

BOARD OF DIRECTORS

BOARD OF DIRECTORS | December 6-7, 2013

The SCCA National Board of Directors met at the National Office in Topeka, Kansas Friday, December 6 and Saturday, December 7. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, Bill Kephart, Todd Butler, Secretary; Lisa Noble, Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy, Bruce Lindstrand and newly elected Directors Terry Hanushek, Tere Pulliam, and Peter Zekert. Philip Creighton participated via conference call.

The following SCCA, Inc. staff participated in the meeting: Lisa Noble, Interim President and CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services and Aimee Thoennes, Executive Assistant.

The following guests participated: Jim Wheeler – CRB Chairman, Butch Kummer, John Bauer and Chris Blum, Club Racing Technical Department, Reece White, Public Relations Manager and Heyward Wagner, National Solo Communications Manager. In addition, Tom Campbell, President, SCCA Pro Racing, Erik Skirmants, President, SCCA Enterprises, Steve Pence and Chris Funk, SCCA Enterprises Board Members also attended the meeting.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice-Chairman Patullo.

PRESIDENT'S REPORT

Noble presented her update on the activities of the past eight weeks. External focus was spent communicating with vendors, partners, and sponsors about the CEO shift at SCCA Inc. Internal efforts were working on communication and accountability, spending time with staff interviews, including skip-level staff meetings, understanding roles and responsibilities, working to prioritize and resource projects. In addition, time was spent reviewing office space, resources, and an internal process for potential consolidation and re-alignment.

Currently Executive Staff is working with the BoD Planning Committee on a "Vision 2020", what do we want the organization to look like? Items for consideration include making membership services so valuable that members need it, broadening scope and definition of participation, positioning SCCA as service provider and building a broad based business structure. Programs and membership growth discussion and activity areas included re-examining program volunteer and administrative roles, leveraging National Pro Solo Tour, CPO (Chief Participation Officer) program needs re-energized, closer coordination and sharing with other member driven organizations like AMA and EAA. Multiple engagements are planned with sponsors to discuss new and current partnerships.

Need to continue the momentum, keep pressure on "the way we have always done things", pursue programs and process, governance and yearly convention. Need to continue to think and act boldly

FINANCIAL REPORT

Ehret gave the overview of 2013 finances. October YTD revenue slightly under budget (<2% at \$6.25M), operating expenses were slightly over (>3% at \$6.18M) net operating income was \$73K. Variances from budget are well understood. Year end forecast is projecting a slight operating loss, largely due to lack of sponsorship, and increased spending for the Majors program and National Solo. SCCA Pro Racing projecting a net income for 2013 of approximately \$150K and SCCA Enterprises projecting net loss of about \$80K.

Ehret and Treasurer Lewis reviewed the 2014 Operating budget. Assumptions that make up bulk of budget have been reviewed by BoD and include membership, Majors Tour, sanction fee model, insurance costs and recovery, SportsCar, Solo programs, and SCCA Fastrack News

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Runoffs budget. Treasurer Lewis noted that 2014 will likely be a turbulent year, given uncertainty around new Runoffs model, Majors participation and support costs, changes in sanction models and requirements to make investments that may include additional staffing and training. Budget is solid but there is low confidence in meeting projected operating income. Observation made that SCCA Inc is truly a non-profit, and close to break-even year over year.

MOTION: To accept 2014 Budget as presented. Lewis/Wannarka. PASSED 12-1. Langlotz opposed.

Insurance renewal completed with no change in carriers or in program except a reduction in participant accident insurance maximum payout period from 3 years to 2 years. This change saves \$40K per year and will be effective 1/1/14. The cost of the program to Regions will be unchanged and recovery rate will remain the same for 2014. Allocations across programs will also remain the same as 2013. SCCA will be looking at insurance programs overall as the insurance industry and health policies and co-pays change. Helman requested review of license fee for 2015.

PLANNING COMMITTEE REPORT

Kephart and Wagner presented some enhancements to the CPO concept focused on membership and participation. The Board made a request for fleshed out financial information to be presented at their March 2014 meeting. Straw vote to approve moving forward.

MARKETING/COMMUNICATIONS REPORT

Prill presented an update on the current and pending partnerships. He is continuing to work with SRI on sales efforts to flesh out demographics with MRI index.

BF Goodrich will continue to sponsor a Super Tour with a subset of Majors events designated as a Super Tour events. Saferacer will continue sponsorship. Of interest to drivers and Region merchandise and Tech and Stewards, there will be new Saferacer Club racing sticker replacing the old SafeRacer national racing stickers and the "plain Jane" SCCA Club Racing" stickers.

He gave a recap of his experience at the ESAD Business School in Barcelona as the lone representative from the United States. The underlying theme was on member value, with a curriculum focused on leadership, strategy, and change implementation. There was good shared learning experience across different membership organizations. There was discussion on the number of member touchpoints and direct relationship to membership retention. More touchpoints (more contact) increases membership retention in first five years of membership.

Marketing and communication schedule has been built for Convention and MSX program. Region website landed with KS region live and other regions are evaluating. There are some improvements and updates scheduled for SCCA.com.

MEMBER SERVICES REPORT

Butler gave review of the IT Oversight Committee's activities. They are continuing to work toward resource prioritization and allocation to meet deliverables.

Arnold reviewed his development projects and the priorities. First priority: full competition license completed. portable Runoffs in July and Membership System upgrade is on hold. 2nd Priority projects: renewal statement changes in January and renewal print/pre-sort vendor in February. 3rd Priority: Participant data collection, competition license renewed online, membership site add capabilities and UX and internal process automation.

Membership is projected up over 1300 compared to 2012 and shows improved retention rates.

CLUB RACING REPORT

Ozment presented a review of the 2013 Runoffs financial impact. The higher number of entries offset increased costs for 50th event.

2014 review, contract completed with MRLS and supporting regions. Volunteer staffing models coming together. Target is to get schedule out for 2014 Runoffs in February Fastrack. The team is targeting June BoD meeting to get buyoff on 2017 and intent is to announce 2017 at the 2014 event.

Discussion about Runoffs tow fund collection amounts and how to allocate for 2014. GCR changes required to make language compatible with Majors. Tow fund will be collected only from Majors events.

MOTION: To approve the 2014 Tow Fund Program and associated GCR language.

Appendix B. 2.1.E. Tow Fund

Upon conclusion of a National or Double National US Majors Tour race, the organizing region will remit immediately to the SCCA the funds specified by the Board of Directors per paid entrant in National Runoffs eligible classes only for a fund authorized by the Board of Directors to be distributed to entrants in the Interdivisional Championship events. No further sanctions will be issued to a region until this has been paid. Kephart/Harris. PASSED 12-1. Abstained: Noble.

Note: The Board of Directors preference is for minimal changes to program. Staff will review tow fund for 2015 for a more equitable distribution of tow fund not based on event results.

MOTION: To approve the language updating Section 2.2 in the GCR.

2.2. Credit Toward License

A. To qualify for renewing or upgrading a license, a competitor must participate in the minimum number of SCCA races specified in Table 1. However, no license credit shall be given for the following:

1. Drivers Schools
2. Races held as part of a Drivers School
3. Events not sanctioned by the SCCA
4. Events resulting in a DNS or DNF

B. A **Full Competition** licensed competitor ~~or Novice Permit holder~~ may enter multiple ~~cars~~ **races** in an event, but will earn **only one** license credit for ~~only one entry for each class raced per sanction number weekend.race group per sanction number~~ ~~A Novice Permit holder will earn license credit for only one race for each sanction number.~~ Langlotz/Harris. PASSED 12-1 Opposed Walsh.

In October, the BoD directed staff to develop a proposal for appeal of medical decisions. Ozment presented the proposal for Board consideration.

