

## BOARD OF DIRECTORS

### BOARD OF DIRECTORS | July 14, 2015

The SCCA National Board of Directors met via conference call Tuesday, July 14, 2015 at 7:15 pm Central. Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Todd Butler, Secretary; Bill Kephart, Treasurer; Dick Patullo, Lee Hill, Steve Harris, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, Peter Zekert, Brian McCarthy and KJ Christopher.

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

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting. The meeting was called to order by Vice Chair Helman.

**Motion:** Butler/Pulliam - Approve May BoD Minutes. Approved Unanimous

### Chairman's Update

Chairman Walsh discussed SCCA Enterprises financial practices and performance with the BoD.

### Committee Updates

Planning Committee Chairman, Brian McCarthy advised the Board that the idea of the "Region Resource Team" is progressing with volunteers identified in many regions to provide guidance and leadership

Budget and Finance Committee Chairman, Bill Kephart gave kudos to Staff for support work to provide more transparent and defined program cost accounting.

### 2016 SCCA National Convention

The move of the National Convention to Charlotte in conjunction with the MSX Show was inspirational, but did not resonate with SCCA members. Although we tried to attract drivers to the Convention, the effort took our focus from our normal objectives of supporting and nurturing our Regions.

In 2016, we are heading back to Las Vegas with a new commitment to target leadership, Region development and focus on training. Included will be several well respected volunteers to work with Staff on Convention planning for 2016.

### Division Boundaries

The St. Louis and South Illinois Region Boards are petitioning the Board of Directors to move St. Louis and South Illinois Regions from MiDiv to CenDiv for 2016 by moving the MiDiv/CenDiv Divisional Boundary slightly to the west. [St. Louis and South Illinois Regions are on the boundary of the two Divisions.] The Board has the authority to move Divisional Boundaries. According to the Operations Manual, it is the only group with the power to do so, and boundary changes are necessary as tracks open/close or as population shifts occur.

Rationale: The move would allow the St. Louis and South Illinois Regions a larger Club Racing customer base to draw upon. Although CenDiv drivers may always participate in MiDiv events, having Gateway dates on the CenDiv calendar will enhance the Region's ability to stay profitable. Currently, with one exception, the 2013 August Majors event, the St. Louis Region has been unable to hold a profitable Club Race event due to low entry counts (typical in the MiDiv). Like most MiDiv club race events, the St. Louis Region is experiencing losses of between \$3-\$8,000 per event.

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BoD discussed that there are lots of ramifications of this, but is reluctant to tackle this piecemeal vs looking at this from an overall structural perspective. Many of our programs are Divisional based. The big questions are impacts on other programs (Solo, Rally), SCCA specialties, and what happens to the overall Division and neighboring Divisions.

**Motion:** Patullo/Christopher. The BoD authorizes Chairman Walsh to appoint a committee of Subject Matter Experts and members of the affected Divisions and they will provide an update to the full Board at their October meeting.  
PASSED Unanimous

### **Presidents Report**

Noble provided a Runoffs update for 2017 and 2018 event location including West Coast return discussions. Still working issues and potential venues at this time so not ready to announce yet. BoD does not want to set artificial hard dates for negotiations, but we all understand drivers want to know and plan. Update provided on negotiations with major sponsors and programs in support of SCCA and driving programs.

SCCA has issued an RFP for the FF tire. Responses have been received but not yet evaluated. Noted that Topeka (SCCA Staff/ Club Racing) is not driving the requirement or direction for a FF spec tire, they are supporting the recommendation (request) from CRB and the competitor community. Recognition and support for changes in Convention format to get back to region development and training next generation of leaders and specialties. Update provided on SCCA defense of legal (trademark) issues.

### **Recap of May financial results**

Pfannenstiel reported that Inc was operationally positive, and just slightly off year to date budget. June financial closing coming this week (week of 7/13.) Reported that through June, SCCA Enterprises was ahead of budget.

### **Club Racing**

Prill reported that 2015 Runoffs registration scheduled to open late July for drivers and workers. Drivers will be able to test drive the registration program and pre-load car information to ease the actual registration process. Prep shop requests for parking being worked (23 prep shop requests to date). Emergency Services specialties for 2015 Runoffs will be handled by Daytona and Daytona staff. This directly impacts our ability to provide volunteer slots for ES volunteers at the 2015 Runoffs.

### **TNIA**

Wager provided an update for Track Night in America. 42 events thru the end of June, target demographics dead on: 62% of the attendees are non-SCCA, high percentage not affiliated (yet) with a car club, 44% under age 35. TNIA is program and cash flow positive.

