

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 21, 2015

The Solo Events Board met by conference call December 21st. Attending were 2016 SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, Eric Hyman, Mike Brausen, Bob Davis; outgoing SEB members Mark Andy, Dave Hardy; Howard Duncan and Doug Gill of the National Staff; Terry Hanushek of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2017**.

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

Recommended Items for 2017

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.

General

#18325 4.5 Car/Driver Changes change needed

In Section 4.5, Car/Driver Changes, change as follows:

“If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class. Drivers needing to finish their runs in another vehicle, as permitted by this allowance, must obtain the approval of the *Chief Steward or the* Operating Steward.”

Member Advisories

General

SEB Personnel

The Solo Events Board thanks Mark Andy and Dave Hardy for their service to the Club as members of the SEB.

#17319 Male/Female Gender

For verification purposes regarding the entry requirement referenced in 4.7.B, the entrant's current and valid Driver's License issued by the state or country of residence is considered acceptable.

Tire Rack Solo Nationals

Course designers who are interested in being considered for the 2016 Solo Nationals in Lincoln are invited to submit their qualifications, including a summary of past major event design experience, to the SEB in writing via www.soloeventsboard.com.

Street

Committee Personnel

The SEB thanks Mike Wood for his service as SAC Chair.

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#11362 Resume

The SEB has approved the addition of Curt Luther to the SAC.

#18350 Clarification on shock mount styles

The SAC does not believe the method of attachment for these shocks meets the requirements of section 13.5.A and 13.5.B. There is no allowance to convert a shock attachment from a bayonet style mount to an eyelet style mount. Specifically, "...system of attachment and attachment points are not altered, except as noted below..." and "This does not allow other modifications to the plate itself or use of an alternate plate."

#18376 Koni struts for twins

It has come to the SAC's attention that there is a difference between the Koni strut housing and the OE strut housing for the Subaru BRZ and Scion FRS.

Specifically, the OE strut housing ear's upper mounting holes are of differing diameters forward and aft, while the Koni strut housing ear's upper mounting holes are both the same (larger) diameter.

There is no allowance for this. To be compliant with Street allowances, the Koni strut housing must be modified to match the OE strut housing hole diameter and location. One method by which this can be achieved is by using a stepped washer of the appropriate size to match the OE diameter and center the hole.

Koni N/A is aware of the issue and members are encouraged to contact them if necessary.

#18569 SAC Application

The SEB has approved the addition of Mark Scroggs to the SAC.

Street Touring

Committee Vacancies

The SEB is anticipating vacancies on the STAC. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17733 STS Civic arm mounts and alternate arms?

In the opinion of the STAC, 14.8.H does not restrict the number of camber kits that may be used concurrently. Using alternate upper arm mounts as well as alternate upper arms on an STS Civic is compliant as long as the restrictions of 14.8.H.1-6 are met.

#18173 re-drilling wheel hubs

In response to an inquiry about wheel hub modifications and/or replacement, in the opinion of the STAC re-drilling or using alternate hubs is not allowed by the current rules.

Street Prepared

Committee Vacancies

The SEB is anticipating vacancies on the SPAC, and in particular is looking for ASP/SSP experience. Members interested in serving on this committee are invited to submit their qualifications in writing via www.soloeventsboard.com.

#17980 tonneau cover in SP

Among other requirements, section 15.2.F requires that a replacement seat have a functional headrest. A seat that incorporates a headrest that folds when not in use does not violate this requirement.

Street Modified

#18364 SM eligibility inquiry

Per the SMAC, the 1986-1991 Mazda RX7 2+2 meets the requirements for the SM class and is thus allowed to compete in Street Modified.

Prepared

Committee Personnel

The SEB thanks Zack Barnes for his service on the PAC.

#17668 Turbo Restrictor Clarification

Per the PAC, section 17.10.C.2 defines that there must be a maximum of 4 inches between the trailing edge of the restriction and the edge of the compressor inlet. The member is thanked for their inquiry.

Modified

#17934 2 stroke pre-mix fuel

Per the MAC, the current FM rules covering Rotax engines do not allow the oil injector pump to be disabled, disconnected, or deactivated. Normal adjustments may be made so long as the pump remains operational. This is per the applicable GCR section, which states (in part): "No component of approved engines may be altered, modified, or changed, nor be of any other than original equipment manufacture unless specifically authorized. Engine components shall be assembled in stock configuration." The rules do permit the use of pre-mixed fuel containing oil.

Change Proposals

Prepared

#15817 Oil Breather Clarification

The PAC/SEB note that the language in 3.3.3 related to safety and 17.10 related to Prepared Engine allowances is unclear and partially redundant. For clarification, the PAC/SEB recommend publishing the following rules changes for member comments:

3.3.3.B.10 No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase **vents** and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. *Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.* ~~All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used.~~ Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).

17.10.K.2 *So long as it meets the requirements in section 3,* the installation of any type of vent or breather on the engine is permitted. ~~Crankcase, oiling system, breather, or catch tank evacuation systems that are in any way connected to the exhaust system are prohibited.~~

~~17.10.R—All engine crankcase and radiator overflow/breather lines shall terminate in containers of at least 1 qt. (0.95L) capacity. These containers cannot be vented into the driver/passenger compartment.~~

The PAC/SEB believe that the proposed changes to the Section 3 Safety and Section 17 clarify vent tank rules for Technical Inspectors and Competitors.

#18193 Trunk Alternate Panel

The PAC/SEB propose the following rule change for Appendix A, X-Prepared:

"c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m²) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position. *Spoilers under 17.2.P and rear wings are mutually exclusive such that a builder may use one or the other but not both.*"

The PAC and SEB believe this clarifies and excludes the implementation of rear spoilers under rear wings.

Street

#18527 Re-Class the Fiat Abarth to the same class as the Fiesta ST

The SAC would like member comment on moving the Fiat 500 Abarth from GS to HS.

Street Touring

#16000 Consider moving 2009+ Mitsubishi Ralliart to STX

Per the STAC, the following proposal is submitted for member comment:

Move *from STU to STX*:

Mitsubishi

Lancer Ralliart (2008-2010)

Subaru

Impreza WRX (2009-2014)

#17131 Differential Covers and Coolers

Per the STAC, the following proposal is submitted for member comment.

Add the highlighted language to 14.10.A:

“Oil pans, oil pickups, and differential covers may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed. Engine oil, transmission fluid, *differential fluid*, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose.”

Note: This language adds an allowance for differential coolers.

#17226 Request to move 2001 - 2005 R/T and ACR neon into STF

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

Move the following Appendix A listings *from STS to STF*:

Chrysler/Plymouth/Dodge

Neon (2000)

Neon R/T & ACR (2001-2004)

#17515 Brake backing plates / dust / splash shields

Per the STAC, the following rule change proposal is submitted for member comment:

Add the following new language to 14.6.C:

“Backing plates and dirt shields may be modified or removed.”

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Add wording in Appendix A under the SSM Excluded section (this essentially relocates language formerly found in 16.0.B, which is being deleted, and adds the word “unlisted”) as follows:

“Excluded Vehicles:

- Lotus (except Elise, Exige, & Esprit)
- *Unlisted two-seat cars which are not eligible for the Street Prepared category*
- *Vehicles not meeting specifications to have been delivered in the USA*
- Vehicles not meeting minimum weights”

Note: The 2014 McLaren MP4 12e and current Porsche 911 GT3 do meet the eligibility requirements of 15.0.

See a related item under Tech Bulletins.

#18388 new section 16.1.V Electrical

The SMAC would like to get member feedback on introducing a new subsection (as shown below) to section 16.

"16.1.V Electrical

Electrical systems are unrestricted except as follows. The safety requirements of section 3.3.3.B must also be met.

A. Batteries, battery location(s), and system voltage for hybrid powertrains must remain as standard.

B. The alternator or generator may not be relocated outside of the engine compartment.

C. Total loss systems are prohibited.

D. Wiring harnesses may only be modified to facilitate allowed modifications. Such modifications may serve no other purpose."

Other Items Reviewed

Street

#18417, 18437, 18453, 18463 Boxster/Cayman Classing

Thank you for your input. Please see the response to letter 18414 for more information.

#18419, 18450, 18484, 18548, 18563 C7 Corvette classing feedback

Thank you for your input. The SAC is continuing to consider the C7 base classification.

#18434, 18435, 18436, 18451 Feedback on 17901, 17905, 17179

Thank you for your input. Please see the response to letter 18414 for more information.

#18535 More December Fastrack feedback

Thank you for your input. Please see the response to letter 18414 for more information.

#18627 Cayman S 2006-2008 and Cayman S 2009-2012

Thank you for your input.

