

BOARD OF DIRECTORS

BOARD OF DIRECTORS | August 12, 2015

The SCCA National Board of Directors met via conference call Wednesday, August 12, 2015 at 8.00 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 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.

BoD passed the following Club Racing Rules for 2016:

Motion: Butler/Hill - Approve rules change as presented for SRF/SRF3 tires effective 1/1/16. PASSED Unanimous.

#17444 (September Fastrack – Erik Skirmants) 2016 SRF and SRF3 Tire Request

Change 9.1.8.E.X.f.: f. Tires

Dry: Goodyear Eagle “Spec Racer Ford”; size 22”X7”X13”, Model D2525 or D2554Wet: Goodyear Eagle “Spec Racer Ford”; size 22”X7X13”, Model D2626.

Dry: Front – Hoosier P/N 46340 P185/60ZR13,

Rear – Hoosier P/N 46350 P205/60ZR13 SRF

Wet: Front – Hoosier P/N 46100 P185/60R13 H20,

Rear – Hoosier P/N 46105 205/60R13 H20

2015 tires allowed for Non-Majors events until 6/1/2016:

Dry: Goodyear Eagle “Spec Racer Ford”; size 22”X7”X13”, Model D2525 or D2554

Wet: Goodyear Eagle “Spec Racer Ford”; size 22”X7X13”, Model D2626.

BoD discussed background around competitor request for a spec tire in Formula F.

- This started as a ground up request from class competitors in 2012-2013. As result of member action and request, SCCA polled active FF drivers in 2014. The survey had 60 plus respondents that were actual FF participants can be summarized as follows:
 - 90.4% favor a spec tire
 - 69.8% believe service at the track is important
 - 80.0% do not object to eliminating the cantilever rear tire
 - 78.7% favor a radial tire
 - 56.5% favor limiting the number of tires used during an event
 - 83% favor adopting a specific size for front and rear
 - Out of nine criteria listed contingencies ranked seventh. Durability was first, cost was second.
- Based on the above survey results, SCCA published a Member Advisory in Feb 2015:
 - *Member Advisory FF 1. #16038 (Steve Bamford) Spec Tire in FF Thank you for your letter. Based on member input, the CRB recommends pursuing a spec/control tire for Formula F through the Club Racing Department for the 2016 racing season and beyond.*
- While the recommendations of the choice of tire varied, the letters were overwhelmingly supportive of a spec tire for the class.

CONTENTS

BOARD OF DIRECTORS	1
SOLO	3
SEB Minutes	3
CLUB RACING	9
CRB Minutes	9
Technical Bulletin	15
Court of Appeals	19
Time Trials Admin. Council	None
RALLY	20
RallyCross	20
Road Rally	22
LINKS	27

The FSRAC unanimously recommended a tire, forwarded that to CRB for recommended rules change in 2016. SCCA Staff issued an RFP to assure competitive pricing. BoD recommended that the proposed rule be published in September Fastrack for member comment and subsequent BoD vote in October.

Meeting adjourned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | July 22, 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; Raleigh and Velma Boreen; Doug Gill and Howard Duncan of the National Staff; Terry Hanushek and Dick Patullo of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

Recommended Items for 2016

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

Modified

#15029 FSAE Aero Proposal

Per the SEB, the previously-published rule change proposal regarding FSAE is recommended to the BOD, as follows:

Remove from Section 18.5, subsections 18.5.B and 18.5.E.2.

#15397 BM Class Comments

The MAC is recommending the accompanying final version of the B Modified proposal.

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

"B MODIFIED (BM)

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

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.
- C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.
 1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.
Minimum weight with driver: 1020 lbs.
 2. May use any 2v/cyl automobile-based production engines up to 1615 cc.
Minimum Weight with driver: 1110 lbs.
 3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2-stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.
Minimum weight with driver: 1180 lbs.
 4. May use any naturally-aspirated engine up to 3000 cc.
Minimum weight with driver: 1285 lbs.
 5. GCR table weight penalties and other restrictions on engine preparation are not applicable.
 6. Minimum rim width: none.
 7. Maximum allowed rim width: 15 inches
 8. *Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), number of gears, or use of CVT's in any vehicle.*

9. *Minimum width for all cars shall be no less than 57 inches as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.*

10. *All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula Cars as well as Sports Racers with the following Solo changes to the list:*

a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96 inches wheelbase or 66 inches rear sidewall-to-sidewall outside width (measured with tire pressure at least 14 psi), in which case minimum weight is increased by 50 lbs.

b. Direct injection: Incurs a weight penalty of 25 lbs. for non-automotive engines.

D. Formula 2000, classed in Formula Continental per GCR/FCS:

1. Minimum weight with driver: 1090 lbs.
2. Rim width: unrestricted.
3. Airfoil maximum size per Formula Atlantic rules.

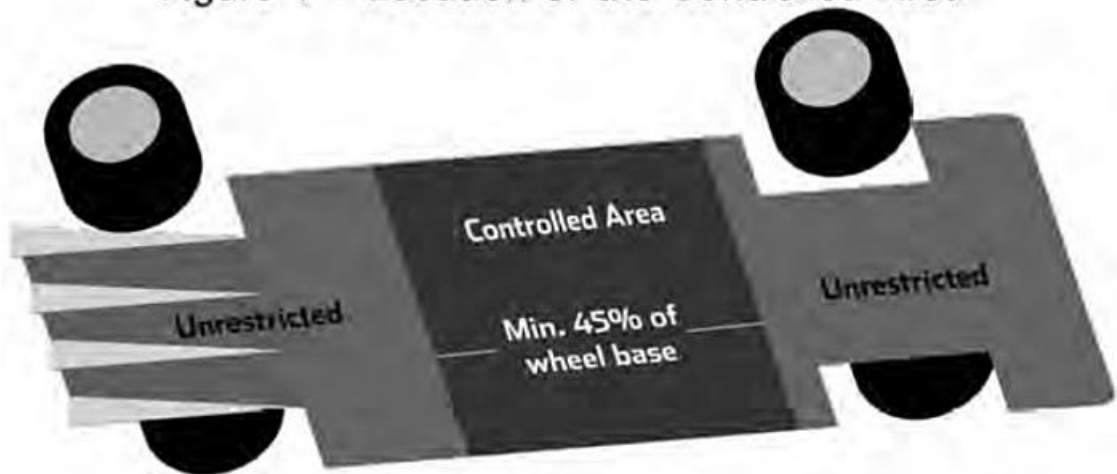
E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of *front and rear* wings shall not exceed 8 square feet. *Area calculation is of the airfoil element plan view and does not include side plates. Side plate area and element profile are unrestricted.*

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

a. For the full width of the body the floor pan will be a minimum of 45% of the wheelbase; the lower surface (surface licked by the air stream) shall not exceed +/-2.54 cm (1 inch) deviation in any longitudinal section through the plane forming the bottom of the tub or chassis floor. The 45% minimum (of the wheelbase) dimension is measured from the point that the surface meets the full width of the body (behind the front wheel or in front of the rear wheel). (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) See Figure 1.