**Motion:** Hanushek/Butler - to Adjourn. Approved Unanimous

Meeting adjourned 9PM CDT

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 24, 2015

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

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

## **Recommended Items for 2016**

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

### **Junior Kart**

#16325 Junior Age

Per the KAC and SEB, effective 1/1/2016 change 19.2.A.3.a as follows Age: 5 to **7 8** years.

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

## **Member Advisories**

### **General**

The SEB will be holding an online Town Hall on July 29th, 2015. Please see Solo Matters for details.

### **Street**

#17017 Factory installed mud flap removal

Per the SAC, the allowance for comfort and convenience modifications does not permit the deletion of components. The committee would like to remind everyone that local regions are free to modify these allowances as needed for their local events.

### **Modified**

#16857 MAC Opening

The SEB has approved the addition of Chris Pruett to the MAC.

The MAC continues to request member applications, and in particular is seeking someone with larger-car EM experience.

#16876 Hegar Quick Start for CR125 Honda motors legal?

Per the KAC, the non-OE electric start is not currently compliant for KM. Please see #17195 elsewhere herein for a proposal concerning this subject.

## **Change Proposals**

### **Safety**

#16947 Prescribed medical oxygen tanks

Add the following sentence to 1.3.2.M.

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

Note: there are no federal requirements for safety on medical oxygen bottles/tanks.

### **Street Prepared**

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

Per the SPAC, the following classing change proposal is provided for member review and comment:

Remove *from DSP*:

BMW

318 (16v)

Also amend *FSP* listing as follows:

BMW

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

#### #16965 Fender Liner Removal Proposal

Per the SPAC, the following rule change proposal is provided for member review and comment:

Modify 15.2.A as follows:

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

### Street Touring

#### #16409 RSX Type S Classing Comments

The following classing change proposal is submitted for member review and comment:

Move *from STF to STX*

Acura

*RSX Type-S*

Comment: Recent advances in tire technology have dramatically increased the performance potential of the Acura RSX Type-S. In response to member feedback the STAC has re-evaluated the car and believes it is a better fit in STX.

#### #16816 Move 2010 Genesis 2.0t from STU to STX

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

Move *from STU to STX*:

Hyundai

*Genesis (2.0T) (2010-2012)*

#### #16682 Aftermarket Radiator Allowance Proposal

The STAC is considering allowing alternate radiators in Street Touring, consistent with the SP rules. The committee has provided the following rule change proposal for member review and comment:

Add the following new language to section 14.10:

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

*1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.*

*2. Radiator must mount to OE radiator mounts.*

*3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).*

#### #16978 Steering Wheel Rule (14.2.D)

Replace 14.2.D with the following:

*"D. Any steering wheel may be used. An alternate wheel which replaces an airbag-equipped wheel is not required to have an airbag but the substitute components, including adapters, hubs, quick releases, etc., may not result in a reduction in total vehicle weight.. An alternate wheel is not required to have a horn button."*

Comment: This would allow cars with airbag equipped steering wheels to replace them, provided the weight remains at least the same as the standard parts. The SEB feels that this will not make a steering wheel replacement a "must have" preparation item and therefore competitors that wish to retain their airbag functionality may do so with no performance penalty.

## **Kart**

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

The SEB and KAC are seeking member feedback to allow onboard electric start to 125cc shifter engines. An example of such a system is the Hegar CR125 electric start:

[http://www.hegar4.com/zc150/index.php?main\\_page=product\\_info&products\\_id=472](http://www.hegar4.com/zc150/index.php?main_page=product_info&products_id=472)

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

Change 19.1.D.e to read :

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

Change 19.1.D.f.1 to read :

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

Change 19.1.D.f.2 to read :

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

## **Other Items Reviewed**

### **General**

#17021, 17036 Section 2 course speeds, feedback

Thank you for your input.

### **Safety**

#16845, 17022, 15749 Floormats again

Thank you for your input. Item #15749 has been recommended to the BOD (May Fastrack).

### **Street Touring**

#14285, 14303 Muscle Cars Move to STX Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#14490 Car Classing Comment

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#### #14861 Mustang Classing Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#### #15129 Under 5.0L Pony Cars in STX Proposal

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

#### #16994 Request for change to 14.2.D Steering Wheels in Street Touring

Please see item #16978

#### #17041 Fox body Mustangs move from STU to STX

Thank you for your input. Please see item #16784 in the July Fastrack for a proposal related to pony cars in ST.