Street Prepared

#17170, 17217, 17298 Proposal #16443 Touring Car Clarification

Thank you for your input. Per the January Fastrack an amended version of this proposal was recommended to the BOD as item #16443.

Street Touring

#18293 Thumbs Up for the new ST allowances

Thank you for your comments.

#18331 STU AWD Tire Width, Steering Wheels, Radiators

Thank you for your comment.

#18427 STAC resume

Thank you for your resume.

Not Recommended

General

#17338 Publish names with letters

As previously published (and supported by member feedback) the SEB does not feel it is necessary at this time to publish individual members' names with their submissions. The SEB notes that there are substantial differences

between the compliance systems of Club Racing and Solo, and thus significant differences between the types of correspondence which are typical. Hence practices which may be deemed acceptable for the CRB do not necessarily apply to the SEB.

#17773 Prohibit Tire Warmers before first runs

Due to a predominance of member input in opposition to this proposal, it is being withdrawn.

Street

#18383 Move 2015-Newer BMW M4 from A Street to F Street

The SAC feels that the BMW M4 is classed appropriately.

#18368 TRD spring/sway bar allowance for the BRZ

There is no allowance for installation of port installed parts across manufacturers at this time. Please see item 18324.

#18401, 18402 TRD parts on the Subaru BRZ

Please see the comments regarding letter 18368.

#18579 Move M4 Convertible to FS

The SAC believes that the BMW M4 Convertible is appropriately classed.

#18517 Toyota Celica

The SAC feels the Celica is appropriately classed.

#18277 Consider excluding Maxxis VR-1 and other variable tread tires

The SAC does not feel that it would be appropriate to ban this tire at this time. We will continue monitor the tires used in competition.

Street Touring

#15833 2015 WRX Classing Comments

Thank you for your comments. The STAC feels that the 2015 WRX is appropriately classed in STX.

#17120 Second generation miatas in street touring classes.

The STAC is not in favor of moving the NB Miata into STX at this time but might reconsider in the future.

#17232 LSD change allowance for AWD

The STAC is not in favor of any additional differential allowances for AWD cars in Street Touring.

#17745 Super ST class

The STAC is not in favor of creating any additional new classes at this time.

#17888 STP inclusion of BMW e92/90 M3

The STAC is not in favor of adding the BMW e92/90 M3 to STP.

#16561 BMW M235i Classing Proposal

The STAC is not in favor of classing the M235i in STU at this time but will continue to monitor the car and class and may reconsider at some point in the future.

#17399 Proposal: minimum battery weight in ST*

The STAC can see some potential for positive benefit in this rule change, but is not recommending it for reasons of rules stability.

#17604 BMW Z4 M inclusion

The STAC is not in favor of adding the BMW Z4M in STU at this time.

#17641 Request 997 Carrera S class

The STAC is not in favor of classing the Porsche 997 Carrera or Porsche 997 Carrera S into STU at this time. The STAC will be monitoring and may readjust the mid-engine tire allowances and classifications for 2017.

#17895 ST Classes Split

The STAC is not in favor of creating any additional new classes at this time.

#17900 Time to move the twins back

The STAC will continue to monitor the top cars in STX/STR but is not in favor of moving the Subaru BRZ and Scion FRS into STR at this time.

#17962 STF Class Comments

Thank you for your comments. As per item #16409 in the November Fastrack, the STAC and SEB do not intend to proceed with that proposal.

#18019 Driveshaft replacement in ST classes...

The STAC is not in favor of allowing driveshaft replacement in Street Touring.

#18108 Re-organize ST classes to fit the broader SOLO classing system

The STAC is not in favor of reorganizing the ST classes to a broader system similar to other Solo categories (STA, STB, STC, STD, etc).

Street Touring is a unique category that intentionally remains "exclusive", unlike Street - our entry level category - or Street Prepared and above. The intent of this is to maintain highly competitive classes filled with popular cars that respond favorably to the category's allowances, within a framework of controlled costs.

Members who would like a model considered for the category are encouraged to submit their request to the STAC and SEB.

#18189 Coolant reroute allowance

STAC is not in favor of allowing coolant re-routing as it is not considered consistent with category philosophy.

#18240 Sport Truck Class

Thank you for your suggestion. The SEB is not in favor of a provision for sport trucks to run in ST as requested. Members are reminded that Regional Solo programs can establish whatever classing structures they require to meet their needs.

#18412 Create STA class

The STAC is not in favor of creating a new STA (AWD) class.

#18521 Allow electric fan conversions in street touring

The STAC is not in favor of adding an allowance for electric fan conversions at this time.

#18606 Steering wheel 2016 wording

Thank you for your comment; in the spirit of rules stability of the STAC is not in favor of making additional changes to the steering wheel allowances.

Street Prepared

#18313 Ford Shelby GT350 Classing

Thank you for your input. The SPAC will continue to monitor the performance of the GT350 and evaluate its classing.

#17521 Spring Relocation

Per the SPAC, spring relocation--and the often-required associated chassis bracing to facilitate this modification--are not consistent with SP category philosophy.

#18508, 18522 Allow bolt on fender replacement with aftermarket

The SPAC does not believe this allowance fits the spirit of the category.

Street Modified

#18269 Tire to Weight Proposal

The SMAC thanks the member for their input, but at this time a change to the weight formula is not considered to be in the best interest of Street Modified.

#18483 Ferrari 360 Modena Challenge in SSM Class Clarification

The Ferrari Modena Challenge, while very similar to the car sold for use on US roads, still has items like Lexan windows among other components that are not allowed for competition in Street Modified Category.

There is no intention to permit non-US-spec cars to compete in the Street Modified Category.

Handled Elsewhere

General

#18409, 18413, 18418, 18459, 18460, 18462, 18464, 18465, 18466, 18467, 18468, 18472, 18482, 18507, 18513, 18518, 18525, 18531, 18538, 18539, 18552 Proposal 17773 Prohibit Tire Warmers before first runs

Thank you for your input. Please see the updates to item #17773 elsewhere herein.

Street

#18171 2016 Camaro

Please see the response to letter 17890 in the January Fastrack.

#18324 Allowance for TRD Spring/Sway bar allowance for BRZ

Thank you for your input. There is currently no allowance to allow interchange of parts across different makes of vehicles. Please see the response to item 17835 in the December Fastrack.

#18528, 18529, 18530, 18532, 18533, 18534, 18536, 18537, 18540, 18541, 18542, 18545, 18550, 18590 Fiat 500 Abarth Classing

Please see item #18527.

Street Touring

#17321, 17834, 17862 LSD change allowance for AWD

Thank you for your comments, please see letter #17232.

#17405, 17413 Neon (all) re-class to STF

Thank you for your comments, please see letter #17226.

#17969 lowered and modified Juke NISMO RS to STX (or SM)

Thank you for your comments, please see letter #18038.

#17997 RSX-S comments

Thank you for your comments. See letter #16409 in the November Fastrack.

#18261 BMW M235i solo class for street touring and street prepared

Thank you for your comments; please see item #16561.

#18292 AWD Cars in Street Touring

Thank you for your comments, please see letter #16000 elsewhere herein.

#18415 Tire width proposal

Thank you for your comment. The STAC will be monitoring and may re-adjust the mid-engine tire allowances and classifications for 2017.

#18421 Please class the 2016 Miata in ST

Thank you for your comments. See letter #18111 in the January Fastrack.

#18429 Classing 2016 Mazda Miata (ND) in STR

Thank you for your comments. See letter #18111 in the January Fastrack.

Tech Bulletins

General

#18296 Clarifying the stage/start procedures in Solo

Due to minor editing errors, the first paragraph of 7.9.3 has been somewhat unclear. It is corrected to read as follows:

7.9.3 Course Deviation

A “DNF” or a time penalty, if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the prescribed course route from the stage line through the timing start line, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course. A DNF is charged only if part of the course is omitted. In returning to the course after an off-course excursion, it is acceptable to drive a part of the course a second time.

Street

#18047 Request to consider inclusion of the Audi R8-V8 in SS

Per the SAC, add the following new listing in Appendix A:

SS

Audi

R8 V8 (2008-2016)

In conjunction, change the “Audi R8” line in the Street exclusion list to “Audi R8 (NOC)”

#18126 Please classify Porsche cars

The SAC would like to add/change the following listings in Appendix A:

SS

Porsche

911 (991, *non-turbo, excl. GT3 RS*) (2012-15)

Cayman S, *GTS, GT4 (excl Club Sport)* (2012-16)

Note: the net effect of this is to add a new listing for the GT3, and to fix the Cayman S listing to allow the 2016 GT4.