Figure 1 – Location of the Controlled Area



b. No aerodynamic devices (e.g. "skirts," body sides, etc.) may extend more than 1cm (0.394 inches) below this lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

4. The current GCR ~~GSR/DSR 45% flat bottom rule and all other P2 underbody~~ aero specifications shall ~~also~~ apply to *all Sports Racers ASR and* production cars as recognized in DM/EM running in BM as sports racers.

5. *Production cars* running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the current Club Racing *FA* GCR with the following Solo® allowances:

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed sports racer *P2 GCR* maximum height (45.25 inches per *P2 GCR 9.1.8.C.1.D.2 Bodywork height*).
2. Front wing width may match but shall not exceed overall front width as measured at the tires. *Front wing elements may not extend behind the front wheel centerline.*
3. Rear wing width shall not exceed the Club Racing FA specifications with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed *7 cm (2.756 inches)* additional width per side and shall not deviate more than 10° from vertical. *No part of the entire rear wing assembly, including wing elements and end plates, shall extend more than one meter (39.37 inches) to the rear of the of the rear wheel centerline.*
 - a. *Except for cars meeting the dimensions of subsection F.3.b herein, the rear wing element assembly maximum plan view fore-aft dimension shall not exceed 70 cm (27.56 inches).*
 - b. *For cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs, the fore-aft dimension of the rear wing element assembly plan view shall not exceed 90 cm (35.43 inches).*
4. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).
5. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

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

#16236 Rule change proposal DM Forced Induction

In Appendix A, under class D Modified, change subsection B as follows:

"B. Weight w/ driver vs. *computed* Displacement:

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

Member Advisories

Street

#17228 Why the Cayman GT4 fits in SS

The SAC would like to reserve classification of this car until it becomes available for sale.

Prepared

The PAC will have openings at the end of 2015. Interested members are requested to submit their resumes to the SEB via www.soloeventsboard.com. In particular, members with CP experience are invited to apply.

Change Proposals

Street Touring

#16943 2014+ Mini Cooper (Base model) Classing

Effective 1/1/2016, amend classing from

STF

MINI

Cooper (non-S)
to
STF
MINI
Cooper (non-S) ('00-'13)

and add:

STX
MINI
Cooper (non-S) ('14-'15)

Note: Upon re-evaluation the STAC feels that the 2014+ Mini Cooper is a better fit in STX.

Prepared

#16922 Hood louvers

The PAC is publishing for member review and comment the following proposed modification to Appendix A, C-Prepared, 11th paragraph:

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

This rule change proposal permits CP competitors to utilize the Section 17.2.S. allowance for heat extraction venting.

Other Items Reviewed

Modified

#17019 Reply to item #15397

The MAC has recommended the final version of the proposal to the SEB. Thank you for your input.

#17020 Reply to item #14819

Thank you for your input. Please see item #15397.

Not Recommended

Street

#16990, 16992, 17101, 17148, 17153 Minimum participation requirement for SSR

Please see the statement issued in the July Fastrack, item #16987.

#17069, 17087 Classing the ND Miata

The SEB and SAC would like to reserve classification of this car until after the Solo Nationals. Thank you for your input.

#17144 Mazda MX-5 ND Club production numbers?

The SEB and SAC would like to reserve classification of this car until after the Solo Nationals. Thank you for your input.

#17239 Ford Fiesta ST

The Fiesta ST meets the rollover requirements in Sec. 3.1.A.

#17245 One Axle Camber Allowance

The SAC feels the current camber allowances are appropriate for Street, which is considered the lowest preparation level category.

#17251 Review Request, of Moving the Audi TT from DS to BS

The SAC feels that the Audi TT is classed appropriately.

#17268 Allowable camber modifications when none exist from factory

The SAC does not feel that an allowance to change lower control arms is appropriate for Street, the lowest preparation-level category.

Street Modified

#16786 Re: #15047 Weigh With Drivers Proposal

The SEB is not in favor of changing the Prepared and Street Modified categories to using minimum weights with driver.

Prepared

#16643 Weights with Driver Comment

The PAC/SEB do not see value in upsetting the competitive balance in C-Prepared by increasing the rear weight bias, and permitting (and providing weight-penalty adjustments) for independent rear suspension systems. The member is thanked for their feedback addressed elsewhere.

#16786 Re: #15047 Weigh With Drivers Proposal

The SEB is not in favor of changing the Prepared and Street Modified categories to using minimum weights with driver.

#17115 Voodoo Displacement

The PAC does not believe it is appropriate to adjust the weight formula or upset the competitive balance in a healthy class for an engine available to only a portion of the competitors.

Handled Elsewhere

Street Touring

#16906 Rule change to 14.2.D

See letter #16978.

Prepared

#16636, 16664, 16710, 16715, 16751, 16683, 16642, 16656, 16760 Weights with Driver Comment

Thank you for your input. Please see item #16786.

Modified

#13862 Proposed B Modified Changes

Please see item #15397.

#14068, 16612 BM Aero Comments

Please see item #15397

#16531 Fastrack DM proposal comment

Please see item #16236.

#16539 FI Engine Comments

Please see item #16236.

#16543, 16572 BM Wing Comments

Please see item #15397.

Tech Bulletins

Street

#16960 Subaru Port Installed Front Lip, Side Skirts, Rear Bumper Lip

Per the previous clarification regarding "Subaru Impreza WRX Options" in Appendix F of the 2015 Solo Rulebook, the SAC feels the front lip, side skirts, rear bumper lip, and short throw shifter accessories are compliant as Standard Parts. To further clarify, the committee recommends changing the model reference wording in the Appendix F clarification to read "*Impreza WRX and WRX*" in order to match the current Subaru nomenclature.

#17208 Apparently some z06's come with >200tw tires

The SAC recommends removing the phrase "OE tires are not compliant" from the 2015 Corvette Z06 listing.

Note: This line was initially intended to help competitors realize that the initial OE supplied tires for a 2015 Corvette Z06 did not meet Section 13's requirements. However, its inclusion in the rulebook has created confusion as to special rules only for Corvettes. Competitors are reminded that Section 13 applies to OE tires.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 4, 2015

The Club Racing Board met by teleconference on August 4, 2015. 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; John Bauer, Technical Manager, Club Racing. The BoD guest was KJ Christopher. The following decisions were made:

Compliance Review

The CRB offers official rule reviews. See GCR Section 8.1.4 for more details.

1. #10 (Chris Farrell) P2 Wing End Plate

Request review of P2 wing end plate design and mounting. What is considered a wing end plate and what are the mounting restrictions? Is it permissible to attach the end plate to the body of the race car?

CRB Response

Thank you for requesting a Compliance Review for the P2 wing end plate. The CRB, FSRAC, and class expert have reviewed your submitted request.

The language in section 9.1.8.D.E.2 regarding wing end plates does need clarification.