### **Junior Kart**

#### #16914 Allow other FJ tires

Thank you for your input. Please see item #15274.

### **Not Recommended**

### **Safety**

#### #14268 Safety Allowance for Vehicles With a Roll Bar

The SSC and SEB do not feel that a general allowance to modify seat belts in categories where that is not currently allowed is appropriate.

### **Street**

#### #17035 Allow wheel width change to square in Street

Thank you for your input. The SAC does not recommend allowing wheel width changes. This does not fit the spirit of the Street category and would be disruptive to the balance of the current Street class structure.

#### #17130 Factory staggered wheel set up

Thank you for your input. The SAC does not recommend allowing wheel width changes. This does not fit the spirit of the Street category and would be disruptive to the balance of the current Street class structure.

### **Street Touring**

#### #16830 Wheel Width Proposal

The STAC is not in favor of multiple wheel widths within a class as a method of performance balancing. In the interest of rules stability, this proposal is not recommended.

#### #16836 Street and ST Integrity Issues Caused by Bridgestone RE-71R

The SEB is not in favor of adding any tires to the exclusion list at this time.

#### #16846 Allowance to enlarge suspension mounting holes

The STAC is not in favor of allowing modifications to suspension mounting holes. Although this allowance would benefit some competitors, the STAC feels strongly that it could be easily abused and would have unintended consequences.

#### #16915 Allow older cars with V-belts to update to modern serpentine

The STAC is not in favor of new allowances for engine belt arrangements

#### #16933 Revive STC without EF Civics

The STAC is not in favor of reviving STC without EF Civics.

#### #16802 2015+ M3/M4 street touring classing

The STAC is not in favor of adding the 2015+ M3/M4 to STU as it potentially exceeds the performance of other leading cars in the class.

#17063 Reconsideration of allowing ST classes to use E85

The STAC is not favor of reinstating an E85 allowance.

#17075 Fiesta ST Classing

The STAC feels that the Fiesta ST is appropriately classed in STX and is not in favor of moving it.

### **Street Prepared**

#16855 Splitter in Street Prepared

The SPAC feels that splitter allowances are sufficient as written.

### **Junior Kart**

#15724 FJ Tire Proposal

Per the KAC, this item is being withdrawn due to lack of support.

### **Handled Elsewhere**

#### **Street Touring**

#16671, 16700, 16726, 16727, 16732, 16761, 16762, 16763, 16764, 16765, 16766, 16767, 16768, 16770, 16771, 16772, 16779 RSX Type S Move Comments (various)

Please see letter #16409.

#16582 C4 Corvette Classing Proposal

Please see item #16581.

### **Tech Bulletins**

#### **Safety**

#16815 Solo Rules section 4.13.A wording concerning Minor waivers

Errors and Omissions:

Correct the following sentence in 4.13.A as follows:

“If signed by both parents/legal guardians and properly filled out to apply to ‘ALL EVENTS’ and ‘ALL DATES,’ the form is valid at all SCCA ~~Solo~~-events ~~held in that SGCA Region.~~”

Note: our insurance carrier has approved this correction.

#16860 FIA helmets - add to section 4.3

Add the following to 4.3.1 as approved helmet specifications.

- FIA 8860-2010
- FIA 8860-2004
- FIA 8859-2015
- FIA 8858-2002

#16861 Merge section 4.3.3 into 4.3.1

Move 4.3.3 Face Protection, into 4.3.1 Helmets as a subsection of 4.3.1.

Note: this will put all helmet-related requirements in one section.

#### **Street**

#16999 2015 Audi A3/S3 2.0T Quattro Class?

The following new listings have been recommended by the SAC and approved by the SEB, and are effective immediately upon publication:

BS

Audi

*S3 2.0T (2015)*

DS

Audi

*A3 2.0T (2015)*

GS

Audi

*A3 1.8T (2015)*

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in these classes.

#17061 Mercedes E63 AMG

The following new listing has been recommended by the SAC and approved by the SEB, and is effective immediately upon publication:

BS

Mercedes-Benz

*E63 AMG (2010-2015)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

### **Street Touring**

#16581 C4 Corvette Classing Proposal

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STU

Chevrolet

*Corvette ('84-'96) (excluding LT4, ZR1)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#16723 BMW 228i in STX Proposal

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STU

BMW

*228i (2014-15)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#16814 Acura ILX class

The following new listing has been recommended by the STAC and approved by the SEB, and is effective immediately upon publication:

STX

Acura

*ILX (13-16)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.