MOTION: To approve the following GCR change as recommended by staff:

8.4.2 – Right to Appeal – Medical Decisions

Any member in good standing may appeal a medical decision related to the assessment of their fitness to participate in SCCA events. A request to appeal a medical decision should be sent to SCCA Member Services to be forwarded to the Medical Review Board for review. There is no fee for a Medical Appeal. Langlotz/Butler. PASSED. 13-0.

Discussion of a waiver request for race scheduling close to Runoffs and unintended consequences of granting a waiver to let a race event 2 weeks prior to the Runoffs contribute to Runoffs eligibility. This was requested for a Cen Div race in September 2014.

From April 2013 Fastrack:

If a Divisional Championship is not concluded at the time of the Runoffs, invitations will be extended to drivers meeting the requirements at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year round, if desired.

MOTION: To waive the requirements established by the BOD in February, 2013 regarding the time frame for Runoffs Invitations from a Divisional Championship from 3 weeks to 2 weeks for 2014 only for Central Division September race event.

Lindstrand/Lewis. FAILED 4-7-1. For: Lindstrand, Lewis, Walsh, Langlotz. Opposed: Kephart, McCarthy, Noble, Patullo, Butler, Harris, Helman. Abstain: Wannarka. Absent: Creighton.

2014 Licensing Change - In the changes to GCR to accommodate changes to Novice and Full Competition license, there is now inconsistency in the GCR language. BoD discussed renewal requirements based on sanction numbers vs race weekends and multi-class credit.

MOTION: Clarify GCR competition license renewal as proposed by Club Racing. Langlotz/Harris. PASSED 11-1. Against Walsh.

Club Racing Experience was an experimental program under the Barriers To Entry program in 2013. There were some successes and knowledge gained providing input going forward. The BoD supports continuation of the program for 2014.

MOTION: To continue the pilot program for the Club Racing Experience "CRE" for 2014. Wannarka/Lindstrand. PASSED. 13-0.

CRB RULE CHANGES

CRB Chairman Jim Wheeler presented the recommended rule changes from the CRB.

MOTION: To approve recommended rules items as presented GCR #12751, Formula #12237, FV #10585 ,P1 #12661, P2 #12916, GT2 #12342 & #12901, IT – none, STL #12051, #12094, STU #12433 and Production #12723, 12279, 12466. ASedan #12598, 12783 and 12875. Spec Miata #12710 and 12711. SMX5 #12701. Touring T1 #12615 and #12643 and #12879. T2 #12172 and 12278. T2-T4 #12536 and 12864, #12870. T3 #11889, 12837. T4 #12202, B Spec #11600 effective 1/1/14. Butler/Walsh. PASSED 13-0.

Rules Season Discussion

The following is intended to be a general guideline that CRB and BoD will strive to follow. Exceptions may be made for safety reasons and/or parts availability concerns at any time. BoD and CRB believe that stable, mature classes should have relatively few competition adjustments and even fewer actual rules changes. Newly created, merged or consolidated classes may require multiple touches over the course of the first 18+ months until settling down. A new car added to a class via Spec Line addition may also require multiple touches.

Background

CRB typically handles 150-200+ rules change requests per month, ranging from major changes to minor competition adjustments. The majority of change requests are from competitors and constructors, and not CRB initiated. Conflicting desires are inherent in the rules making process. Tradeoffs need to be made between stable, static rules for set periods of time, example only making changes at the first of the year and however right or wrong living with it until the next year vs constant change and tinkering. Competitors generally desire stable rules, while at the same time wanting to make sure others do not have unfair advantages due to rules inequities.

The ability to make rules changes is restricted by regional racing seasons (weather), scheduling of events, Runoffs timing, competitors bringing cars out (or not) to tracks to allow for competitive comparisons, and timing of BoD meetings. Typically we want rules changes to be in effect the beginning of the next year while providing timely notification to the members of the changes so they can prepare their cars for the next season. The current Operations Manual has July 1 cutoff for rules change implementation prior to the Runoffs which effectively limits data input on changes to May for June publication.

Types of Rules Changes

Competition Adjustments - typically items such as restrictor plate size or weight adjustments and supercharger pulley sizes, turbo specifications, tire sizes. Competition Adjustments are published via Tech Bulletin or Racing Memo and do not require BoD approval.

Clarifications, Errors and Omissions – Rewriting of rules or specifications to correct errors. This includes omitted information or poorly written rules that need clarification. Clarifications, Errors and Omissions are published via Tech Bulletin or Racing Memo and do not require BoD approval.

Rules Changes - typically more complex adjustments such as cam lift, brakes, body work, aero, changing entire tables (eg engine tables vs individual spec lines). Rules Changes require BoD approval at BoD meetings typically held at Convention in Spring, Early Summer, Oct, and Dec of the year. In the past several years, BoD typically does not approve rules changes other than at face to face meetings.

- **Rules Season** Most rules changes can be expected at October BoD and at December BoD meeting with member input considered however BoD will consider CRB recommended rules changes at other BoD meetings with various effective dates. In general however rules changes should typically be effective beginning next racing season defined as 1/1/xx of the following year.
 - October BoD should handle changes leading up to Runoffs
 - December BoD should handle changes frozen pre-Runoffs and allow for post Runoffs adjustment

SCCA Enterprises

Chris Funk and Stephen Pence, Board of Directors for Enterprises and Erik Skirmants gave an update on the activity of 2013 and plans for 2014.

SCCA Pro Racing

Tom Campbell, President, SCCA Pro Racing provided an update on 2013 and 2014.

SOLO/RALLY REPORT

Howard Duncan reported that 2013 Regional Solo Participation numbers are encouraging as compared to 2012 and overall better than they appeared in October. Solo up 2%, RX up 17% and RoadRally even. The Rally/Solo Department has continued its planning for the new SCCA National Convention by developing tightly defined sessions to fit the streamlined schedule, but with the general focus being program improvement and growth directed to Club leaders. The R/S program boards will be meeting at the Convention on Thursday and Friday morning so they will be available to the membership during the Convention. Budget control is a front burner priority for 2014 including where possible, a shift to variable costs to mitigate unforeseen drop in entries. Example: National Solo Region Agreements will be changed so that the fee paid Regions is more aligned with event attendance. There are multiple initiatives underway in Solo, example outreach to muscle cars and increased participation by women.

RoadRally Board requested continuation of Weekend Membership Fee Waiver. BoD approves, no motion required.

RoadRally Rules Changes

Article 11 Championship Classes, Article 16 Clocks, Article 21 Time Allowances, Article 4 SCCA Sanction, Article 8 Competition Year

MOTION: Approve RoadRally rule changes as presented effective 1/1/14. Lindstrand/Noble. PASSED 13-0

The 2014 US Road Rally Challenge, the road rally event most similar to the Runoffs or Solo Nationals, will be held in conjunction with the Coker Tire Challenge in September 2014. The Board approved their request for assistance in publicity and promotion from the SCCA HQ staff.

2014 RX National championship scheduled for October 3-5, 2014 in Greenwood, NE (20 miles east of Lincoln) contracts are complete. RX Program development is active with growing use of site acquisition packet, more emphasis on searching and nurturing potential leaders in the program.