The wing end plate is a standalone aerodynamic attachment to a wing and anything fastened to or through the end plate is considered to part of the end plate therefore the endplate must not be attached to the bodywork. If the end plate is attached to the bodywork the bodywork becomes an extension of the wing end plate and will exceed the 14in x 14in max allowed dimensions.

Please see the Technical Bulletin for the clarification to be added to GCR section 9.1.8.D.E.2

Member Advisory

AS

1. #17293 (American Sedan Committee) Seeking New Members for the American Sedan Advisory Committee
The ASAC is looking for new members, particularly in the Restricted Preparation and the Ford areas. If you have an interest in membership, please submit your resume through the CRB website at www.clubracingboard.com.

No Action Required

SM

1. #17109 (Tim Auger) Help the NA and NB's to Not Go the Way of the Dodo Bird
Thank you for your feedback. The CRB and the SMAC are constantly monitoring parity among the model years. The SCCA will soon publish dyno data from tests after the 2014 Runoffs.

STL

1. #17215 (Darin Treakle) Opposes Adding Subaru BRZ/Scion FRS at Higher Compression
Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

2. #17219 (Peter Davis) Compressions
Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

3. #17360 (Nadja Pollard) BRZ/FRS Compression Increase in STL
Thank you for your letter. The classified car is a restricted preparation STL specification line addition to the class.

STU

1. #17105 (Joe Carrillo) Allowed Supercharger Kits
The CRB contacted you for details on parts/kit requested, but has not received a reply. Please feel free to re-submit with appropriate supporting documentation.

2. #17244 (Peter Federlin) 1985 Toyota Supra Engine Swap
Thank you for your request. Please see the response to letter #17261.

T1

1. #17027 (Ernesto Perez) Scion FR-S Engine Inquiries
Thank you for your request. Yes, you can do that. You must submit specific requirements for the car you want to run and the CRB will create a specification line.

T3

1. #17092 (Michael Sullivan) Re-Establish Parity in Touring 3

Thank you for your letter. It has provided insightful recognition of how the class has evolved with changes made through the years. The CRB will keep it for consideration in future changes going forward.

T4

1. #17243 (Ralph Porter) Camber Adjustment and Remove BMW Z4 Restrictor

Thank you for your letter. The CRB has no plans to remove the restrictor. All cars in Touring are allowed methods to adjust camber to achieve the maximum camber. If there are specific parts you want to use, please submit another letter with part numbers.

Not Recommended**AS**

1. #17116 (Patrick James) Allow E85 fuel

Thank you for your suggestion. The CRB does not recommend this at this time. However, the CRB is monitoring the potential for introduction of E85 fuel for SCCA Club Racing.

F5

1. #16850 (Nick Sullivan) 500cc Decreased Minimum Weight

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

2. #16879 (Jack Walbran) Request to Suspend and Reconsider 31 mm Inlet Restrictor Change

Thank you for your letter. The CRB has adjusted the restrictor size for the motorcycle engine in F5 (May 2015 Fastrack Technical Bulletin) and will continue to monitor performance between the different engines and adjust as necessary.

FA

1. #17349 (Edward Lever) FA Runoffs Question

Thank you for your letter. For any type of competition adjustment, the CRB needs verifiable engine dyno data for the proposed specific engine configuration. While the deadline for 2015 adjustments has passed, the CRB would look at adjustments for the 2016 season if you could supply the needed information.

FB

1. #17273 (Jeremy Hill) Restrictors

Thank you for your letter. The deadline for competition adjustments for the 2015 Runoffs has passed and restrictors will not be implemented this year. The CRB will look at any new verifiable engine data, performance data, and on-track results presented for consideration for 2016.

GT

1. #17088 (William Wallace) Appendix K. (GT2/ST)

Thank you for your request. As a former STO classification, this type of parts interchange is not allowed by the rules.

GT2

1. #17211 (Phil Lasco) Alternate Engine for Panoz GTS

Thank you for your request. The Panoz is classified in GT2 as a "spec classification" and has already been given a multitude of performance allowances to increase its competitiveness within the class. Allowing an alternate engine far exceeds the "spec" nature of this car.

GT2/ST

1. #17214 (Amir Haleem) Allow Toyota Supra into GT2/ST

Thank you for your request. In GT2/STO, the engine/body allowance that you have requested far exceeds what is allowed by the GTCS.

ITA

1. #17294 (John Rucker) Clarification on Current Rule Set Regarding Cam/Pistons/Rods

Thank you for your letter. The CRB recommends reviewing IT rules with other IT drivers or a professional engine builder.

ITR

1. #16707 (Ebed Carrasquillo) BMW 328i ITR Weight

Thank you for your letter. Weights in Improved Touring are set in accordance with a formula which uses the stock published horsepower and an expected gain value as inputs. The weights for the cars listed in your letter were set based on the different engines and associated components installed in them in accordance with that process and are correct as classified.

FP

1. #17250 (Blake Meredith) Increase Venturi Size on 88-91 Civic/CRX

Thank you for your request. Absent some analysis of the impact of this change, or competition data indicating a need for this change, it is not recommended.

SM

1. #17042 (Tom Hampton) Maximum Cage Attachment Points Rule

Thank you for your concern regarding the incident at TWS. The current cage specifications permit sufficient reinforcement of the driver's door bars without the need for additional cage attachment points.

T2

1. #17241 (Touring Committee) Please Clarify Brake Rotor Size F and R as a Maximum Size

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

2. #17264 (John Buttermore) Allow Tremec 6060 Ratios for C6

Thank you for your request. CRB research determined that the C6 was not delivered with these ratios. The CRB does not plan to approve gear ratios that were not delivered from the manufacturer for the C6 or any other T1-LP or T2 car.

T3

1. #16491 (David Mead) Allow T3 Mustangs to Run Springs Up to 650 lbs.

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

T4

1. #16118 (Travis Smith) 2015 Mustang Ecoboost

Thank you for your request. This car is not recommended for T4. The Touring Advisory Committee is working on classifying this car in T3.

2. #17276 (Philip Royle) Allow the T4 2014-15 Honda Civic Si Run 17 Inch Wheels

Thank you for your letter. T4 rules require the use of OEM original wheels. This car came with 18" wheels.

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.

B-Spec

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

Thank you for your request.

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

FF

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

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

Wheels are unrestricted except that:

a. Material must be metal.

b. Diameter shall be thirteen (13) inches.

c. Rim width:

Formula F: shall not exceed 5.5 inches.

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

d. All measurements shall be taken between the beads.

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

Dries:

Front-Hoosier Radial 43322 185/60R13

Rear-Hoosier Radial 43327 205/60R13

Wets:

Front-Hoosier Radial 44421 185/60R13

Rear-Hoosier Radial 44426 205/60R13

P2

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

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

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

SRF3

1. #17444 (SCCA Enterprises) 2016 SRF and SRF3 Tires

NOTE: This letter was formally approved by the BOD 8/12/15 effective 1/1/16.