#18225 Class Ferrari 360

Per the SAC, add the following new listing in Appendix A:

SS

Ferrari

360 Modena, Spyder (excl. Challenge Stradale) (1999-2005)

In conjunction, modify the associated item in the Street exclusion list from “Ferrari 360” to “Ferrari 360 (NOC)”

#18588 Initial Classing for Scion iA and iM

Per the SAC, add the following new listings in Appendix A:

HS

Scion

iA (2016)

iM (2016)

#18589 Initial classing for Lexus RC and RC-F

Per the SAC, add the following new listings in Appendix A:

FS

Lexus

RC (non F) (2015-2016)

BS

Lexus

RC-F (2015-2016)

Street Touring

#17309 Mazdaspeed Miata to STU

Per the STAC, add the following new listing to Appendix A:

STU

Mazda Mazdaspeed Miata (2004-2005)

#17341 Car Additions to ST Classes

Per the STAC, add the following new listings to Appendix A:

STF

Scion

iA (2016)

iM (2016)

STX

Nissan

Juke (all) (2011-2016)

#17650 Add Hyundai Elantra 1.8 to STF like sister car Kia Forte

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

STF

Hyundai

Elantra (2001-2015)

#18038 Request to have Nissan Juke classed in Street Touring

Per the STAC, add the following new listing in Appendix A:

STX

Nissan

Juke (all) (2011-2016)

Street Prepared

#17487 Chevrolet Cavalier in Street Prepared

Per the SPAC, add the following line to FSP under the "Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki" heading:

Cavalier (OHV, 4-Cyl) (1992-2002)

Note: The SPAC is aware that the Cavalier and Sunbird from these years are functionally equivalent vehicles, but the latter is currently classed while the former is not. In order to get the Cavalier classing in place as soon as possible the committee has recommended a Tech Bulletin. An overall cleanup and merge with the Cavalier listing will be forthcoming.

#17988 Classifying 2013 Audi S5

Per the SPAC, modify the following line under ASP, Audi, to encompass a new listing for the S5:

from

S4 (2010-16)

to:

S4 (2010-16), *S5 (2013-16)*

#18262 BMW M235i classing

Per the SPAC, add the following new listing to Appendix A:

ASP

BMW

M235i

Street Modified

#17944 Class the McLaren MP4-12c and 991 GT3 in SSM

Per the SMAC, delete 16.0.B.

Note: There are contradictions between 16.0.B and Appendix A which needed to be removed. Requirements and exclusions are addressed in Appendix A.

Prepared

#16936 XP front endplate clarification

The PAC/SEB are providing the following clarification to X-Prepared splitter, canard, and endplate rules as found in Appendix A, X-Prepared, Section 1.C:

“Front splitters are allowed and shall be installed parallel to the ground (within $\pm 3^\circ$ fore and aft) and may extend a maximum of 6” (15.24 cm) forward of the front bodywork/fascia as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

Canards are allowed and may extend a maximum of 6” (15.24 cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed 1.2 sq.ft. (1114.8 cm²). ~~Canard endplate surface area is limited to 100 sq. in. (645.2 cm²) each and the number of endplates is limited to a maximum of 2.~~

The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm²) for each side.”

The PAC believes this improved rule wording clarifies the front endplate allowances for X-Prepared

Modified

#17789 Rules Clarification

Per the MAC, clarify in Appendix A, F Modified, section A.5, first sentence, as follows:

“5. Rotax ~~493 & 494~~-powered cars are permitted to use 34 mm or 38 mm Mikuni round-slide carburetors.”

Note: The MAC believes this clarifies the intent of the allowance, which is:

- Only the Rotax 493 & 494 can use either the 34 or 38 mm carbs.
- If you use the the Rotax 593, you **MUST** use the 38 mm carb **AND** inlet tract restrictor.

#18268 Errors and Omissions; missing change to 18.1.F.4.b

Errors and Omissions: The following change to 18.1.F.4.b was inadvertently not incorporated into the rule book despite being passed by the BOD (per November 2013 Fastrack). Note that the section number in the published item contained a typo; what is below is correct.

Change 18.1.F.4.b to read as follows:

"b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. *The total fore-to-aft curvature or deviation of the rear spoiler, measured at the trailing edge, shall not exceed 10" as viewed from above.*"

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 5, 2016

The Club Racing Board met by teleconference on January 5, 2016. Participating were Jim Wheeler, Chairman; David Arken, Todd Butler, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

ITA

1. #17741 (Charles Tanck) Reduction of Weight for Dodge Neon ACR

The CRB and ITAC request that competitors supply data about the 2001-03 Neon ACR including dyno plots and flow tests, technical analysis, or other information that can be used to support the IT power potential of this car. Please send data through the crbscca.com.

2. #18285 (Eric Sernau) DOHC Neon Weight

The CRB and ITAC request that competitors supply data about the 1995 - 99 Neon DOHC including dyno plots and flow tests, technical analysis, or other information that can be used to support the IT power potential of this car. Please send your data and comments through crbscca.com.

EP

1. #18634 (Steve Linn) Re-Classify Nissan Sentra SE-R (90-94) from EP to FP

Thank you for your letter. The requested change in class may require significant adjustments to this car's specifications. It is therefore important to determine how many of these cars are being campaigned at present so that the impact of the possible changes can be analyzed. Member input is sought on who is running or anticipating running one of these cars. Please submit data and information for consideration (dyno and track) through crbscca.com

No Action Required

B-Spec

1. #14626 (John Kish) Ford Fiesta Speed Limiter

The ECU is able to be reprogrammed, by the OEM or aftermarket. Please work within these allowances to remove the speed limiter programming.

FV

1. #18747 (Bill Dennis) Grouping Formula Cars in SCCA Races - CRB Round Table

Thank you for your letter. The CRB understands the issues with combining both the large and small formula classes into a single run group on race weekends. Run groups are normally determined by each division and can be modified at the event by the Chief Steward. Your concerns merit discussion and have been forwarded to the Board of Directors.

T1

1. #18686 (Joe Aquilante) Reconsider Restrictors on 7 Liter Corvettes in T1

Thank you for your letter. Changes have been made to T1, and the CRB will continue to monitor the performance of the class. Please see the response to letter #18562, January Fastrack Technical Bulletin.

2. #18719 (Michael Davis) ZR1 Gear Ratios?

Thank you for your letter. In T1, gear ratios are open as long as the gear set is listed on the vehicle's specification line. If you want a different gear set, please submit a letter with the requested set.

T4

1. #18598 (Philip Royle) T4 Civic Adjustments Based Solely on Runoffs Performance

Thank you for your request. Based on data, video (broadcast, and in-car), sector times, your dyno data, and other information reviewed, changes were made. Thank you for the feedback, the CRB will continue to monitor the performance of this car as raced in 2016.

2. #18633 (David Mead) Re: 18387 Answer Miata Hardtop Weight Adder

Thank you for your letter. The Solstice was classified with the hardtop from its inclusion. The MX-5 was classified with the factory hardtop. The weight adder was done to ensure parity.

Not Recommended

AS

1. #18511 (James Ray) Fire Bottle Acceptable for AS Restricted Prep Car?

Thank you for your letter. The CRB believes that fire safety for American Sedan cars is best served with a fire system, regardless of preparation (Full or Restricted). There are no plans to change the requirement for a fire system for AS cars.

B-Spec

1. #16499 (Chi Ho) Mazda 2 Weight

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

2. #17077 (Brian Kelm) Remove or Increase the Inlet Restrictor on the Ford Fiesta

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17076. The CRB will monitor class parity in 2016.

3. #18249 (David Daughtery) Balance of Power

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

4. #18283 (David Daughtery) Rule Changes To Speed Up The Class

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

The B Spec committee, made up of OEM representatives, have agreed that the class only required the change in this latest Fastrack. They will continue to monitor performance of the existing and new cars coming in.

5. #18445 (Mike Ogren) Please Reduce the 2014+ Weight

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

FB

1. #18713 (Jeremy Hill) Restrictors or Rev Limiters

Thank you for your letter. The CRB is withdrawing the recommendation in letter 18344, January 2016 Fastrack Minutes.

While the FB rules have a provision for limiting horsepower through the use of a restrictor, the rules do not have a provision for, or statement of, intent to balance or create parity among the various engine platforms. At this time there is not a consensus within the class participants to limit horsepower.

The CRB thanks the following authors for their feedback: 18759 Palmer, 18732 Theilman, 18728 Cook, 18638 and 18693 Vollum, 18608 Clayton, 18620 Wald, 18619 Young, 18615 Prieto, 18700 Moore, 18698 LaBrie, 18629 Haas, 18659 Cook, 18704 Vardis, 18696 Mosteller, 18722 Mayer, 18723 Mayer, 18724 Hamilton, 18553 Livingston, 18599 Waymire, 18647 Armenoff, 18642 Prieto, 18649 Thielman, 18708 Haas, 18701 Hodges, 18605 Hickman and 18547 Mayer.

