

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | August 26, 2015

The Solo Events Board met by conference call August 26th. Attending were SEB members Steve Hudson, Dave Hardy, Mark Andy, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman; Raleigh and Velma Boreen; Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

### Recommended Items for 2016

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

### Street Touring

#16816 Move 2010 Genesis 2.0t from STU to STX

Move *from STU to STX*:

Hyundai

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

### Member Advisories

#### Street

#17152 Allowance for Sound Tube Deletion

The SAC would like to advise the membership that plugging a tube or disconnecting a plug-in that has the purpose of generating noise inside the passenger compartment, and serves no other purpose, is allowed under comfort and convenience. The removal of parts under comfort and convenience is explicitly not allowed.

### Change Proposals

#### Street

#17128 996 Turbo and Turbo S to SS

Per the SAC, the following class change proposal, effective 1/1/2017, is provided for member comment.

Remove from the exclusion list and *add to SS*:

Porsche

*996 Turbo, Turbo S (2001-2005)*

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## **Street Touring**

#17171 Reclass E36 M3

The following proposal is submitted for member comment:

Move *from STU to STR*:

BMW

*M3 (E36, non-LTW) (1995-1999)*

## **Other Items Reviewed**

### **General**

#16981 Proposal #15047

Thank you for your input.

### **Street**

#17247, 17269, 17288, 17289, 17291, 17292 Ford Fiesta ST

Please see comments from item #17239 in the September Fastrack.

#17383 SSR as the elite street class.

Thank you for your input.

#17433 Keep SSR, remove 35 participant stipulation

Thank you for your input.

#17464 SSR Limitations

Thank you for your input

#17468 Keep C5 in B Street for 2016

Thank you for your input. The SAC will issue a recommendation after the Solo Nationals regarding C5 classing.

#17483 Proposal to move C5 FRC corvette to A Street

Thank you for your input. The SAC will issue a recommendation after the Solo Nationals regarding this proposal.

### **Street Modified**

#17370 Tire Weight Break

The SMAC thanks the member for their input.

### **Street Touring**

#17141, 17156, 17159, 17162, 17178, 17181, 17182, 171891, 17193, 17207, 17212, 17224, 17229, 17231, 17248, 17270, 17315, 17423, 17429 STU Proposal Feedback

Thank you for your comments. The STAC and SEB continue to review feedback regarding item #14254.

## **Not Recommended**

### **Safety**

#16610 Rollover guideline/vehicle eligibility clarification

The rollover rules are considered sufficient. The SSC will continue to review them.

#17336 Stainless Brake lines in Stock

The SSC does not consider stock brake lines a safety issue, primarily because of a lack of incident history.

## **Street**

#17279 2015 Scion FR-STRD 18

Per discussion with Toyota USA, the TRD 18" wheels are not port installed options for a 2015 Scion FR-S and thus are not compliant for Street category.

#17305 Request to re-class 2008-2015 Audi TT Quattro

The SAC feels that the Audi TT Quattro is classed appropriately at this time.

#17308 New street tire model deadline change (Street and ST classes)

Thank you for your input.

#17335 Stainless Brake lines in Stock

Thank you for your input. The SAC does not recommend an allowance for stainless brake lines in the Street category. See item #17336 for a related response.

#17369 Re-classing any car on a DOT-R tire

The SAC does not recommend classing all cars in SSR at this time.

#17454 move the Porsche 997 Carrera base

Thank you for your input. The SAC feels the Porsche 997 is classed appropriately in SS.

#17511 Audi S4 and S5 Street Classification

The SAC feels that the S4 and S5 are appropriately classed. We will continue to monitor the competitive mix.

## **Street Touring**

#17126 2013 Mini Cooper JCW GP allowance in STX

The STAC is not recommending classing the Mini Cooper JCW GP, due to its extremely low production volume. However, owners of these vehicles may be able to do an options package conversion to a non-GP spec making them eligible for competition in STX.

#17154 E36 M3 Move

Please see item #17171 for a related proposal.

## **Street Modified**

#17477 seam welding being allowed in street mod class's

There is no allowance in the current SM rule set for seam welding. Repairs to broken spot welds are permitted, as is minor reinforcement (16.1.P) of those areas immediately affected.

## **Modified**

#17474 Technology Advances and its Negative Impact on Prepared/Modified

Thank you for your input.

## **Handled Elsewhere**

### **Street Touring**

#16884 Nissan Versa Street Touring classing

Please see item #17074.