Thank you for your letter. The CRB supports the following changes to the SRF and SRF3 tire rules for the 2016 racing year:

Change 9.1.8.E.X.f.: f. Tires

Dry: Goodyear Eagle "Spec Racer Ford"; size 22"X7"X13", Model D2525 or D2554

Wet: Goodyear Eagle "Spec Racer Ford"; size 22"X7X13", Model D2626.

Dry: Front – Hoosier P/N 46340 P185/60ZR13, Rear – Hoosier P/N 46350 P205/60ZR13 SRF

Wet: Front – Hoosier P/N 46100 P185/60R13 H20, Rear – Hoosier P/N 46105 205/60R13 H20

2015 tires allowed for Non-Majors events until 6/1/2016:

Dry: Goodyear Eagle "Spec Racer Ford"; size 22"X7"X13", Model D2525 or D2554

Wet: Goodyear Eagle "Spec Racer Ford"; size 22"X7X13", Model D2626.

IT

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

Thank you for your request.

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

ITC

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

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

SM

1. #16474 (Ralph Provitz) Driver Seating Position

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

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

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

ST

1. #17028 (Sean Reilly) Addition of Brake Cooling Ducts to Front Bumper

Thank you for your request. Replace 9.1.4.N.4:

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

4. Brake duct inlets may be added, solely for the purpose of ducting air to the front brakes. These allowed ducts must be incorporated in the front spoiler as standard, in light openings other than headlights, in an allowed air dam, and/or by the removal of the fog lights and/or stock false grills originally located in the front fascia.

STU

1. #17261 (Eric Heinrich) Limit Alternate Turbos to One of Two Options for All of STU

Thank you for your suggestion. Insert 9.1.4.1.H.3. and re-number all subsequent: *3. Factory turbocharged cars must run the stock turbo or any turbo from the following list:*

- KKK/Borg-Warner K04

- IHI VF30

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

T1

1. #16997 (MARC HOOVER) Mazdaspeed Miata Alternate Throttle Body

Thank you for your request. For T1 Mazdaspeed Miata, add to Notes: *Mazda #0000-06-5999 throttle body allowed.*

2. #17096 (Scotty B. White) One Last Look at Viper(s) for 2015

In T1, change the weight of the following Dodge Vipers:

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

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

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

T3

1. #16493 (David Mead) Allow 99-04 Mustang GT/Bullitt to Run Springs as Coilovers

99-04 Mustang GT/Bullit

Add to Notes:

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

Taken Care Of

IT

1. #16798 (Eric Heinrich) In Favor of Allowing Jacking Points in IT

See the response to letter 16164.

SM

1. #17050 (Mike Higgins) Roll Cage Modifications

Thank you for your concern regarding the incident at TWS. Please see the response to letter #17042.

2. #17295 (Brandon Fetch) Floorpan Lowering Approval

Thank you for your feedback. Please see the response to letter #16474.

STU

1. #16331 (Christopher Childs) Allow the Garrett 2252 Turbo

Thank you for your request. Please see response to letter #17261.

2. #16924 (Peter Federlin) Turbo for 1985 Supra

Thank you for your request. Please see the response to letter #17261.

3. #17225 (Peter Federlin) Engine SWAP, Turbo

Thank you for your request. Please see the response to letter #17261.

4. #17304 (Peter Federlin) 1985 Supra Engine Swap

Thank you for your letter. Please see the response to letter #17261.

T3

1. #16492 (David Mead) Previous Request Was for 05+ V6/V8 Mustangs in T3
Thank you for your request. Please see the response to letter#16491.

What Do You Think

STU

1. #17262 (Eric Heinrich) Remove Allowances for Twin Turbos on a Case by Case Basis

The Club Racing Board is considering the below rule change for 2016. Please submit your feedback on this potential change through the CRB website at www.crbscca.com.

Change 9.1.4.1.B.2.: 2. Supercharged cars may be approved on a case-by-case basis. ; ~~twin turbo engines are allowed on a case-by-case basis only.~~ *Twin turbo engines are disallowed but may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3).* ~~Contact the Club Racing Technical Office for details.~~

Remove 9.1.4.1.H.2 and re-number all subsequent: 2. ~~Twin turbo engines are allowed on a case-by-case basis.~~

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2015

NUMBER: TB 15-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/2015 unless otherwise noted.

American Sedan

AS

1. #17465 (American Sedan Committee) Camshaft Lift Tolerance for Restricted Preparation AS Cars
In AS, add the following notes to GM and Ford restricted prep spec lines:

GM (7 specification lines): "*Camshaft lift tolerance .076 mm.*"

Ford (8 specification lines): "*Camshaft lift tolerance .003 inches.*"

2. #17466 (American Sedan Committee) Reinstate Changes in letter, #15343, 93-02 RP Camaros/Firebirds

In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L V-8 (Iron Block, Aluminum Heads) LT1, 2 valves per cylinder, add to the notes as follows:

"Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted."

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L V-8 (Aluminum Block, Aluminum Heads) LS1, 2 valves per cylinder, add to the notes as follows:

"Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted."

B-Spec

None.

Formula/Sports Racing

P2

1. #17588 (SCCA Staff) Clarify Wing End Plates

In GCR section 9.1.8.D.E.2, clarify wing end plates by adding the following language:

"A rear wing is allowed. Wing of single or dual element of any shape or chord length to fit in a rectangle of 6 inch height by 12 inch length as viewed from the side; end plates must fit in a box 14 inches square as viewed from the side. The maximum width of any wing shall not be wider than the bodywork maximum width specified in d.3 above. Wing may be positioned anywhere behind the main roll hoop. An alternate wing specification is permitted to allow previously legal "1 meter" wings as used on Converted Formula cars. The wing is limited to 110cm in width, and must be single or dual element design of any shape or chord length to fit in a rectangle of 9 inches height by 18 inches length as viewed from the side; end plate height is restricted to a rectangle 14 inches height by 18 inches length. Wing and end plates to be measured as raced. *Wing end plates may not be attached to the bodywork and anything attached to or through the end plate is considered part of the end plate and thus must meet applicable dimensions.*"

Note: This clarification is a result of Compliance Review #10.

GCR

None.

Grand Touring

None.

