or chemically processed to create a smooth transition. The maximum dimensions are listed below, measuring guide centerline to chamber edge:

New: 5. *Unshrouding of valves is explicitly limited as follows: The wall of allowed relief cut must be a single cut parallel and concentric with the valve guide for the full depth of the cut. The cut must be cylindrical with no taper. The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed .010”. There must be a sharp, non-modified and non de-burred edge where the valve relief cut first meets the chamber. No part of this cut (except where it intersects the head gasket surface, which may be de-burred up to .010”) is to be blended by hand, machined, or chemically processed to create a smooth transition. See diagram below. The maximum dimensions, measuring guide center line to chamber edge:*



Radius in green circle above goes to .010

Touring T4

#16712 (May Fastrack – Touring Committee) Allow Aftermarket Wheels Pontiac Solstice

In T4, change the Notes for the Pontiac Solstice (06-09): The following items must remain stock: shock/struts (including mounts), ~~original wheels~~, and transmission differential - unless specified below. Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted.

The 2015 Runoffs at Daytona presents SCCA with the opportunity to give every Runoffs eligible class its own race. The following motion is to remove the current GCR limitation on no more than 24 Runoffs races.

MOTION: Patullo/Butler - To revise the following GCR section to allow for more than 24 Runoffs races. Effective immediately. Approved 12-0.

Delete 3.7.3.C

3.7.3.C. Number of Races

The number of races included in the Runoffs will not exceed 24 and may be less.

-

Change 3.7.3.D as follows (in red):

3.7.3.C Invited Runoffs Classes

All Runoffs eligible classes are invited to the Runoffs.

- 1. A class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.*
- 2. A class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs may race as a supplemental class, but will not name a National Champion.*
- 3. Classes may ~~will~~ be combined as needed to limit the number of race groups ~~to 24~~ with a preference for combining no more than 2 classes for any race.*

Hanushek brought up discussion over how the CRB rules are organized and posted. This led to a larger discussion about constraints to communication with members. BoD liaisons will be asked to poll their respective committees about better ways to organize member communications and rules changes for enhanced clarity.

LIAISON REPORTS:

Time Trials - Hill/McCarthy - New organization model being proposed for TTAC, Operational and Marketing/Inspirational split into separate functions. Good progress made to help regions understand how to blend in TT activities to a regional race weekend.

RallyCross - Hill/Pulliam - Discussion of proposed RXB budget that RXB put together to grow the program including how to get better coverage and web presence for RallyCross with existing or planned SCCA systems vs standalone RallyCross focused sites. Liaisons will work with RXB on direction.

Exec Stewards - Christopher/Pulliam - DA's have brought up concept of DA coordinators. This is similar to the previous National Administrator position in function. Staff will come back to BoD with recommendations on coordinator selection and reporting structure.

RoadRally - Hill/Hanushek - Continues to work on national rally as well as a regional rally rule book.

Court of Appeals - Patullo/Zekert - COA working well. Relatively light load lately.

Committee Reports:

McCarthy - Planning Committee. Working on areas to support region efforts, something like a group of subject matter experts (League of Champions idea) and resources that could assist regions with new and existing programs, reviewed Majors program, discussed potential tiered membership program and implications of that to other areas. Future areas for discussion will include regional activities.

Kephart - B&F reviewed Mize Houser audit, and Q1 financials. Management reporting structure defined, categories being tracked to better determine spending by area and program including better P&L reporting.

Helman - Meeting feedback solicited. BoD discussed meeting formats, staff presence needed, and specific staff for specific

special/important project reporting. General consensus that May format and schedule, works well, President, COO, CFO +- special reports as necessary.

MOTION: Butler/Hill - Adjourn meeting. Approved 12 – 0.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 27, 2015

The Solo Events Board met by conference call May 27th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

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

Recommended Items for 2016

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at www.soloeventsboard.com.

General

#15360 Roll bar material specs

In Appendix C, Section B.2, change the tubing size/car weight table as follows:

Under 1000 lbs: 1.000 x 0.060

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

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

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

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

Under 1000 lbs: 1.000 x 0.060

1000 - 1500: 1.250 x 0.090

Over 1500: 1.500 x 0.120, 1.750 x 0.095

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

Street Touring

#15087 SC300 Move to STX Proposal

Change Appendix A classification **from STS to STX**:

Lexus SC300

Modified

#14946 Cooling fans in Formula F / CM

The MAC and SEB recommend the following change to the first paragraph Solo Rules section 18:

“18. MODIFIED CATEGORY

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

#15280 GCR Sports2000 Proposal

Change Appendix A, class C Modified, first sentence, as follows:

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

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

Member Advisories

Street

The SEB and SAC thank Tom Reynolds for his service as a member of the committee.

#16532 Shock Attachment Clarification

The earlier SEB response to letter 16210 was ambiguous about the components involved, so we are issuing this response to letter 16532:

Although 13.5.B specifically permits replacement of the shock bushing in the upper mounting plate, it goes on to state “not allow other modifications to the plate itself or use of an alternate plate.”

The mount hardware identified in letter 16210 modifies the manufacturer’s mounting plate, which is specifically disallowed per 13.5.B.

#16862 Porsche Cayman GT4

The SAC will reserve its recommendation regarding classification of this car until it is available for purchase. In the event that this car becomes available this early, it will not be eligible for competition at the 2015 National Championship.

#16913 Classing for 2016 Subaru WRX

The SAC will reserve its recommendation regarding official classification of this vehicle until such time as it is available. This car will not be eligible for competition at the 2015 National Championships, in the event that it is available that early.

#16987 Remove the minimum participation requirement for SSR

Per the SEB, class SSR is guaranteed to exist for 2015 and 2016 regardless of participation levels (as per Street R Category subsection 4 in Appendix A of the 2014 Solo rules). We will continue to monitor the popularity of this class.

Street Modified

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

Per the SMAC, “suspension” is defined in Section 12.

Modified

#16507 Wing Clarification

The area of the center section of a nose-attached front wing counts toward the allowed wing area total if any portion of the center section is characterized by a trailing edge, i.e. is not fully sealed to the body.

This question has also highlighted some potential ambiguities in the current rule that the MAC and SEB are considering addressing via a clarification and/or a rule change. We do not believe that either of these would increase the measured area of the subject current design.

Change Proposals

Safety

#16984 Discontinue 1 year SSS licenses

The SSC unanimously recommends the following change proposal.

Because we cannot regularly enforce the mandatory move to 3 year SSS licenses, we propose:

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

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

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

General

#17064 Remove Section 7.5

Per the SEB the following change proposal is submitted for member comment:

Remove Section 7.5 TIMER FAILURE

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

Street

#16801 Air Oil Separator

Per the SAC the following change to 13.10.E is proposed for member review and comment:

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks *or oil separators* is allowed provided the PCV system *remains functional*.

#16834 Class change request for Mercedes-Benz CLA45

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

Move the Mercedes-Benz CLA45 (2014-2015) *to AS* from SS.

Street Touring

#14254 RWD Wheel Width Limit Proposal

The STAC and SEB are working together to ensure we carry out a clear, strong vision for Street Touring, and STU as described below.

The Street Touring category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use. The Street Touring Ultimate class is meant to be the fastest class in the Street Touring category. It should provide members with competition in affordable high performance cars.