GCR

1. #17978 (Cliff White) Runoffs Champion Provisional Entry

Thank you for your letter. Your request was discussed by the Board of Directors in their December 2015 meeting. The Board did not recommend a rule change.

2. #18001 (Wade White) Request Change in GCR for National Champion Invitation to Runoffs

Thank you for your letter. Please see the response to letter #17978.

GT2/ST

1. #18374 (Amir Haleem) TRD Intake Manifold Allowance for 1993-98 Toyota Supra

Thank you for your letter. Aftermarket intake manifolds are not permitted by the GT2/ST rules.

2. #18432 (Jon Anderson) C5 Corvette OEM LS3

Thank you for your letter. The OEM crate LS3 is classified properly.

GTL

1. #18340 (Wilson Wright Jr.) Increase Honda Weight or Restrict Performance

Thank you for your letter. The CRB will continue to monitor performance at a wide range of tracks.

2. #18461 (Lans Stout) Spec Tire Letter 18099

Thank you for your letter. Your request is not consistent with GT class philosophy.

3. #18777 (Club Racing Board) Not Recommended Part of Letter #18030

Thank you for your letter. This is a limited preparation engine and this request would alter the original engine's architecture.

IT

1. #17467 (Chris Sigmon) BMW E30 IT Classes

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

2. #18146 (Robert Crawford) Reclassify the 95-99 Chrysler Neon DOHC From ITA to ITB

Thank you for your letter. The Neon is classified correctly in ITA though changes to the classified weight are appropriate. Please refer to letter #18285 for changes to vehicle classifications.

ITA

1. #18561 (Ron Shurie) Move All Non-Turbo Neons From ITA to ITB

Thank you for your letter. Please see the response to letter #18146 and 18285.

ITB

1. #18558 (Robert Crawford) Move the Dodge Neon (All) from ITA to ITB

Thank you for your letter. Please see the response to letters 18146 and 18285.

EP

1. #18410 (Kevin Leigh) Re-Evaluate Car Weights in Regard to Engine Displacement

The CRB does not believe that the results of the 2015 Runoffs provide a good baseline for the adjustment of cars in 2016. Daytona is not typical of the majority of tracks used by SCCA. The performance of the BMWs in EP will be monitored in 2016 with respect to possible adjustments.

HP

1. #18556 (David Boles) 93-98 Volkswagen Golf to H Production

Thank you for your request. This car is new to FP. To consider this request, more competition history will be required. Based on its specifications this car appears to be a good fit in FP. The CRB will continue to monitor its performance.

2. #18681 (David Stephens) Valve Lift Measurement

Thank you for your letter. The issue is not the design of the engine but the fact that the first generation of level 2 cars originally classed in EP measured lift with the lash included, while the approach to measurement for the second generation of level two cars is based on zero lash (without regard to the actual lash with which the car is run). If the first generation measurement approach was adopted for the second generation car, a significant number of competitors would purchase new cams. The added expense to competitors would not be justified.

Prd

1. #18516 (Anthony Cuthbert) Classification for the 2013 Fiat 500 Abarth

Thank you for your request. Production is not classifying turbocharged cars at this time. It is already classed in STU. If you want it classed in STL, please submit a letter for consideration.

SM

1. #18428 (John Adamczyk) Allow 94-97 1.8 the Same Exhaust Manifold Modifications

Thank you for your request. The CRB does not recommend this change at this time. The CRB will continue to monitor parity between model years and make adjustments as needed.

2. #18430 (John Adamczyk) Additional Allowance in Change 9.1.7.C.1.m.1.1. Proposal

Thank you for your request. The CRB does not recommend this change at this time. The CRB will continue to monitor parity among the model years and will make changes if needed in the future.

3. #18439 (Kyle Webb) OEM Gaskets at the RP

Thank you for your letter. Two gaskets ensure a proper seal.

4. #18625 (Keith Tanner) Extended Lower Ball Joints

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

5. #18635 (Joe Spaid) 94-97 SM Parity

Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor parity among the model years.

STU

1. #18486 (Shandelle Leonard) Miata Subframe Modification or Alternatives

Thank you for your letter. Replacement of the OEM subframes with alternatives is not within the philosophy of the category.

2. #18662 (Chris Jurkiewicz) Make Stock E36 M3 a Viable Option for STU

Thank you for your request. The CRB does not recommend this change at this time. There were recent changes to STU for displacement to weight calculations. The CRB wants to monitor how this effects competition.

T2

1. #17281 (John Buttermore) Increase Restrictor Size of C6 LS3

Thank you for your request. Please see the response to letter #18560, January 2016 Fastrack Technical Bulletin.

T4

1. #17990 (Christopher Childs) Add Weight to MX 5

Thank you for your request. The CRB does not recommend this change at this time. The CRB will continue to monitor the performance of this car.

2. #18614 (Anthony Cuthbert) Replace Sunroof with Fiberglass

Thank you for your letter. 9.1.9.8.a.4.a allows the replacement with a metal panel only.

Recommended Item for 2016

The following subject 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.

F5

1. #17960 (David Lapham) Dry Sump Systems: 4 Stroke

Thank you for your request. Change 9.1.1.D.15.H.: H. The lubrication system is unrestricted. Any oil pan and/or baffling are permitted. ~~and~~ The use of dry sumps *is specifically not allowed*. Accusumps or similar oiling assist systems are permitted.

Change 9.1.1.D.15.J.: J. The cooling system is unrestricted, *however the stock engine water pump must be retained*.

If approved, the CRB recommends this change be effective 5/1/2016.

Recommended Item for 2018

The following subject 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.

GCR

1. #18587 (Lee Hill) SRF (1.9L Cars) As A GCR Regional Class Effective 1/1/2018

Thank you for your letter. If approved, the CRB recommends this be published in the GCR 3/1/2016.

Change 9.1.8.E.2.A:

A. SRF3 DEFINITION

It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships, until the start of the 2018 Competition season, at which time SRF (1.9 powered cars) ~~become part of SRF3 as one class~~. *will become a Regional Only GCR Class (effective 1/1/2018)*.

Taken Care Of

B-Spec

1. #16408 (Marco Rocca) B-spec Performance Adjustment

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

2. #16422 (Lee Niffenegger) Classify 2015 Honda Fit

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #18301.

3. #16929 (Darren Seltzer) Remove Speed Governor - Honda Fit

Thank you for your letter. HPD has released an updated ECU flash.

4. #17853 (Charlie James) Chevy Sonic

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

5. #18251 (chi ho) Add Weight and Smaller Restrictor for Sonic

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, Letter #1723. The CRB will monitor class parity in 2016.

6. #18252 (Taylor Handwerk) Restrictor/Weight Adjustment

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

7. #18253 (Derrick Ambrose) Chevrolet Sonic Adjustments

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

8. #18254 (Kyle Keenan) Smaller Restrictor and More Weight for the Sonic

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor these changes and class parity in 2016.

9. #18255 (Travis Washay) Making the Sonic Compatible With All the Others

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

10. #18257 (Darren Seltzer) Chevrolet Sonic Performance Equalization

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

11. #18258 (Ryan Hall) Chevrolet Sonic Weight and Restrictor Change

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

12. #18274 (Michael Tsay) Chevrolet Sonic in B-Spec

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

13. #18302 (Derrick Ambrose) Balance This Class

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

14. #18304 (David Daughtery) Updated Request

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin for changes to B-Spec (letters 17234, 18301, 17076, 18359). The CRB will monitor these changes and class parity in 2016.

15. #18309 (Brian Price) Class Parity Among all Cars

Thank you for your letter. Please see the December 2015 Fastrack Technical Bulletin, letter #17234. The CRB will monitor class parity in 2016.

GCR

1. #18232 (Terry Hanushek) Transmission Short Shift Kits

Thank you for your letter. The original Recommendation was withdrawn and a new definition of Short Shifter Kits is in the January 2016 GCR Technical Glossary.

2. #18263 (Eric Heinrich) Re Letter 16946 - Transmission Short Shift Kits

Thank you for your letter. The original Recommendation was withdrawn and a new definition of Short Shifter Kits is in the January 2016 GCR Technical Glossary.

ITA

1. #18183 (Eric Sernau) ITA SOHC/DOHC Neon Weights

Thank you for your letter. Please see the response to letters 18285 and 18093 (Technical Bulletin).

2. #18318 (Ricardo Toro) Dodge Neon 1996 DOHC Weight

Thank you for your letter. Please see the response to letter #18285.

3. #18581 (John Morris) Follow Up for Letter 17841

Thank you for your letter. Please see the response to letter #17841 (Technical Bulletin).