Improved Touring

ITA

1. #16759 (Steve Grant) Request for Rule Change

In ITA, classify the Toyota MR2 (1985-89), Toyota Corolla GT-S (1984-87), and Toyota FX-16 (1987) as follows: see attached

ITA	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>Toyota MR-2 1.6L (85-89)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>91.3</i>	<i>15</i>	<i>3.17, 1.90, 1.31, 0.97, 0.82</i>	<i>(F) 244 Disc (R) 239 Disc (F) 257 Disc (R) 262 Disc</i>	<i>2000</i>	<i>Factory aero package allowed (wing & skirts). Trunk mounted fuel cell with no larger capacity than stock is permitted. "Petty Bar" style cage is permitted. Rear cage braces may pass through rear window.</i>

ITA	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>Toyota Corolla GTS (84-87)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>95.0</i>	<i>15</i>	<i>3.59, 2.02, 1.38, 1.00, 0.86</i>	<i>(F) 234 Disc (R) 231 Disc</i>	<i>1950</i>	

ITA	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>Toyota FX-16 (1987)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.7 (E) 26.0</i>	<i>9.4</i>	<i>95.7</i>	<i>15</i>	<i>3.17, 1.90, 1.31, 0.97, 0.82</i>	<i>(F) 244 Disc (R) 242 Disc</i>	<i>1910</i>	

ITR

1. #14699 (Improved Touring Committee) Classify 1979 to 1982 928

In ITR, classify the 1978 to 1982 Porsche 928 as follows:

ITR	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Porsche 928 (78-82)</i>	<i>8 cyl. SOHC</i>	<i>95.0 X 78.9 4474</i>		<i>9.0:1</i>	<i>98.4</i>	<i>17</i>	<i>3.60, 2.41, 1.75, 1.34, 1.00</i>	<i>(F) 282 Vented Disc (R) 290 Vented Disc</i>	<i>3080</i>	

In ITR, classify the 1983 to 1984 Porsche 928 S as follows:

ITR	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Porsche 928 S (83-84)</i>	<i>8 cyl. SOHC</i>	<i>97.0 X 78.9 4664</i>		<i>9.3:1</i>	<i>98.4</i>	<i>17</i>	<i>3.60, 2.41, 1.75, 1.34, 1.00</i>	<i>(F) 282 Vented Disc (R) 290 Vented Disc</i>	<i>3345</i>	

Production
EP

1. #17150 (Philip Royle) Update Civic spec line

In EP, Honda Civic Si (12-13), update the model years and increase the front track as follows:

Honda Civic Si (12-13 15)

Track: 63.3" 63.5"/64.2"

Spec Miata

1. #15775 (Dan Tiley) Allow Pigtail to be soldered to cam sensor to fix known issue

Effective immediately, in 9.1.7.C.1.p, add a new section 9 as follows:

"An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector."

See RM 15-08

2. #17418 (Spec Miata Committee) Hardtop Attachments

In 9.1.7.C.6.e, clarify the convertible top language as follows:

"Convertible tops and attaching hardware shall be completely removed. Cars may compete with the Mazda factory detachable hard top in place (latches shall be replaced with positive fasteners and rear pin attachment mechanisms must be used or replaced with positive fasteners), but it is not mandatory. When no top is used, driver shall wear arm restraints, and the cage will meet the helmet clearance rule. It is allowed to attach the hard top to the upper windshield bar of the roll cage."

Super Touring

ST

1. #16950 (Eric Heinrich) E&O Suspension Language

In section 9.1.4.2.D.7, clarify as follows:

"Unless otherwise allowed in these regulations, No other relocation or reinforcement of any suspension component or mounting point is permitted."

In section 9.1.4.2.D, delete section 1, 2, 3, 4 and 8. Renumber the section.

In section 9.1.4.M.5, clarify as follows:

"Unless otherwise specified, Ssuspension components shall be the stock OEM parts, but they may be reinforced. Standard suspension bushings may be replaced with solid or spherical bushings."

In section 9.1.4.M, add a new sections 6-9 and 13 and renumber as appropriate:

6. Cars equipped with MacPherson strut suspension may de-camber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not reinforce that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plates.

7. For double wishbone suspension, camber adjustment devices (plates/shims/eccentric, etc.) are unrestricted but are limited to one per wheel. Front and rear upper control arms may be modified or replaced with items that allow camber and/or caster adjustment only. The OEM rear toe adjustment arm may be replaced with any substitute.

8. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.

9. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.

13. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

Touring

T2

1. #17249 (Cheyne Daggett) Allow the RP 11-14 Mustang GT and 10-13 Camaro
In T2, classify the following American Sedan cars:

2011-14 Mustang GT
2010-13 Camaro in T2

Add to notes: "Must conform to the AS rules."

T3

1. #16666 (Thomas Wuellette) Add Mk VI ('11 - '14) VW GTI to T3
In T3, classify the Volkswagen GTI as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Volkswagen GTI (2013)</i>	<i>82.5 x 92.8 1984</i>		<i>18 x 8.5</i>	<i>245</i>	<i>DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92 STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93</i>	<i>DSG: 4.10 / 3.14 STD: 4.00, 3.09</i>	<i>(F) 312 Vented Disc (R) 288 Solid Disc</i>	<i>DSG @ 3100 STD @ 3050</i>	<i>Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed.</i>

2. #17149 (Jason Isley) Class 2011-2015 Toyota Camry in T3
In T3, classify the Toyota Camry as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Toyota Camry (11-15)</i>	<i>3.70" x 3.27" 211.0</i>	<i>109.3</i>	<i>18 x 9</i>	<i>275</i>	<i>3.30, 1.90, 1.42, 1.00, 0.71, 0.61</i>	<i>3.46</i>	<i>F: 11.65 (vented) R: 11.0 (solid)</i>	<i>3300</i>	

3. #17326 (Touring Committee) Changes in T3
In T3, Ford Mustang V6 (11-14), reduce the weight as follows:
3475 3425

T4

1. #17299 (Derrick Ambrose) Allow Rear Sway Bar
In T4, Mazda3 (2015), add to the notes as follows:
"25mm max rear swaybar allowed."

COURT OF APPEALS

Judgment of the Court of Appeals

Robert Dahl vs. SOM COA Ref. No 15-05-NP

July 9, 2015

FACTS IN BRIEF

At Portland International Raceway on June 12, 2015, Tony Pinedo, FF, #8, protested Robert Dahl, FM #18, for violating General Competition Rule 6.11. (Rules of the Road). The Stewards of the Meeting (SOM) Ken Paton, George Harper, John Taylor, and Gary Van Horn, Chairman, heard testimony and reviewed witness statements. The SOM upheld Mr. Pinedo's protest and penalized Mr. Dahl with a three event probation that was to begin after Mr. Dahl submitted a certificate verifying he had successfully completed a SCCA accredited driver's school. Three (3) penalty points were assessed against Mr. Dahl's competition license. Mr. Dahl appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) John Nesbitt, Laurie Sheppard, and Michael West, Chairman, met on July 2 and July 9, 2015 to review, hear, and render a decision on the appeal. Spencer Gorham, COA member, was an official at this event and did not participate in these deliberations.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Robert Dahl, dated June 22, 2015.
2. Official Observer's Report and related documents, received June 26, 2015
3. Email witness statement from Gary Van Horn, SOM Chair, received June 30, 2015
4. Email witness statement from Tony Pinedo, received June 26, 2015
5. Email witness statement from Erin Ebelmesser, Impound Steward, received June 26, 2015
6. Email witness statements from Spencer Gorham, Chief Steward, received June 24, 2015

FINDINGS

The Court of Appeals determines there is sufficient evidence to support the ruling by the SOM that Mr. Dahl violated GCR 6.11.1.C. during the race. The Court further determines the penalty imposed by the SOM, as stated in the ruling, is disproportionate to the protested incident and flawed in its delivery.