It is important that we continue to provide our membership with a category that offers good balanced competition, that is inclusive of different car types, and that respects the work that it took to grow into the strong class we see today. STU has also seen recent enthusiasm in the form of increased requests for expanded car classing and additional allowances that would enable fair and expanded classing.

In order to capitalize on this growth and enthusiasm, the STAC presents the following proposals for feedback to point STU in the direction of increased stability, increased performance, and increased opportunities for classing with simplified allowances.

Change the following language in 14.4 WHEELS:

STU ~~--unlimited 11"~~

Change the following language in 14.3 TIRES:

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

STU (2WD, Other) - 285mm

STU (AWD) - 255mm

The STAC is considering allowing some mid-engined cars, such as the Porsche Boxster, into STU. Per the above proposal, these cars would be limited to the same tire size as AWD cars. After collecting data to review the performance potential of ST mid-engined cars, allowances could be adjusted, and/or the cars could be moved if appropriate.

Note: The STAC and SEB believe the new wheel restriction will improve parity between cars that have more room for extra-wide wheels and those that do not. This also directly addresses cost escalation issues that have been expressed as a barrier to entry. The STAC has queried many STU competitors and found none running wheels wider than 11" so this proposal should hopefully not be a takeback.

#16784 STP class proposal

The SEB and STAC would like to propose the following class, designated STP, for inclusion as a Supplemental class for all National level Solo events and optional inclusion in Regional events beginning 1/1/2016. The allowances will mirror those in the Street Touring category, with the following additions:

Tires:

STP, Independent Rear Suspension: 285 mm maximum width

STP, Live Axle Rear Suspension: 315 mm maximum width

Wheels:

STP, Independent Rear Suspension: 10" Maximum Width

STP, Live Axle Rear Suspension: 11" Maximum Width

Eligible Vehicles:

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

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

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

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

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

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

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

The STAC and SEB would like member feedback on this new class proposal. In addition specific feedback is requested on the potential inclusion of '80s Mustangs/Camaros.

Some members will note that the 2015+ Camaro and Mustang are not included. The STAC and SEB are not planning on including these cars in the first year. After some time and performance data are available they may be considered if appropriate.

Street Prepared

#16443 Touring Car Clarification

The following rule change proposal, effective 1/1/2016, is provided for member review and comment.

Delete the following paragraphs from Section 15 Street Prepared introduction:

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

~~—Cars listed as eligible in and prepared to the current Club Racing American Sedan (AS) rules are permitted to compete in Street Prepared class B (BSP). Neither Street Prepared nor American Sedan cars are permitted to interchange preparation rules. American Sedan cars may use tires which are eligible under current AS rules even if they are not eligible in Street Prepared.~~

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

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

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

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

Street Modified

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

Change the verbiage of 16.1.E to:

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

#16721 Subframe Bushing Clarification

The SMAC recommends the following rule change proposal, effective 1/1/2016:

Remove 16.1.H

Note: this will cause the SP allowances of 15.2.D to apply, as per 16.1.A. The SM allowance was inadvertently more restrictive than the SP rule; this change corrects that contradiction.

Modified

#14819 B Mod Request for Input re: Direct Injection

In light of the changes to 2-stroke motors as a result of fuel injection in general and direct injection in particular, the MAC and SEB would like the opinion of members on possible revisions to the BM rules to maintain future equity between 2-stroke and 4-stroke engine options, or to exclude 2-stroke engine options from the class.

#16612 BM Aero Rules Comments

Per the MAC, the previously-published B Modified proposal is amended as follows:

Change subsection E.2 to read:

“2. Cars with underbody features built in excess of P2 aerodynamic allowances (2015 GCR Section 9.1.8.C.1.E) must meet a weight penalty of **50** lbs. and must be constructed within the following limitations:”

Note: This reduces the subject weight penalty from 100 to 50 lbs.

Other Items Reviewed

Street

#16935 Car Class Rules

The SAC does not believe that the cars mentioned are considered the top cars in the class. We will continue to monitor the competitive mix in FS.

Street Modified

#16657, 16613, 16616, 16619, 16620, 16621, 16622, 16634, 16640, 16650, 16654, 16669, 16676, 16677, 16690, 16799, 16832 Weights with Driver Comments

Thank you for your input; the SMAC, PAC, and SEB have not yet reached a decision on weighing with driver.

Modified

#16483, 16485, 16495, 16496 CM Cooling Fan Comments

Thank you for your input. Please see item #14946.

Junior Kart

#16632, 16788, 16793 FJ Tire Comments

The SEB and KAC thank you for your input and have not reached a decision yet.

Not Recommended

Street

#16757 Lotus Class Change Proposal

The SAC feels the Elise S, Elise (supercharged) and Exige S do not currently fit the competitive profile in SS, but will monitor going forward. Please note, the non-supercharged Elise (2005-2011) and Exige (2006) are currently classed in SS.

#16854 Allowance for oil coolers in Street Class

The SAC does not recommend adding an allowance for oil coolers in the Street category. The committee feels this would not be consistent with category philosophy.

#16813 Classing with 2013 Mini Cooper Hardtop JCW GP

Per the SAC, the JCW GP Mini Cooper hardtop is not considered appropriate for the Street Category. Please see a related item under Tech Bulletins..

#16900 Request to re-class 2004-2005 Mazdaspeed Miata out of ES

The SAC does not believe that the Mazdaspeed Miata presents a competitive advantage over the other competitive cars in the class. We will continue to monitor the competitive mix in ES.

#16794 Fiesta ST Classing Comments

Thank you for your input. The SAC will continue to monitor the competitive mix in GS and HS.

#16942 Tire Eligibility Deadlines

The SAC does not feel there is a need to change the current tire eligibility rule. We feel that moving this to an earlier date could make important tires illegal and possibly create shortages with tires being phased out by the manufacturers.

Prepared

#11872 Civic and Integra on Same Line Proposal

This change is not recommended. The PAC/SEB will monitor the developing competitive balance in the EP after the 2015 reorganization. The PAC thanks the member for the inquiry.

#15274 DP/EP/FP Displacement Multiplier Proposal

In view of member feedback the PAC/SEB are withdrawing the proposed weight formula amendment to use actual displacement.

The PAC thanks the members for the following feedback: 16625, 16637, 16709, 16749, 1660, 16787, and 16800

#16835 Prepared Front Splitter Rules

This change is not recommended. The PAC and SEB note that C-, D-, E-, or F-Prepared have similar spoiler/splitter allowances as Street Prepared thereby providing a vehicle/competitor development path independent of that which exists from Street Modified into X-Prepared. Noting that not all vehicles benefit equally from all allowances, the proposed aerodynamic allowances (splitter size increase) will increase complexity/cost barriers to entry, and as the member acknowledged, such an allowance is unlikely to attract new members (e.g. from Street Prepared), the PAC and SEB do not believe expanded aerodynamic allowances to be appropriate for the category outside of XP. The PAC/SEB thanks the member for the well-written proposal letter.

#16958 Wings for live axle sedans and coupes in DP and FP

This change is not recommended. The PAC/SEB note that the solid axle vehicles in DP/FP were given a competitive adjustment of 50lbs during the reorganization of 2015 to account for mechanical grip differences. The parity between the drivetrain configurations will continue to be monitored for further competitive adjustments as the situation warrants.

Handled Elsewhere

Street Touring

#14684 AWD in STU Wheel Allowance

Thank you for your input. Please see item #14254.

#14918 Requesting Boxster Non-S to STR

Thank you for your input. Please see item #14254.