#### #17011 Requesting Classification for Street Touring

The following new listings have been recommended by the STAC and approved by the SEB, and are effective immediately upon publication:

STX

Dodge

*Dart ('13-'15) (1.4T, 2.4T)*

STF

*Dodge*

*Dart ('13-'15) (2.0 N/A)*

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in these classes.

#### Street Prepared

#### #16246 Volvo S60R and V70R classing

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

*Volvo*

*S60R and V70R (2004-07)*

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in this class.

#### #17037 2015 and 2016 Ford Shelby GT350 and GT350R

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

*Ford*

*Shelby GT350, GT350R (2015)*

Note: The OE carbon fiber wheels are compliant for use on the car per 3.3.3.B.12.

Note: per Solo Rules 3.1, these models are not eligible for the 2015 Solo National Championships in this class.

#### #17060 Classing request - Mercedes E63 AMG

The following new listing has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

ASP

*Mercedes-Benz*

*E63 AMG (2010-2015)*

Note: per Solo Rules 3.1, this model is not eligible for the 2015 Solo National Championships in this class.

#### #17095 Cleanup of DSP and FSP for BMW 318,320, initial listing for F30

The following set of listing cleanups has been recommended by the SPAC and approved by the SEB, and is effective immediately upon publication:

Add *to BSP*:

BMW

*320i (F30 chassis)*

Remove *from DSP*:

BMW

~~318 (E36 chassis)~~

And amend *FSP* listing as follows:

BMW

320i (*E21 chassis*)

Note: the E36 chassis is already listed in FSP and the 320i listing did not include chassis identification.

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | July 7, 2015

The Club Racing Board met by teleconference on July 7, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Technical Manager, Club Racing; and Terry Hanushek, guest BoD member. The following decisions were made:

### Member Advisory

None.

### No Action Required

#### **FF**

1. #17124 (Dan Johnson) Comment on Spec Tire for Formula F (Ford to Me)

Thank you for your letter. The CRB has recommended pursuing a spec tire for FF for the 2016 racing season, see letter #16038, February 2015 Fastrack Minutes. SCCA has asked tire manufacturers for proposals concerning what they would offer to become the spec tire.

#### **SRF3**

1. #17103 (James Marinangel) Bump Drafting at Daytona (and Other Locales)

Thank you for your letter.

#### **EP**

1. #16423 (David Mead) Classify 78-83 Porsche 911SC in EP-LP trim

Thank you for your request. The CRB has requested a VTS for this car and has not received it. The CRB asks that the author provide the VTS in another letter so that the car can be considered for classification.

2. #17039 (James Rogerson) Aero Package Allowances

The notes for this car allow use of the factory hardtop and thus the wing in question is permitted.

#### **STL**

1. #17111 (Gregg Ginsberg) Sneaking in a Change in Compression Ratios

Thank you for your feedback.

2. #17119 (Gregg Ginsberg) Follow Up to Letter #17111

Thank you for your feedback.

### Not Recommended

#### **AS**

1. #16993 (Jim Wheeler) Rear Camber

Thank you for your request. The rule is adequate as written.

2. #16996 (Jim Wheeler) Reduce Dog Box Weight

Thank you for your request. The CRB will continue to monitor additional data to determine if changes need to be made to the weight penalty for dog box transmissions.

#### **FF**

1. #17129 (Steve Bamford) Honda vs. Kent

Thank you for your letter. The CRB does not have resources for independent dyno testing of engines and to date no relevant data has been provided that would justify a performance adjustment. The CRB is willing to review any new, verifiable engine dyno data on both engines. On track data via SCCA's data boxes has not been gathered for this class. Due to the fact that this is a formula class and on track performance is influenced by numerous factors other than engine power, dyno data would be preferred.

#### **P2**

1. #17198 (Jeff Shafer) Hayabusa 1340cc in Stohr

Thank you for your letter. The Stohr WF1 with a 1340 Hayabusa engine is currently classified in both P1 and P2 with specific criteria for each class. The CRB does not recommend this change to the P2 engine table at this time. The CRB will task the FSRAC to look at data after the 2015 Runoffs.

## **GCR**

### 1. #17091 (Stephen Hyatt) Sections 9.2.1.H and 8.1.3

Thank you for your letter. 9.2.1.H provides the Chief Steward flexibility in enforcing a rule where, in his/her determination, it is the appropriate way to address a particular situation. The CRB and the GCR Advisory Committee agree with the Court of Appeals on their determination that the Chief Steward acted within the authority granted by the GCR. While the CRB understands your concerns, the rule as written provides a limited and appropriate level of flexibility to the stewards in GCR rules enforcement.