RallyCross Rules Changes

ARTICLE 4 MANDATORY PROVISIONS
5.2.B EVENT OPERATING RULES
5.2.C EVENT OPERATING RULES
6.2.C.2. VEHICLE CLASSIFICATION – Rally Stock Category
6.2.C.13. VEHICLE CLASSIFICATION – Rally Stock Category
6.2.C.16. VEHICLE CLASSIFICATION – Rally Stock Category
6.2.D.12 VEHICLE CLASSIFICATIONS – Rally Prepared Category
6.3 VEHICLE/DRIVER SAFETY hand held devices
2.2 (RXB) Duties
6.2.D. VEHICLE CLASSIFICATIONS – Rally Prepared Category
6.3.P. VEHICLE/DRIVER SAFETY helmets
RALLYCROSS SAFETY STEWARD TRAINING PROGRAM

MOTION: Approve RallyCross rules changes as presented effective 1/1/14. Harris/Noble. PASSED 13-0

Solo Events Board Rules

E&O Item
ITEM 9 (#10437) Cars Move to STU Proposal Package

MOTION: Approve SEB rules package as presented. Lindstrand/Patullo. PASSED 13-0

Proposal for 2014 changes in the current Divisional Solo Steward (DSS) position as follows:

- New purpose of Position: To serve as a resource for Regions in their Division for the goals of expansion, growth, operational excellence, and program exposure
- New Position Title: Solo Development Coordinator (SDC), one per Division.
- Duties: change rule book in the following manner from 2013:
 - Delete current sub-sections of Section 1.3.2 Responsibilities: B, C, D, E, G, H
 - Revise language and order as follows:
 - A. Serve as a resource to Regions within the Division to assist them with program challenges, including but not limited to growth/expansion, operational matters, site acquisition/maintenance, communications, promotion, and training/educational opportunities.
 - B. Maintain liaison with the SCCA National Office, the SEB, Divisional Solo Safety Steward, and other appropriate Division Officials, including Division Meeting organizers.
 - C. Notify SCCA Solo Department of the dates of any Inter-Regional Solo events and the organizational structure of the program
 - D. Serve as a resource to the SCCA National Office and the SEB to share and propagate best practices as developed and performed by the Regions within the Division
- Appointment: SCCA National Office annually recommends candidates to the SEB, who then consider these candidates and submit selected names to the BOD, who then make the final appointment
- The primary National Office liaison to the SDC would be the Solo Program Development Manager(s).

MOTION: Approve Solo Development Coordinator position and associated Ops and rule changes to accomodate. Lindstrand/Wannarka. PASSED 13-0

Board of Directors discussion for selection of Member of Excellence Award. This award is for the volunteer who shows the greatest commitment to SCCA Motor Sports activities. Presentation is to be at the SCCA National Convention.

MOTION: to appoint JoAnne Jensen as Cen Div Executive Steward. Lindstrand/McCarthy. PASSED 13-0.

MOTION: to recess the 2013 Board of Directors. PASSED 13-0.

BOARD STATEMENT: The BoD wishes to express thanks to the three outgoing members of the Board, Lisa Noble, Jerry Wannarka, and Phil Creighton for their past six years of service to SCCA as BoD members.

The 2014 Board of Directors convened immediately following to install officers, approve program board appointments and determine their 2014 meeting schedule.

Terry Hanushek, Area 2 Director, Peter Zekert, Area 6 Director and Tere Pulliam, Area 12 Director were welcomed to the 2014 SCCA, Inc. Board of Directors.

Election of officers followed with the results as follows: Chairman, John Walsh; Vice Chairman, Richard Patullo; Treasurer, Michael Lewis; Vice Treasurer, Brian McCarthy and Secretary, Todd Butler. Bruce Lindstrand was elected as the 5th member to the Executive Committee.

The following appointments were made:

CRB: Jim Wheeler, Chairman, Jim Drago, Chris Albin, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi and David Arken

TTAC: Jerry Cabe, Chuck DeProw, Dave DeBorde, Matt Yip, Craig Farr, Roy Mallory and Dr. Kent Carter

COURT OF APPEALS: Rick Mitchell, Chairman, Tom Hoffman, AG Robbins, Jeff Niess, Laurie Sheppard and Sue Roethel, Secretary

BOARD STATEMENT: The Board extends its appreciation to Jack Marr for his service to the Court of Appeals.

SEB: Steve Hudson, Chairman, Brian Connors, Mike Simanyi, Richard Holden, Dave Hardy, Dave Feighner, Mark Andy

Divisional Solo Stewards: Todd Farris, SW; Scott Dobler, SE; Steve Garnjobst, CenDiv; Tom Berry, SoPac; Keith Brown, NorPac; David Newman, NE; Lindsay Wilson, Rocky Mountain; Al Hermans, MiDiv; Raymond Jason, Great Lakes.

Solo Safety Committee: John Lieberman, SW; Arouch Poonsapaya, CenDiv; Brian Robertson, SoPac; Kathy Barnes, NE; Cal Craner, Rocky Mountain; David Steger, SE; Jan Rick, MiDiv.

RRB: Rich Bireta, Chairman; Jeanne English, Sasha Lanz, Bruce Gezon, Clarence Westberg, Charles Hanson, Len Pincton

Divisional RoadRally Stewards: Bob Ricker, SE; Larry Scholnick, SoPac; Mike Bennett, Great Lakes; Clarence Westberg, CenDiv; Steve McKelvie, NE; Rich Bireta, MiDiv; Lindsay Wilson, Rocky Mountain; Sasha Lanz, SW

RXB: Warren Elliott, Ron Foley, Brent Blakely, Karl Sealander, Keith Lightfoot, Stephen Hyatt, Chairman

BOARD STATEMENT: The Board extends its appreciation to Jerry Doctor for his service to the RallyCross Board.

Divisional RX Stewards: Damon Cuccia, SW; Z.B. Lorenc, Great Lakes; Dustin Nevenon, CenDiv; Jim Rowland, MiDiv; Paul Eklund, NorPac; Aaron Miller, Rocky Mountain; Charles Wright, Southeast; Jayson Woodruff, SoPac

BOARD STATEMENT: The Board extends its appreciation to Scott Beliveau for his service to the RallyCross program.

2014 Schedule of meetings for the Board of Directors

- March 5-9 in Charlotte
- May 15-17
- August 1 or 2 – web meeting
- October 30-Nov 1
- Dec 11-13

MOTION: To adjourn the meeting. PASSED 13-0

APPROVED CLUB RACING RULE CHANGES will become effective 1/1/2014, unless indicated otherwise.

GCR

1. #12751 – (December Fastrack – SCCA Staff) Allow Three-Digit Numbers for Majors Events

Thank you for your request. Change 9.3.29.A: A. ~~3 digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring.~~ **3 digit numbers starting with the number "1" are permitted at all events.**

FORMULA/SPORTS RACING

FA

1. #12237 – (November Fastrack – Steve Knapp) Toyota 4AG Cylinder Heads

Thank you for your letter. The CRB approves the new casting as a direct replacement of the no longer manufactured head, provided the new part does not fall outside the performance envelope of the existing part.

FV

1. #10585 – (December Fastrack – Stevan Davis) Add Wording to Allow Removable Head Surrounds

Thank you for your letter. Change 9.1.1.C.9.G: G. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, *with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended. Bead seats are recommended.*

P1

1. #12661 – (December Fastrack – Club Racing Board) P1, P2, and FB Data Collection

Add to the P1 and P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>:

9.1.8.A.2

K. Data Collection

All P1 Sport Racing Cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.

9.1.8.A.3

M. Data Collection

All P2 Sport Racing Cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.