#14442 AWD Tire Allowance Proposal

Thank you for your input. Please see item #14254.

#14611, 14722, 16159 Boxster Classing Proposals

Thank you for your input. Please see item #14254.

#14729 350Z in STU Comments

Thank you for your input. Please see item #14254.

#14804 STU Tire Size Proposal

Thank you for your input. Please see item #14254.

#14805 AWD vs 2WD Allowance Proposal

Thank you for your input. Please see item #14254.

#14837 STU Classing Proposal

Thank you for your input. Please see item #14254.

#15076, 15080, 15130 AWD Tire Size Proposals

Thank you for your input. Please see item #14254.

#16372 STU Comments

Thank you for your input. Please see item #14254.

Prepared

#16625, 16637, 16709, 16749, 16787, 16800 Weight per Engine Displacement, Multiplier Comments

The PAC thanks the members for their responses to #15274

Modified

#16484, 16486 S2000 Comments

Please see item #15280.

Tech Bulletins

Street

#16813 Classing with 2013 Mini Cooper Hardtop JCW GP

Per the SAC, add the 2013 Mini Cooper Hardtop JCW GP to the exclusion list for Street.

#16951 BMW M3/M4 (F80/F82) street classing

Per the SAC, effective immediately upon publication add the following listing:

AS

BMW

M3/M4 (F80/F82) (2015)

Note: These models were classed in the December Fastrack; the listing was inadvertently omitted from the rule book.

#16952 Audi S7 - Request to Class Vehicle

Per the SAC, effective immediately upon publication add the following listing:

BS

Audi

S7 (2012-2015)

#16828 Exhaust Clarification

Per the SAC, clarify the first sentence of 13.10C to:

“Any part of the exhaust system beyond (downstream from) the *last* catalytic converter in the system may be substituted or removed provided the system exits the car in the original location and meets the requirements of Section 3.3.3.B.16, Section 3.5 and Appendix I where applicable.”

#16930 Requesting Classing of Volkswagen Eos 2.0T

Per the SAC, add the following listing effective immediately upon publication:

HS

VW

Eos 2.0T (2007-2015)

Street Prepared

#16467 Miata hard top attachment

Add to Appendix F in the Street Prepared section:

Miata Hardtop Brackets

An NA or NB Mazda Miata in SP may have an OE hardtop attached using the standard Spec Miata brackets rather than the OE top latches per the 13.2.A allowance for comfort and convenience modifications.

Street Modified

#14756 Front Fascia Clarification

Clarify parts of Section 16 as follows

16.1.I “front and rear fascia”...replace with “front and rear *bodywork*”

16.1.L last paragraph “front bodywork/fascia”...replace with “front *bodywork*”

16.1.M first sentence “front bodywork/fascia”...replace with “front *bodywork*” and the last sentence “front bumper/fascia”...replace with “front *bodywork*”

Note: This is intended to clear up definition issues as to what is and is not a front or rear fascia.

Junior Kart

#16458 Classify Honda GX50 in JB/JC categories

Per the KAC, revise 19.2.A.3.b as follows:

b. Engines

1. Comer® 50/51

a. Fuel: Gasoline and oil

b. Weight : No restriction is imposed at this time.

c. Carburetor, exhaust, and clutch as supplied with engine from manufacturer

2. Honda GXH50

- a. Fuel Gasoline only.*
- b. YELLOW OIL ALERT WIRE MUST BE DISCONNECTED OR CUT.*
- c. Weight : No restriction is imposed at this time.*
- d. Must comply with requirements of GXH50_Class_Rules.pdf; see SCCA website or contact Staff for details.*

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 2, 2015

The Club Racing Board acted on the following letters. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing. The following decisions were made:

Member Advisory

Prd

1. #15923 (Mike Ogren) Adjustment for DOT Tires Please

The CRB appreciates all the comments on this issue. The question of allowing a weight reduction for cars that run DOT tires together with a number of other issues concerning wheel/tire sizes in Production will continue to be reviewed this year with decisions anticipated by the end of the year. All additional letters are welcome.

The CRB thanks the following authors for their input:

16410, Blake Meredith; 16419, Philip Royle; 16478, Sam Henry; 16479, Eric Prill; 16497, Scott Lunder; 16548 and 16825, Eric Heinrich; 16550, Curtis Wood; 16577, Aaron Johnson; 16578, David Ellenwood; 16588, Bill Lankin; 16591, Bill Perry; 16596, Mark Buskuhl; 16597, Mike W. Ogren; 16601, Ralf Lindow; 16602, William Trainer; 16606, Kyle Disque; 16644, Brian Linn; 16659, Les Chaney; 16818, Jerry Oleson; 16820, Jason Stine; 16821, James Whitten; 16844, Greg Amy; 16852, Darryl Pritchett; 16907, Chip O'Toole; 16953, Michael Heintzman.

No Action Required

FC

1. #17026 (Brendan Puderbach) FC, Diffuser Clarification

Thank you for your letter. Diffusers are defined as bodywork in section 9.1.1.B.4 of the GCR and specifications are listed in sections 9.1.1.B.4.c and 9.1.1.B.4.d.

GCR

1. #16215 (Mike Ogren) Change Low Hoop Down Tube Position

Thank you for your letter. The current rules are adequate as written. The CRB has contacted the author and the author did not provide additional information.

2. #16477 (Rob Futcher) Majors Accord/Class Consolidation

Thank you for your feedback.

3. #16509 (Dan Hodge) Tow Points

Thank you for your suggestion. The current tow point rules are adequate as written.

GT

1. #16975 (Eric Heinrich) The Future of Forced Induction in the SCCA

Thank you for your letter. Your points are noted and the CRB may need to address forced induction in GT at some time in the future.

GT2

1. #16961 (David Herrington) Porsche Cup Car Side Windows

Thank you for your letter. Please see the GT2 Porsche 996/997 Cup rules "Notes". What "is" and "is not" allowed is specified.

GT3

1. #16970 (Michael Heintzman) Horsepower Target - GT3

Thank you for your letter. The GT3 horsepower target was originally set at 275, and that is the number the CRB uses for classification purposes. Engine development, over time, most likely delivers slightly higher numbers, even today.

EP

1. #16773 (Phillip Pierce) Prep 1 Injected Intake Manifold

Thank you for your inquiry. 9.1.5.E.1.b.7. requires use of the stock or permitted alternate manifold. This specific rule would control over any more general rule.

HP

1. #16811 (Jeff Janoska) VW Rabbit 1588 Error?

Thank you for your letter. The size of the intake valve used in this car is the material limiting factor in the intake tract and thus it is not believed this carburetor allowance will place this car outside the HP performance envelope.

STL

1. #16934 (Jon Sewell) Clarification of Alternative or Open Statement Water Pump
Thank you for your inquiry.

9.1.4.G.22 states: 22. Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys.

9.1.4.H.1 states: 1. Water Cooling

Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.

If the stock method of cooling is water, and the water pump is unrestricted, an electric water pump is allowed.

2. #16991 (Buzz Marcus) Weight Mazda

Thank you for your request. The Super Touring category sets weights on engine displacement, with adders and subtractors due to vehicle characteristic (rear wheel drive, struts, etc). Further, the category allows engine swaps so that competitors have the flexibility to choose their preferred engine/chassis combination.

The CRB has no plans to lower the Miata's weight at this time but will continue to monitor performance.

T2

1. #16939 (Harley Kaplan) Drop the Weight of the E92

Thank you for your request. Please see the response to letter #16910, June 2015 Fastrack Minutes.