### 2. #17094 (Michael Fultz) GCR 9.2.1.H

Thank you for your letter. Please see the response to letter #17091.

## **IT**

### 1. #16989 (Gregg Ginsberg) Short Shifter Input

Thank you for your feedback.

## **EP**

### 1. #17123 (Larry Svaton) Follow Up to Previous Request

Thank you for your request. The performance of cars classed in EP will continue to be monitored. The CRB does not believe at this time that adjustments are required.

## **ST**

### 1. #17114 (Eric Heinrich) Remove +2% Weight Adder for all non-USDM Engines in ST

Thank you for your letter. The CRB will continue to monitor class performance.

### 2. #17125 (Eric Heinrich) Remove Integra Type R +2% Weight Adder in ST

Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor class performance.

## **STU**

### 1. #16957 (Dan Goodman) E36 M3 in STU - Rules Change Request

Thank you for your request. The CRB does not recommend larger wheels. Weights are currently under review.

### 2. #17155 (Chris Jurkiewicz) Change Wheel Width Limit From 8

Thank you for your request. The CRB does not recommend this change at the time. The CRB will continue to monitor any need for increased wheel size in Super Touring.

## **T1**

### 1. #17203 (MARC HOOVER) Mazdaspeed Miata Alternate Engine Specifications

Thank you for your letter. The CRB believes this request has several components that are not consistent with Touring rules.

## **T2**

### 1. #17066 (David MacNeil) 200 lb. Weight Penalty for E92 M3

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

### 2. #17072 (Harley Kaplan) Class Disparity

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

### 3. #17089 (John Buttermore) T2 Class Parity

Thank you for your letter. The CRB has reviewed and analyzed extensive data collected in T2. The data clearly shows multiple makes and models with good parity in T2.

### 4. #17206 (Peter (Tony) Lewis) Alternate Camaro Z/28 Performance Exhaust System

Thank you for your letter. The exhaust you are requesting is already allowed in T2. The manifold/header portion of your request is not recommended.

## **T3**

### 1. #17031 (Richard Kulach) Nissan 350Z & 370Z Weight Penalty, Reference Letter #16803

Thank you for your request. Based on class review, results and data, this car is competitive as classed. The CRB will continue to monitor the class with recent adjustments made.

#### **T4**

1. #16932 (Derrick Ambrose) Classify the 2011-2014 Mazda 2

Thank you for your request. The CRB does not recommend classifying the Mazda 2 in T4, and it will remain classified in B-Spec.

2. #16988 (Toby Grahovec) Remove the BMW Z4 50mm Restrictor

Thank you for your letter. Based on reviews, qualifying and race results, this car is competitive as currently classified.

3. #17000 (Ralph Porter) Restrictor Plate

Thank you for your letter. Based on reviews, qualifying and race results, this car is competitive as currently classified.

4. #17008 (Philip Royle) Intake Restrictors Causing Engine Damage

Thank you for your letter. Please consult with your tuner or HPD for a resolution to this issue.

5. #17220 (Anthony Cuthbert) Replace Diverter Valve

Thank you for your letter. This request is not permitted as part of current Touring rules.

#### **Recommended Items for 2016**

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

#### **GCR**

1. #16791 (Jim Wheeler) New Specialty: Race Data Technician

Add new section to 5.11 ADDITIONAL OFFICIALS and list the new section in the Table of Contents:

##### *5.11.5. Race Data Technicians*

*Data Technicians are optional Officials whose duties include:*

*A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.*

*B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.*

*C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.*

#### **GT1**

1. #17272 (Club Racing Board) Recommended Portion of Letter #17030, GT1 Front Spoilers

Change 9.1.2.D.8.k.1:

##### **k. Spoilers**

1. A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to ~~two~~ *five (2-0-5.0)* inches. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 25.0 inch dimension.* The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

#### **Taken Care Of**

##### **GCR**

1. #16889 (Kent Carter) Drone Rules

Thank you for your support. Please see the final wording for letter #15776 in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

2. #16891 (Sean Hedrick) Compliance Review

Thank you for your support. Please see the final wording for letter #14612 in the May 2015 Fastrack Minutes. The rule was passed by the Board of Directors in their May 2015 meeting and was effective June 1, 2015.

3. #16968 (Tim Myers) In Support of Data Technician

Thank you for your support. Please see the response to letter #16791.

4. #17015 (Don Knowles) Establishing Data Collection and Analysis as an SCCA Specialty  
Thank you for your letter. The Specialty Manual will clearly define where and how data will be used.