4. #18748 (John Morris) 87 VW Golf 6V Classification

Thank you for your letter. Please see the response to letter #17841 (Technical Bulletin).

ITB

1. #17851 (Paul Curran) Short Shifter Proposed Rule Change

Thank you for your letter. The original Recommendation was withdrawn and a new definition of Short Shifter Kits is in the January 2016 GCR Technical Glossary. If you want short shifter kits to be applicable in IT, please submit another letter requesting that they be allowed.

T1

1. #18680 (Cheyne Daggett) Boss/Coyote Mustang OEM Throttle Body

Thank you for your letter. Please see the response to letter #18725, Technical Bulletin.

What Do You Think

None.

RESUMES

1. #18485 (Dicken Wear) GT Advisory Committee

Thank you for your letter. The CRB thanks you for your resume and will keep your resume on file for future consideration.

2. #18707 (Nick Leverone) Submitting a Resume

Thank you for submitting your resume. Nick Leverone has been added to the STAC.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2016
NUMBER: TB 16-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/1/2016 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FA

1. #18354 (Brian Novak) Allow Both Honda K20 Engines in FA Chassis at 1350 lbs Min Weight
In GCR section 9.1.1.A.2.c., make the following changes:
"Honda Civic (K20Z3) **Base** Engine"

In GCR section 9.1.1.A.2.c.g.3.d.ii.9., add the following language:
"10. The timing chain tensioner may be replaced with an aftermarket alternative."

In GCR section 9.1.1.A.2.c.k., add the following language:
"1. The intake manifold and throttle body assembly must be used as delivered from HPD.
2. *Intake manifold may be machined for the purposes of port matching only. Any work done to the intake manifold must not reach beyond 1.00" into the ports.*
3. The fuel rail and fuel injectors must be stock Honda Civic OEM parts (PN 16450-RBB-003)."

In GCR section 9.1.1.A.2.c.o.1., remove the following language:
"Water pump and water pump pulley must be stock Honda Civic parts. No modifications are permitted. Honda PN: 19200-RBC-013 Pump, Water."

In GCR section 9.1.1.A.2.c.p.5., make the following changes:
"The alternator *and all drive system pulleys may be replaced except that the stock crankshaft pulley must be used* must be stock Honda Civic. PN: 31100-RTA-023. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials."

In GCR section 9.1.1.A.2.d., add a new engine classification section, then re-letter as follows:

"Honda Civic (K20Z3) Uprated Engine

a. General

- 1. No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Civic factory service manual, Honda PN 61SNA05 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.*
- 2. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.*
- 3. All rubber fluid lines may be replaced with braided metal covered (Aeroquip type) lines. Hose clamps maybe installed on the rubber coolant lines.*
- 4. No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.*
- 5. Only stock Honda manufactured gaskets and seals as specified in the Honda Civic factory service manual are permitted (including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).*
- 6. For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.*

b. Block

- 1. The only permitted cylinder block is Honda PN: 11000-RRB-810*
- 2. Honing of cylinders is permitted to a maximum diameter of 86.070 mm (3.3886 inches). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.*
- 3. Block must use stock main bearing caps, girdle and hardware as supplied.*

4. Minimum deck height from crank centerline: 211.95 mm (8.3445 inches).
- c. Crankshaft
1. The stock Honda Civic crankshaft, Honda PN: 13310-PRBA00, must be used with no modifications allowed.
 2. Minimum weight: 37.5 lbs. No pilot bearing or bushing.
 3. Maximum stroke at piston: 86.1 mm (3.390 inches)
 4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Civic factory service manual.
 5. The crank pulser must not be altered in any way.
 6. The crank pulley/balancer must not be altered or modified in any way.
 - a. Minimum weight: 3.90 lbs.
 - b. Honda PN: 13810-RRB-A01.
- d. Connecting Rods
1. Stock Honda Civic connecting rod must be used PN: 13320-PRB-A01.
 2. Minimum connecting rod weight with cap and bolts: 580.0 grams (20.45 ounces).
 3. Maximum connecting rod length center to center: 138.95 mm (5.470 inches).
- e. Pistons
1. Honda Civic OEM standard size pistons, PN: 13010/13020-PRB-A01, must be used.
 2. The use of oversize pistons is not permitted.
 3. Piston dimensions and weights:
 - a. Maximum standard piston diameter, measured at a point 11mm from the bottom of the skirt: 85.990 mm (3.3854 inches).
 - b. Centerline of wrist pin to crown maximum: 32.7 mm (1.287 inches).
 - c. Maximum overall height from skirt to crown edge: 52.1 mm (2.051 inches).
 - d. Minimum weight: 320 grams (11.287 ounces).
 - e. Minimum weight of piston pin: 87 grams (3.07 ounces).
 - f. Combined minimum weight of piston, piston pin and connecting rod: 973 grams (34.32 ounces).
 4. Piston rings must be as used in the K20Z3 engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
 - a. The standard ring pack PN 13011-PRA-E02.
 - b. No modification of the piston is permitted for the installation of rings.
 - c. Ring groove widths.
 - Top ring groove: 1.240mm (0.0488 inches) +/- 0.01mm.
 - Middle groove: 1.235mm (0.0486 inches) +/- 0.01mm.
 - Oil ring groove: 2.015mm (0.0793) +/- 0.01mm.
- f. Cylinder Head
1. The only permitted heads are Honda PN: 12100-RBC-000.
 2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008 inches) based on a height of 140mm (5.511 inches).
 3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
 4. Head gasket to be stock Honda Civic PN: 12251-RBC-004. Minimum compressed thickness of 0.70 mm +/- 0.05mm.
- g. Camshaft
1. The only permitted camshafts are PN: 14110-RRB-A00 (Intake) & 14120-PRB-A01 (Exhaust); must not be modified.
 2. The Cam, TDC, & Crankshaft pulse plates must be as supplied, Honda PN 14113-PNA-003 (Cam), 14114-PNA-003 (TDC) & 13622-RAA-A01 (Crankshaft).
 3. The camshaft and crankshaft sprockets must be as supplied, Honda PN: 14310-RBC-003 (Intake VTC Actuator Sprocket), 14210-PRB-A00 (Exhaust Camshaft Sprocket) and 13620-RAA-A02 (Crankshaft Sprocket). Cam timing must not be altered; the timing chain must be installed as specified in the Honda Civic factory service manual. The timing chain cover and crankshaft pulley may not be altered. With the engine at TDC (No. 1 cylinder), the TDC marks on the camshaft sprocket must line up with the each other horizontally and the indicator on the crankshaft sprocket or crank pulley should line up with the arrow in the cylinder block or timing chain case (respectively).
 - a. Timing chain Honda PN: 14401-PNA-004.
 - b. Cam Chain Case PN: 11410-RRA-A00
 - c. Pulley comp, crankshaft, PN: 13810-RRB-A01
 - d. Cam timing at 1mm after opening to 1mm before closing on center / VTEC lobes (+/- 2.0 degrees):
 - i. Exhaust:
 1. Open: 139 degrees ATDC
 2. Peak Lift: 258.5 degrees ATDC (total cycle) or 101.5 degrees BTDC (partial cycle degree wheel indication)

