

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | April 27, 2016

The Solo Events Board met by conference call April 27th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; SDC's Keith Brown and Tom Reynolds; Terry Hanushek, KJ Christopher, and Bob Dowie 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

Member Advisories

Street

#19328 Urging patience on #17283: Rethinking Street Classing

Thank you for your input. The SAC would like to remind the membership that the Street classing changes under consideration are a proposal and subject to change based on member feedback.

#19414 Plugging sound tube in 2016 Miata (ND)

Thank you for your input. It is permitted to plug or disconnect the sound tube but it cannot be removed or replaced with alternate parts. Option package conversions must be complete.

Street Touring

#19253 Offset Bushing Camber Allowance

Thank you for your letter.

The offset bushing allowance in 14.8.b is separate from the camber kit allowance in 14.8.h and as such they may either be used independently or together.

Change Proposals

General

#19138 Re: #17285 Vehicle Speed After Downed Cone or Red Flagged

After consideration of member input regarding the proposal published with item 17285, the SEB has incorporated minor changes and is requesting member feedback on this revised version.

Change 7.4 as shown:

"7.4 RERUNS

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun.

If the Chief Steward or designated representative awards a competitor a provisional rerun, it should be taken as soon as practical, subject to the "five minute rule" above and the discretion of the Chief Steward. The Chief Steward should notify the competitor which run is considered provisional.

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Pylon penalties are not carried over to the rerun. A DNF (Did Not Finish) on a run for which a rerun would have been given shall stand and no reruns shall be given.

In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable, but cutting across the course or through a corner station is not.)

~~In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 79-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule."~~

Also change 7.8.2 as follows

"7.8.2 Displaced or Downed Pylons on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run at their own risk of incurring the penalty or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he/she must thereafter proceed per Section 7.4. ~~and will then be granted a rerun. However,~~ If the competitor ~~completes~~ *continues* the run, the time will stand but may be subject to penalty for the downed or displaced pylon. ~~In the case in which a competitor is red flagged or stops for a downed or displaced cone on the course, the competitor may continue slowly through the remainder of the course, or may exit the course directly, and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed (generally 25-30 mph) will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule."~~

Street Touring

#19179 Alternatives to VLSD in Miatas

The STAC would like membership feedback on the following proposed rule change:

In Section 14.10, modify subsection K as follows:

"K. Limited Slip differentials

~~STS~~, STF: No limited slip differentials are permitted except for factory standard viscous coupler type units.

STS, STU, STR, STX, STP: Only standard (as defined in Section 12) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket mechanical LSD may be added. 2WD vehicles may use any mechanical LSD unit."

Due to the age of the vehicles, and the increasing difficulty to find quality replacement OEM equivalent parts, the STAC feels that STS would benefit from this allowance.

Additionally, the STAC would like to know whether the membership feels like this is an allowance that should be adopted category wide (including STF)? By extending the same allowance to the entire category, it would create a simpler singular rule thus allowing better benchmark comparisons, and also makes reclassing easier should a car fall outside of its performance expectations.

Street Modified

#19531 JDM fix

Update the "JDM-spec cars" verbiage to read "*Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A*" in 16.0.B.1.b

Other Items Reviewed

Street

#19248 Request to change '12+ Nissan GT-R Class

Thank you for your input. The SAC is considering a different change which could address some of the subject cars.

#19256 Reclassing C7 Corvette

Thank you for your input.

#19265 Proposed move to ES for 2006-2008 Miata

Thank you for your input.

#19268, 19271, 19275, 19277, 19279, 19281, 19294, 19305, 19306, 19385, 19405, 19432 Item #17283

Thank you for your input.

#19269 April Fast track

Thank you for your input.

#19270 17283- Cayman/Boxster S to BS with a caveat

Thank you for your input.

#19272 Re: #15002 Fiat 500 Abarth move

Thank you for your input.

#19273 Re: #17748 Stingray to AS

Thank you for your input.

#19278 Veloster turbo in HS

Thank you for your input.

#19284 Comments regarding FastTrack proposal related to ES

Thank you for your input.

#19285 17283 Rethinking Street Classing - Move from CS to DS

Thank you for your input.

#19290 BRZ/FRS move to DS

Thank you for your input.

#19292 Recent Street class proposals

Thank you for your input.

#19295 Street Reorg Proposal

Thank you for your input.

#19296 Comments on class reshuffling

Thank you for your input.

#19298 Feedback on Purposed ES Moves

Thank you for your input.

#19299 NC1 and Boxter Proposal

Thank you for your input.

#19300 Do not move the 986 Boxster S to CS

Thank you for your input.

#19301 Reconsider moving AP1 (2000 - 2003) Honda S2000 to CS

Thank you for your input.

#19302 Move the 986 Boxster to CS instead of ES

Thank you for your input.

#19308 Proposed Change to ES

Thank you for your input.

#19320 Proposed changes for moving 99-04 Boxster and NC1 miata to ES

Thank you for your input.

#19322 BMW e36 including M3 reclassification

Thank you for your input. Look for an updated proposal in an upcoming Fastrack.

#19323 MX-5 and Boxster re-classification

Thank you for your input.

#19326 Move from CS to DS

Thank you for your input.

#19330 Disagree with FRS/BRZ move from CS to DS

Thank you for your input.

#19334 April Fastrack Rethinking Street Proposal

Thank you for your input.

#19353 Support move of Fiat 500 Abarth to HS

Thank you for your input.

#19379 17283 class Change of 06-08 miata NC1

Thank you for your input.

#19380 Base Crossfire to D-Street

Thank you for your input. Look for an amended proposal regarding the Street category moves.

#19387 FR-S vs. BRZ in Street Class

Thank you for your input.

#19402 Regarding #17283 Rethinking Street Classing

Thank you for your input. The SAC feels the Audi TT is classed appropriately.

#19418 March Fastrack Street Class Rethink

Thank you for your input.

#19419 Adjustments to MINI Classing based upon latest proposals.

Thank you for your input.

#19426 Leave FR-S and BRZ in CS

Thank you for your input.

#19427 Do not move NC1 MX-5 and Boxsters to ES

Thank you for your input.

#19435 No Boxster in ES

Thank you for your input.

#19440 Proposed Changes to D-Street

Thank you for your input.

#19441 Opposition to Proposed E Street Changes

Thank you for your input.

Street Touring

#19267 2nd Gen Neons to STF

Thank you for your input.

Not Recommended

General

#19325 Rename Street or Street Touring due to confusion.

The SEB believes the current category names are appropriate

Street

#19352 Re #17283 Move Mazda RX-8 from CS to DS

Thank you for your input. The SAC believes the RX-8 is appropriately classed.