T4

1. #16923 (Ed Barr) Allow 18 Wheel size for BRZ/FRS

Thank you for your request. The 18 inch wheel has not been listed in the specifications for T4 eligible cars. This was confirmed by the Subaru factory. If this option becomes available, please submit an additional letter.

2. #16955 (Marcel Berkhout) Wheel Weight Question

Thank you for your inquiry. Wheel weights may not be used to meet the 15 lb minimum weight of the wheel.

3. #16966 (Joe Cooley) Stop Listening to West Coast T4 Drivers Who Can't Build a Car

Thank you for your letter. The CRB will continue to monitor recent changes, the class results and data.

4. #16967 (Joe Cooley) Opposes SM5 in T4

Thank you for your feedback.

5. #16979 (Jerry Rigoli) Miata Wheels

Thank you for your inquiry. Please refer to Notes section: "Original wheels must be used on the car."

Not Recommended

AS

1. #16175 (Marty Grand) 2011-13 Mustang GT RP Adjustments Questions

Thank you for your letter. The car is correct as classified.

2. #16928 (Cheyne Daggett) Add S197 RP Mustang

Thank you for your suggestion. The CRB does not recommend this change.

P2

1. #17013 (Jeff Shafer) P2 Engine Table

Thank you for your letter. The CRB does not recommend adding another Spec Line to the P2 engine table at this time.

GT2

1. #17002 (Amir Haleem) Allow Toyota Supra Turbo into GT2/ST

Thank you for your letter. The CRB is not classifying new cars with forced induction into GT2/ST. Any forced induction cars currently in GT2/ST arrived via the GT2/ST consolidation.

EP

1. #16826 (James Rogerson) Rules Specific to Daytona

Thank you for your letter. The CRB is committed to keeping all cars classed in Production competitive and adding new cars (whether old or new in terms of when they were manufactured) that fit into the performance envelopes of the involved classes. To the CRB's knowledge, no newer cars have been excluded from Production unless completely outside the performance range of Production (for example cars with large current technology V-8 engines).

2. #16842 (Dave Kavitski) Removal of 77 lb Weight Penalty

Thank you for your request. The results of the last two years of competition have demonstrated that the 1990-1997 hybrid Miata is as competitive as the 1999-2002 Miata or any other car running in EP.

HP

1. #16724 (Matt Brannon) 13x7 / 15x7 on All HP Cars

Thank you for your letter. At present there are sufficient tire options available for the listed wheel sizes in HP so that this change, which would result in a significant expenditure by competitors to go to the larger wheel size requested, is not warranted.

2. #16977 (Matt Brannon) Additional Clarification on HP 7

Thank you for your letter. Rain tires are available to fit the 13x6 wheel allowed in HP. A number of issues relating to wheel/tire sizes in Production are being reviewed with decisions anticipated by the end of 2015.

STL

1. #16971 (Bobby Beyer) Please Allow the Toyota 1NZFXE Engine

Thank you for your request. The compression ratio for this engine too far exceeds the STL limit of 11:1. The CRB is currently reviewing whether to allow direct injection engines with higher compression in ST. Developing the formula for this is in process.

T4

1. #16945 (Dave Wheeler) Allow Aftermarket Clutches in T4

Thank you for your request. The CRB does not recommend this change.

Recommended Items for 2016

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

None.

Taken Care Of

AS

1. #16177 (Cheyne Daggett) Adjustments to 2011-14 Mustang GT RP

Thank you for your letter. Please see the response to letter #16175.

GCR

1. #15866 (Philip Yaccarino) Use of 2 Inch Shoulder Harnesses

Thank you for your letter. Please see the response to letter #16441, April 2015 Fastrack Technical Bulletin.

2. #16498 (Paul Gauzens) Recommended Item for 2016 - GCR 1.5 Drones at Track

Thank you for your support. Please see the final wording for this letter in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

3. #16691 (Ray Phillips) Rain Light (Flashing or Strobing)

Thank you for your letter. Please see the response to letter #16645, May 2015 Fastrack Technical Bulletin.

4. #16692 (Mark Filip) Rain Light

Thank you for your letter. Please see the response to letter #16645, May 2015 Fastrack Technical Bulletin.

HP

1. #16780 (Randall Smart) Increase Allowed Wheel Size in HP

Thank you for your letter. Please see response to letter #16724.

SM

1. #16819 (Mark Gibbons) Legal or Not legal

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

The CRB thanks this author and the below 24 authors for their feedback on this recommended rule change. The CRB used this feedback to change the recommendation before it was presented to the Board of Directors. The Board of Directors passed the new language in their May 2015 meeting, effective 1/1/2016. See the Board of Directors Minutes.

2. #16827 (Keith Andrews) #16783 (Club Racing Board) Update to 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

3. #16856 (KEITH ANDREWS) Update to 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

4. #16859 (Michael Collins) Cylinder Head

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

5. #16868 (Ademir Fedumenti) Proposed Rules

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

6. #16874 (Ralph Provitz) Valve Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

7. #16880 (Kyle Webb) Radius Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

8. #16882 (Frank Todaro) Recent Proposal to Clean Up Rule Regarding Valve Cut Radiusing

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

9. #16883 (John Mueller) 9.1.7.C.1.a.1.f.5 Timing

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

10. #16885 (Josh Smith) Not Another Rule Clarification

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

11. #16887 (Todd Ayers) #16783 (May Fastrack Club Racing Board) Update to 9.1.7.C.1.a

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

12. #16888 (Will Charlesworth) Letter #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

13. #16890 (Sean Hedrick) Unshrouding Language

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

14. #16892 (James Charlesworth) Letter #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

15. #16896 (James Rogerson) Blueprinting Definition Change and Miata Head Machining

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

Blueprinting is not allowed in SM, so the blueprinting .040" radius does not apply to SM.

16. #16897 (Robert Charlesworth) Rule Change #16783

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

17. #16899 (Dennis Mathias) Cyclinder Head Rule

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

18. #16901 (Chris Giesen) Radius Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

19. #16902 (Skip Brock) Valve Relief Cut

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

20. #16903 (Will Schrader) Cylinder Head Rule Change

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

21. #16904 (Dave Dunning) Unshrouding of Valves

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

22. #16909 (Matthew Kessler) Proposed Change of GCR 9.1.7.C.1.a.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

23. #16925 (Danny Steyn) Valve Unshroud Rule 9.1.7.C.1.a.1.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

24. #16931 (Michael Rossini) Clarify 9.1.7.C.1.a.f.5

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

25. #16956 (Jordan Wand) Unshrouding Rules

Thank you for your letter. Please see the response to letter #16783, May 2015 Fastrack Minutes.

T2

1. #16912 (Harley Kaplan) Re-Consider BMW E92 Penalty

Thank you for your request. Please see the response to letter #16910, June 2015 Fastrack Minutes.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2015
NUMBER: TB 15-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/1/2015 unless otherwise noted.

American Sedan

AS

1. #16927 (Cheyne Daggett) Add 2014 Mustang GT to 2011-13 Specification Line
In AS, Add the 2014 model to the following spec lines:

Ford Mustang GT (05-13 **14**) (Note: This is the Full Preparation Specification Line)
Ford Mustang GT 5.0L DOHC (11-13 **14**) (Note: This is the Restricted Preparation Specification Line)

B-Spec

None.