The SOM imposed the following penalty: "Probation for three (3) event weekends following a certificate of completion of D. S. from accredited school." The penalty does not stipulate a time frame for completing the driver's school nor does it suspend Mr. Dahl's competition privileges. Under the SOM's wording, Mr. Dahl is free to enter and compete in future events without attending a driver's school. The absence of enforcement wording (definitive time frame for completing the driver's school and/or limits on his ability to enter and compete at future events) effectively means he could choose to never complete a school and the probation period would never begin. The SOM ruling lacks the specificity required to compel Mr. Dahl to serve the penalty.

DECISION

The Court modifies the ruling as follows:

- The SOM decision that Mr. Dahl violated GCR 6.11.1.C. is upheld.
- The penalty is modified as follows:
 - The driver's school requirement is rescinded;
 - The probationary period is amended to two (2) event weekends to begin with the next event he enters;
 - The three penalty points assessed against Mr. Dahl's competition license by the SOM remain in effect.

The appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | August 7, 2015

The RallyCross Board (RXB) met face-to-face on August 7 prior to the RallyCross National Championship in Indianola, Iowa. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Ron Foley and Keith Lightfoot. Also in attendance were Tere Pulliam, BOD liaison, and Howard Duncan from the National office.

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

Old Business

- National Challenge changes for 2016: Although the plans are not set, the RXB is working to limit the number of National Challenge events to 4 or 5 in 2016. There will not be a requirement for each Division to organize one of the events. Locations for 2016 National Challenge events will be dependant on the results of any requests for proposal received and past performances. Although it will depend on budgetary and scheduling restraints, the RXB would like to have National office support at each National Challenge event.
- 2016 RallyCross Rules change submissions: The following RallyCross Rules change proposals have been submitted and will be available for member comment until September 15:
 1. **Restructure the current rulebook to put key event operations and vehicle classification sections in the front portion of the rules and move the administrative sections to the back.** This would make it easier for readers to access information about RallyCross events and vehicle preparation allowances. Submitted by the RXB.
 2. **Change maximum sustained speed from 60 mph to 50 mph.** "Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Stock category vehicles and should not normally exceed 50 60 mph for any vehicle ..." This creates a more consistent speed progression with RallyTrials (60 mph) and RallySprint (70 mph) guidelines. Submitted by the RXB.
 3. **Allow non-competitor passengers at Divisional and National events.** Drivers would not be allowed to ride as passengers. This change would potentially increase participation at National-level events by allowing competitors to bring family and friends along for rides and help generate more interest in our sport.
 4. **Allow alternate wheel sizes in Stock classes.** "Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and width as the OEM wheel factory installed, port-installed option, or recommended size listed in the owner's manual. Wheel offset (backspace) must be within 0.394" (10mm) of the original equipment wheel offset factory installed, port-installed option, or recommend size listed in the owner's manual."
 5. **Clarify allowances for roll cage installation in Stock categories.** "Driver restraints and roll cage may be added. Modification or removal of interior panels and seat parts necessary for proper safety equipment installation as per installation instruction is permitted."
 6. **Allow the exhaust system to exit behind the driver (current rule) or exit the side of the car (proposed).** This would allow the exhaust to exit to the side of the vehicle ahead of the driver, such as immediately in front or behind the front wheels.
 7. **Allow tube framed vehicles to compete in Modified categories.** Provide further guidance on Modified preparation allowances.
 8. **Allow UTVs with specified safety equipment to compete, perhaps in a separate class.**
 9. **Provide more guidance on the general appearance of Modified category vehicles.** "Doors, hoods, trunk lids, sunroofs, hatchbacks, etc., need not function as originally designed; however, the driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality to allow safe ingress/egress. ~~Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.~~ Grilles and trim pieces may be modified, removed, or replaced with a replica of alternate material. Bumpers not integral to the bodywork, and their associated mounting hardware, may be modified or removed. Bumpers integral to the bodywork may be modified or replaced with replicas of alternate material. Modified or replica bumpers must be of similar shape as standard components, and not confuse the identity of the vehicle. Lights may be modified or removed, provided any remaining openings must be covered with a wire mesh screen or panel of fiberglass, metal, or similar non-flammable material. Side mirrors may be removed or modified."
- RXB and Divisional RallyCross Steward replacements: The RXB is continuing to search for a replacement Divisional RallyCross Steward in the Rocky Mountain Division. An upcoming vacancy on the RXB will also need to be filled. Resumes for either position can be submitted to rxb@scca.com.
- RallyCross National Championship event: The RXB discussed operational aspects of the 2015 event. Howard Duncan wants the event to be operationally clean. All course changes will be made clear to drivers with the use of large course drawings. The RXB also discussed and coordinated the True Grit and Team O'Neil awards to be presented.

- RallySprint / RallyTrials: With two events completed and another in the planning stages, a fourth event has been approved by the RXB in the Northwest Division. Hyatt requested that a definitive set of rules be completed soon. Blakely will use the Northeast rules as the basis.

Next meeting: September 1, 2015

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | July 20, 2015

The RoadRally Board met via conference call on July 20, 2015; meeting called to order at 7:36 CDT by chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, Jeanne English, John Emmons, Chuck Hanson, Len Picton, Board of Director liaisons Lee Hill and Terry Hanushek, and Deena Rowland from the national office.

June minutes were approved. This month's minutes will not be in the July Fastrack because our meeting is after their deadline, so they will be in the August Fastrack; they will be in the next RRENews (likely to be out before Fastrack).

Front Burner Items:

1. RRENewsletter – Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...)
2. Road Rally Planning Calendar. (Jeanne)
 - a. Last posted calendar was dated May. Is it time for an update?
Already posted to website
3. Regional Road Rally Rulebook (RRRRs?) (Rich)
 - a. Deferred to August meeting
4. 2018 USRRC Proposal – St. Louis
 - a. The RRB received an email from Jim Heine proposing that St. Louis host the 2018 USRRC. (Note: we are still soliciting proposals for 2016 and 2017; see Item 5 below for 2015 update.) St. Louis format/types of rallies are still up in the air. Motion: accept the St. Louis offer in principle, and have them advise us of their progress by the end of 2015. Rich/Clarence/pass
5. NEC Report (Chuck)
 - a. *AZB has changed their rally dates to Feb.*
 - b. *Sasha asked to have his Sept GTA be sanctioned as a national.*
 - c. The RRB received an email from Cheryl Babbe's about the USRRC, that there should be an effort made to have this annual event occur this year. Jeanne said that when they (Cal Club) were first talking about this year's Highway Robbery and Turkey Traps (Nov 7, 8) they discussed perhaps having their Nov 6 First Friday Niter be part of the weekend as a regional tour, sort of a mini-USRRC. They are still willing to do this. If they do this, none of the events would count triple points, and they do not want to pay the usual \$500 USRRC sanction fees. Motion: Cal Club be encouraged to pursue the idea of a mini-USRRC. Chuck/Rich/pass (Jeanne abstained).
 - d. Motion: appoint Chuck Larouere to the NEC. Rich/Jeanne/pass
 - e. Motion (from the RRB to the NEC): tie votes for motions do not pass, a simple majority is needed for a motion to pass. Rich/Clarence/pass
 - f. Action item from RRB to NEC: Ask NEC members to choose their own Chairman so that Chuck and John drop back to advisory.
6. 2016 Proposed Rules Changes

Action: Discuss and vote on proposed rule changes for 2016. Rules changes approved will be posted to the www.scca.com forums for public comment. Deadline for comments (to the SCCA forum) is September 1. These are being posted for comments only! They have not been approved yet! Rich will post on the Yahoo list for people to go to the SCCA Forum to see the proposals and make comments.