#19401 Proposal to Move C4 Corvette to C Street

Thank you for your input. The SAC believes the C4 is appropriately classed.

#19407 1999-2003 Honda s2000 reclass

Thank you for your input.

#19412 Proposed Change to 13.3.C

Thank you for your input.

Street Touring

#19382 Reclass the dart from stx either sts or stf

Thank you for your input. We will continue to monitor the class for competition adjustments.

#19383 Consider Adding 1997-2000 BMW 528i and 2001-2003 525i & 530i to S

Thank you for your input. The STAC feels that the cars in question are appropriately classed in STX.

Kart

#17996 Electric Karts

Thank you for your input. The KAC believes that any new motor platforms should come from existing wheel-to-wheel karting series.

#18319 Electric start 17195

Thank you for your input. The electric start proposal was approved and is in the 2016 Solo Rules, section 19.1.D.1.e

#18628 Direct drive

Thank you for your input. The requirement for this type of kart to be push-started poses issues not only at the start, but on course if the kart stalls. Such a configuration is also in conflict with 3.3.B.17.

Handled Elsewhere

General

#17285 Vehicle speed after stopping for downed cone or being red-flagged

Please see the updated proposal under item #19138.

Tech Bulletins

Street

#19410 ATS-V classing

Per the SAC, add the following new listing in Appendix A, effective immediately upon publication:

BS

Cadillac

ATS-V (2016)

Street Touring

#19266 Fix Neon Classing

Per the STAC, the current listings for the models listed below in STS and STF are incorrect and should be corrected immediately in Appendix A:

STS:

Neon (all) *(1994-1999)*

Neon R/T & ACR *(2000-05)*

STF:

Neon (NOC) *(2000-06)*

#19286 Class Cadillac ATS 2.0

Per the STAC, the following new listing is added in Appendix A effective immediately upon publication:

STU

Cadillac

ATS 2.0 (2012-2016)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 3, 2016

The Club Racing Board met by teleconference on May 3, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Chris Albin, consultant, and Terry Hanushek, guest Board of Directors.. The following decisions were made:

Member Advisory

FV

1. #19377 (Formula/Sports Racing Committee) FV Valve Guide Boss

Thank you for your letters. The CRB would like to thank the following authors for their comments on letter #18785, Tech Bulletin April 2016 Fastrack, Valve Guide Boss in FV.

19215 Bauerle, 19229 and 19351 Livermore, 19232 Petillo, 19233 Sampson, 19234 Galuardi, 19235 Carr, 19237 Pape, 19251 Ferreira, 19253 Grace, 19257 Adams, 19261 Bellingham, 19283 Zarzycki, 19303 Varicins, 19318 Hinkle, 19381 McCormick, 19384 Varicins and 19497 Palermo

The CRB and the FSRAC will be looking at defining a minimum ID for the bottom of valve springs in FV. Many heads came from VW with this area of the valve guide already machined. The clarification about machining this area was issued to prevent misunderstandings and confusion in tech, and will not be withdrawn.

GCR

1. #18941 (SCCA Staff) Standardize Compression Ratio Calculation

It is the intent of the CRB/Tech Staff to make compression calculation as easy and straightforward as possible by identifying a single official calculator. The new calculator is to be used by engine builders and tech inspectors, etc. This will serve to standardize calculation procedures during engine assembly and engine inspection.

Effective 1/1/2017, in Appendix G.2.12, add the following language:

Compression ratio is absolute maximum. *All compression ratio calculations shall be calculated using the official SCCA compression ratio calculator(s) available on www.scca.com.*

No Action Required

P1

1. #19457 (Matti Holtzberg) Polimotor Acceptance

Thank you for your letter. The P1 rules do not specify a particular engine material and therefore do not prohibit the use of the material described. The requirements for 2.0L 4 cyl. engines are covered in the P1 Engine Table and Table L in the P1 rules.

GCR

1. #19212 (Raymond Blethen IV) Re-Classing Cars (Moving Cars from One Class to Another)

Thank you for your letter. The CRB reviews data from cars and different drivers from various tracks around the U. S. before making a decision to re-classify cars. Additionally, unless it was a recent new classification, the CRB waits until the end of the season to re-classify cars, thus, members have an opportunity to comment when the recommendations are posted in Fastrack.

2. #19297 (Steven Ulbrik) Remove New Requirement for April Fastrack for FIA

Thank you for your letter. Competitors are reminded that they have an option to replace an expired FIA seat or fasten a brace to continue use of the seat.

3. #19438 (Lans Stout) Amendment to GCR Section 6.4.2

Thank you for your letter. Per GCR Sections 5.12.2. and 5.12.1.A.5. The Majors Race Director may do a Request For Action to the Stewards of the Meeting to modify the Majors Supplemental Regulations. It is the CRB's understanding that this change was communicated in a Driver's Letter sent to competitors prior to the event, and was announced over the PA System at the event. The CRB does agree that the change could have been made earlier and should have been communicated more effectively.

IT

1. #19213 (Raymond Blethen IV) Reclassifications and Dual Classing

Thank you for your letter.

2. #19274 (Phil Hollenbeck) Short Throw Shifters

Thank you for your letter.

FP

1. #19495 (Rick Haynes) Poor Decision
Thank you for your input.

T1

1. #19311 (David Mead) Rules Creep?
Thank you for your letter.

T2

1. #19346 (Derek Kulach) 350Z HR Bushing Replacement
Thank you for your letter. Bushings are already open in T2.

Not Recommended**P1**

1. #19369 (Lee Kaiser) Mallock Chassis Engine Approval
Thank you for your letter. Unlike Group CN cars, the Mallock is not built to the specific dimensions and bodywork parameters of an FIA-sanctioned category, and balancing chassis performance is not in keeping with the P1 class philosophy. The CRB does not recommend this change.

GCR

1. #18870 (Paul Gauzens) Update 6.8 RESTARTING A RACE
Thank you for your feedback. The rule is adequate as written.

2. #19433 (Jason Stine) Opposition to 3.7.3.A.1.a Modification in May Prelims
Thank you for your letter. Qualifications for the Runoffs through the Majors Program requires participation in three Majors race weekends, three race starts, and, additionally, enough points to reach a defined level. "Participation" is defined as any driver who turns a wheel during the Majors event.

HP

1. #19439 (Steven Hussey) Prep L2, 1275cc Engine Be Permitted for Prep L1 Lotus 7
Thank you for your request. The proposal would allow use of an engine that never came with this car and is a considerable step further than allowed with the Sprite/Midget chassis cars in HP. The request is not aligned with class philosophy. The writer is encouraged to suggest a limited preparation engine of a type that came in this car with alternative specifications.