5. #17016 (Sean Hedrick) Supports Data Technician  
Thank you for your support. Please see the response to letter #16791.

6. #17023 (Dean Bailey) 16791---No to Data Tech  
Thank you for your feedback. Please see the response to letter #16791.

7. #17024 (Dean Bailey) Suspension of Using Data Acquisition for Monitoring Classes  
Thank you for your feedback. Please see the response to letter #16791.

#### **ITB**

1. #16916 (Alex Ratcliffe) Classify 2007-2009 Mini Cooper for ITB  
Thank you for your letter. Please see the response to letter #16917, Technical Bulletin.

#### **EP**

1. #16424 (David Mead) Addendum to Letter#16423 EP Porsche 911  
Thank you for your letter. Please see the response to letter #16423.

#### **T2**

1. #17102 (CJ MOSES) Mitsubishi Evo 9 T2/T3 Classification Adjustment  
Thank you for your request. Please see the response to letter #17218.

2. #17139 (John Buttermore) Follow Up to Letter #17089  
Thank you for your letter. Please see the response to letter #17089.

#### **T3**

1. #17032 (Robert Schader) Review Weight Penalty on 350Z  
Thank you for your letter. Please see the response to letter #17031.

2. #17033 (David Muramoto) Opposes Weight Increase for Nissan 350Z HR  
Thank you for your letter. Please see the response to letter #17031.

3. #17157 (Patrick Womack) Make Z4M Competitive  
Thank you for your letter. Based on other models similar to yours, this car is competitive as classed. Also recent adjustments were made for this model.

4. #17192 (Chris Outzen) Reconsider the Minimum Weight of Nissan 350Z HR  
Thank you for your letter. Please see the response to letter #17031.

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

##### **GCR**

1. #16154 (Jason Isley) Automatic/CVT trans  
Due to new transmissions provided by vehicle manufacturers, the CRB will look at rule changes with respect to automatic, dual clutch, and continuously variable transmissions for all classes.  
The CRB is seeking feedback on this.

Please submit your feedback through the CRB letter system at [crbscca.com](http://crbscca.com).

##### **LC**

1. #16595 (David Parker) 9.1.C.2.b  
The CRB is seeking feedback on the Legends Cars tire rule. The INEX/600 Racing Legends Cars series has a spec tire that can be obtained from Legends Cars International. The SCCA allows Legends cars to run any DOT 205/60/13 tire. Should the current SCCA tire rule be maintained for SCCA Club Racing? Or, should SCCA adopt the INEX/600 Racing Cars series spec tire?

Please send your feedback through the CRB letter system at [crbscca.com](http://crbscca.com).

##### **RESUMES**

1. #16937 (Lansing Stout, Jr.) Interest in Touring Advisory Committee  
Lansing Stout has been added to the Touring Advisory Committee.

# CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2015  
NUMBER: TB 15-08  
FROM: Club Racing Board  
TO: Competitors, Stewards, and Scrutineers  
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications  
All changes are effective 7/31/2015 unless otherwise noted.

## American Sedan

None.

## B-Spec

None.

## Formula/Sports Racing

### FA

1. #17202 (John Bauer) Remove Duplicate Spec Line  
In FA, remove spec line K from the Formula Atlantic engine table and re-letter the following spec lines accordingly.

### GCR

1. #15918 (Rocky Enriken) Listing of All Classes in GCR  
In GCR section 9.1.1, add table below as new 9.1.12. and renumber all of the following:

#### 9.1.12. OTHER REGIONAL CLASSES

Legends Cars	(LC)	Regional Class (GCR 9.1.C.2.b)
Spec Mustang	(SMG)	Regional Class (Appendix M, also eligible for T2)
STO	(STO)	Regional Class (Appendix K, also eligible for GT2)
Super Production (SP)		Regional Class (GCR 9.1.C.2.a)
Trans-Am 2	(TA2)	Regional Class (Appendix L, also eligible for GT2)

2. #16462 (Frank Diringer) Licenses and Types  
Delete Appendix C, section 2.8.D. Regional/National competition licenses have been migrated over to Full competition licenses.

3. #16873 (James Bell) Fire Suppression Systems

In section 9.3.23, clarify as follows:

"All cars shall be equipped with an On-Board Fire System. **except As a substitute**, Touring, Spec Miata, Super Touring and Improved Touring *may be equipped with a hand-held fire extinguisher as specified by Section 9.3.23.*"

## Grand Touring

### GT1

1. #17030 (Jim Wheeler) Clarify Trans Am Cars in GT1  
Change 9.1.2.D.8.k.1:

"A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to two (2.0) inches. *Trans Am approved bodies have a unique splitter that is approved as a part of the body, and as such, is exempt from the 2.0 inch dimension.* The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper. The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground."