The proposed changes are listed after these minutes.

7. Mike Thompson proposed mission statement/'policy' statement; it needs some rewording; table until next month
8. New Business
Clarence reported that he was contacted by a group in Hot Springs, Ark, about putting on a British national meet; they want next year's event (June, 2016) to be a bigger event, with a rally open to all comers; looking for ways to bring in more people, fill the resort, collector cars, they have the support of the Arkansas State Park system; we will be in charge of the rally. More next month.

Meeting adjourned at 10:02 PM CDT

Next meeting August 11, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

Proposed rule changes for 2016 and RRB comments:

Change #1 - Article 1C5 - Change from "The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required." to "The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members

shall not be appointed to this committee, as the RRB is to serve as the final, independent authority for appeals on disciplinary charges.”

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

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

Change #3 - Article 4 B) 3) Revised Regional requirements

Change #4 - Article 4 C)

Include Championship Regional events and RRRRs.

Limit how many events a Region may have per 7 day period

Revise calendaring rules

(Refer to proposed Mission Statement/Policy Statement on Regional events counting toward the championship from Mike Thompson).

Change #5 - Article 8 A)

Set Nov. 1 as date to acquire membership

Change #6 - Article 8 B) 3) Revise criteria for Class SP

Change #7 Article 8 B) 4) Add: Competitor may only receive points on one event per day.

Change #8 (same)

Add: Regional events are one equivalent (conformity to National / USRRRC)

Change #9 (same)

Add: Two sub-paragraphs for standard and SP Championships

Change #10 (same)

Add: Sub-paragraph for SP Championship

Change #11 Article 8 F)

Revise reporting requirements to 25 days and include Regional requirement

Change #12 Article 11 D) Revise Class SP in accordance with Article 8

OK to publish 1 – 12; these items have been through NEC process

Change #13

Any proposal to change the pre-check requirement for Nationals? - not going to change; will follow RFOs procedures, no changes are being made to the RFOs

Change #14 – Article 4 C) (Opposite of Change #4) No limit is placed on the number of events a region may have in a 7 day period or per day. *Not be put out for comment*

Change #15

Clarification of membership requirements: The rallymaster need not be an SCCA member for Regional events, but must be an SCCA member for National events. The Chair and Safety Stewards must be SCCA members for all events

Change #16

Proposal and comments from Rick Albrechtson; will be restated by Rich for publishing (regionals don't count, only 1 national per day, same equipment)

Change #17

Greg Lester's comprehensive email dated 7/7 - Not being released for comment

Items 15-16: Rich will reformat for posting; these items have been suggested by others, but have not been vetted by the NEC, and therefore are not recommended by the NEC.

No proposal about future of GTA, because the NEC decided not to do anything about GTAs (leave exactly as is)

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | August 10, 2015

The RoadRally Board met via conference call on August 10, 2015; meeting called to order at 7:39 CDT by Chairman Rich Bireta. In attendance: Clarence Westberg, Chuck Hansen, Rich Bireta, Jeanne English, Len Picton, Deena Rowland from the National Office, and BOD liaisons Terry Hanushek and Lee Hill. Absent: John Emmons.

July minutes were approved. Chuck/Clarence/pass. The meeting was not early enough in the month to make the FastTrack deadline. They did appear in the August RReNewsletter and they will be in the September FastTrack.

Front Burner Items:

1. RReNewsletter – Just came out yesterday; another fine job on the newsletter; kudos to Cheryl Babbe for her continued efforts. Thank you, Chuck, for reporting on the St. Louis National events. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...)
2. 2016 RRB Membership and Chair
 - a. Rich announced that he will not be serving on the RRB in 2016. His youngest child is 16 years old and has two years left in high school and Boy Scouts. Rich is devoting his discretionary time to launching the last of his six kids.
3. Road Rally Planning Calendar. (Jeanne)
 - a. Latest version (July 17, 2015). There will be another one soon.
4. USRRC Events
 - a. 2018 St. Louis – RRB positive response to St Louis proposal sent to Jim Heine. Target date for formal approval is June 2016.
 - b. 2015 – In an effort to provide continuity to the annual USRRC, Cal Club has proposed a 'USRRC Lite'; events would be a regional tour on Friday night, a National Course rally on Saturday, and a National GTA on Sunday; events can be run using local rules or the RRRs; entry fees will be substantially lower than usual; no hosted dinners/banquets; Championship points will be the usual regional and national points, not triple; Cal Club requests that they pay the standard sanction fees and not the \$500 USRRC sanction fee. Motion: The Cal Club November rallies be designated the 2015 USRRC. Rich/Chuck/pass. Motion: Championship points for the 2015 USRRC be 10 points for the Friday Regional winner, and 20 points for the winners of the two Nationals, and any other regional events being held that same weekend be scored with the usual points. Rich/Chuck/pass.
 - c. Discussion in Executive Session about 2016 and 2017 USRRCs.
 - d. For 2016 and further, should other events be allowed same weekend as USRRC?
Tabled for future discussion.
5. NEC Report (Chuck)
 - a. Detroit, LaCrosse, and California Nationals on track for 2015. Arizona Border delayed their Oct events until Feb 27/28, 2016.
 - b. Prize for Sportsman class awards. It was mentioned at the town hall in St Louis that we needed to come up with a way to do something more definitive than just an acrylic/glass award for a trophy. Chuck, John Emmons, and Mike Thompson took this to NEC, to come up with some ideas about sponsorship for the award. Terry said that the concept of recognizing SP champions is good, but we still need to define SP. Rich encouraged Chuck to work on a proposal to provide SP awards, and report back to RRB when ready.
6. Mike Thompson's proposed policy / mission statement
 - a. Rich revised it from July meeting. Len asked how this relates to the reason that Regionals be included in the Championships. It is the way that Mike remembered it, and he was on the RRB at the time. Rich is revising it again and returning it to Mike for further comment. More next month.
7. 2016 Proposed Rules Changes

Action: Discuss and vote on proposed rule changes for 2016 to be put out for comments. Proposed rules changes will be posted to the www.scca.com forums for public comment. Deadline for comments (to the SCCA forum) is September 1. These are being posted for comments only! They have not been approved yet! Rich will post on the Yahoo list for people to go to the SCCA Forum to see the proposals and make comments.

The proposed changes are listed after these minutes. Items 1-17 were voted on (to be put out for comments) in July. *Rich missed posting some of the proposals last month.* Items 18 and following will be discussed tonight.