ST

1. #17266 (Eric Heinrich) Approve BMW E90 320si VS2000 (2007) for STU and STL
Thank you for your request. The CRB has not received a VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

STL

1. #19070 (Derek Kunkewitz) Allowance of JDM F20B Into STL
Thank you for your request. The CRB has not received VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

2. #19223 (John Bauer) Consider Allowing ITS RX8
Thank you for your letter. The CRB does not want to add the ITS RX-8 into STL at this time. RX-8 competitors wanting to compete in STL should build to the allowed STL RX-8 specifications.

3. #19317 (John Schmitt) Celica/MX5 Adjustment
Thank you for your letter. The CRB does not want to make adjustments to STL weights at this time. The CRB will continue to monitor class performance.

STU

1. #18007 (Jim Drago) All J Spec Mazda KLZE Engine
Thank you for your request. The CRB has not received VTS from the requestor. If the requestor wishes to pursue this, please re-submit with appropriate engine VTS.

2. #19359 (SCCA Staff) Clarify S2000 Intake Spec Line
Thank you for your letter. There is no blanket allowance for choosing a component from "any" vehicle. However, without a VIN rule, there is no restriction to a car being converted from one year to the next, as long as the installed equipment matches that year.

For a K20-swap S2000, ensuring the equipment matches that of the 2006 model enables the use of the throttle body from the

2006 car.

3. #19396 (Brad McCall) Reduce Weight of Jackson Racing Supercharged FR-S in STU to 2700

Thank you for your letter. The CRB does not want to make performance adjustments to this car at this time. The CRB will continue to monitor class performance.

4. #19437 (Eric Heinrich) Help the Mini Cooper S (Supercharged) in STU

Thank you for your letter. The CRB does not want to adjust weight on this car at this time. The CRB will continue to monitor the class.

T2

1. #19338 (Derek Kulach) 350Z HR Nismo Cam Kit

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

T4

1. #19368 (Chi Ho) FR-S/BRZ Intake

Thank you for your letter. The CRB does not recommend this change at this time. The CRB would like to see the car racing and results and data before considering making more changes to this car for T4.

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 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. #19530 (Formula/Sports Racing Committee) Bodywork revisions

Thank you for your letter. The CRB recommends the following changes/revisions to the F5 bodywork rules.

Change 9.1.1.D.9 to read as follows:

9. Bodywork

A. All mechanical components of the car, forward of the roll cage, shall be covered by suitable bodywork. Exceptions are the wheels, brakes, front suspension components, and the cockpit. *The* driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

B. Sports car noses are recommended provided they do not extend beyond the outside edge of the front tires, do not stand taller than the top of the front tires, and their rearward most portion does not extend beyond an imaginary line drawn from the center of the front wheel, forty (40) degrees forward from vertical. *A sports car nose shall be closed across the front and top except for air duct openings ducted to heat exchangers, provided that ALL air directed to heat exchangers shall pass through those exchangers, except for ducts directed at brake assemblies.*

C. Bodywork behind the front wheels and forward of the rear wheels shall extend to within one (1) inch of a line connecting the outer edges of the front and rear wheels. In a horizontal plane, it shall begin within 2.5 inches of the rear-most part of the *front* tire in the completely turned position and extend to within 4.5 inches of the front of the rear tire. The sidepod(s) shall be continuous from the outside edge of the main bodywork, at a minimum height of nine (9) inches, maximum twelve (12) inches measured from the bottom plane of the car. The sidepod(s) shall be closed across the front except for air duct openings to heat exchanger(s), but ALL ducted air shall pass through those exchanger(s). The sidepod(s) may be open to the rear. Sidepod(s) is (are) intended to restrict wheel entanglement between cars.

D. *Lateral protrusions of the bottom of the nose or of the floor of the required sidepods, beyond the shape of the nose in front of the front tires and beyond the floor under the required sidepods, are allowed, provided that they do not extend, respectively, more than one inch beyond the shape of the nose or beyond the floor under the required sidepods, and provided that the overall length and width of the car conforms to the dimensions provided in these rules. (The areas between the rear of the front tires and the front of the sidepods, and between the front of the rear tires and the rear of the sidepods, are exempt from the one inch maximum, but any protrusions in those areas must not violate the minimum distance requirements between the sidepods and tires.)*

E. The purpose of these rules is to *limit* the use of "ground effects" to achieve aerodynamic downforce on the vehicle. 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 through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) *Except for rub strips within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle.* Seat bucket or other protrusions shall not circumvent this rule.

F. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. *It is not permitted to duct any air through the downward facing surface of the nose of the car or through the lower surface of the car between the front and rear axles.*

G. *Ducts through the side or top of the body and/or sidepods to duct air to and through heat exchangers or to allow cooling air into the engine compartment are permitted, provided that they are not used to generate aerodynamic downforce. Engine air intake ducts and scoops are permitted, provided that they are not used to generate aerodynamic downforce.*

H. Wings are prohibited.

I. Diffusers are allowed, *with or without strakes, provided that the overall length and width of the car conforms to the dimensions provided in these rules.*

J. *Splitters are allowed, provided that they extend at least to and do not extend more than one inch beyond the line(s) defined by the leading edge(s) and corners of the nose and the sponsons of the sports car nose, and provided that the overall length and width of the car conforms to the dimensions provided in these rules.*

GCR

1. #18265 (Eric Heinrich) Drive Train Definition - Technical Glossary
Thank you for your letter. Change the Technical Glossary:

~~**Drive Train** — Those components in a car which produce and convey the driving power to the ground, and the housings containing these parts:~~

***Drive Train** – Those rotating components in a car that convey the driving power from the engine flywheel to the ground and the housings containing these parts. This is inclusive of the clutch, transmission, driveshaft, differential, halfshafts/axles or any systems providing such functionality. Wheel bearings, driveshaft carrier bearings, wheels, and tires are specifically excluded.*

Add to the Technical Glossary:

***Power Train** – Consists of the combination of an internal combustion Engine and Drive Train components. The Engine specifically includes induction systems (carburation, fuel injection, forced and natural, intake manifolds) and exhaust systems (manifolds, headers, turbochargers) up thru and including the flywheel. Ancillaries such as electrical (charging or ignition) or cooling are specifically excluded.*

2. #18689 (GCR Committee) Clarify Class Compliance Chief & Compliance Checking Crew

Delete 5.12.5.:

~~5.12.5. Compliance Checking Crew~~

~~When assigned to an event by the Club Racing Department, each member of this crew will have the official status of an Assistant Chief Steward. Their sole responsibility is to advise the Series Chief Steward Majors Race Director or Chief Steward of cars not in compliance with the GCR and/or the Supplemental Regulations for the event. The Series Chief Steward Majors Race Director or Chief Steward may delegate all or any part of his powers under 5.12.3.C and 8.1.1 to them. Note: Class Compliance Technical Specialist (CCTS) duties and authorities are set forth in GCR 5.11.4 and are not a part of this rule.~~

Replace 5.11.4:

(Existing):

5.11.4. Class Compliance Chief (CCC)

When assigned to an event by the head of Club Racing or his designate, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. The CCC will report any findings of vehicles not complying with the GCR to the *Race Director* or the Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Decisions made by the CCC regarding compliance are non-protestable. Penalties assessed by the *Race Director*, Chief Steward or Stewards of the Meet (SOM) may be subject to protest or appeal.