- 3. Closing: 377 degrees ATDC (total cycle) or 11 degrees ATDC (partial cycle degree wheel indication)
- ii. Intake
 - 1. Open: 15.5 degrees ATDC
 - 2. Peak Lift: 135.5 degrees ATDC
 - 3. Closing: 253 degrees ATDC (total cycle) or 107 degrees BTDC (partial cycle degree wheel indication)
 - 4. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
 - 5. Cam lobe heights:
 - a. Exhaust PRI (front): 32.772 mm
 - b. Exhaust MID: 34.768 mm
 - c. Exhaust SEC (rear): 32.661 mm
 - d. Intake PRI (front): 32.791 mm
 - e. Intake MID: 35.534 mm
 - f. Intake SEC (rear): 32.678 mm
 - 6. Maximum valve lift measured at the retainer:
 - a. Exhaust PRI (front): 6.90.
 - b. Exhaust MID: 10.70
 - c. Exhaust SEC (rear): 7.10
 - d. Intake PRI (front): 7.20.
 - e. Intake MID: 12.00.
 - f. Intake SEC (rear): 7.00
 - 7. Valve Duration above 1mm measured at the retainer (+/- 2 degrees):
 - a. Exhaust PRI (front): 94 degrees
 - b. Exhaust MID: 116.5 degrees
 - c. Exhaust SEC (rear): 96.5 degrees
 - d. Intake PRI (front): 90.5 degrees
 - e. Intake MID: 118.5 degrees
 - f. Intake SEC (rear): 92.5 degrees
 - 8. Valve rockers must not be modified in any way.
 - a. Honda PN: 14620-PNA-040 Arm Assy, rocker.
 - 9. The VTEC system must be stock. The VTEC activation valve must be stock. The HPD ECU will activate the VTEC at 4000 RPM. Honda PN: 15810-PRB-A03.
 - 10. The timing chain tensioner may be replaced with a suitable aftermarket alternative.
- h. Valves
 - 1. OEM valves must be as used in the Civic.
 - 2. Dimensions
 - a. Inlet PN: 14711-PRB-A01, Exhaust PN: 14721-PRBA00
 - b. Maximum diameter:
 - i. Inlet: 35.15mm
 - ii. Exhaust: 30.15mm
 - c. Maximum overall length:
 - i. Inlet: 109.10mm
 - ii. Exhaust: 109.00mm
 - d. Minimum stem diameter:
 - i. Inlet: 5.445mm
 - ii. Exhaust: 5.420mm
 - 3. Valve location or angle must not be moved.
 - 4. Reshaping of the valves is strictly prohibited.
 - 5. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.
 - a. Inlet PN: 12204-PNA-305 (over size)
 - b. Exhaust PN: 12205-PNA-305 (over size).
 - 6. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Civic factory service manual.
 - 7. Valve stem installed height must be per the Honda Civic factory service manual:
 - a. Intake maximum: 44.7mm.
 - b. Exhaust maximum: 44.8mm.
 - 8. Valve stem seals must be Honda OEM parts.
 - a. Honda PN: Intake: 12210-PZ1-004 seal A.
 - b. Honda PN: Exhaust: 12211-PZ1-004 seal B.
- i. Valve Springs
 - 1. Valve springs are Honda OEM as specified in the Honda Civic factory service manual.
 - a. Intake PN: 14761-PRB-A02, free length: 49.77mm.

- b. Exhaust PN: 14762-PRB-A02, free length: 50.39mm.
- 2. Valve spring shims are not permitted.
- j. Compression Ratio
 - 1. The maximum compression ratio is 11.0:1 utilizing Honda Civic factory service manual limits. Carbon may be removed.
- k. Intake Manifold and Fuel System
 - 1. The intake manifold and throttle body assembly must be used as delivered from HPD.
 - 2. The fuel rail and fuel injectors must be stock Honda Civic OEM parts (PN 16450-RBB-003).
- l. Fuel Pump
 - 1. The fuel pump is unrestricted.
- m. Exhaust Manifold
 - 1. The Lambda sensor placement must be within 24 – 48 inches from the head mating surface.
 - 2. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.
- n. Lubrication System
 - 1. The oil sump and pump must be as supplied by HPD. No modifications are permitted.
 - 2. Hose routing and filter system are unrestricted.
- o. Cooling System
 - 1. Water pump and water pump pulley must be stock Honda Civic parts. No modifications are permitted. Honda PN: 19200-RBC-013 Pump, Water.
 - 2. Thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged using the HPD Mechanical Water Pump Dress Kit PN: 19220-F25S-A200.
 - 3. Drive belt manufacture is unrestricted.
 - 4. Radiator is unrestricted.
- p. Electrical Equipment
 - 1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
 - 2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
 - 3. Ignition coils must be stock Honda Civic, PN: 30520-RRA-007. No modifications are permitted.
 - 4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors, their locations and mounts, and their wiring harness leads may not be altered or “piggy backed”. Any sensors required for analog type gauges must be in addition to the HPD supplied sensors.
 - 5. The alternator and all drive system pulleys may be replaced except that the stock crankshaft pulley must be used. The alternator must not be disabled and must be accessible to SCCA officials.
- q. Miscellaneous
 - 1. All emission control devices must be removed and blocked off by the blanking hardware provided by HPD, except the VTEC activation solenoids. The VTC & VTEC activation solenoids must be retained and functioning in the original conditions.
 - 2. Air filter is unrestricted.
 - 3. The use of unleaded premium “pump” gas with a minimum of 91 RON is required. Leaded race fuel is not allowed and can cause serious damage to the engine.
 - 4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.
 - a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt may be substituted by sufficiently designed, direct, of the shelf replacements.
 - b. Gaskets and seals, except those specified in the above rules.
 - c. Spark plugs.
 - d. Mechanical tachometer and analog gauges.
- df. Honda Civic (K20Z3) Engine for Swift 016 only”

In FA, make the following changes:

Table 1						
FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
A.	Toyota 4age	1615	4	DOHC	n/a	1200
B.	Toyota 4age	1800	4	DOHC	31 SIR	1205
C.	Ford BD Series	1600	BD Series 4-valve	Any BD series iron or alloy cylinder block and alternate crankshaft permitted with max. displacement of 1615cc	n/a	1200
D.	Mazda MZR	2500	4	DOHC	29 SIR	1400

E.	Volkswagen	1835cc	2	SOHC. FI restrictors – between cylinder head and butterflies. Alt block and crankshaft permitted with max. displacement of 2135cc, Restrictors TBD	Unrestricted carbs or F.I.	1190
F.	Mazda 12A Streetport	n/a	n/a	no peripheral port or bridgeport	n/a	1230
G.	Rotary Mazda 12A Rotary	n/a	n/a	Bridgeport. One (1) auto-type 2 bbl carb or one (1) 2 bbl throttle body. Restrictors/venturis shall be no more than 4 inches from the center line of the throttle butterfly shaft. All intake air shall pass through the required restrictors and the throttle body or carburetor body. Intake manifold for either carburetion or injection shall have individual runners connecting one throttle plate to one rotor, only. No balance tubes or other device shall connect runners between rotors.	36mm	1230
H.	Mazda 13B Streetport Rotary	n/a	n/a	One (1) 2-bbl auto-type carb or throttle body. Intake manifold shall have individual runners connecting one throttle plate/butterfly to one rotor, only. No balance tubes or other devices shall connect runners between rotors.	44mm	1230
I.	Mazda 13B Rotary	NA	NA	Peripheral Port	36 mm SIR	1230
J.	Mazda Renesis Rotary	n/a	n/a	Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body.	1230
K.	<i>Honda K20Z3 Base engine</i>	<i>2000</i>	<i>4</i>	<i>See section 9.1.1.A.2.c.</i>	<i>NA</i>	<i>1200</i>
L	<i>Honda K20Z3 Uprated engine</i>	<i>2000</i>	<i>4</i>	<i>See section 9.1.1.A.2.d.</i>	<i>NA</i>	<i>1275</i>
M	Ford Duratec/ Mazda	1615	4	2.0L engine destroked to 1615cc.	NA	1250
N	Ford Duratec/ Mazda	2296	4	Maximum compression permitted 14.0:1.	32mm SIR	1345
O	Honda B16	1600	4		NA	1160

FV

1. #17575 (Guy Bellingham) Valve Adjuster Screws

In GCR section 9.1.1.C.5.D.15., add the following language:

“Rocker arms may be lightened to a minimum weight of 80.0 grams. VW parts must be used, from 1200, 1300, 1500 or 1600 Type 1 engines; 1:1 or 1.1:1 ratios only. *Valve adjuster screws are open. The end of the screw that contacts the valve may be profiled but must maintain the design and integrity of the original VW part. Swivel feet, elephant’s feet, rollers or any other similar pieces are not allowed.*”

P2

1. #18646 (Eric Wallgren) Request 1,060# Minimum Weight for P2 Spec Line Radical Clubsport

In P2, Table 1, Radical Club Sport, Pro-Sport, PR-6, reduce the weight:

Stock Engine

~~1300~~ *1160*lb

1370 cc max

GCR

1. #17306 (SCCA Staff) Add Language Regarding Rules Clarifications

In section 8.1.4, add the following language to the end of the section:

“*Formal rule clarifications may be submitted to the Club Racing Board at www.clubracingboard.com.*”

Grand Touring

GT2/ST

1. #18398 (Kyle Jackson) Add the GM L76 Engine

In GT2/ST, Chevrolet Corvette, add to the notes:

“GM LS2/L76. May use the LSX cast iron block with OEM LS2 bore and stroke.”

In GT2/ST, Cadillac CTS/CTS-V, Chevrolet Camaro, Pontiac Fiero, Pontiac Firebird, Pontiac GTO, Pontiac Solstice, add to the notes:

“GM LS2/L76. May use the LSX cast iron block with OEM LS2 bore and stroke.”

GT3

1. #18573 (Samuel Fouse) Add Mazda 2.5

In GT3, classify the Mazda engine as follows:

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MZR/L5-VE	DOHC	89.0	100.0	2488	Alum, Crossflow	4	31mm SIR	2195	Direct injection not permitted.