Formula/Sports Racing

P1

1. #16941 (Formula/Sports Racing Committee) Clarify 9.1.8.C.J.1.
In section 9.1.8.C.J.1., change the language as follows:

~~Unless otherwise specified, minimum weight is 1200 lbs. See weight table A below for spec line cars.~~ *Applicable minimum weights are specified in the P1 Engine Table, Table L, or Table 1 (Spec Line Cars).*

2. #17034 (Jim Devenport) End Plate Clarification
In section 9.1.8.C.B.4.c., correct the language (from letter #16315) regarding the eligibility of Group CN cars:

"Article 3.7.6 Rear wing. FIA CN cars running in SCCA category P1 are not required to meet the wing width rule as written in Article 3.7.6, but instead may be constructed to comply with the following rule adopted by the FIA-sanctioned V de V series: Viewed from the side, the rear wing (main wing and end plates) must be contained within a parallelogram of ~~400mm~~ **330mm** vertically by 400 mm horizontally and must not have a width greater than 2000 mm."

P2

1. #16554 (Jeff Shafer) Radical SR3 Radical Cup Spec Line
In P2, Table 1 (Spec Line Cars), Radical SR-3 Radical Cup, change the restrictor as follows:

~~42.5mm~~ **Unrestricted**

GCR

1. #16730 (David Gomberg) Restart Scoring Clarification
In GCR section 6.8, paragraph 2, clarify the language as follows:

"For all restarts, the lap count reverts to the end of the last completely scored lap (zero if no laps have been completely scored)." When a race is restarted, each pace lap counts as a race lap. If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched. Any method of restarting the engine is permitted."

2. #16747 (GCR Committee) Sanctioned Event and Disqualification Definitions
In GCR section 7.2.H. clarify as follows:

"An entrant, driver, or car may be disqualified from **a competition or** an event. Rights to awards in the competition **or event** are automatically forfeited."

In FE Section 9.1.1.I.19.b., clarify as follows: "Disqualification from **a competition or** the event."

In FE Section 9.1.1.I.19.1., clarify as follows: "Disqualification from **a competition or** the event."

In SRF Section 9.1.8.E.T.b., clarify as follows: "Disqualification from **a competition or** the event."

In SRF Section 9.1.8.E.T.d.1., clarify as follows: "Disqualification from **a competition or** the event."

In ESR Section 9.1.8.H.19.b., clarify as follows: "Disqualification from **a competition or** the event."

In ESR Section 9.1.8.H.19.d.1., clarify as follows: "Disqualification from **a competition or** the event."

3. #16824 (John Nesbitt) Clarify Powers of Series Chief Steward
 In GCR section 5.12.2., clarify by adding language as follows:

"For all other changes to the Supplemental Regulations, the Series Chief Steward must file a Request for Action with the SOM."

4. #16831 (Lyn Greenhill) Incorrect Cross Reference in GCR
 In GCR section 5.9.3.C. change the reference of 5.12.23.C.5 to **5.12.3.C.5**.

Grand Touring

GT2/ST

1. #17106 (SCCA Staff) Clarify the Model Years for the Corvette
 In GT2/ST, clarify the Corvette models years by adding the following:
 (-2014)

Improved Touring

None.

Production

1. #16785 (Jason Isley) Side vent clarification
 In Production section 9.1.5.E.9.a.8.C. add the following language at the end of the section:

"The duct(s) and the mount for the same in any door window opening cannot exceed 8" in height and 12" in length."

EP

1. #16722 (Philip Royle) Classify the 2012-2013 Honda Civic Si in EP
 In EP, classify the 2012-2013 Honda Civic as follows: see attached

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Honda Civic Si (2012-2013)</i>	2	2450 * 2511 ** 2573	4 Cyl. DOHC	3.43"x3.90"	143.7 c.i.	Alum	Alum	(I) 1.42" (E) 1.22"	Fuel injection Throttle Bore 2.52"	103.1"	63.3"/64.2"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Civic Si (2012-2013)</i>	18x8	5 or 6	(F) 11.8"x.98" vented (R) 10.2"x.35" solid		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

2. #16919 (Philip Royle) Correct compression allowance for '02-'06 Nissan Sentra SER-V
 In EP, Nissan Sentra SER Spec V (02-06) correct the compression ratio as follows:

"Comp. ratio limited to ~~10.0:1~~ 12.0:1."

3. #17006 (Ronald Earp) Mustang in EP
 In EP, classify the Mustang as follows: see attached

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Ford Mustang (94-98)</i>	2	2700 * 2768 ** 2835	6 Cyl. OHV	3.81"x3.39"	231.7 c.i.	Iron	Alum	(I) 1.783" (E) 1.456"	Fuel injection	101.3"	66.5"/66.8"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Ford Mustang (94-98)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 10.83" vented (R) 10.5" solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .500"</i>

FP

1. #16963 (Hayes Lewis) Move Porsche 924 from FP to HP

In FP, Porsche 924 (76-84), the performance potential of this car is too great to allow it to be moved to HP. To make this car more competitive in FP, change the following specs:

"Comp. ratio limited to ~~10.5:1~~ *12.0:1*."

Weight: ~~2200 *2255 **2310~~ *2125 *2178 **2231*

HP

1. #16667 (Chris Patrick) Spitfire Prep 1/2

In HP, Triumph Spitfire prep. level 1/2, clarify/correct as follows:

Triumph Spitfire *Mk. III & IV*

Add to the track column: *Mk. IV rear track: 54.6"*

2. #16736 (Larry Svaton) support of Matt Brannon request/errors and omissions

In HP, Fiat X-1/9 & Bertone 1500, the Fiat X-1/9 1300 (level 2), and the Fiat X-1/9 1500, add the following to the notes:

"Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor."

3. #16822 (Lee Niffenegger) Classify 2015 Honda Fit

In HP, Classify the 2015 Honda Fit: see attached

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Honda Fit (2015)</i>	<i>2</i>	<i>2250 * 2306 ** 2363</i>	<i>4 Cyl. DOHC</i>	<i>2.88"x3.53"</i>	<i>91.38 c.i.</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 1.15" (E) .99"</i>	<i>Fuel injection Throttle Bore 2.06"</i>	<i>99.6"</i>	<i>62.6"/61.9"</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Honda Fit (2015)</i>	<i>15x7</i>	<i>6</i>	<i>(F) 10.31"x.83" vented (R) 7.87"x.1.57" drum</i>		<i>Comp. Ratio limited to 11.5:1, Valve lift limited to .425"</i>

Spec Miata

None.

Super Touring

STL

1. #16653 (Philip Royle) Classify the Scion FRS in STL

In STL, Table B, classify the Scion FRS and Subaru BRZ as follows: see attached

STL	Max. Displacement	Min. Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>1998</i>	<i>2900</i>	<i>Notes: Stock OEM engine as delivered from the factory. Cold air intake and exhaust header permitted.</i>

Touring

T2

1. #17007 (Touring Committee) Allowance of parts for the 06-08 Porsche 911 Carrera S
In T2, Porsche Carrera S (06-08), add to the notes as follows:

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.”

2. #17010 (Touring Committee) Clarify clutch disc/ pressure plate weight
In Touring section 9.1.9.2.D.1.i., replace the language as follows:

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

5. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than 5% of the factory OEM clutch disc and pressure plate.

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

6. T2-T3 only: Any car with a dual mass flywheel may change to a single mass flywheel that is no lighter than 5% of factory OEM weight.