(New):

5.11.4 Compliance Staff

A. Members of the compliance staff are assigned by the head of Club Racing and designated subject matter experts for particular classes or categories. As part of the technical inspection team, their sole responsibility is to advise the Chief Technical

Inspector of cars not in compliance with the GCR and/or the Supplemental Regulations for the event.

B. Class Compliance Chief (CCC)

A member of the compliance staff may be specifically designated by the head of Club Racing as the CCC for a class. The CCC will work under the guidance of the Race Director or Chief Steward and with the event technical staff to provide consistent compliance checking across all events for the designated class. The CCC will report any findings of vehicles not complying with the GCR to the Race Director or Chief Steward for potential Chief Steward's Action (CSA) or Request for Action (RFA). Findings of the CCC regarding compliance items specific to that class are non-protestable. Decisions made by and/or penalties assessed by the Race Director, Chief Steward or Stewards of the Meeting (SOM) may be subject to protest or appeal.

Taken Care Of

FA

1. #19462 (Kris Kaiser) Swift 016 Toyota vs. Mazda
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.
2. #19463 (Bruce Hamilton) Lack of Competitive Speed of Toyota Powered Atlantic Cars
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.
3. #19470 (Steve Lathrop) An Alternative Engine Package for FA and Specifically the Swift 0
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.
4. #19474 (Kevin Hartwig) Add the Mazda MZR Engine to FA
Thank you for your letter. Please see the response to letter #19242, Technical Bulletin.

GCR

1. #19431 (James Pettinato) FIA Seat Back Clarification
Thank you for your letter. Please see the response to letter #19297.

HP

1. #19393 (Jonathon Becker) Mini Weight Adjustment
Thank you for your letter. Please see the response to letter #19391, Technical Bulletin.

T2

1. #19335 (Derek Kulach) 350Z HR Allowance
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
2. #19336 (Derek Kulach) 350Z HR Header Allowance
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
3. #19337 (Derek Kulach) 350Z HR Cold Air Intake
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
4. #19339 (Derek Kulach) 350Z HR Bigger Wheel Size
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
5. #19340 (Derek Kulach) 350Z HR Tire Size
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
6. #19341 (Derek Kulach) 350Z HR Brakes
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
7. #19342 (Derek Kulach) 350Z HR Brakes
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
8. #19343 (Derek Kulach) 350Z HR SPL Front Arms
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.
9. #19344 (Derek Kulach) 350Z HR Rear Toe Links
Thank you for your letter. Please see the response to letter #19333, Technical Bulletin.

T3

1. #19168 (Andrew Wymore) Balance T3
Thank you for your letter. Please see the response to letter #19309, May 2016 Fastrack Technical Bulletin.

T4

1. #19316 (SCCA Staff) Adjust 2016 MX-5 Wheel Size

Thank you for your letter. Please see the response to letter #19249, May 2013 Fastrack Technical Bulletin.

What Do You Think

STL

1. #19460 (Brian McGreevy) Dangerous Weight Addition

The CRB is considering a drop in the overall weights for Super Touring Light in 2017 Please submit your comments and feedback at www.clubracingboard.com

When STL was conceived in 2010, weights were set at 1.3 lbs/cc. Under concerns that smaller-engined cars, such as a 1.5L, could not make minimum weight, it was raised to 1.35 lbs/cc in the March 2012 GCR. Since that time, there has not been a significant demand from lower-displacement cars, and larger-engined cars are heavy, especially after additional weight is added for allowed modification or options.

Given the lack of demand from lower-displacement engines, the CRB would like to return the weight factor to 1.3 lbs/cc.

(Proposed)

Edit 9.1.4.H.1 as follows: Minimum weights for cars with normally aspirated piston engines will be determined by ~~1.35~~-1.30 lbs/cc displacement for the installed engine (see following table).

Adjust Table 9.1.4.H.1 Weights Table accordingly.

Adjust explicit weight entries in 9.1.4.I Tables A and B -3.7%, with the exception of included classes which must retain baseline class weights.

T2-T4

1. #19408 (Lowell Huston) Allow Over boring for the 2005-2010 Ford Mustang V6

Should touring cars in T2/T3/T4 be allowed .010 overbore to be able to use re-manufactured motors or be able to clean up the bores on re-builds?

Please submit your comments and feedback at www.clubracingboard.com

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2016

NUMBER: TB 16-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/2016 unless otherwise noted.

American Sedan

AS

1. #19499 (American Sedan Committee) Clarification for Engine Bearings

In GCR section 9.1.6.F., Engine Build Sheets (Full Preparation Only), add the following language:

"BLOCK

Crankshaft Housing Bore: 2.4412-2.6416"

Block Deck Height:

GM: GM: 8.9970"-9.0430"

Ford: 8.1880-8.2240"

Bore Spacing:

GM: 4.4000"

Ford: 4.3800"

Roller bearings of any type are not permitted for the camshaft, rod, or crankshaft bearings."

2. #19565 (American Sedan Committee) Dry Sumps for LS2 Engine

In Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder

Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder add the following language to the LS2 engine notes:

"ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free."

In Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8 (Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 2005-2006, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder, add the following language to the LS2 engine notes:

"ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free."

B-Spec

None.

Formula/Sports Racing

F5

1. #19527 (Formula/Sports Racing Committee) F5 Motorcycle Engine Clarification

In GCR section 9.1.1.D.15.C., make the following changes:

"All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications *or removal* of any component of the engine *or addition of any component of the engine* unless specifically authorized in these rules."