Note: The REC portion of this letter can be found in letter #17272.

## Improved Touring

### ITB

1. #16917 (Alex Ratcliffe) Correction Meant 2007-2010 Mini Cooper

In ITB, classify the 07-10 Mini Cooper as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mini Cooper 1.6L (07-10)</i>	<i>4 Cyl DOHC</i>	<i>77.0 x 85.8 1598</i>	<i>(I) 28.8 (E) 26.0</i>	<i>11.0:1</i>	<i>97.1</i>	<i>15</i>	<i>3.214, 1.792, 1.194, 0.914, 0.784, 0.683</i>	<i>(F) 280x 22 Vented Disc (R) 259 x 10 Solid Disc</i>	<i>2555</i>	

### ITS

1. #17067 (Tim Wise) Update MX-5 ITS Line to Include the 2010-2015 Mazda MX-5

In ITS, Mazda MX-5 (06-09), add 2010 model year.

Note: The Improved Touring Category only allows vehicles that are at least five model years old.

### Production

1. #17169 (Toby Larsson) Add BMW 325is M-Technic to EP

In EP, classify the 1994 BMW 325is M-Technic as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>BMW 325is M-Technic (1994)</i>	<i>2</i>	<i>2650 * 2716 ** 2783</i>	<i>6 Cyl. DOHC</i>	<i>3.31"x2.95"</i>	<i>152.1 c.i.</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.38" (E) 1.20"</i>	<i>Fuel injection Throttle Bore 2.52"</i>	<i>106.3"</i>	<i>63.8"/64.4"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>BMW 325is M-Technic (1994)</i>	<i>18x8</i>	<i>5</i>	<i>(F) 12.4"x1.1" vented (R) 12.3"x.79" vented</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500"</i>

### Spec Miata

None.

### Super Touring

#### ST

1. #17133 (Greg Amy) E&O STCS Rear Wing

Clarify GCR section 9.1.4.D.4 by adding a new sentence a. and renumbering as follows.

*"a. A rear wing may be added."*

2. #17147 (Eric Heinrich) E&O mirror language in ST

In section 9.1.4.C., clarify mirror usage as follows:

*"14. Any interior or exterior mirrors may be used."*



## Touring

### T2

#### 1. #17073 (Harley Kaplan) e92 Sway Bar Problem

H&R sway bar parts have been confirmed not available and been on back order for months with no expected ship dates.

“StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R). Brembo Front brake kit #1N2.8505A and Rear brake kit #2P2.8033A allowed. Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L. Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. ~~H&R sway bars part number 70053 and 71053 permitted.~~  
**Any front sway bar front 32.2mm and 25.4 rear allowed.** RD Sport F & R sway bar kit part # 1968190110. 80 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. DCT transmission allowed. 3600 lbs. if aftermarket brake system is used.”

#### 2. #17199 (Dave Schotz) 98-02 Camaro and Firebird Line Items

In T2, Pontiac Firebird (98-02), add to the notes as follows:

**“Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed. 4 Piston front and rear brake calipers allowed.”**

### T3

#### 1. #17218 (Touring Committee) Competition Adjustments T3

In T3, make the following competition adjustments:

Subaru WRX STI (03-07) weight: ~~3600~~ **3400**

Max tire size: ~~245~~ **275**

Mitsubishi Lancer Evo 8/9/ RS/GSR /MR (03-06)

Weight: ~~3500~~ **3400**

Max tire size: ~~245~~ **275**

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z:

HR Motor weight: ~~3500~~ **3550**

#### 2. #17313 (Touring Committee) T3 Nissan Corrections

In T3, change the 350Z/370Z weights as follows:

Nissan 350Z Track/Touring/Standard/Nismo (03-08) ~~3500~~ **3450**

Nissan 370Z (09-13) / 370Z NISMO Edition (09-11) ~~3475~~ **3425**

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | July 8, 2015

### Expected Participants:

Chuck Deprow, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory, Brian McCarthy

### Reports:

Board of Directors Report

- TNIA – Portland
  - 101 participants

### Ongoing Business:

Time Trials Administration Council – reorganization

- TTAC members need to contact Heyward regarding future roles

### New Business:

- Time Trials issuing Competition Licenses
  - Club Racing observers MAY renew licenses based on Time Trials participation
- Drones at a TT event
  - Verify what existing language covers (Club Racing only or all events)

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | July 7, 2015

The RallyCross Board (RXB) met via conference call on July 7. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley, Keith Lightfoot and Chris Regan. Also in attendance were Tere Pulliam and Lee Hill, BOD liaisons, and Howard Duncan from the National office.