Change 9.1.1.G. FORMULA 1000 (FB) PREPARATION RULES

Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars. *All FB cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board. It should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.*

P2

1. #12916 – (December Fastrack – Club Racing Board) P2 Engine Restrictors

Make the below changes and additions to the P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

Add 9.1.8.A.3.k.g.3: *3. The following weight and flat plate restrictor sizes are used to populate the P2 Engine Table and the P2 Spec Line Table. All 4 and 2 cycle restrictors are individual inlet flat plate restrictors installed on the intake side of the fuel delivery system within 4 inches of the throttle shaft. Restrictors may be mounted in any manner that does not reduce the intended effectiveness.*

P2 Minimum Weight and Restrictor Table

<i>Minimum Weight</i>	<i>Restrictor size</i>
<i>Pounds</i>	<i>mm</i>
1500	42.5
1400	41.5
1350	41.0
1300	40.5
1200	39.5
1100	38.5
1025	38
1000	37.5
950	37
900	36.5

Below 9.1.8.a.3.k.g., change the P2 engine table:

P2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
A	2 cycle	1200	NA	Maximum 4 cylinders	TBD 39.5mm/39.5mm	TBD 1200
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1005		No modifications allowed on engines manufactured after year model 2008	TBD Stock 37.5mm/37.5mm Modified 38.5mm/38.5mm	Stock engine 1000 Modified engine 1100
C	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1505	4	>1005 cc no modifications allowed	TBD >1005cc and <1106cc 38.5mm/38.5mm <1206cc 39.5mm/39.5mm <1506cc 40.5mm/40.5mm	>1005cc and <1106cc 1100 <1206cc 1200 <1506cc 1300
D	4 Cycle	1835	2	VW Super V- Note 1	36mm/38mm	1200
E	4 cycle	1615	4	Toyota WSR Specs only	34mm 41.5mm	1400
F	4 cycle 4 cyl auto based	2000	4	Approved engines list: MZR/Duratec Pinto: Cam TBD Max lift 12mm, Cast Iron or FastForward FastForward Cylinder head, Intake system Free, Fuel Injection Allowed	40.5mm / 42.5mm 40.5mm/40.5mm MZR TBD Pinto TBD	1300
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.E	Engine to be used in S2000 only	TBD 1350
H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs Engine specification per the 2009 GCR	Engine to be used in S2000 only	TBD 1300

I	Mazda 12A Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm <i>40.5mm/40.5mm</i>	1350
J	Mazda 12A Rotary	NA	NA	Bridgeport Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm <i>40.5mm/40.5mm</i>	1350
K	Venturi 36mm/38mm <i>41.5mm/41.5mm</i>	1400	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period. Formula Mazda Specs only		

Change the Spec Line Table below 9.1.8.A.3.I:

I. Spec Line Cars

Spec Line Table

Spec Line	Marque		Weight Stock Engine lb / Weight	Wing	Engine	Notes
A	AMAC, Aztee <i>Asteck</i> , Cheetah, Decker, Fox, LeGrand	94 / 54		End plate	Max	Minimum width 55 inches
<i>B</i>	<i>AMAC-AM5, Fox-2 Seater, Zephyrus</i>	<i>94/54</i>	<i>900/950</i>	<i>End plate</i>	<i>Max</i>	<i>Minimum width 55 inches</i>

B-C	Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
€ D	Radical SR-3 SR-4		1300lb Stock 1370 cc max			Radical wing or SR2-P2 class compliant wing and end plate Radical rear diffuser permitted
∅ E	Radical SR-3 Radical Cup		1500lb Sealed Radical Cup engine and			Radical wing or SR2 P2 class compliant wing and end plate Radical rear diffuser permitted
E F	Radical Club Sport, Pro-Sport, PR-6		1000lb Stock 1005cc max			Radical wing or SR2 P2 class compliant wing and end plate 61 in width min Radical rear diffuser permitted
F G	Bobsy			Wing		

GRAND TOURING

GT2

1. #12342 – (December Fastrack – Butch Kummer) Keep Stock Cars Eligible for GT2

Thank you for your letter. TA2 cars may run in GT2 using the rules listed in the GCR, Appendix L. (2013 rules) or they may run current Trans Am rules. Change the specification line for GT2 TA2 cars:

Cars must comply with 2013 TA2 rules. ~~Tire make/size are free. See Appendix L. (2013 rules) or current Trans Am rules. for complete rule set.~~ **Tire make/size are free.**

2. #12901 – (December Fastrack – Tom Patton) Alternate Cylinder Heads for Sunbeam Tiger

Thank you for your request. In GT2 Engines - SUNBEAM, change “Fuel Induction”: Ford C30 FAB, C30F-9510E, C40F-9519-1E* *Manifold: Stock Sunbeam Tiger manifold only. Holley P/N 0-80507-1 (390 CFM) on unrestricted manifold. Spacer is unrestricted. The restrictor plate shall be positioned within 4” of the throttle butterflies. ~~All inducted air shall pass through the specified restrictor plate.~~

In GT2 Engines - SUNBEAM, change the Notes:

Cylinder Heads: Any Ford 260, 289, or 302 Windsor V-8 cast-iron production cylinder head, delivered on U.S. model cars or trucks, and bearing unmodified factory casting numbers beginning in C, D, E, or F are allowed. **Edelbrock “SCCA American Sedan” aluminum heads, part number 602479 are permitted.** Competitor shall be able to provide documentation from the manufacturer identifying application(s), displacement, engine family, and casting identification. Ford Motorsport engine blocks P/N M-6010-A50, & M-6010-B50 and M6010-BOSS302 are allowed.

3. #12931 – (December Fastrack – Grand Touring Committee) GT2/ST adjustment

Change Appendix K., P.1.: 1. Tires must conform to 9.3.45, GT1/ST & GT2/ST Tire make/size is free, DOT tires are not required. **DOT tires per 9.3.45 are required for GT2/ST cars.**

Change the top “Note” for the GT2/ST specification lines: Note: Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g.,

factory manual) of the original displacement for the engine used. ~~GT2/ST Tire make/size are free~~, DOT tires are not required.

IMPROVED TOURING

None.

SUPER TOURING

STL

1. #12051 – (December Fastrack – Greg Amy) Classify Type R in STL at 2L Weight

Thank you for your letter. Change 9.1.4.2.B.1: 1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars and engines as follows:

The following vehicles in their entirety are ineligible for STL:

Lotus Elise/Exige

Lotus 2 eleven

The engines from the following cars are ineligible for STL:

Honda S2000 F20C

~~Acura Type R Code B18C5~~

Forced induction is not permitted in STL.

Change 9.1.4.2.I Table A title: Table A: Alternate Vehicle and Engine Allowances/*Requirements*

In section 9.1.4.2.I Table A, add spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Acura B18C5</i>	<i>NA</i>	<i>Chart + 2%</i>	<i>Any porting and or polishing of intake and or exhaust ports outside of the GCR 9.1.4.2.B.3, 1" port matching allowance- factory or otherwise is prohibited.</i>

2. #12094 – (Will Clark) Use Honda S2000 Intake Manifold with Alternate Honda Engine

Edit 9.1.4.2.B.1:

B. Engines

1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars and engines as follows:

The following vehicles in their entirety are ineligible for STL:

Lotus Elise/Exige

Lotus 2 eleven

The engines from the following cars are ineligible for STL:

~~Honda S2000 F20C~~

Acura Type R Code B18C5

Forced induction is not permitted in STL.

Add to 9.1.4.2. Table A:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda F20C</i>	<i>NA</i>	<i>Chart + 2%</i>	<i>Must meet ALL STL regulations. 50 mm Flat Plate Restrictor required.</i>

STU

1. #12433 – (December Fastrack – Eric Heinrich) Minimum Weight for Forced Induction in STU

Thank you for your letter.

Change 9.1.4.1.H.2: 2. All turbocharged engines shall use a turbo inlet restrictor/weight combination from the following table.

Twin turbo engines are allowed on a case-by-case basis only. Refer to GCR Appendix F definition of "Turbo Inlet Restrictor" for correct design parameters. Turbocharged engines of greater than 2.7L displacement shall use the weight as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater.

Inlet Restrictor (mm)	Minimum Weight (lbs)
32	2250
33	2500
34	2500
35	2500
36	2500
37	2675
38	2675
39	2820
40	2985
33	3150
36	3315
40	3480

Turbocharged AWD/RWD cars must deduct 2 mm from this table.