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

"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. *Crankcase vacuum pumps are prohibited.*"

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

"The cooling system is unrestricted, *however the stock engine water pump must be retained.*"

FA

1. #19242 (Ove Olsson) Approve Spec Version of Mazda 2.0 for FA
 In FA, classify the Mazda 2.0 as follows:

FA Spec line	Engine Series	Max Displ (cc)	Max Valves/ Cyl	Notes	Required Restrictor	Min Weight Lbs.
<i>P.</i>	<i>MZR 2.0</i>	<i>2000</i>	<i>4</i>	<i>Sealed engine sourced by Elite Engines. Swift 014 Chassis only</i>	<i>(4) 39.5mm</i>	<i>1325</i>

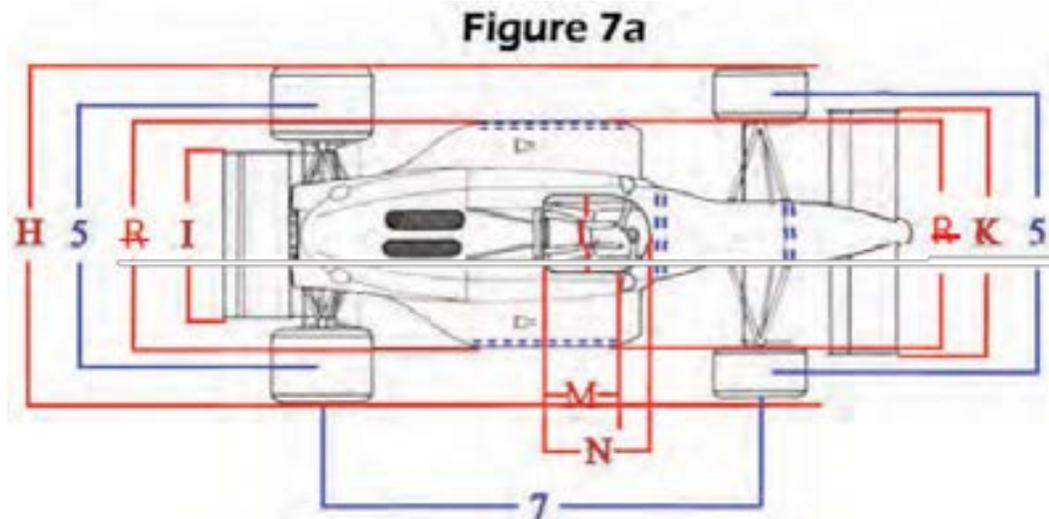
Note: The CRB will monitor the performance of this classification.

2. #19553 (SCCA Staff) Please Add the Mazda MZR 2.0 as an Engine Option for Pro F2000
 In FA, Pro Formula F 2000, add the MZR 2.0 engine as follows:

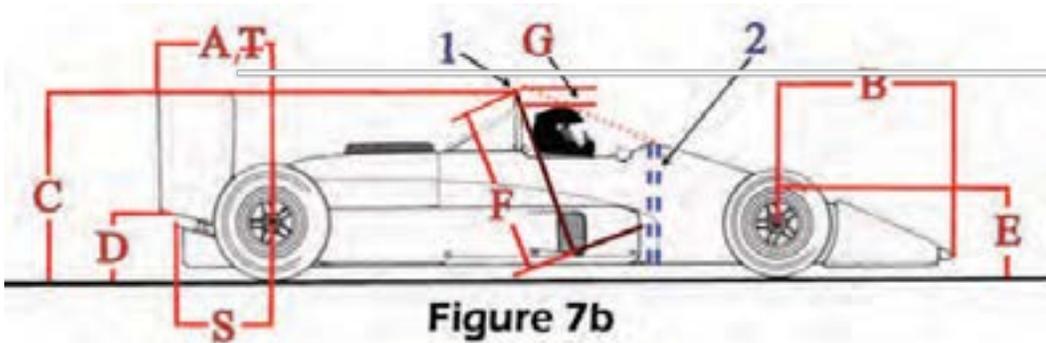
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight Restrictor	Notes
Pro Formula F 2000	2.0 Liter Zetec	(F) 8 Max (R) 10 Max	See FA Rules	Up to 5 Forward Gears, Limited Slip Differential (sequential) Carries a 25 lb Weight Penalty)	1230	Engine must be prepared to current FC rules except that ECU map and cams are unrestricted. An air restrictor is not required.
	<i>1220</i>				<i>USF2000 cars using the MZR 2.0L Mazda shall comply with the technical regulations set forth in the 2016 USF2000 rule book excepting the following: Tires shall be open subject only to limitations otherwise applicable to FA. ICAR and other USF Series specific timing/scoring equipment is not required. References to parts being inspected by INDYCAR prior to use shall be disregarded. Wheel tethers (SWEMS) are not required. Fuel shall be any SCCA legal and permitted fuel.</i>	

FB

1. #18631 (James Blackwell) GCR Corrections
 In F1000 (FB), figure 7a, make the following corrections:
 Replace the dimension "R" in both locations with the letter "J"



In F1000 (FB), figure 7b, make the following correction:
Delete the letter "T"



P1

1. #19461 (Formula/Sports Racing Committee) Correct typographical error in P1 Engine Table Line J Notes
In P1, Engine Table, Line J, correct the Notes column as follows:
"2 seat cars only per 9.1.8.C.B.4.g (FIA CN Chassis)."

GCR

1. #19264 (Jim Wheeler) Fuel Cell Rule Clarification
In GCR section 9.3.27., add the following language:

"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, or as otherwise specified in the GCR. All safety fuel bladders shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) or SFI 28.3 specifications. *Fuel cells do not time out and have no expiration date.* Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher or SFI 28.3 specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum."

Grand Touring

GT2-ST

1. #19501 (SCCA Staff) Classify the Maserati GT4 in GT2/ST
In GT2/ST, classify the Maserati GT4 as follows:

GT2 / ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Maserati GT4</i>	<i>4700</i>	<i>3100</i>	<i>65mm</i>	<i>Must comply with WC rules.</i>

Improved Touring

None.

Production

1. #19116 (Ben Phillips) Classify the 2005 Porsche 968
In EP, classify as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Porsche 968 (1992-1995)</i>	<i>2</i>	<i>2675 * 2742 ** 2809</i>	<i>4 Cyl. DOHC</i>	<i>104x88</i>	<i>2990</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 37 (E) 33</i>	<i>Fuel injection</i>	<i>94.5"</i>	<i>62.4"/61.3"</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Porsche 968 (1992-1995)</i>	<i>18x8</i>	<i>6</i>	<i>(F) 298 vented (R) 299 vented</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450"</i>

1. #19160 (Keith Gillespie) Add B17A1 engine to FP Acura Integra (90-93) Spec Line
In FP, classify as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Acura Integra GSR (1992-1993)</i>	<i>2</i>	<i>2325 * 2383 ** 2441</i>	<i>4 Cyl. DOHC</i>	<i>81x84</i>	<i>1678</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 33.0 (E) 28.0</i>	<i>Fuel injection Throttle Bore 58mm</i>	<i>2550</i>	<i>62.3"/62.3"</i>

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Acura Integra GSR (1992-1993)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 262x21 vented (R) 239x10 solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450"</i>

1. #19391 (Jonathon Becker) Mini Weight Adjustment
In HP, BLMI Austin/Morris Mini Cooper prep. level 1/2, reduce the weight as follows:
~~“4600~~ *1575”*

Spec Miata

1. #19355 (Mark Nichols) Timing Plate to Crank Pulley attachment methods

In GCR section 9.1.7.C.1.o.6., add the following language:

“For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. *Fasteners (including upsizing) are open for pulley/timing plate attachment.*”

In GCR section 9.1.7.C.1.r.1.a., make the following changes:

“Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, *and* flywheel bolts, ~~and crank pulley bolt~~ must be used as provided by Mazda.)”