#17158 STU Proposal Feedback

Thank you for your comments. The STAC and SEB continue to review feedback regarding item #14254.

## Tech Bulletins

### Street

#17300 2016 Audi TT and TTS

Per the SAC, add to Appendix A the following new listing, effective 1/1/2016:

AS

*Audi*

*TTS (2016)*

#17443 2015+ Ford GT350 Street Class Proposal

The SAC recommends the addition of the following new listings to AS and SS:

AS

Ford

*Mustang GT350 (2016)*

SS

Ford

*Mustang GT350R (2016)*

#17456 Class ND Miata

Per the SAC, add the following new listing to Appendix A, effective 1/1/2016:

CS

Mazda

*ND MX-5 Miata (2016)*

### Street Touring

#17074 #16884 Follow-up to Street Touring classing for Nissan Versa

Effective 1/1/2016, add the following new listings in class **STF**:

*Saturn Ion 2.2I*

*Pontiac G5 2.2I*

*Hyundai Elantra (2011-13)*

Nissan Versa (2007-13)

Scion xD (2008-13)

Effective 1/1/2016, add the following new listings in class **STX**:

*Saturn Ion NOC*

*Pontiac G5 NOC*

#17151 Change classing wording for STF Focus

Clarify the following listing in Appendix A, class STF

From:

Ford Focus (non-ST)

To:

Ford Focus (N/A)

Note: Previously the STAC was not aware of the existence of the previous generation naturally aspirated Focus ST trim. This clarification corrects that oversight.

**Street Modified**

#17390 Definition of front bodywork

Add to Appendix F under Street Modified Category Clarifications:

*The intent of the wording "front bodywork" in 16.1.M is to include all exterior body panels and attachments forward of the centerline of the front wheels.*

# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | September 1, 2015

The Club Racing Board met by teleconference on September 1, 2015. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Todd Butler, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator. The following decisions were made:

### **Compliance Review**

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

#### 1. #11 (John Gyann) P1/P2 Stohr WF1 Bodywork/Fenders

Review the compliance of the Stohr WF1 bodywork used in P1/P2. Do the front fenders comply with GCR P1 rules 9.1.8. C.C.2?

### **CRB Response**

In GCR section 9.1.8.C.2. of the P1 rules requires that "Fenders shall be firmly attached to the bodywork with no gap between body and fender." The WF-1 has a gap between the body and front fenders, which the P1 ad hoc unanimously believed is in violation of C.2. The CRB support the FSRAC and P1 ad-hoc's interpretation.

In GCR section 9.1.8.C.4. of the P1 rules governs body width and states, "The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the center-lines of the front and rear tires." Because of the gap between the WF-1's body and front fenders, the minimum body width between the front and rear wheels extends inwards beyond a vertical plane connecting the center-lines of the front and rear tires, which the P1 ad hoc unanimously believed is in violation of C.4. The CRB support the FSRAC and P1 ad-hoc's interpretation.

Although the WF-1's floor extends outward beyond a vertical plane connecting the center-lines of the front and rear tires, the floor is not part of the "body." Appendix F. Technical Glossary defines the term "Body" as: "All parts of the car licked by the air stream and situated above the belly / floor with exception of the roll bar or cage." Because the "body" is defined as being situated above the floor, the floor therefore cannot be considered part of the body.

The P2 rules contain similar wording with the same interpretation.

### **Member Advisory**

None.

### **No Action Required**

#### **GCR**

#### 1. #17200 (Ronald Ogletree) Data Technician

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

#### 2. #17280 (John Lehman) Response to Your Request for Comments on the AMA Sports Solo Box

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

#### 3. #17310 (Glen Thielke) Race Data Specialist

Thank you for your interest and support of the new Data Technician specialty. The SCCA has logged your interest and will contact you as plans develop for this specialty for the 2016 racing season.

#### T1

#### 1. #17362 (Robert Bodle) 2015 Mustang

Thank you for your request. There are no years specified for the Mustangs in T1. Therefore, the car is already classified.

### **Not Recommended**

#### **GCR**

#### 1. #17314 (Harry Gentry) Allow Isaac Device

Thank you for your request. GCR 9.3.20.C.2 requires (among other things) that the Head and Neck restraint system must meet SFI 38.1. As stated in your letter and also on the Isaac website, the Isaac device does not meet SFI 38.1, Section 2.5, such that no additional motion other than the release of the seat belts is required to disengage the Head and Neck restraint system in an emergency situation. The SCCA has no plans to change this requirement.