T4

1. #16980 (Jerry Rigoli) Miata Power Steering

In T4, Mazda MX-5 / Miata Sport (99-00) and Mazda Miata MX-5 / Miata (01-05), add to the notes as follows:

“De-powered steering rack permitted.”

The CRB is acknowledging the scarcity of manual racks and their availability. New parts are no longer available. Core exchange/ rebuilds are very costly (\$1100).

2. #17009 (Touring Committee) Correct wheel size for 99-00, 01-05 Miata in T4

In T4, Mazda MX-5 / Miata Sport (99-00) and Mazda Miata MX-5 / Miata (01-05), add to the notes as follows:

“Wheels meeting the Spec Miata requirements are allowed.”

This was intended to be included years ago when the SM kit was permitted for this spec line. It wasn’t until we got a letter asking for clarity we found this omission.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Stephen C. Hyatt vs. SOM

COA Ref. No. 15-03-NE

May 25, 2015

FACTS IN BRIEF

On May 2, 2015, after the Majors race for SRF3 at Summit Point, the Chief Scrutineer, Stephen Spector, filed a Technical Inspection report stating that SRF3 #69 driven by Greg Obadia was under weight. The car was measured three times in two directions and the scales showed the same weight of 1558 lbs when the minimum weight is 1560 lbs. Assistant Chief Steward, Fred Brinkel, filed a Chief Steward's Action (CSA) to move car #69 to last in class. After review of the scale certification report, dated 4/7/2015, Earl Hurlbut, Series Chief Steward (SCS), withdrew the CSA citing tolerance of the scales. Race Official Stephen Hyatt, a National Scrutineer, protested the decision of the Chief Steward.

The Stewards of the Meeting (SOM), David Gomberg, A.G. Robbins, John Deonarine, and Charles Dobbs, Jr. (Chairman) met, reviewed the presented evidence, and heard testimony from three witnesses. The SOM disallowed the protest. Mr. Hyatt is appealing their decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Rick Mitchell (Chairman) met on May 21, 2015 to review, hear, and render a decision on the appeal. John Nesbitt, member of the Court, was recused from discussion of the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Hyatt received May 9, 2015
2. Official Observers Report and related documents, received May 13, 2015
3. Witness Statement from Dennis Dean, Chief Steward dated May 13, 2015
4. Summary of Activity from Earl Hurlbut, Series Chief Steward received May 13, 2015

FINDINGS

Mr. Hyatt cites three issues in his appeal. The first is Procedural/Conflict issues. Prior to his Protest members of the SOM reviewed the certification of the scales and discussed the results with the Chief Steward. The certification was the reason the CSA was withdrawn. Review of the event is a task required of the SOM. It is not inappropriate for the SOM to have reviewed the certificate prior to receipt of the protest.

Mr. Hyatt also cites the Chief Steward's wrongful application of GCR 5.9.4. and Appendix G. used to allow a tolerance of +/- 4 lbs in the weighing. The COA agrees that GCR 5.9.4. states "The scales at the event are the official scales for the event" and GCR Appendix G.2.1. states "Weight is absolute minimum." The Chief Steward may not change the tolerance of a measurement standard specified in GCR Appendix G.2. However, the Chief Steward does have the power to waive compliance requirements per GCR 9.2.1.H. The Chief Steward also may decide to not initiate a CSA or RFA for non-compliance issues per GCR 8.1.3.

The COA urges all competitors to weigh their cars early at each event to make sure they make the minimum weight before qualifying. The COA reminds Chief Stewards that measurement standards may not be modified except by the Club Racing Board.

Lastly Mr. Hyatt cites the CS wrongfully interpreted the scale calibration procedure outlined in GCR 5.9.4.C.2. which states "On-site certification by a commercial scale service within 90 days prior to the event, OR....". The COA finds the scales were certified by a commercial scale service within 90 days prior to the event and that the letter of certification was available at all times the scales were in use.

Mr. Hyatt protested the decision of the Series Chief Steward to withdraw the CSA, not that car #69 was non-compliant. The Assistant Chief Steward wrote the CSA under the authority of the Series Chief Steward's delegation of power (GCR 5.12.3.). Since the Series Chief Steward is the ultimate owner of the CSA he may withdraw it.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Hyatt's total appeal fee will be returned.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Larry Mason vs. SOM,
COA Ref. No. 15-04-SP
June 4, 2015

FACTS IN BRIEF

On May 3, 2015, at the Buttonwillow Majors, Assistant Chief Steward John Reitman, acting for Series Chief Steward R.J. Gordy, issued a Chief Stewards Action (CSA) disqualifying Larry Mason (FM #12) for a violation of 2015 GCR 9.1.1.E.14.B. (Tire Marking). Mr. Mason protested the action. The Stewards of the Meeting (SOM) Bob Corbitt, Jack Brabban, Heather Baker, and Marge Binks (Chairman) met, reviewed evidence, and heard testimony. They disallowed Mr. Mason's protest. Mr. Mason is appealing their decision.

DATES OF THE COURT

The National Court of Appeals (COA), Spencer Gorham, John Nesbitt, and Rick Mitchell, Chairman, met on May 28 and June 4, 2015 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Larry Mason and accompanying documents, received May 12, 2015.
2. Official Observers Report and related documents, received May 13, 2015.
3. Witness statement from Jim Doughty, Shelby Goodyear Race Tires, received May 13, 2015.
4. Witness statement from Jason Balsler, Goodyear Tire & Rubber, received May 13, 2015.
5. Witness statements from Larry Mason, received May 22 and May 27, 2015.
6. Witness statement from Marge Binks, Chairman SOM, received May 26, 2015.
7. Witness statement from R.J. Gordy, Series Chief Steward, received May 30, 2015.

FINDINGS

The Buttonwillow Majors was a three-day event. At the mandatory drivers meeting with the Series Chief Steward on Friday, May 1, as a courtesy, Mr. Gordy reminded FM drivers that the FM tire rule was in effect for the event.

Mr. Mason did not attend on Friday and missed the drivers meeting. He did seek out Mr. Gordy on Saturday and asked about the content of the meeting. Mr. Gordy did not recall that Mr. Mason was a FM competitor and so did not provide the FM tire rule reminder, rather concentrating his briefing on those items of importance to all competitors. In addition, the Court finds no indication that Mr. Mason specifically inquired about the status of the FM tire rule.

During the Saturday race, Mr. Mason damaged one of his tires and, on advice of Mr. Balsler, replaced it with a used tire. Mr. Mason did not declare the tire change and did not start from the back of the grid on Sunday (as required by 2015 GCR 9.1.1.E.14.B).

Following the Sunday race, Mr. Mason acknowledged the tire change to Tech staff in post-race impound after an unmarked tire was found on FM #12. After some discussion, Mr. Reitman issued the CSA disqualifying Mr. Mason.

Mr. Mason founded his protest on the necessity to replace a damaged tire and on the fact that he was unaware the tire rule, as stated in the 2015 GCR, was in effect. The SOM disallowed his protest based on his violation of 2015 GCR 9.1.1.E.14.B. and his duty to be aware of the rules.

The COA appreciates that there was an incomplete communication between Mr. Mason and Mr. Gordy. Mr. Gordy did not say that the FM tire rule was in effect. However, if Mr. Mason wanted information regarding the enforcement of a particular rule, he has an obligation to ask a specific question. The FM tire rule was in effect at this event with no exceptions. Therefore, Mr. Mason violated GCR 9.1.1.E.14.B. by not obtaining the Series Chief Steward's approval to substitute a tire and start the Sunday race from the back.