Remove 9.1.4.G.21: Unless otherwise noted, the following restrictions apply to turbochargers. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may be added to engines that did not originally come equipped with one on a case-by-case basis. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.

Insert new 9.1.4.1.B.2: *2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see table 9.1.4.h.2. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details.*

Change current 9.1.4.B.2 to 3., and all numbers subsequent: **23.** All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Turbocharged engines of 3.2 displacement or less are allowed.

2. #12589 – (December Fastrack – Super Touring Committee) Remove Alternate Turbo from Mazda Miata

Thank you for your letter. Due to the part no longer being available, in 9.1.4.1, remove from Notes, Table A., Mazdaspeed Miata: Alternate turbo Mazdaspeed part #000-88C-89 permitted.

PRODUCTION

FP

1. #12723 – (December Fastrack – Mark McCaughey) Reclassify the 00-05 Toyota Celica GT

Reclassify the Toyota Celica GT currently in EP to FP with the following changes to the specification line: Add model year-(00-05), weights- 2250, 2306 and 2363, drum brake diameter-300, stock throttle body I.D., comp. ratio- 11.0:1, valve lift- .450

EPFP	Prep Level	Weight	Engine Type	Bore x Stroke mm/(in.)	Displ. Cc/ (ci) (nominal)	Block Mat'l	Head/PM & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/ (in.)
Toyota Celica GT (00-05)	2	2090 2250 2306 2363	4 Cycl Dohc	79 x 91.5	1794	Alum	Alum	(i) 32.0 (E) 27.5		102.4	62.9/62.5

EPFP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt: (mm/(in.))	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes
Toyota Celica GT (00-05)	15 x 7	5	(F) 254 Disc (R) 254 300 Drum		Stock	Comp Ratio limited to 12.5:1 11.0:1 . Valve lift limited to .500 .450"

Production

1. #12279 – (December Fastrack – Philip Royle) Allow IT cars to run in Production in IT trim

Thank you for your letter. Add 9.1.5.B5.: *5. Any Improved Touring car meeting all the requirements of ITCS 9.1.3 may compete in the Production class in which the same make, model and engine displacement car is classified. For Improved Touring cars competing in Production, the level of preparation and modifications will be as determined by ITCS 9.1.3 and not by PCS 9.1.5. This is intended to allow Improved Touring competitors to become more familiar with Production to assist them in determining whether to modify their cars to meet the requirements of PCS 9.1.5 and also to permit Improved Touring competitors to compete in all events open to Production cars.*

2. #12466 – (December Fastrack – Production Committee) Retention of Factory Hard Tops

Change 9.1.5.E.9.a.11.: 11. Open cars must remove convertible **soft tops**, ~~removable tops~~ and ~~all~~ attaching bracketry and fasteners. *Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners.*

AMERICAN SEDAN

1. #12598 – (December Fastrack – Scott Sanda) Restricted Preparation Fuel Rail Modifications

Thank you for your letter. Change 9.1.6.D.1.c.2.a: a. OEM fuel injectors and fuel rail assembly must be maintained. *To reduce fuel fire hazard, OEM fuel rail inlet and outlet (return) ports may be changed to allow alternate fittings. No other changes to the OEM fuel rail assembly are permitted.*

2. #12783 – (December Fastrack – John Maloney Jr.) Allow Headers for Restricted Prep Mustang/Cobra

Thank you for your request. Change the specification line for the Ford Mustang Cobra and GT (96-98) Restricted Preparation:

Ford Mustang Cobra and GT (96-98) Restricted Prep.		3.37, 1.99, 1.33, 1.00, 0.67	(F) 330 Vented Disc (R) 296 Vented Disc	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. <i>Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.</i>
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3. #12875 – (December Fastrack – American Sedan Committee) AS Suspension Rules Update

Change 9.1.6.D.4.d.5: 5. Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). "Air", foam or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified *lower control arms (front and rear), and original unmodified front upper control arms* must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.

Change 9.1.6.D.4.c.: c. Suspension Control - Any anti-roll bar(s), traction bar(s) *and rear upper control arms or like devices*, panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment.

Add 9.1.6.D.7.i.4: *4. The unibody may be deformed or modified to accommodate the installation of components or other modifications allowed by these rules. The rear bulkhead may not be cut to accommodate the installation of traction bars or rear upper control arms or like devices. Deformations or modifications shall perform no other function.*

SPEC MIATA

SM

1. #12710 – (December Fastrack – Alan Cross) 2001 Air Intake Radiator Clearance

Add 9.1.7.C.1.k.1.e: *e. 2001-2005 cars may replace air intake tube (p/n BP6D-13-331) with the 1999 air intake tube (p/n BP4W-13-331B).*

2. #12711 – (December Fastrack – Spec Miata Committee) Allow for OEM Equivalent Fuel Pumps

Thank you for your letter. Change 9.1.7.C.1.l.1: 1. The fuel pump must be a Mazda *or* OEM *equivalent* part ~~and unaltered~~. Any adjustable mechanical fuel regulator may be used. It may not be mounted in the cockpit. It may not be adjusted electronically or from the cockpit. Cars equipped with a factory installed manifold vacuum reference for the fuel regulator may use it, but it must not be altered in any way. Refer to GCR Section 9.3 for permitted fuel specifications and for the required fuel sample acquisition port.

SMX5

1. #12701 – (December Fastrack – Michael Collins) Allow Roadstersport Hard Top for SMX5

Change 9.1.11.B.3.p: p. SPEC MX-5 cars may run the factory optional removable hardtop *or the Roadstersport fiberglass hardtop (Roadstersport p/n 21-1006F)*. The factory latches must be removed and replaced with positive fasteners.

TOURING

T1

1. #12615 – (December Fastrack – Scott Bove) Allow Carbon Doors for T1

Thank you for your request. Please see the response to letter #12879.

2. #12643 – (December Fastrack – Dan Goodman) Allow Alternate Bodywork for E36 in T1

Thank you for your request. Change the specification lines for the BMW E 46 M3 & E36 / BMW Z3, and the BMW E46 M3 as described below:

BMW E 46 M3 & E36 / BMW Z3	3200	2600		The 3.4L (87.0 x 93.0 Stroke) engine is permitted at 2650 lbs. the M5 5.0L is permitted at 3000 lbs. Flossman body kit is permitted. 4.0L V8 permitted at 2900 lbs. <i>Pennon Fender flares allowed. The headlights can be modified to allow air to pass into the engine induction system.</i>
BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required. <i>The headlights can be modified to allow air to pass into the engine induction system.</i>
	4000	3200		<i>The headlights can be modified to allow air to pass into the engine induction system.</i>
	5000 (V8 only)	3500		

2. #12879 – (December Fastrack – Club Racing Board) 2014 T1 Ruleset Update

The CRB submits the below rule changes to the Touring section of the GCR for Board of Director approval.

1. Insert wording below in 9.1.9.1:

These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements.

Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2.

Full Preparation T1:

A. Bodywork

2. Change 9.1.9.1.A.1.: All cars may replace the hood, hatch, *doors*, and/or trunk lid with nonmetallic composite parts.

3. Remove 9.1.9.1.B.1.f.: f. ~~Cars with non-OEM front splitter shall increase the required minimum weight by 75 lbs. or reduce their flat plate restrictor by 2 mm. Vehicle that do not have a flat plate restrictor would add one and reduce the OEM throttle body size by 2 mm.~~

4. Remove 9.1.9.1.B.2.i.: i. ~~Cars with non-OEM rear wing shall increase the required minimum weight by 75 lbs. or reduce their flat plate restrictor by 2 mm. Vehicle that do not have a flat plate restrictor would add one and reduce the OEM throttle body size by 2 mm.~~

5. Change 9.1.9.1.C.2.: Headliner, sun visor, carpeting, carpet pad and/or insulation, sound- proofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, *front door windows*, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.