GTL

1. #18030 (Tim Linerud) GTL VW Head Request

In GTL, Engines-Volkswagen, water cooled SOHC 1780, add language to the notes:

“8 valve aluminum crossflow head may be used. Must run 24mm SIR at 2050 lbs. as this is a change to the original engines architecture.”

In GTL, Engines-Volkswagen, water cooled (Production Limited Prep Level 2), SOHC 1780:

NR This is a limited prep engine and this request is altering the original engines architecture. Please see Letter #18777.

Improved Touring

ITA

1. #18093 (Greg Anthony) Combine the SOHC and DOHC Neon Weights

In ITA, reduce the weight of the Chrysler Neon SOHC (2 & 4 door) (incl. ACR) (95-99) as follows:

~~2450~~2345

Thank you for your letter. For the rest of your request please see the response in letter #18285.

ITB

1. #17841 (John Morris) VW Golf Weight

Classify the Volkswagen Golf GTI 16V (87-89) as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Stock Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Volkswagen Golf GTI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 239 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2185	

Classify the Volkswagen Jetta GLI 16V (87-89) as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Stock Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Volkswagen Jetta GLI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2185	

Classify the Volkswagen Scirocco 16V (86-88) as follows:

ITA	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Stock Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Volkswagen Scirocco 16V (86-88)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 86.4 1780</i>	<i>(I) 32.0 (E) 28.0</i>	<i>10.0</i>	<i>94.5</i>	<i>15</i>	<i>3.45, 2.12, 1.44, 1.13, 0.91</i>	<i>(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc</i>	<i>2185</i>	

ITS

1. #16985 (Cameron Conover) Classify A5 VW Golf/Rabbit
Classify the 2008-09 VW Rabbit 2.5L in ITS as follows:

ITS	Engine Type	Bore x Stroke (mm)/ Displ. (cc)	Valves IN & EX (mm)	Stock Comp. Ratio	Wheel-base (inch)	Wheel Dia. max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Volkswagen Rabbit 2.5L (08-09)</i>	<i>5 cyl DOHC</i>	<i>82.5 x 92.8 2480</i>	<i>(I) (E)</i>	<i>10.5:1</i>	<i>101.5</i>	<i>17</i>	<i>3.78, 2.12, 1.36, 0.97, 0.77</i>	<i>(F) 288 x 25 Vented Disc (R) 260 x 12 Solid Disc</i>	<i>2560</i>	

Production

1. #18636 (Glen McCready) Extend the '06-'11 Mazda MX-5 Classification to Include '12-'14
In EP, Mazda MX-5 (06-11), update the model years as follows:
Mazda MX-5 (06-14)

Spec Miata

1. #18503 (david wheeler) Floor Drop Plate Clarification

In GCR section 9.1.7.7.a., make the following change:

"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 $\phi 60^{.058}$ ". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position."

Super Touring

ST

1. #18702 (Chris Jurkiewicz) Define Cylinder Head

In GCR section 9.1.4.G.6, add the following language:

"Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head *and camshaft carrier* may be machined to fit valve train components."

Touring

T2

1. #18044 (Todd Lamb) Add 2011-2012 Cayman

In T2, Porsche Cayman S, update/add model years as follows:

Porsche Cayman S (2010-2012)

2. #18694 (Lothar Kremer) Chevrolet Corvette C-5 incl. fxd cpe (98-04) Z06 (hardtop) (01-04)

In T2, Chevrolet CorvetteC-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), classify new spec line:

T2	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)</i>	<i>99.0 x 92.0 5666</i>	<i>2655</i>	<i>17x9.5 F, 18x10.5 R OEM only</i>	<i>295 F, 295 R</i>	<i>(C5): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 (Z06): 2.97, 2.07, 1.43, 1.00, 0.84, 0.56</i>	<i>3.42</i>	<i>Stock calipers, and rotors. 325 (F), 305 (R)</i>	<i>3350</i>	<i>GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachments points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. The A.I.R air pump system may be removed. A 55 mm flat plate restrictor is required. 3.0 degrees MAX front camber. ARE dry sump kit #3021S, or Aviad dry sump kit #008-10001 allowed</i>

3. #18725 (Touring Committee) Clarify 05-10 Mustang spec line

In T2, Ford Mustang Coupe GT & Shelby GT 5.0L (05-10), change the notes as follows:

"The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M- 5300-K, sway bars M-5490-A, damper kit M-18000-A. 2005-2010 Mustang GT 4.6L may be converted to 2011-~~2012~~2014 5.0 liter specifications. *with 59mm flat plate restrictor; if done, all drivetrain components must updated to the later model; If converting to the 11-14 5.0 engine, car must use the 11-14 spec line in its entirety (notes, weight, restrictor, etc.) no mixing and matching.* VIN number will be disregarded for this conversion. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), change the weight as follows:

~~3500~~3400

T2-T4

1. #18601 (david mead) Year Clarification for RX8 in T3 and T4

In T3, Mazda RX-8 Base/R3 (04-09), update the model years as follows:

Mazda RX-8 Base/R3 (04-~~09~~¹²)

In T4, Mazda RX-8 Base/R3 (04-09), update the model years as follows:

Mazda RX-8 Base/R3 (04-~~09~~¹²)

T3

1. #18695 (Touring Committee) Nissan 350Z rear rotor diameter is incorrect in GCR

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), correct rear rotor size as follows:

(F) 296/324 Vented Disc

(R) 292/~~332~~³²³ Vented Disc

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, correct rear rotor size as follows:

(F) 296/324 Vented Disc

(R) 292/~~332~~³²³ Vented Disc

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | January 5, 2016

The RallyCross Board (RXB) met via conference call on January 5. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam, Lee Hill and Arnie Coleman, BOD liaisons, and Brian Harmer from the National office.

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

Chairman Hyatt welcomed Mark Macoubrie and Kito Brielmaier as new RXB members, and Arnie Coleman as a new BOD liaison. Hyatt thanked Lee Hill for his service to the RXB as BOD liaison during 2015.

Committee Reports

- RallyCross Safety Committee (Chris Regan): No incident reports have been received or discussed by the Safety Committee since the last RXB meeting. Regan inquired about the written SCCA policy on drones, noting it is not in the RallyCross Rules or readily accessible at the SCCA website. The insurance company specifically disallows drones at any SCCA event. Hyatt requested that an errors and omission be released addressing the issue.

The RXB also discussed Safety Steward license renewal policy. Three-year licensing began January 1, 2014, so renewals will start to come due at the end of 2016. The process should be confirmed with member services, coordinated with the Divisional RallyCross Stewards, and the renewal forms and examination need to be prepared.

- Rules Committee (Keith Lightfoot): Lightfoot reported that the 2016 RallyCross Rules are nearly ready to be posted. Hyatt requested that the errors and omissions regarding drones be included. The RXB discussed a question regarding nitrous oxide and concluded that it is not legal in any class. To better clarify that position, it was agreed that the rule on nitrous oxide and alcohol injection should be moved to the Vehicle/Driver Safety section of the RallyCross Rules.
- RallySprint Committee: Kito Brielmaier has agreed to be the RXB liaison to the RallySprint Committee. The Committee is drafting a sanction form for organizers to use to apply for event sanctioning. Sanction applications submitted to the National office will be forwarded to the Committee for review and approval. Any rejected sanction applications are subject to review by the RXB. The Committee is also working on some rules adjustments and a Safety Steward program. Several events for 2016 are planned or are in the planning stages.
- National Championship Committee: Mark Macoubrie has agreed to serve as the RXB liaison to the National Championship Committee. Committee members for 2016 will be Leon Drake (Tennessee Valley Region), Gonzalo San Miguel (Utah Region), and David Capesius (Iowa Region). The Committee has its first meeting scheduled to work on the Supplemental Regulations, event official positions, and targeted areas of improvement from the 2015 event. Brian Harmer reported that a new National-specific logo is being created for the event and will be unveiled at the National Convention.
- Divisional RallyCross Stewards Liaison (Ron Foley): The Divisional RallyCross Stewards (DRXS) did not meet during the month of December due to Holiday conflicts. Foley reported that four DRXS have committed to attending the National Convention, and he is hoping to have a couple additional DRXS attendees.