## **GT2**

### 1. #17415 (Leroy Lacy) GT2 Sunbeam Tiger Crankshaft

Thank you for your request. GT is not limited to OEM crankshafts. Custom Ford crankshafts are available from multiple suppliers for the stroke listed in your specification line and are in wide use in GT as well as other SCCA classes.

## **HP**

### 1. #17302 (William Trainer) Allow 1.8 Scirocco/Rabbit to Use Driver's Side VW OE Intakes

Thank you for your request. The existing specified manifold can be adapted to the 52 mm throttle body.

## **Prd**

### 1. #17242 (Rick Haynes) Roll Cage Exceptions for Production Cars

Thank you for your letter. The rules are adequate as written.

## **SM**

### 1. #17601 (Stephen Einhaus) Spec Miata Window Rules

Thank you for your letter. Your request for polycarbonate windows is not within the scope of the class.

## **STL**

### 1. #17597 (Brad McCall) Reduce Scion FR-S Weight to Chart for 2.0 L Engine

Thank you for your letter. The CRB will monitor the performance of the car for future consideration.

## **STU**

### 1. #17117 (Eric Heinrich) Add 2%-5% Weight to All Supercharged Engines

Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars, as these are allowed on a case-by-case basis.

### 2. #17457 (Eric Heinrich) Remove All Supercharged Car allowances from STU, send to T1/STO

Thank you for your letter. The CRB will continue to monitor the performance of supercharged cars, as these are allowed on a case-by-case basis.

### 3. #17498 (Eric Thompson) Lotus Exige Adjustments or Re-Classification

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### 4. #17534 (Robert Verenna) Supercharged Lotus Needs Adjustment

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### 5. #17556 (Greg Goss) Allowable Cars in STU

Thank you for your letter. The CRB will continue to monitor the supercharged Lotus for future competition adjustments.

### 6. #17646 (Chris Jurkiewicz) Limit Supercharged Compression Ratio

Thank you for your letter. The CRB expects that competitors will build supercharged engines to the limit of the STCS (12:1); therefore, competition adjustments maintain parity.

## **T4**

### 1. #17420 (Anthony Cuthbert) Plug and Play Tuner

Thank you for your letter. There are flash tunes available for this car.

## **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).

## **SRF3**

### 1. #17630 (Erik Skirmants) SRF3 Mandatory and Optional Low dB Muffler

The CRB recommends allowing an optional muffler kit for the GEN3/SRF3 cars to help them meet required sound limits.

#### Change 9.1.8.E.2.J. EXHAUST

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

*For tracks mandating usage of a muffler, or low sound requirements, a Spec Muffler P/N G390523 is required. Standard Muffler Kit G1190523 (including Standard Muffler P/N 390523) is required for all events. For tracks with stricter sound requirements Quiet Muffler Kit P.N G1190524 is available as a replacement for that event.*

## GCR

### 1. #16998 (SCCA Staff) Race Starter-Finisher-Points Clarification

Change GCR sections 3.1.1.C., 5.10.4.B.3., 6.10 (Title), 6.10.2 , 6.10.3 (Title)

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

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

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

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

### 6.10.2 Race Starter

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

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

### 2. #17146 (Lindy Toland) Competition vs. Event

Change Appendix A. Administrative Glossary:

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

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

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

## SM

### 1. #16480 (Kyle Webb) Taping of Grill

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

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

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

## ST

### 1. #17492 (Eric Thompson) Variable Intake Runners

In GCR section 9.1.4.G.17, clarify the cam timing language:

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

## T2

### 1. #17389 (CJ Moses) Return T2 Spec Line for Dodge Viper SRT-10 Incl. Coupe (03-06)

Re-Classify *Dodge Viper SRT 10 incl coupe (03-06)*

*Bore and Stroke: 102.4 x 100.6 8300*

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



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

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

*Final drive 3.07*

*Brakes (F&R) 355 Disc*

*Weight 3600*

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

### **Taken Care Of**

#### **HP**

1. #17318 (William Trainer) Addition to Letter #17302

Thank you for letter. Please see the response to letter #17302.

#### **SM**

1. #16468 (Frank Todaro) Rule O. Cooling System, Section 5

Thank you for your letter. Please see the response to letter #16480.

2. #16482 (Todd Lamb) Change in Radiator Screen/Tape Rules

Thank you for your letter. Please see the response to letter #16480.

3. #16504 (Blake Clements) Tape Radiator

Thank you for your letter. Please see the response to letter #16480.

4. #16517 (Dave Wheeler) Allow Tape on Radiator Screen

Thank you for your letter. Please see the response to letter #16480.