Super Touring

STL

1. #19348 (Christopher Jurkiewicz) Add 50mm Flat Plate and Other Restrictions to BMW S14B20

In STL, BMW S14B20, make the following changes:

Weight: “Chart +2%”

Notes: “Must meet all STL engine regulations. *50mm flat plate restrictor required.*”

STU

1. #19415 (Jerold Lowe) Scion FR-S / BRZ Cosworth Supercharger

In STU, classify the Subaru BRZ/Scion FRS Cosworth package as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Subaru BRZ/ Scion FRS</i>	<i>2000</i>	<i>2850</i>	<i>Cosworth Stage 2 Power Package supercharger kit, part #: COS2 20046685, stock crankshaft pulley, supercharger pulley diameter 68.6mm.</i>

Touring

T1

1. #19400 (Alex Krugman) Reduce Lotus 211/Exige/Elise Minimum weight

In T1, Lotus 211/Exige/Elise, reduce the weight as follows:

~~2450~~ *2250*

T2

1. #19333 (Derek Kulach) Allowances for 350Z in T2

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), make the following changes:

Max Wheel Size: ~~48 x 10~~ *18 x 10.5*

Tire Size: 275 295

Weight: DE Motor: 3250 3100 HR Motor: 3500 3100

Add to the notes:

*“Aftermarket flywheel permitted at minimum 18lbs. Aftermarket headers permitted, cold air intake permitted. Aftermarket big brake kit 4 piston front permitted up to 355x32 SPL pro V3 front upper camber caster control arms for the 350z part# SPLFUAZ33 permitted
SPL rear toe links part# SPL RTA Z33 permitted”*

2. #19373 (Anthony Saenz) Camaro 1LE Performance Package

In T2, Chevrolet Camaro SS/1LE (10-14), add the following language:

Gear Ratios: “3.01, 2.07, 1.43, 1.0, 0.84, 0.57 *or 2.66, 1.78, 1.30, 1.0, 0.74, 0.5*”

Final Drive: “3.45 *or 3.91*”

T2-T4

1. #19371 (Marc Feinstein) Classify Audi S4 and S5 in T2

In T2, classify the Audi S4 and S5 as follows:

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>Audi S4 (12-14)</i>	<i>84.5 X 89.0 2995</i>	<i>2809</i>	<i>18 x 10</i>	<i>295</i>	<i>3.68 2.16 1.52 1.13 0.92 0.78</i>	<i>2.85</i>	<i>(F) 345 Vented (R) 330 Vented</i>	<i>3600</i>	<i>S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. Separate coolant reservoir for the water to air intercooler permitted.</i>

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>Audi S5 (13-14)</i>	<i>84.5 X 89.0 2995</i>	<i>2809</i>	<i>18 x 10</i>	<i>295</i>	<i>3.68 2.16 1.52 1.13 0.92 0.78</i>	<i>2.85</i>	<i>(F) 345 Vented (R) 330 Vented</i>	<i>3600</i>	<i>S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. Separate coolant reservoir for the water to air intercooler permitted.</i>

T3

1. #19552 (SCCA Staff) Add the 2009 Model Year to the Acura TL SH-AWD (10-13)
Effective immediately in T3, Acura TL SH-AWD (10-13), change model years as follows:
"Acura TL SH-AWD (~~10-13~~ **09-13**)"

T4

1. #19451 (Dan Hardison) Error in GCR spec line for 96-02 Pontiac Firebird (T4)

In T4, Chevrolet Camaro V-6 (96-02), make the following changes:

Brakes: "(F) 302 x ~~23~~ **32** Disc (R) 305 x 25 Disc"

In T4, Pontiac Firebird V-6 (96-02), make the following changes:

Brakes: "(F) 302 x ~~23~~ **32** Disc (R) 305 x 25 Disc"

DIVISIONAL TIME TRIALS COMMITTEE

DIVISIONAL TIME TRIALS COMMITTEE MINUTES | May 10, 2016

Expected Participants:

Chuck Deprow (MidWest), Craig Farr (SouthEast), Dave Deborde (NorPac), Heyward Wagner (National), Jim Cuyle (SoPac), Lee Hill(BoD), Matthew Yip(NorthEast), Tony Machi (CenDiv)

Reports:

Board of Directors Report

- New Convertibles rules

Ongoing Business:

- SCCA website
 - Time Trials page - <http://www.scca.com/pages/time-trials>
- Novice TT Permit issuance
 - Permit distribution

New Business:

- SCCA Boards & Committees webpage
 - Title and listings
 - <https://www.scca.com/pages/boards-and-committees>
- Empire Michigan
 - 40-second course, very twisty
 - Previously sanctioned by other groups
 - Very strong local support
- Track Inspection

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | May 3, 2016

The RallyCross Board (RXB) met via conference call on May 3. Attending were Stephen Hyatt, Chairman, Karl Sealander, Ron Foley, Keith Lightfoot, Chris Regan, Kito Brielmaier and Mark Macoubrie. Also in attendance were Tere Pulliam, Arnie Coleman, and Lee Hill, BOD liaisons, and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Chris Regan): The Committee reviewed one rollover incident in the past month and concluded it was the result of course degradation. The Region's Safety Stewards will be more conscientious of course conditions at future events.
- Rules Committee (Keith Lightfoot): Lightfoot reported that there has been moderate traffic on the forums for rules suggestions. Members may continue to comment and submit new rules suggestions through June 15.
- RallySprint Committee (Kito Brielmaier): RallySprint and RallyTrials sanction applications and audit forms are now available for download from the SCCA website. One RallySprint event was completed in April and several new events are in the planning stages.
- National Championship Committee (Mark Macoubrie): Macoubrie distributed to the RXB a list of Chiefs for the RallyCross National Championship.

Motion: Approve the proposed list of Chiefs for the 2016 RallyCross National Championship. Macoubrie/Regan. PASSED 7-0.

The RXB agreed to open registration for the 2016 RallyCross National Championship to past champions on July 1 and to everyone else on July 16.

After the West Coast National Challenge the question was raised whether a competitor can be given a rerun for a debeat once per heat or once per event. The RXB discussed and decided to clarify in the Supplemental Regulations that each competitor is allowed a rerun for a debeat only once per event.