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

### Committee Reports

- RallyCross Safety Committee (Chris Regan): Regan has requested that the Safety Steward resend the missing incident report discussed at the previous RXB meeting. Regan also reported that an incident report has been submitted for an inadvertent side-airbag deployment during competition. Foley reported that an incident report is forthcoming for vehicle damage from an awning blown over by a gust of wind. Hyatt requested that the Safety Committee consider and submit any safety-related rules change proposals for the 2016 RallyCross Rules.
- Rules Committee (Keith Lightfoot): The Rules Committee received a clarification request regarding wheel sizes in the Stock Category in the case of vehicles with a full-size spare mounted on a smaller wheel and that is not labeled for temporary use only. The Committee was in consensus that competitors would be limited to the OEM wheel size and not allowed to use the smaller spare tire wheel size. Lightfoot will send the Committee's response to the competitor.

Because of the issues experienced with the old online forum, the rules submission and comments deadline has been extended to July 15. The Rules Committee draft period will be shortened to accommodate this time extension for submissions. Lightfoot will attempt to migrate previous rule submissions and comments from the old forum to the new forum.

The RXB has released the following error and omission to the 2015 RallyCross Rules, which is included in an updated version of the 2015 RallyCross Rules at the SCCA website:

Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. A waiver from the SCCA® RXB is required for the use of such equipment in Divisional or National events. Requests will be handled on a case-by-case basis. The driver must make the Event Chairman and Event Safety Steward aware of the approved request prior to starting competition.

- RallySprint Committee (Brent Blakely): Blakely reported changes to the Committee composition with two committee members leaving and being replaced by one new member. A basic set of rules should be available for member comments at the RallyCross National Championship in August.
- National Championship Committee (Stephen Hyatt): Registration for the event is at 90 entries. Hyatt requested that the RXB promote the event in each member's respective area in an effort to increase entries. The competitors should also be reminded of the strict site requirements of no dogs, firearms or smoking. An article about the rookies registered for the event was published at the SCCA website. An online "Who Will Win?" article will also be published. Regan requested that there be additional Team O'Neil Award promotion in articles. The RXB is planning to meet on the Friday before the event for their August meeting.
- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards (DRXS) did not meet in June. Agenda items for the next meeting include a DRXS vacancy in the Rocky Mountain Division, the need for DRXS assistants in all Divisions, plans for 2016 National Challenge events, and the cost of National event decals.

### Old Business

- Marketing plan lobbying efforts (Hyatt): Hyatt plans to schedule a meeting with Howard Duncan to work through details of the proposed marketing plan. This item will be tabled until the September meeting.
- Rules reorganization: Hyatt will work to have a draft prepared for the RXB to review at the meeting in August at the RallyCross National Championship.

- National Challenge events direction for 2016: It has become clear that the National Challenge concept as currently structured is not working as conceived. Some events have low turnouts and are not representative of the “National Challenge” title. The RXB agreed that fewer National Challenge events would work better; the details are yet to be determined. The RXB will continue to discuss the future of the National Challenge events and expects to have a basic outline to present at the Town Hall at the RallyCross National Championship in August.

### **New Business**

- Lack of accessibility to sanctioning data from National office: The RXB discussed issues in accessing data from the National office regarding sanctions issued for RallyCross events. Howard Duncan will look into the matter.
- NER 2<sup>nd</sup> RallySprint (Hyatt): The Northeast Region has requested to be allowed to organize a second RallySprint pilot event in September. The RXB discussed and agreed to the request.
- Sanctioning conflict with RallyCross National Championship: New England Region requested a waiver for a RallyCross charity event scheduled one week prior to the RallyCross National Championship. The RXB has a long-standing policy prohibiting the sanctioning of RallyCross events the weekend of or the weekend before the Championship event. The RXB discussed and agreed that under the circumstances to grant a waiver for this one event.

Next meeting: August 7, 2015

Submitted by Karl Sealander, RXB Secretary

## QUICK LINKS

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

### CLUB RACING

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

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

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

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

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

### SOLO

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

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

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

### RALLY

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

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

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

### SCCA NATIONAL CONVENTION

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

### EVENT CALENDAR:

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