5. #16518 (Dave wheeler) Outlaw Radiator Louvers

Thank you for your letter. Please see the response to letter #16480.

6. #16839 (Spec Miata Committee) Radiator Screen Mounting

Thank you for your letter. Please see the response to letter #16480.

7. #17430 (Steve Tynor) Allow Alternate Plug for Cam Sensor

Thank you for your letter. Please see the September 2015 Fastrack Technical Bulletin and Race Memo 15-08.

8. #17431 (Nic Piekarski) Cam Sensor/Plug

Thank you for your letter. Please see the September 2015 Fastrack Technical Bulletin and Race Memo 15-08.

### **What Do You Think**

#### **GCR**

1. #16154 (Jason Isley) Automatic/CVT Transmissions

Due to new transmissions provided by vehicle manufacturers, the CRB will look at rule changes with respect to automatic, dual clutch, and constant velocity transmission for all classes. Please submit your feedback about this subject through the CRB letter system at crbscca.com.

#### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2015

NUMBER: TB 15-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/2015 unless otherwise noted.

## American Sedan

### AS

1. #17686 (SCCA Staff) Clarify Carburetor Vent Tubes

Effective immediately, in section 9.1.6.D.1.c.1.b, add the following language:

"Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Any butterfly attach screws can be used. Carburetors may be modified to allow "four corner" idle adjustment. A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862 (with the exception of Combined Throttle Shaft and Plate gauges 78623P and 78623S), may be used to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, visual inspection, and comparison to SCCA supplied Holley 600 carburetors). *Vent tubes may be modified or replaced and must be no taller than 2.0" when measured from the circular air cleaner mounting surface on the carburetor to the top most part of the tubes. The vent tubes shall not pass through the air cleaner. The vent tubes shall not be connected to each other.*"

Note: this was posted in the Racing Memo RM 15-09

## B-Spec

None.

## Formula/Sports Racing

### F5

1. #17290 (Douglas Hargrove) CRB Findings Feedback Aerodynamics

Thank you for your letter. Diffusers are allowed in F5. The sentence quoted in your letter is in reference to the sentence immediately following it in the GCR - Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface - and refers to the bottom of the car between the axles and has no reference to the area before or after the axles.

In GCR section 9.1.1.D.9, add the following language to the end of paragraph two as follows:

*"Diffusers are allowed."*

Note: Refer to Racing Memo RM 15-11.

### P2

1. #17518 (David Ferguson) Remove P2 Grandfathered Shifter Language

In GCR section 9.1.8.D.J.4, in the first paragraph, remove the last sentence as follows:

~~"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."~~

In GCR section 9.1.8.D.K. remove the next to last sentence as follows:

~~"Effective date March 1, 2014."~~

## GCR

None.

## Grand Touring

None.

## Improved Touring

### IT

1. #17592 (Improved Touring Committee) ABS Rule Cleanup  
In GCR section 9.1.3.D.6.c, clarify the ABS language as follows:

"Brake lines may be replaced with steel lines or Teflon-lined metal braided hose. Lines/hoses may be relocated and maybe given additional protection. Brake fittings, adaptors, and connectors are unrestricted. Brake system circuitry may be revised, but no modification or substitution of the original master cylinder, its location, or mounting is permitted. ~~Cars with antilock braking systems must disabled a minimum of three wheel speed sensors.~~ *Cars with antilock braking systems must completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors.* Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed."

### ITB

1. #17481 (Raymond Blethen IV) Correct Weight on Audi Coupe  
In ITB, Audi 5 + 5 (81-83), change the weight as follows: ~~2490~~ 2380  
In ITB, Audi Coupe (81-84) change the weight as follows: ~~2490~~ 2380

## Legends Car

None.

## Production

None.

## Spec Miata

1. #17428 (Dan Tiley) Add tolerance specification to the SM exhaust tubing diameter  
Effective immediately, in GCR section 9.1.7.C.1.m.4.a, clarify exhaust tubing size as follows:

"The replacement system retains the original configuration (i.e., single tube design) and the tubing is *an absolute* maximum of ~~2-25~~ 2.3 inches outside diameter *as measured at least 6" from downpipe flange or muffler.*"

Note: See Racing Memo RM 15-10.

2. #17700 (SCCA Staff) Clarify the Plunge Cut Language

In GCR section 9.1.7.1.f.3, add the following language

"The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375". This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point (*including OEM machine marks*). The intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below."

Note: See Racing Memo RM 15-13.