Brian Harmer gave a report on his visit to the RallyCross National Championship site in Indianola, Iowa where he met with the National Balloon Classic administrators, town officials, the Chamber of Commerce, and event vendors. Plans for 2016 are to do more local promotion and include more community involvement in the event. One new activity planned for 2016 is a cruise to the high school for a car show on Saturday night.

- Divisional RallyCross Stewards Liaison (Ron Foley): Foley reported that the most recent Divisional RallyCross Steward (DRXS) meeting had 6 of the stewards in attendance. Some of the subjects discussed were the West Coast National Challenge event, the number of runs planned at the East Coast National Challenge, use of a course change kit, and the implementation rationale of late fees at National Challenge events. The Northeast Division RallyCross steward, James Quattro, has tendered his resignation effective December 31, 2016. The RXB is now accepting applications for his replacement, with a start date of January 1, 2017.

Old Business

- RallyCross marketing progress: The RXB continues to look for content providers for both print and video marketing materials. As the SCCA website is reworked over the next few months, it should improve usability by being more sport-specific and allowing RallyCross to generate its own content. Part of that content will include the Jim Rowland suite of documents discussed by the RXB recently. To generate some additional visual content, a photographer will be on staff for the East Coast National Challenge event and a request for a videographer has been submitted.
- Court of Appeals appointments: The RXB discussed possible appointments for the 2016 Court of Appeals and chose a primary and a secondary member from each of the RXB, DRXS, and competitors at large. Contacts will be made and the appointments confirmed during the next month, with the final Court of Appeals to be approved at the next RXB meeting.

New Business

- National & Regional event scheduling: A recent Regional scheduling conflict with a National Challenge event has caused the

RXB to again consider scheduling guidelines and the need to schedule National events as early as possible. RXB agreed that a 500-mile radius would be an acceptable mileage guideline for Regional events held on the same date as a National event. The RXB also agreed that for 2017 any bids for National Challenge events must be submitted to the RXB by October 1 with a location and a few potential dates. Foley will take these guidelines to the DRXS. Facebook and a possible email blast will also be used to spread the word.

- West Coast National Challenge review: Brian Harmer gave high praise for the event saying that it was run efficiently, course design was good and proactive, the timing system worked well, the food was great, and there were very few problems. A couple of takeaways for improvement are to always stress in the drivers meeting the requirement of red flags for debeds and to have clearer expectations that Modified competitors are required to fill out the disclosure form and to attend the class inspection. Hyatt requested that the National Championship Committee rework the Supplemental Regulations and/or the Disclosure Form to require that Modified competitors attend class inspection and that the organizers have verification of attendance through the Disclosure Form.
- Errors and omissions: It was brought to the attention of the RXB that a rules error and omission released in March had inconsistent verbiage. The following proposed change corrects the inconsistency:

7.2.F Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations. Any sanction request where a Divisional RallyCross Steward is listed as Chairman, Event Organizer or Regional Executive/RE Designee ~~will~~ **may only** be approved by the Chairman of the RXB or a designee.

Motion: Approve the changes to 7.2.F. Macoubrie/Foley. PASSED 7-0.

- Waiver changes: Hyatt reviewed the new requirements for insurance waivers recently outlined to the membership. Those new requirements are summarized at [*New* SCCA Waiver Chart](#).

Next meeting: June 7, 2016

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | May 9, 2016

The RoadRally Board met via conference call on May 9, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, guest Director Brian McCarthy, BOD liaisons Lee Hill, Bob Dowie, and Terry Hanushek, SCCA Staff Howard Duncan and Jamie Mullin, NEC chairman Mike Thompson, RDC chairman Jay Nemeth-Johannes, and Jeanne English, RRB secretary.

Minutes: April minutes approved as published in Fastrack.

Front Burner Items:

1. Moment of Silence for Mark Haas, long time SCCA member, active competitor and organizer from South Jersey Region, who died last month; the RRB expresses its condolences to his family and friends; Clyde expressed thanks from the SJR region, and said that they may do a memorial rally in his honor next year (similar to the Dave Teter Memorial Rally Weekend).
2. RReNewsletter – We expect a new issue any day now. Rally organizers are encouraged to support Cheryl's efforts by promoting the newsletter at their events and contributing articles.
3. Administrative Item Follow Up (Deena)
 - a. New fillable-PDF sanction application and audit forms have been posted to SCCA.com. Thank you, Jim, Terry and Deena! Jay said he used the audit form this morning and it worked fine.
4. SCCA Staff Attendees
 - a. We have Howard Duncan and Jamie Mullin from the SCCA staff joining this call. Howard introduced Jamie who is an administrative assistant to the Competition Dept (rally, solo, club racing), Deena is in Membership working on sanctions/audits and insurance; over the next month administrative duties (except sanction/ins) are being transferred to Jamie, but funnel items through Howard first. Rich is invited to lunch with Howard and Jamie when all their schedules allow. Rich said to send results and such to Howard/Jamie; toolbox items/documents to Jamie; sanctions, audits, and planning calendar to Deena (car counts and such will still come from Deena). Who will attend the RRB calls? Likely Jamie, she can be contacted by using her email jmullen@scca.com and/or by using the SCCA 800 phone number.
5. SCCA News
 - a. New SCCA Waiver requirements. An SCCA leadership webinar was held 4/25/16 to announce new waiver forms. New forms will be required in calendar year 2017 and the new forms can be used in 2016. A link to the webinar replay and presentation is available at <http://www.scca.com/pages/event-waiver-process>.
 - b. For those outside of California, New York and Florida the primary change is a new set of forms. For those in the affected states refer to presentation as the changes are too complex to summarize here.
 - c. These changes are being driven by the insurance carrier, K&K.
 - d. Largest impact seems to be that the expiration of annual waivers will be 12/31 each year, instead of the date of membership expiration. This will mainly affect those race events that occur in the south in January. Work to mitigate this issue is in progress.
6. Tiered Membership.
 - a. Rich noted that in the BOD minutes from the April FasTrack Lee Hill brought up the suggestion of tiered memberships. "The real issue is that membership revenue is a big part of the current business model. The Board needs to look at a broader view than just membership including the upside to all programs and build on that."
 - b. Thank you for raising this issue with the rest of the BOD, Lee.
7. Regional Development Committee
 - a. Jay Nemeth-Johannes – not had time to do much this past month because of working on his rally Badger Burrow; he did forward info to a Miata bulletin board, got one response
 - b. Jay's Badger Burrow National was this past weekend
 - c. Recruiting additional RDC members – Lee said that this is a committee, it needs more members to have different points of view; he suggested adding someone more committed toward membership, perhaps even a non-rally person; set as a goal for the June meeting that the RRB members bring 4 or 5 nominees (rally and non-rally); Jim asked if it was OK to actually reach out to that person/talk to him/her – yes.
8. NEC Report (Mike)
 - a. Recent and Upcoming National events (Confirm dates at scca.com)
 - i. Teter March Lion, March Lamb – April 8-10
 - ii. Milwaukee Badger Burrow – May 7 – one leg was discarded because a control was misplaced; then, within the proper time, a national competitor insisted that another leg be dropped because his mileage didn't agree, saying further that if the leg was not discarded

that he would file a claim (which would have the effect of further delaying scores); the leg was discarded, it did not affect scores, Jay did it to keep the peace and not delay scoring any further; he was not happy discarding the leg, feeling that the contestant was pressuring him to discard the leg.