By signing the event entry form, Mr. Mason agreed to abide by the 2015 GCR and certified that his car was compliant. The driver bears the responsibility to ensure he complies with the GCR.

DECISION

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

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | June 2, 2015

The RallyCross Board (RXB) met via conference call on June 2. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan from the National office.

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

Lee Hill, who also serves on the Planning Committee, polled the meeting attendees on the possibility of a tiered membership strategy within the SCCA as an idea to grow membership without sacrificing income. The group discussed the benefits and drawbacks of such a strategy, along with various options.

Chairman's Report

Marketing plan: Tere Pulliam reported that the BOD discussed the proposed marketing plan submitted by the RXB but chose not to currently adopt the plan. Hyatt will continue to campaign for more marketing for the RallyCross program.

Rules reorganization: Hyatt is continuing to reorganize the RallyCross Rules and hopes to have a draft by August. The intention is to follow the rule change submission timeline for this reorganization.

Committee Reports

RallyCross Safety Committee (Chris Regan): The Safety Committee has not yet received the report for an incident that occurred in the prior month. Regan is tracking it down and confirming that the Safety Committee email list is correct. No other incidents have been reported.

Rules Committee (Keith Lightfoot): The member comment and submission period ends June 15. Lightfoot has been unable to access the old forums to retrieve the submissions and feedback. He will work with National Office staff to retrieve the information.

RallySprint Committee (Brent Blakely): Blakely reported that the first two pilot RallySprint events went very well. The New England event had 25 competitors. The event at Prairie City combined the RallySprint with RallyCross by running a RallyCross Saturday morning, the RallySprint Saturday afternoon and another RallyCross Sunday morning. The RallySprint had 12 competitors. An article about the events is scheduled for SportsCar. Hyatt requested that a basic set of rules be released to encourage more pilot events this year.

National Championship Committee (Stephen Hyatt): Howard Duncan reported on a trip to the 2015 National Championship site by three National Office staff where they met with three Regional and three site representatives, took photos and measurements of the site, and tested the site surface. Duncan was pleased by the quality of all aspects of the site.

A Course Worker Training presentation was distributed to the RXB for review. The RXB agreed to one adjustment to the presentation. This training will be conducted on Friday evening of the event.

The RXB also discussed providing more exposure before, during and after the event to the Team O'Neil Rally School Award given at the National Championship. A press release, photos and an article are all being considered.

Divisional RallyCross Stewards Liaison: Although no details were provided, Hyatt reported that the Divisional RallyCross Stewards discussed the National Challenge events and the National Championship at their recently held meeting.

New Business

National Challenge events: The RXB discussed how the 2015 National Challenge events are currently going. Some events do not have the attendance levels worthy of a National event, possibly the result of conflicting schedules. Also, the RXB has received feedback that the RallyCross rules have not been consistently enforced at some National Challenge events. The RXB reminds all Regions that while there is some flexibility in the application of certain rules at Regional events, the entire rule set should be enforced at National-level events. These events should show viability to the competitors and the event sponsors. At the next meeting, the RXB will evaluate all events and consider options to improve the National Challenge events for 2016.

Next meeting: July 7, 2015

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | May 18, 2015

The RoadRally Board met via teleconference on May 18, 2015; meeting called to order at 7:40 PM CDT by Chairman Rich Bireta. In attendance: Chuck Hanson, Len Picton, John Emmons, Jeanne English, Clarence Westberg, Deena Rowland from the National Office, BOD liaisons Terry Hanushek and Lee Hill, and BOD Chairman John Walsh.

The April minutes were approved. Chuck/Clarence/pass

Front Burner Items:

1. RReNewsletter
 - Latest issue published today, another fine effort on Cheryl Babbe's part. Dave Head had another good article on the recent Badger Burrow National. Thank you, Dave. All, please continue to support Cheryl's efforts. Rich talked to Cheryl, who said she is 'underwhelmed' by response to the newsletter; make locals aware of newsletter; top hits are on national points, then individual event scores and reports.
2. Regional Road Rally Rulebook (RRRRs?) (Rich)
 - No revision since last month. RRRRs were mentioned in the most recent RReNewsletter, and there have been a half dozen requests to review the draft. Jeanne sent corrections. Rich will resend it with changes; no final action this month, please read it before next month's meeting.
3. Court of Appeals Decision Discussion.
 - The COA ruled that the requirement for a safety precheck to be by a person other than the rallymaster is unenforceable; RRRs Article 2E needs clarification. Article 1C5 (re disciplinary committee) also needs clarification per direction of the BOD.
4. 2016 Proposed Rules Changes
 - a. Article 1C5 - Change from "The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required." to "The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members shall not be appointed to this committee, as the RRB is to serve as the final independent authority for appeals for disciplinary charges."
 - Rich to post, we will revisit at next meeting.
 - b. Two versions of Article 2E were discussed, with this being the final proposal – Change from "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified **RoadRally** Safety Steward." to "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified RoadRally Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the precheck."
5. NEC Report (Chuck)
 - b. Class SP Points - the NEC wants clarification about SP class – what does the RRB really want? John told Mike Thompson to be VERY specific about SP, e.g. does one opt in? must someone be in it? who qualifies? how to score it? Clarence said that if we are trying to grow the sport, this isn't it, he doesn't see people traveling around the country to compete. John doesn't see a problem with offering it as long as it is specific. Rich asked Chuck if SP is visible only to scorer, or is it visible as an entry class? Chuck says that classes E, L, and S are listed, and SP is a class that the scorer creates. Rich says that if SP is an overlay class, it should be restricted to stock equipment. Rich asked what is the point of SP class? Chuck answered it is to attract newbies, for them to compete amongst themselves. Len said it sounds like Rookie class in racing. Rich asked what if we look at the standings at the end of the year, and award the SP award to the highest SP person in class S. Len asked why do this at all? Chuck said to give an award and stimulate interest in new people. Clarence insists that the proposal has to be vetted against all the possible interpretations to see what kind of problems could occur. Chuck will take all these comments back to the NEC committee.
 - c. 2016 Rules Changes
 - i. Minimum number of Nationals needed for awarding a championship
 - ii. GTA National Championship
 - iii. Removing Regionals from National ChampionshipThis will be discussed next month, we ran out of time this month
6. 2015 RRB Calendar
 - Rich has compiled a RRB calendar for the rest of the year, it is attached below.
7. June Meeting – Rich will be unavailable on the scheduled date; let Rich know if you would like to chair the meeting.
8. New Business
 - a. Clarence asked how the NEC will make sure that future rallies are not as screwed up as some recent nationals have been. Jeanne suggested bringing back an outsider precheck, and using long-distance prechecks; there is also the issue of rallymasters not always making changes requested by the official prechecker.

- b. Jim Crittenden has 33 cars registered for his upcoming rally – how did he do it? He used social media, put flyers at car dealers and repair shops; he spent as much time on promoting the rally as on writing it.
- c. Len/DC Region had their annual rally school and regional with 30 entries – how did he do it? There were lots of repeat people; nothing on social media, but did post it on the DC website and in local club newsletters

Meeting adjourned at 9:48 PM CDT
 Next meeting June 8, 2015, via conference call
 Respectfully submitted,
 Jeanne English, RRB Secretary

Attachment: **RRB Annual Calendar of Recurring Activities – Remainder of 2015**

June

July

- 13 - Deadline for all suggestions from all parties (RRB, NEC, rally community) for 2016 rules change proposals. RRB votes to either kill proposal or release for public comment.
- 14 – Approved proposed rule changes released for public comment after RRB meeting.
- Deadline for comments is September 1 NEC meeting

August

September

- 1 – Deadline for public comment on 2016 rule change proposals. NEC meeting.
- 14 – Solicit members for 2016 RRB. November 1 deadline for application.