## Super Production

None.

## Super Touring

### STL

1. #17145 (Alex Krugman) Allow Lotus Elise/Exige in STL  
In GCR section 9.1.4.2.B.1, remove the Lotus Elise/Exige from the list of ineligible vehicles as follows:  
Lotus Elise/Exige  
Lotus 2 eleven

## Touring

None.

# TIME TRIALS ADMINISTRATION COUNCIL

## TIME TRIALS ADMINISTRATION COUNCIL MINUTES | September 9, 2015

### Participants:

Brian McCarthy, Craig Farr, Dave Deborde, Matthew Yip, Roy Mallory, Tony Machi

### Reports/ Information:

Board of Directors:

- Brian McCarthy
  - Time Trials entries (PDX and Time Trials) down slightly from 2014
  - TNiA entries slightly below expectations
    - Very location dependent
    - Portland International Raceway
      - 101 entries
    - Thunderhill – West Course
      - Increased participation from 20 to 50

### Ongoing Business:

Discussion regarding necessary updates to rule books

- Motion to approve revisions to SCCA Operations Manual - Section 5.6 – Time Trials Administrative Council and 2016 Time Trials Rules
  - Motion by Farr
  - Seconded by Yip
  - Approved - Unanimous

Request volunteer to lead web page direction

- Tabled to end of 2015
- Review changes completed during 2015

### New Business:

Discussions regarding election of chairman and secretary for 2016

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | September 1, 2015

The RallyCross Board (RXB) met via conference call on September 1. 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.

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

### Committee Reports

- RallyCross Safety Committee (Chris Regan): Regan summarized three incident reports reviewed by the Safety Committee since the last RXB meeting. None were deemed to be major incidents or required further Safety Committee action. Lightfoot notified the RXB of a forthcoming incident report from Colorado that involved a cut finger from a vehicle door.
- Rules Committee (Keith Lightfoot): The proposed rule changes for 2016 have been posted to the forums and have received some feedback. The member comment period will be open until September 15. The RXB discussed usability of the SCCA website and forums, which seem difficult to use and navigate. Lee Hill will forward RXB comments and suggestions to the webmaster.
- RallySprint Committee (Brent Blakely): The Northwest Division has planned an event for December 12 at DirtFish Rally School. Blakely continues to work on the RallySprint and RallyTrials rules. Events are currently using the rules developed by the organizers in the Northeast Division.
- National Championship Committee (Stephen Hyatt): In a post-event evaluation of the 2015 RallyCross National Championship (RXNC) event, the RXB discussed those areas that were successful and those that need to be improved for 2016. Overall the RXB members felt the event was a success, and all were impressed with the work of the event chiefs and all aspects of the site. Currently, the plans are to return to the same site for 2016. The RXB will evaluate the RXNC survey results later in September to pinpoint additional ways to improve the event for 2016. The RXB plans to keep the National Championship Committee intact as much as possible, replacing any Committee members who choose to no longer participate and adding enough members to reach a Committee of five.
- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards (DRXS) did not have a meeting in August. Foley is currently evaluating several qualified candidates to replace Jon Olschewski as the Rocky Mountain DRXS. He plans to have a name and resume ready to submit for BOD approval by Oct. 1.

### Old Business

- Marketing plan lobbying efforts (Hyatt): A marketing plan for the RallyCross program needs to be developed and refined with help from the National office. Plans to meet with Howard Duncan at the 2015 RXNC to work out the details did not materialize and have been postponed to later in September. If it is ready, Hyatt will submit a RallyCross marketing plan proposal as an agenda item for the next BOD meeting.
- National Challenge events direction for 2016: The RXB continued discussions of the changes to the National Challenge events for 2016. It was agreed that the changes should be finalized no later than November. Further discussions will continue at the next RXB meeting, as those decisions will require the input from the National office staff not present at this meeting.
- New RXB members: The RXB anticipates one or two RXB vacancies in the next several months and encourages those interested in serving on the RXB to submit a resume to [rxb@scca.com](mailto:rxb@scca.com). The main qualification is an interest in improving the RallyCross program. A younger demographic is preferable while maintaining geographic diversity among RXB members.

## **New Business**

- Year-end RallyCross awards: Hyatt asked that the RXB begin considering recipients for the year-end RallyCross awards, which include the Dirty Cup, the Divisional RallyCross Achievement, the Regional RallyCross Achievement and the Spark Plug awards. Discussions regarding these awards will occur at the next RXB meeting, with a final vote in November.