Old Business

- 2016 National Convention: Plans for the National Convention are set with three RallyCross-specific sessions and several related sessions. Brian Harmer reported that the session rooms have been scheduled to allow the open RallyCross sessions ("RallyCross All Call and Breakouts" and "RallySprint / RallyCross Board Info Session") to go longer than scheduled if needed. The RXB plans to meet all day on Wednesday and Hyatt will meet with the BOD on Thursday morning.
- 2016 DRXS mentoring assignments: Each DRXS has a personal contact on the RXB for mentoring purposes. For 2016 those assignments are Central (Dustin Nevenen)–Regan, Midwest (Jim Rowland)–Sealander, Northern Pacific (Paul Eklund)–Lightfoot, Southeast (Charles Wright)–Brielmaier, Southwest (Mike Jiang)–Regan, Great Lakes (ZB Lorenc)–Macoubrie, Northeast (James Quattro)–Sealander, Rocky Mountain (Will MacDonald)–Hyatt, and Southern Pacific (Jayson Woodruff)–Macoubrie.
- Goals – 2016 and 5-year: Postpone to face-to-face meeting prior to National Convention.
- RXB forum moderating assignments: The RXB discussed assigning moderators to each of the RallyCross forums but chose instead to have the members take a more proactive approach to the forums by checking it often and communicating to the other RXB members noteworthy posts. If this doesn't work then assignments will be considered.

New Business

- Contact info update: Sealander requested contact information from the RXB members to update a contact list for both RXB use and for the SCCA website.
- Use of social media to promote RallyCross: Macoubrie inquired about the possibility of finding a volunteer to post more often at the RallyCross Facebook page. More posts would create more traffic and shares, which would be good RallyCross promotion. The RXB discussed options and concluded that with possible changes coming for the SCCA Facebook pages, expanding the RallyCross Facebook page now would be premature.
- RXB documentation repository: Macoubrie has many documents created during preparations for the 2015 RallyCross National Championship and would like a repository to provide future access. Harmer indicated that the SCCA has a Dropbox account and may create subaccounts for the programs to use. As an option, a free 5-gigabyte account could be used.
- Data reports: Macoubrie would like to create RallyCross activity reports for 2015 but needs data. Access to event data is currently difficult to access, but the RallyCross department can provide basic data based on sanction requests and audits received.

Next meeting: January 20, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | January 11, 2016

The RoadRally Board met via conference call on January 11, 2016; meeting called to order at 7:33 CST by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, BOD liaisons Terry Hanushek, Lee Hill, and Bob Dowie, RDC chairman Jay Nemeth-Johannes, Deena Rowland from the National Office, and Jeanne English, RRB secretary.

December 2015 Minutes:

- 1) Gathering time; Review / approval of December minutes.
 - a. Thank you, Jeanne, for getting these out.

Front Burner Items:

1. RRB Membership for 2016
 - a. We've lost three RRB members from 2015. Jeanne English, Chuck Hanson and Len Picton have left the Board effective 12/31/15. On behalf of the entire road rally community, the RRB thanks Jeanne, Chuck and Len for their service to this community. Chuck is also leaving his duties as editor of the rulebook and keeper of the National Championship points.
 - b. Jeanne has graciously accepted the offer to stay on as RRB Secretary, though not a voting member of the RRB. She will be attending the meetings and keeping minutes.
 - c. John Emmons has volunteered to serve as keeper of the National Championship points. Bruce Gezon has volunteered to serve as editor of the rulebook. The RRB thanks John and Bruce for stepping forward to fill these roles.
 - d. The RRB welcomes Jim Crittenden and Clyde Heckler to the RRB for 2016. Jim, has rally experience, primarily course rally, back to 1968, and is a retired mechanical engineer. Clyde is a retired actuarial consultant, a self-proclaimed 'numbers guy', and has been rallying since the early '70s, also primarily course rally.
 - e. The RRB welcomes Bob Dowie as a new liaison from the SCCA BOD. Bob is the Area 1 Director, experienced in club racing, and is will to learn rally 'as we go'. Terry and Lee will continue for 2016, then one will drop off; this will keep continuity thru rotation.
2. RReNewsletter – Another fine job on the newsletter. Kudos to Cheryl Babbe for her continued efforts. Road rally organizing committees should be encouraged to distribute at the start of their events, solicit subscriptions. RRB members are encouraged to contribute (Guest Checkpoint Chat Column, Save the Date, My First Rally, Rally Apps, Event Recaps, ...). Cheryl would like to see this newsletter on the SCCA website, perhaps our liaisons can make that happen.

Changes to rrb@scca.com mailing list (Deena)

- a. Completed – will add Bob, all others already there.
3. Scca.com document updates (Deena)
 - a. 2016 Road Rally Rules posted under Programs-Road Rally-Road Rally Rules
 - b. Updated sanction form, audit form, National results form, Divisional results form.
 - i. All are posted except 2016 Audit form., will be up tomorrow morning
4. Road Rally Planning Calendar. (Jeanne)

Latest version sent out by Jeanne 1/10/2016. Already posted to www.scca.com (thanks, Deena!). Keep the updates, corrections, new events coming.

5. Regional Development Committee – Jay Nemeth-Johannes
 - a. Jay reports that he, Cheryl Babbe, and Len Picton have been talking, trying to come up with parameters what to do and where to go with this committee; Jay expects to do a lot of this discussion at the convention. Jay will head the 'Road Rally: Beyond TSD' session at the Convention (Sat, 9:00 am), presenting half a dozen different concepts that have be put on easily, some timed, some not. Jay and Mike Thompson (NEC chairman) are working with the CenDiv Roundtable as a sounding board.

Jay says we have to figure out what the regions want, how rally can provide something that is a benefit for the regions, existing programs are not likely to work in regions where there is not currently an active rally program; likely that a combination of events that are both social and competitive will work best; he wants to aim toward what would bring out racers, soloists, and others to make sure that what is offered is social and also that it doesn't get in the way of their current programs. He says that each new region will take significant effort; the initial contact has to be with the RE or his designee, then as things develop the RDC can become more hands on. The RDC will look at available resources and capitalize on them.

Rich stated that we need a local 'spark plug' to make things happen; conversion from initial interest to something actually happening is low; he still has his list of contacts from previously soliciting regions with no rally program; he thinks it might be worth pursuing the regions who put on only 1 or

2 rallies in the past year(s). Rich is presenting the 'How and Why: (Re) Starting a Rally Program' (Fri, 2:00 pm) at the Convention; he will encourage people at that session to attend Jay's session the next day.

John said that it is hard to get regions to understand that we can help, but we can't do it for them; we need to present this as a regional tool for them to get new members, by promoting the social aspect. Clarence suggested that instead of starting a program, starting a rally might be easier; that the number of things to be done is often overwhelming, we should be willing to take over the 'overhead' of putting of a rally while they lay out the course; have monthly social meetings to get people interested. Clyde said that we need help on social media and communication.

Jim said that he sees two potential target groups: those who are enthusiastic but inexperienced, and those who are experienced but either have not done a rally or it has been a long time; he also says we need to define a metric for the success of the RDC, perhaps the number of new rallies in new regions

BOD member input:

Terry – the Solo community has produced a 'Solo Cookbook' which contains procedures on what to do and how to do it, there should be the same thing for rally; Rich said that we already have a Regional Rally handbook, but that it is too much to look at; Jay will take this on, see if he can streamline it. Terry also reiterated that communication is necessary.

Lee said that different SCCA membership levels are still a BOD topic, that the amount of SCCA dues in different contexts has a big difference, and that this is a complicated issue for many reasons. Lee asked if perhaps there should be a non-rallyist on the RDC; Jay replied that he wants to flesh out the committee with people who are not 'heavy-duty' rallyists. Lee also said that all regions want participating members, not just those who sign up but don't get involved; we need to get people involved no matter what they are doing, because if they are doing something they are more likely to state.

Bob agrees that communication is necessary, that we need to get [Cheryl's] newsletter available on the SCCA website.

6. SCCA 2016 Convention, January 21-23, 2016
 - a. Plan to arrive by Thursday 4PM convention kickoff.; Rich is doing rally session Friday afternoon; Jay and Cheryl will do Saturday rally session; Jeanne to be part of 'All Safety Steward Training' Friday afternoon; Town Hall on Sunday morning open to all
 - b. Plan to stay through Sunday 1/24 9AM to 5PM for face to face RRB meeting
 - c. Open session 9 to Noon, closed session 12 to 5(?);
 - i. Working session on strategic plan in afternoon
7. NEC Report (Mike) – no NEC meeting, so no report
8. Awards
 - a. Gervais/Teter Awards, Ballots are tabulated.
 - b. Divisional Achievement Award will be presented at the convention.
9. USRRC Events
 - a. Invitation for 2016, 2017 USRRC events.

Rich will send out an invitation for interested committees to submit bids; he has already been contacted by several committees that are interested. Jim asked about lowering the \$500 sanction fee; Rich responded that it will not be an inhibitor for that event, that there is strong support from Howard Duncan. John commented that perhaps the amount is inhibitive to anyone even applying to host the USRRC.
10. New Business - none

Meeting adjourned at 9:29 PM CST

Next meeting January 24, 2016, at the SCCA convention

Next conference call February 8, 2016

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/events/1979922-2015-scca-national-convention>

EVENT CALENDAR:

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