- iii. Steel Cities Steel Haul – May 14
 - iv. Milwaukee Roads Scholar – June 11, 12, Sunday rally already full
 - v. NER Hurdle – August 6
 - vi. Land O Lakes Lacrosse – Oktober Rally/Badger Trails – Sept 16, 17
 - vii. (not yet sanctioned) Two National Course Rallies, Folsom, CA – October 15, 16
 - viii. (not yet sanctioned) SoCal Highway Robbery – October 22
- b. Liaisons for 2016 and 2017 USRRC - Ron Ferris is liaison for this year's USRRC
 - c. Pointskeeper status (John) – latest points, through the end of April, went to Deena and Cheryl
 - d. RRRs apply to divisionals? NEC feels they should, so there is consistency between events, but it would still be OK for local generals to add addenda to make them comply with the RRRs. The NEC feels that the rule about no controls in no passing zones should be moved to the RFOs so committees don't have to get a sanction exception every time (this is a very common sanction exception). Mike/NEC is working on the RRRs update; should there be a limit on how many events a competitor can count? This might discourage those who reach their limit to not run any more rallies. The NEC is working on how to make the RRRs more readable, perhaps dividing it into three sections; do all of the appendices need to be there? Bruce Gezon is 'the scribe' for the RRRs; once Mike gives him the items to update, Mike will ask Bruce his opinion about having three sections to the RRRs. See item 10.d. below for more discussion of this topic.
9. Howard Duncan – Use of online training for Safety Stewards in other areas of SCCA.
Two or three weeks ago Doug Gill did the first online Solo Safety Steward training, the feedback very positive; definitely going forward with trying to expand this into all areas of the club, starting with Safety Steward training. Doug can send the RRB the power point presentation to look at and we would then coordinate with him to make it appropriate for road rally; the solo training was 'sold out', with preregistration required; they have 30 to 40 people. We are probably 2 to 3 months away for RR; when ready, the RReNewsletter can be a way to promote it, set up registration, etc. The Solo SS training use gotowebinar, which has more features than gotomeeting; those attending can either use their computers with a webcam, or just listen on the phone; the presentation needs two people: the presenter and the moderator.
10. New Business
- a. Rich is not available on June 13 for the next RRB meeting; the meeting is rescheduled for June 6 (the first Monday in June).
 - b. Reminder: June 30 deadline for 2017 Rule Change proposals
 - c. Jeanne has done a new planning calendar, Deena has already posted it.
 - d. Do divisional rallies need to follow the RRRs? Jim thinks that many items don't/shouldn't apply, and more importantly some rallymasters/chairmen may not fully understand the RRRs, thus the downside outweighs the upside. Clarence thinks that organizers do know the rules; he also pointed out that many conventions people think are in the RRRs, are now gone. Terry said that divisionals are meant to be a bridge between regionals and nationals; also, that they were created to separate regionals meant to be part of the national championship (call them divisionals) from regionals not meant to be part of the championship.
Mike said that the NEC can certainly address administrative things (claims, how long controls remain open, etc), but other things (what roads exist; consistent glossary, etc), are tougher to address because of conflicts between local and national generals. Rich asked what is, really, the proposal for divisionals - it started as divisionals being in full compliance with the RRRs, but things seem to be changing. Mike said that the proposal is meant to address articles that relate to conventions and definitions, things that affect contestants.
John suggested that in 2017 divisionals not count for the championship, that it is national rallies only; he said that when the RRRs changed in 2005 it did not result in any more competitors, yet here we are trying to entice national competitors, so why not go back to the 2005 rules. Clyde disagreed, saying that in SNJ people started running again who had not been running in a while. John replied to Clyde, saying he was missing the point, which is that overall attendance has been dropping in the last several years; committees that are getting good turnouts are getting them because of the organizers, not because of the changes in the RRRs. Lee said the whole idea of the RDC is to find more people like Jim, Jay, and Sasha to drive local programs. Jay said that developing regional programs has nothing to do with the national program now, it may in 4 or 5 years.
Mike said that the RRB is micromanaging the NEC and asked that the RRB let the NEC do their job. Jim said that it is all about getting more people, that more rules can only discourage people. John suggested that we settle the national program and then work on the rest. Jim doesn't want to raise the bar so high that it discourages others from putting on events. Lee asked if there are there enough

national events only for the championships to be only nationals. Jay responded that if the tour and course series were combined there would be enough rallies, but that was voted down; he also said that it comes down to who is willing to write the rallies, not to who is willing to attend. Mike said at this point, let's just leave things alone for 2017, that divisionals will not have to comply with RRRs, although Appendix A still applies. More to come on this.

11. Back Burner Items (Deferred for several months).
 - a. 2015 Gervais Award Announcement and Presentation
 - b. Year end award determination. Pending Action for later in 2016: Need to clarify this language in the RRRs (Crittenden). Perhaps we move the SCCA joining deadline for weekend members to a date earlier in the year. Mike addresses this in his 2017 RRRs revisions.
 - c. Scca.com web site reorganization: SCCA 2016 Convention Follow Up: First set of priority changes. Proposed list for discussion: Rich is trying to schedule another lunch with Heyward Wagner and Jon Krolewicz.
 - i. Rally items are in File Cabinet and Downloads. Needs to be under the rally program
 - ii. Downloadable items need to be organized by
 1. Information for contestants
 2. Information for organizers
 - iii. Information for new organizers (Jay's requirement)
 - iv. Moderate, add delete, i.e. maintain our own content.
 - v. Moderate our own forum.
 - vi. Easy access to information on individual events. Links to info on a specific event.
 - vii. Consistent, stable link to the Road Rally Planning Calendar. The improvements we make for the Road Rally program are applicable to other programs as well.
 - viii. Need a direct link to the RReNewsletter

Motion to adjourn at 9:39 PM CDT
Next meeting June 6, 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/pages/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/convention>

EVENT CALENDAR:

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