6. Change 9.1.9.1.N.9.: 9. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified. *Steering column locks may be removed or disabled.*

T2

1. #12172 – (December Fastrack – BILL CAPOGEANNIS) Request for Solstice GXP Brake and Spring Allowances in T2

Thank you for your requests. The brake upgrade for this car is listed on the specification line.

Add to notes for the Pontiac Solstice GXP Coupe/Convertible

(07-09): Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket

top allowed, if material, size, shape and weight are the same as the factory top. Hahn HIC-1150 or Dejon FICSSA Intercooler allowed. *Maximum spring rate 800 lb/inch for coil over type spring permitted.*

2. #12278 – (December Fastrack – Jorge Nolla) Alternate intercooler for Mitsubishi Lancer Evo X

Thank you for your request. Add to Notes for T2 Mitsubishi Evo X/GSR/MR (08-11):

AMS front and rear springs SCCA01-EVO X – AMS. 2" Genesis Technologies spacers allowed. Alternate AMS front sway bar permitted #SCCA-SBF02 EVO X, alternate rear sway bar permitted #SCCA-SBR02 EVO X. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. *AMS 2008+ Evo X FMIC Kit w/Logo/A0044A-2B allowed.*

T2-T4

1. #12536 – (December Fastrack – Harley Kaplan) Allow Adjustable Sway bar Links

Thank you for your request. Change 9.1.9.2.D.5.b.1: 1. Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line. Cars where air conditioning units have been removed shall refer additionally to Section D.3.b.1., above, for additional spring requirements. *If alternate sway bar(s) are listed on the specification line, adjustable end links are allowed. The length of the link must be within 1" +/- length of stock. No modifications are allowed to the mounting point(s) other than to accomplish attachment of link.*

2. #12864 – (December Fastrack – Jim Leithauser) Allow Alternate Control Arms

In T3, BMW Z4 M Coupe (2007), add to the specification line Notes as follows:

Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Ground control # MZ4Swaybar set permitted. 48mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. *E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May remain upright for installation of larger joint.*

3. #12870 – (December Fastrack – Touring Committee) Max Number of Springs

Thank you for your letter. In section 9.1.9.2.D.5.b.1, add the language as follows:

Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line. Cars where air conditioning units have been removed shall refer additionally to Section D.3.b.1., above, for additional spring requirements. *There may only be (1) rated spring per suspension corner. In addition to the main rated spring, there may be a "helper" spring on cars allowed a maximum spring rate on their spec line. Helper springs keep the main spring snug and feature a very soft rate, on the order of 10 lbs./in.*

T3

1. #11889 – (December Fastrack – David Mead) Allow CS Front Valance for Mustang V6

Thank you for your request. In the specification line for the T3 Ford Mustang V6 (11-13), add to the Notes: The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A Front, M5560-A Rear), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Boss 302R Steering EPAS Steering rack #M-3200-EPAS, Boss 302R/S ABS Module #M2353-C. 14" Brembo Brake Kit #M-2300-S permitted. Driveshaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. Cold air kit #JLT CAI-FMV6-11 permitted. *GT/CS Front Fascia #BR3Z- 17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted.*

2. #12837 – (December Fastrack – Martin L. Torrence) Allowable Parts Per GCR 2008 Mustang GT

Thank you for your request. Change the Notes in the specification line for the Ford Mustang Coupe GT & Shelby GT 4.6L (05-10): 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. A flat plate restrictor with two 40 mm holes required directly behind throttle body. *Rear Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M-18183-C allowed.*

T4

1. #12202 – (December Fastrack – Club Racing Board) Allow Removal of Catalytic Converter for Acura RSX

Thank you for your request. In T4, Acura RSX Type-S (02-06), add to the notes as follows: The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003 permitted. Acura suspension #08W60-56M allowed. *Catalytic Converters may be removed.*

B-SPEC

1. #11600 – (December Fastrack – SCCA Staff) Add B-Spec Chevrolet Sonic Suspension Kit

In B-Spec, Chevrolet Sonic (2012), add to the Notes: *GM suspension kit #23123679 permitted.*

APPROVED RALLYCROSS RULES

1. *Add language to Section 4 requiring compliance with all RX rules and supplemental regulations for any events in which National series contingencies will be paid.*

ARTICLE 4 MANDATORY PROVISIONS (Mandatory for all SCCA sanctioned RallyCross events. See Article 4-1)

4.1 Articles 1 (all), 2 (all) and 3 (all), 4 (all), 5 (all except 5.2.E) 6.1, 6.2.b, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

Variations from the remaining non-mandatory sections of these rules are allowed for regional events and must be

included as requested sanction exceptions on the sanction application and must be in the National Office no later than a minimum of 14 days prior to said event. See Article 5.6 (Sanction Requirements) for further details.

4.2 All RallyCross rules, not just those listed in section 4.1, and the National Standard Supplementary Regulations are mandatory for any RallyCross event in which RallyCross National Series Contingencies will be paid. Any variances must be approved by the RXB at least 30 days before the event. This section does not mandate the run groups, schedule or work order.

2. **Change driver eligibility to allow drivers with learner's permits to compete with a specified passenger subject to event chairman or safety steward approval. Language is taken from 2013 SCCA Solo Rulebook Section 4.1.A.**

5.2.B EVENT OPERATING RULES

Drivers must possess a currently valid automobile driver's license. ~~Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable.~~ Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. Any driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete as long as the restrictions of the driving license or permit are met and the event allows a passenger. If those restrictions require a passenger and the Region allows a passenger, that passenger must be either the driver's parent/legal guardian or an approved instructor. That instructor must be approved by both the Event Chairman and the event Safety Steward on a case-by-case basis. The driver must have the written permission of the driver's parent/legal guardian (signed at the event) to ride as a passenger and the restrictions imposed by the underage driver's state must allow the instructor to ride as a passenger. All persons in an event car must have an SCCA membership, either full or weekend.

3. **Allow passengers at all non-National events. Removes DOT/Snell reference for helmets; helmet requirements are covered under 6.3.P.**

5.2.C EVENT OPERATING RULES

One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than twelve (12) years of age and ~~must meet~~ has met all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the DOT/Snell requirements of 6.3.P. ~~of for competition use as recognized by the current SCCA RallyCross rules.~~ Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3.H).

Participant waivers: The individual (parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run. However, it should also be noted that some Regions events allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, an individual would be allowed at Regional events where a passenger is permitted. Passengers are not allowed during competition runs in Divisional or National Events.

4. **Allow use of studded tires at Regional and Divisional events any time.**

6.2.C.2 VEHICLE CLASSIFICATION – Rally Stock Category

Tires must be DOT approved. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted at National Events unless ice or snow is present; Regional and Divisional events may allow studded tires any time. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc.)

5. **Clarification of Stock class shock/damper rule to prohibit re-valving or other modifications.**

6.2.C.13 VEHICLE CLASSIFICATION – Rally Stock Category

Shocks/dampers may be replaced with unmodified OEM or unmodified, mass-produced aftermarket replacement units intended by the manufacturer for the specific year, make and model used. Rebuilds are allowed but only if the shock/damper is rebuilt to its original specifications (i.e. no re-valving). The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. Adjustable dampers are only allowed if the OEM unit was adjustable and must retain the same number of adjustments or fewer as OEM. Remote reservoir shocks are only allowed if they are exact OEM units.

6. **Allow use of any type (e.g. lead-acid, lithium-ion, absorbed glass mat, gel cell) battery in Stock classes.**

6.2.C.16 VEHICLE CLASSIFICATION – Rally Stock Category

Aftermarket replacement batteries are allowed provided they are the same type, group size and location as originally equipped.