Next meeting: October 6, 2015

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | September 14, 2015

The RoadRally Board met via conference call on September 14, 2015; meeting called to order at 7:40 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Jeanne English, Clarence Westberg, Chuck Hansen, John Emmons, and BOD liaisons Terry Hanushek and Lee Hill. Absent: Len Picton, and Deena Rowland from the National Office.

August minutes were approved. Chuck/Clarence/pass.

### Front Burner Items:

1. RReNewsletter – Last issue published September 8. 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. Latest version (August 30, 2015).
3. Comments and Observations from the BOD Liaisons, Terry Hanushek and Lee Hill.

Terry: it's time to develop thoughts about the direction for moving forward; the RRB spends an inordinate amount of time discussing minutia about Nationals and the role of Regionals in the Championship; the BOD takes a longer view, and sees a wide range of activities, ranging from championship events to wider attendance at regional events; experiential aspect is crucial to the long term health of the rally program, to bringing new people in. The NEC was created to take over handling national events; the BOD proposes that a new committee be formed, the Regional Development Committee to focus on regional activities. They would like to see future RRB meetings be 1/3 national reporting, 1/3 regional reporting, 1/3 RRB business (front burner stuff). Terry sent an email suggesting that there be divisional rallies as intermediate rallies that are part of national championship, leaving regional rallies for regionals only (not involved in national championship); that nationals and divisionals be developed by the NEC and that regionals be developed by the RDC.

Lee: we both feel strongly that there is real potential for rally to be an entry to SCCA primarily because it does not require the time and money investment that racing and solo require; we've spent lots of time on the pointy end of the pyramid, and not nearly enough time on base of pyramid that the pointy end rests upon. Lee and Terry are both willing to continue as the RRB liaisons next year, and have told John Walsh (BOD Chairman).

To summarize: they've done two things – defined the new RDC committee, and taken regionals out of the national championship. Rich views these changes as positive; and that NEC has been partially successful in getting national things off of the RRB's hands; and feels strongly that having continuity in liaisons is a positive thing. Jeanne – agrees with Rich. Clarence – also agrees. Chuck – there are already divisionals out there in some divisions, but they are not defined in the RRRs or RFOs. Terry – the proposal is to have divisionals as midlevel events which are part of the championship, and that regionals not be part of championship. John – agrees with regionals not being part of the national championship. Terry –define two levels of rallies to count toward championship – nationals, and divisional (or 'district' or 'area'), with parameters defined as intermediate level; separate out regional development. The RRB should also become organizer friendly, not just competitor friendly. Terry is willing to write up what he has said tonight, to outline it so we can all see it in writing. Rich moved that: it is the intention of the RRB to terminate the blanket inclusion of ALL Regional events effective 1/1/16. A new definition of intermediate level events will be established for inclusion in the National Championship. Rich/John/pass (4-1, Chuck opposed).
4. USRRC Events
  - a. 2018 STL - Positive response sent to Jim Heine. Target date for formal approval is June 2016.
  - b. 2015 Cal Club (Jeanne) – on track, adding to the 'lite' theme there will be no official hotel since it is cheaper to make reservations directly online instead using a group rate.
5. NEC Report (Chuck)
  - a. St. Louis and Detroit events complete. LaCrosse and California Nationals on track for 2015. Arizona Border delayed their event until 2016. Dallas National GTA last weekend had 33 entries. Congratulations to Sasha and Texas Region on their very successful GTA rally.

6 Convention

- a. Sasha will be on committee planning 2016 SCCA Convention. John had raised the question as to whether the RRB will attend. The RRB was encouraged to meet face to face in the field at a Divisional Convention. 2016 plans and preferences? Pending. Terry has had email exchanges with Lisa and the plan is to budget one meeting for each of the program Boards. Lee and Terry would not be available for meetings during the convention because of their BOD responsibilities. If we meet at a different time than the convention, they would be available. In the latter case, there would probably be a couple of us who would be invited to the convention to support presentations. Terry asked if it would be OK to tell Lisa that the RRB is seriously considering meeting with a Divisional meeting. Yes.

7 2016 Proposed Rules Changes - Deferred to a future special meeting.

Meeting adjourned at 9:51 PM CDT

Next meeting October 12, 2015, via conference call

Respectfully submitted,

Jeanne English, RRB Secretary



## QUICK LINKS

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

### CLUB RACING

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

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

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

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

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

### SOLO

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

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

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

### RALLY

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

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

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

### SCCA NATIONAL CONVENTION

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

### EVENT CALENDAR:

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