October

- 12 - RRB members declare individual decisions regarding willingness to serve on 2016 RRB.
- 12 – NEC submits rule change proposals to RRB
- 13 - Rules committee starts final draft of 2016 rules changes

November

- 9 – Deadline for Rules Committee produces final draft proposal
- 9 - Final RRB Decision on 2016 rule change proposals.
- 9 - Recommend RRB composition to SCCA BOD

December

- 4 – BOD meets, approves/rejects proposed rule changes.
- 4 – BOD decides on composition of 2016 RRB
- 1 – 15? Balloting for Rally of the year Awards

January 2016

New RRB meets, Awards Regional Award and Divisional Award
 Establishes committees, sets meeting time and schedule, etc ...

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | June 8, 2015

The RoadRally Board met via conference call on June 8, 2015; meeting called to order at 7:30 CDT by Len Picton, acting chairman. In attendance: Len Picton, Chuck Hanson, Jeanne English, Clarence Westberg, and BOD liaisons Terry Hanushek and Lee Hill; not present: Rich Bireta and John Emmons.

May minutes were approved. Len/Chuck/pass

Front Burner Items:

1. RReNewsletter – another one was published today; thank you again, Cheryl, for a job well done.
2. Regional Road Rally Rulebook (RRRRs?)
Postponed until next month, when Rich is here
3. 2016 Proposed Rules Changes
 - a) Article 8A - Add language to Article 8A similar to the following; NEC puts this in 8B4:
A competitor may earn championship points only once per day. A competitor may not, for example, earn points in a Tour event in the morning and points in a Course event in the afternoon. A competitor may not earn points in a Course event in the morning, for example, and earn worker points in the afternoon. Competitors will earn points in the first event worked or entered each day, unless the event is non-declared.
Rationale: The 2015 offering of multiple events per day on two consecutive weekends in the Arizona and Arizona Border regions is contrary to the intent of including Regional events in the National Championship. The current situation effectively forces a competitor making a serious attempt at a championship to attend these events.
Comments: Chuck thinks this rule is a good one; he received results from an East Coast region showing the rally chairman as a contestant; for this year, he will contact the person involved and explain the proper protocol (that worker points are in place of running the rally); he will report back next month. For 2016, this does not prohibit multiple rallies in a single day, just not get getting points. The RRB agrees with this NEC proposal.
 - b) Article 4B3 Proposed Rule Change:
This rule currently states:
Regional tour and course events in the SCCA **RoadRally** National Championship series shall meet at least two of the following criteria:
 - a) A minimum of 4 timed controls
 - b) A minimum run time of 3 hours
 - c) A minimum distance of 60 milesThis proposal changes this rule to:
Regional tour and course events in the SCCA **RoadRally** National Championship series shall meet the following criteria:
 - a) A minimum of 6 timed controls of which no more than 50.0% may be DIY, and either
 - b) A minimum run time of 3 hours, exclusive of odometer check, or
 - c) A minimum competitive distance of 90 miles, exclusive of odometer check.Comments - reduce item 'c' to 60 or 80 miles
 - c) Rules changes discussed last month:
Article 1C5 - Change from "The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required." to "The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members shall not be appointed to this committee, as the RRB is to serve as the final, independent authority for appeals on disciplinary charges."
Article 2E – Change from "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified **RoadRally** Safety Steward." to "All SCCA sanctioned roadrallies must have a safety precheck performed by a qualified RoadRally Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the precheck." Rationale: This change makes the rule book consistent with the restriction which has existed on the sanction form.
4. SCCA Membership – LOL member Ian Holmes published in his blog his internal debate as to whether or not to renew his SCCA membership. Specifically, Ian expressed concerns that, based on his reading of Sports Car, road rallyists are not the type of members the SCCA is interested in attracting and that the lack of coverage in Sports Car makes him feel like a peripheral member of the club that is tolerated but unenthusiastically welcomed. The RRB invited our BOD liaisons to express their views on the points raised in his blog.
Lee: Tiered membership has been a topic for the BOD for some time. The By-Laws have a provision for an Associate Membership that does not include a Region Membership or any voting rights, etc. The present membership structure is currently oriented to Club Racing, and it is an issue for all of the other areas of interest. There is concern with the perception that a lower tier membership would be "second class." There is also a serious concern that a wholesale move from full membership to this lower tier would have a

serious negative impact on the budget of the National Office, and potentially to Regional finances; however, if the lower membership fee brings an increase in membership, the negative impact would be mitigated. The BOD recognizes that the perceived value of SCCA membership is not cost effective; BOD this year has had several active discussions about tiered membership program, which has not happened in the past; most BOD members recognize that it is probably going to happen. The BOD is sensitive to the fact that people don't want to become full SCCA members; there is potential for this to happen within the next year.

Clarence commented that one of the biggest obstacles to getting people to buy a membership is that there is no longer any social cohesiveness in the Regions; i.e. there are no events other than actual competition events for them to get involved in.

5. NEC Report (Chuck)
 - a. 2016 Badger Burrow Improvement Plan
Problems were with procedures not being followed correctly. All upcoming nationals will be looked at closely to see that they follow what the RFOs require – out of area pre-check, make changes required by the pre-checker, follow rules about calendaring and advertising.
 - b. Class SP Points
How to deal with this in the future (there is no SP this year); if a contestant moves from S up to L or E, they cannot be in SP. Len asked if SP and S are mutually exclusive? Chuck answered yes, it is up to the regional registrar and how they report results to the pointskeeper.
 - c. 2016 Rules Changes (in addition to Item 3 above):
 - i. Minimum number of Nationals needed for awarding a championship: NEC suggests that the minimum be 14 equivalents, of which 6 equivalents must be from nationals (3 nationals); the point is to run a certain number of nationals; how about stating that a competitor must run 3 nationals to win a year-end award
 - ii. Sunsetting GTA National Championship
NEC is divided as to whether or not to retain GTAs; reason to keep – they do draw some people, and it does not cost us anything. Clarence says GTAs are all so different that he doesn't see how there can be a championship. Clarence, Jeanne, and Len are in favor of sunsetting.
 - iii. Removing Regionals from National Championship
Keep we keep them them? Len, Jeanne, Chuck –yes, Clarence - no
6. 2015 RRB Calendar Review
 - a. Next up: July 13 deadline for all 2016 rule change proposals.
 - b. 2016 rule changes approved for public comment at the July RRB meeting.
7. New Business
The SCCA Convention is going back to Las Vegas; the MSX Expo was not particularly successful; the convention is changing its focus back to being for the people actually involved in directing the club.

Meeting adjourned at 10:48 PM CDT
Next meeting July 13, 2015, via conference call
Respectfully submitted,
Jeanne English, RRB Secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

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

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

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

RALLY

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

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

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

SCCA NATIONAL CONVENTION

Event page:
<http://www.scca.com/articles/1996422-jackpot-scca-national-convention-to-return-to-vegas>

EVENT CALENDAR:

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