7. **Clarify what types of bushings may be replaced in Rally Prepared.**

6.2.D.12 VEHICLE CLASSIFICATIONS – Rally Prepared Category

Any non-metallic bushing, including any suspension, steering rack, engine, transmission, differential, and body/frame mount bushing, is allowed but the replacement must be non-metallic and attach to the original factory location without modification.

8. **Include revision approved in 2013 regarding hand-held devices.**

6.3 VEHICLE/DRIVER SAFETY (Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. Entry fees, if already paid, will be refunded if a car fails to pass the safety inspection. A safety inspection is not

concerned with class compliance.

A. All loose items inside and outside the car (including the trunk and storage areas) must be removed. **Hand-held items, including cameras and cell phones, are considered loose items.**

9. Revise RXB Duties to better conform to current rule revision guidelines & time frames.

2.2 (RXB) Duties

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C. The development process for current (and future) rules will follow this general timeline. RXB will agree on the concept for rules revisions, and post for member input. RXB will examine all member input and, if applicable, forward the change to the SCCA Rally and Technical Departments for specific wording.

If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval. The majority of rule changes for the subsequent year will typically be sent to the BOD for consideration **per the RXB timeline at the BOD's August Meeting.**

As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their **December** ~~early November~~ meeting.

Rules will be published with a stated effective date.

10. Allow alternate steering wheels for non-airbag-equipped cars in Prepared classes.

6.2.D VEHICLE CLASSIFICATIONS – Rally Prepared Category

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23. For vehicles not originally equipped with steering wheel airbags, alternate steering wheels and their attachment mechanisms are allowed.

11. Specify that helmets must be worn during competition runs.

6.3 VEHICLE/DRIVER SAFETY

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P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

12. Add new language for RallyCross Safety Steward license renewal.

RALLYCROSS SAFETY STEWARD TRAINING PROGRAM

Training Methodology

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4) Beginning January 1, 2014, all RallyCross Safety Steward licenses, both new and renewals, will be issued for a three-year period. At the end of the three years the license holder will be required to submit a renewal application to the Divisional RallyCross Steward documenting at least three events at which the applicant worked as a RallyCross Safety Steward during the previous three years. The application form will include an examination of the RallyCross safety rules that the applicant is required to pass. Completed applications should be submitted to the Divisional RallyCross Safety Steward for the applicant's region of record.

Upon receipt of an application for license renewal the Divisional RallyCross Steward will confirm that the applicant meets the requirements for renewal and notify the SCCA Membership Department to issue the license for another three years. The Divisional RallyCross Steward has the authority to waive the usual renewal requirements in exceptional situations.

Both the Divisional RallyCross Steward and the SCCA RallyCross Safety Committee have the authority to suspend a RallyCross Safety Steward license prior to the usual expiration date if it is determined that the license holder has acted in an improper manner by failing to follow the SCCA safety rules or failed to exercise good judgment as a safety Steward. After the license has been suspended an SCCA member is required to undergo the normal RallyCross Safety Steward training procedure in order to have the license renewed.

4 5) If a Divisional Steward denies the application for a Safety Steward *license or its renewal* after the above steps have been followed and there is a request for a review of the application, a Review Committee of three members will be convened. The Review Committee will consist of: a RallyCross Divisional Steward, an RXB member, and a member of the RXB Safety Committee; all must be currently licensed RallyCross Safety Stewards. The committee will review the application and submitted qualifications. They may ask for additional information from the applicant and/or the Divisional Steward who denied the application. The Review Committee will either approve the application or deny it. If denied, the committee will provide recommendations as to what is required to have the application approved.

APPROVED ROADRALLY RULES

ARTICLE 11 CHAMPIONSHIP CLASSES

For the purpose of NTR and NCR competition, organizers shall provide for the classification of contestants into three classes, known as Class E (Equipped), Class L (Limited), and Class S (Stock).

A) Class E

No limit is placed on the equipment permissible for use.

B) Class L

No limit is placed on distance measuring equipment. Computation equipment must not receive a direct input from any distance measuring device (including GPS). Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment.

C) Class S

Distance measuring equipment is limited to stock odometer(s) in the stock location(s) and/or GPS device(s). Computation equipment must not receive a direct input from any distance measuring device. Distance information must be visually acquired from a distance measuring device and must be manually entered into calculating equipment (if any).

In addition to the above, organizers may offer other classes, such as a vintage class or an "SOP" (Seat-Of-the-Pants) class. The criteria for such class(es) are to be determined by event organizers. For the purpose of official results, such entrants shall also be scored in one of the three official classes above.

ARTICLE 16 – Clocks

I) Official Time

All Road Rallies shall use as official time the time signals broadcast by either Station WWV, operated by the National Bureau of Standards, or Station CHU, operated by the Dominion Observatory in Canada, with the hour adjusted to local time. In the absence of a viable time signal broadcast a Master Clock identified as such shall be set as accurately as is possible from another viable source. The identified Master Clock shall then be used as official time and each entrant shall be required to sign a sheet acknowledging the change. No adjustment shall be made to the Master Clock once it has been made available to any contestant nor may the Master Clock be removed from display until all contestants have had an opportunity to adjust their timing equipment.

J) Timing Equipment

- 1) Each open or passage control shall be equipped with at least one accurate timing device set to official time.
 - 2) The time signals broadcast and an unofficial clock reflecting the time signals broadcast or an identified Master Clock shall be available to all contestants for reference at the start of the day's run.
-

ARTICLE 21 TIME ALLOWANCES

A) Provisions for Time Allowances (TAs) TAs for **proven** force majeure are required on **all** SCCA Road Rallies. No penalty may be assessed for their use. No sanction exception will be granted to disallow their use, or to allow any penalty for their use. Force majeure TA's are automatically allowed. TAs may be used for other reasons only if allowed by an event's General Instructions.

ARTICLE 4 SCCA-SANCTION

A) Definition of an SCCA RoadRally

1) An SCCA RoadRally in the National championship series shall be an automotive test in which skillful and thoughtful driving and navigational skills are stressed. For NTR and NCR only each vehicle must individually follow a prescribed common route at specified legal and reasonable average speeds.

2) NTR Only - Events shall contain no course following or timing 'traps'. The route instructions shall be completely straightforward, so that the entire emphasis of the competition shall be to remain on time on a clearly defined course.

3) NCR Only - Events may contain course following and timing exercises ('traps').

4) A maximum of the equivalent of four events within a National Championship Series (Course, GTA, or Tour) may be sanctioned for a region within a consecutive seven day period.

ARTICLE 8 – Competition Year

The 2014 competition year will extend from the 2013 USRRC through Dec. 31, 2014. Thereafter the competition year will be the calendar year.

SEB Errors and Omissions

STREET TOURING

The proposed “Infiniti G35” listing in Item 9 for STU should have been “Infiniti G35 Coupe.”

The current STX “Infiniti G35” listing should be “Infiniti G35 Sedan.”

This only moves the Coupe out of STX to STU and keeps the Sedan in STX as it has been.

The proposal as approved in October:

ITEM 9 (#10437) Cars Move to STU Proposal Package

In Appendix A, move the following listings to STU:

Ford Mustang (N/A)

Chevrolet Camaro (N/A)

Pontiac Firebird (N/A)

350Z (non-NISMO)

Infiniti G35

Genesis (2.0L Turbo) (2010-13)

In conjunction, add the following new listings to STU:

Chevrolet Corvette (1997-2004) (Non-Z06)

Hyundai Genesis V6

Infiniti G37

The SEB is recommending a package of RWD cars be moved into the class. This will provide a much wider variety of competitive options and encourage a renewed interest in the class.