8. New Business
 - a. British National Meet Rally in Hot Springs, Arkansas – Clarence said that they are mostly getting more sponsorship; he hopes to travel there in November; the event is scheduled for the first Friday, Saturday, and Sunday in June, 2016.
 - b. Sasha will be on the committee planning the 2016 SCCA Convention. John had raised the question as to whether the RRB will attend. Last year, the RRB was encouraged to meet face to face in the

field at a Divisional Convention. 2016 plans and preferences? The general feeling is that we should be at the convention. The downside is that going in a day early to have meetings means that we would be meeting without the BOD Liaisons because they will be in a full day meeting of the BOD. Terry will follow up with Lisa and John Walsh to see if a decision has already been made about having program boards attend the convention.

- c. St. Louis Town Hall – organized by the St. Louis rally folks, conducted by Peter Zeckert, BOD member; some of the items discussed:
 - i. Turn over all National Championship management to the NEC and fire the RRB.
 - ii. Appoint a new body charged with developing the Regional programs, and none of the usual suspects are eligible to be on the new body.
 - iii. Jack vonKaenel suggested that the best new Regional rally program receive a cash prize to use as they see fit.

Meeting adjourned at 9:46 PM CDT

Next meeting September 14, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary

Proposed rule changes for 2016 and RRB comments:

Change #1 - Article 1C5 - Change from “The RRB shall appoint a three-person **RoadRally** Disciplinary Committee, if required.” to “The RRB shall appoint a three-person RoadRally Disciplinary Committee, if required. Current RRB members shall not be appointed to this committee, as the RRB is to serve as the final, independent authority for appeals on disciplinary charges.”

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

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

Change #3 - Article 4 B) 3) Revised Regional requirements

Change #4 - Article 4 C)

Include Championship Regional events and RRRs.

Limit how many events a Region may have per 7 day period

Revise calendaring rules

(Refer to proposed Mission Statement/Policy Statement on Regional events counting toward the championship from Mike Thompson).

Change #5 - Article 8 A)

Set Nov. 1 as date to acquire membership

Change #6 - Article 8 B) 3) Revise criteria for Class SP

Change #7 Article 8 B) 4) Add: Competitor may only receive points on one event per day.

Change #8 (same)

Add: Regional events are one equivalent (conformity to National / USRRC)

Change #9 (same)

Add: Two sub-paragraphs for standard and SP Championships

Change #10 (same)

Add: Sub-paragraph for SP Championship

Change #11 Article 8 F)

Revise reporting requirements to 25 days and include Regional requirement

Change #12 Article 11 D) Revise Class SP in accordance with Article 8

OK to publish 1 – 12; these items have been through NEC process

Change #13

Any proposal to change the pre-check requirement for Nationals? - not going to change; will follow RFOs procedures, no changes are being made to the RFOs

Change #14 – Article 4 C) (Opposite of Change #4) No limit is placed on the number of events a region may have in a 7 day period or per day. *Not be put out for comment*

Change #15

Clarification of membership requirements: The rallymaster need not be an SCCA member for Regional events, but must be an SCCA member for National events. The Chair and Safety Stewards must be SCCA members for all events

Change #16

Proposal and comments from Rick Albrechtson; will be restated by Rich for publishing (regionals don't count, only 1 national per day, same equipment)

Change #17

Greg Lester's comprehensive email dated 7/7 - *Not being released for comment*

Items 15-16: Rich will reformat for posting; these items have been suggested by others, but have not been vetted by the NEC, and therefore are not recommended by the NEC.

Change #18 and following

These are submissions from Bob Demerit, John Emmons and Jay Nemeth-Johannes that were omitted from last month's proposals.

- Change #18 Bob Demerit: Reverse the Time Allowance rule such that mandatory, penalty free TAs be required on all events. *Not be put out for comment*
- Change #19 John Emmons: Eliminate GTA Series from being awarded an SCCA national Championship series; the NEC voted 4-2 that GTA remain.
- Change #20 John Emmons: Set minimal criteria for maintaining of National Championship, e.g., if *n* (5?) nationals are not offered in a year in a series, then that national championship will not happen the following year.
- Change #21 (intentionally left blank)
- Change #22 Jay Nemeth-Johannes: Revision of class structure
Chuck wants to give this to the NEC for 2017

The revised class structure is inconsistent, difficult to explain and does not solve the intended problem. Proposal: The following class structure shall be implemented for all national events:

- E: Equipped. No limitation on equipment
- L: limited. Any odometer and any calculating equipment may be used. There can be no direct connection between the measuring and calculating equipment. Mileages must be entered manually into the calculating equipment.
- S: SOP. Limited to the stock odometer in the stock location. Calculations are limited to pencil and paper. No calculators, tables or pre-printed material allowed, except that provided by the event organizers. (this allows the committee to supply a seconds – hundredths table)

Change #23 Jay Nemeth-Johannes: multi-part comprehensive proposal for revising the national championship

This proposal is too complicated and non-specific for consideration for 2016. We would like your opinions to help the NEC / RRB make these into a specific proposal for consideration for 2017.

Description of Issue

The number of nationals has dropped below a critical point. Further, the number of competitors has dropped below critical mass and has not gained a serious team in 20 years. We are now at a point where we are looking at dropping series. This set of proposals looks at some alternatives that will either revitalize the championship or allow it to limp along for a few more years

Proposal #1: Conservative – This will keep the current championship alive a few more years

- Combine the various championship series: Tour, Course, and even consider bringing back GTA.
- Eliminate regionals from the championship. They are difficult to administer, and give unfair advantage to local teams
- Add a requirement that the sanction request contain a paragraph on event philosophy. This philosophy must be published with the event publicity.
- Championship is determined by the best 5 events no matter how many are sanctioned.
- The NEC is changed so that membership is the chairpersons of each scheduled national for that year. The NEC determines the rules, and those determinations are final. This allows the RRB to actually concentrate on the issue of mending a dying program.

Proposal #2: Preferred – This would be more in line with the rest of the club

- Optional: Eliminate the current championship
- Create and actually promote a runoff event
- Runoff would consist of three rallies. I would suggest that all three conform to tour standards. Again, remember our audience is not the 5 teams that currently run nationals. It is the local heroes that are looking to flex their muscles. Course rally rules are so different in each region that it is impossible to create a course event that does not favor one region.
- The RRB becomes the de-facto organizing committee. The event chair and rallymaster are given 1 year appointments to the RRB. Each RRB member takes on a significant organizing task.
- Optional: Consider organizing as a team event with best 3 car team representing a region. This allows the regions to compete for bragging rights. Rules can be worded to only allow one equipped car and one car with major LTP on a team.
- Work with the BOD to recognize and award the winning region at the awards banquet.

Proposal #3: The committee camel.

Implement both proposal #1 and proposal #2. Proposal #1 will be attended only by the declining number of septuagenarians and will eventually end when enough members die off. Proposal #2 should be given the bulk of the effort and energy by the RRB. Proposal #1 is allowed to continue to run without effort or interference.

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/>