The cars chosen include previously unclassified vehicles, as well as a few currently classified in STX and STR. One thing they all have in common is the ability and need to fit more tire than allowed in the lower classes. Additionally, this proposal deals with numerous requests for the STAC to allow additional tire width for the RWD pony cars (solid axle RWD) currently in ST. The 350Z has also been reclassified in response to member request.

The Chevrolet Corvette C5 may appear out of place at first glance, but extensive analysis does not lead to believe it to have a competitive advantage due to its poor gearing. The Corvette C5 puts far less power to the ground at typical autocross speeds than other vehicles in STU. Further, the Corvette C5 is a very inexpensive car and the ST allowances provide the ability to correct its poor seating and create a competitive, fun, dual purpose vehicle.

Tire width limitations remain the same at this time.

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SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 25, 2013

The Solo Events Board met by conference call November 25th. Attending were SEB members Steve Hudson, Dave Feighner, Dave Hardy, Mark Andy, Mike Simanyi, and Brian Conners; Dick Patullo and Bruce Lindstrand of the BOD; Doug Gill and Howard Duncan of the National Staff. 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 1/1/2015.

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

Member Advisories

Street/Street-R (Stock)

Committee Applicant Request

The SEB is anticipating vacancies on the SAC, and requests that members interested in serving on this Advisory Committee submit their qualifications in writing to the SEB via www.soloeventsboard.com

#12898 Wheel Size Clarification

Per the SAC, this is meant to clarify the +/- 1" wheel allowance in Street:

Start with a vehicle that is legal in the 2013 Stock category, with any allowed optional (per Solo rules Section 12.4) wheel packages that were available from the factory (not dealer installed). You can then go up or down 1" on any wheel. If your car came with 17's on all four corners you can run 16, 17 or 18's up front and then 16, 17 or 18's in the rear. So a 16" front/18" rear combo is legal as is a 18" fronts/16" rear combo.

If the car was available with an optional 18" package that was also 1" wider you may run any combination of 17, 18 or 19's at this wider width. You may not mix and match standard and optional wheel packages. So in this last case you may not run 16's. Also, if your car came with wider wheels in the rear you may not run them on the front.

#13098 Street/Street-R Classification Changes Under 12-month Rule (3.2)

The SEB does not anticipate making significant classing changes within the new Street category, or within Street R (known in 2013 as Stock), prior to the 2014 Solo Nationals. The intent is to utilize the provisions of 3.2 only to correct significant errors or oversights in the listings.

Street Modified

Committee Applicant Request

The SEB is anticipating vacancies on the SMAC, and requests that members interested in serving on this Advisory Committee submit their qualifications in writing to the SEB via www.soloeventsboard.com

Modified

#10436 Twin Chassis Design Clarification

Per the MAC, the following is meant to clarify the meaning of 18.0, 2nd paragraph, starting at the 4th sentence:

All aerodynamic devices must be securely mounted to the chassis, and not to suspension arms, dampers, springs, uprights or other unsprung or partially-sprung parts of the car. No movable wing flaps, suction fans, or other movable aerodynamic devices allowed, except for side skirts where noted in the rulebook. The historical Lotus "Twin Chassis" design, in the opinion of the MAC, creates a movable aerodynamic device (the so-called second chassis) mounted to the suspension uprights and would be illegal for A Modified.

Kart

#12395 Engine Clarification

Per the KAC, 250cc 4 stroke motocross type engines are not legal in KM under 19.1.D.3 as they use a multiple gear transmission.

Tire Rack Solo Nationals

Course Designers who are interested in providing a course for the Solo Nationals are invited to submit their qualifications and experience in writing to the SEB.

Recommended to the BOD for 2015

The following subjects are planned to be referred to the Board of Directors for approval. Members should address all comments, both for and against, to the Solo Events 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.soloeventsboard.com.

Prepared

#11625 Subarus on the Same Line Proposal

The PAC recommends the following listing change for 2015:

Change Appendix A, F-Prepared, to read:

Impreza/WRX (AWD) - ALL

The PAC appreciates the feedback received in letters 12737, 12738, 12795, 12801

Change Proposals

Stock

#12693 Wheel Offset Allowance Proposal

The SAC would like member feedback on changing the first sentence in rule 13.4 as follows.

Any type wheel may be used provided it complies with the following: it is the same width and diameter as Standard and as installed (including wheel spacers if applicable) it does not have an offset more than ~~1/4" (±6.35mm)~~ **7mm** from a standard wheel for the car.

Comment: The wheel industry has moved from using inch measurements to using millimeters for wheel offsets.

Street Touring

#12680 240SX Move to STX Proposal

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

Change Appendix A classification from STC to STX: Nissan 240SX

Modified

#12389 Solo Vee Allowance Proposal

Per the MAC, the following rule change proposal is recommended for member review and comment:

Modify C.6.a under Modified Class C in Appendix A, to say:

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts. *Bolt pattern may be changed.*

Other Member Items Reviewed

Stock

#12669 Street Comments

Thank you for your input.

#12767, 12880 Wheel and Offset Allowance Proposals

Thank you for your suggestion. Please see item #12693 regarding the same subject.

Street Prepared

#11722, 11866, 12411, 12427 FRS/BRZ Classing Proposal

Please see item #10365 elsewhere in these minutes.

Street Touring

#12475 STC and STS Combining Proposal

Please see item #12465 in the December Fastrack.

#12505 ECU Clarification

Please see item #12251 elsewhere in these minutes.

#12682, 12683, 12695 240SX Move to STX Proposal

Please see item #12680 elsewhere in these minutes.

Prepared

#12985, 12986, 12987 Wheel Width Allowance Comments

Thank you for your input. This feedback is accounted for in the 2015 rule change proposal #12423 in the November Fastrack.

#12738, 12801 Impreza Classing Comments

Thank you for your input. This feedback is accounted for in the 2015 rule change proposal #11625 as shown in the November Fastrack and elsewhere in these minutes.

Not Recommended

Stock

#12635 Street Comments

Thank you for your input.

#12642 Street Comments

SCCA Technical Services can be a resource for accessing the Tire Guide information.

#12676 Engine Dress Up Clarification

Per the SAC, only engine "dress up" items adhering to section 13.2 are permitted in Street/Street-R.

#12688 BMW E39 Move to GS Proposal

Please see items #12859 and 13098 elsewhere in these minutes for related information.

#12692 Miata Club Sport Classing Proposal

Please see items #12859 and 13098 for related information.

#12742 Audi TT Move to GS Proposal

Please see items #12859 and 13098 for related information.

#12771 Lexus IS300 Move to FS Comments

Please see items #12859 and 13098 for related information.

#12859 Saturn Sky Classing Clarification

Please note that the SAC/SEB can no longer reclassify existing Street-R (formerly known as Stock) class cars (with the exception of SSR) due to the need to follow the rules process. Any changes would have to go out for member comment and be approved towards the end of 2014, for the 2015 season when most of the Street-R classes will no longer exist. New cars may be classed up until the July 2014 Fastrack (see Solo Rules 3.1). The Street Appendix A classifications

were just recently approved, as published in the November Fastrack. The SAC prefers to take some time to gather and evaluate more data before making any further changes under the 12 month rule (3.2).

Please see item #13098 for additional information.

Street Modified

#12735 Rear Hatch Allowance Proposal

The SMAC does not recommend this proposal. The committee prefers to stand by 16.1.I, which specifically prohibits replacement panels containing glass.

Prepared

#12633 Exomotive Exocet Classing Proposal

The PAC believes exoskeletal cars (e.g. Ariel Atom, MEV Exocet) are inappropriate for the Prepared category.

#12737 Prepared Changes Comments

The PAC believes that 17.2.S provides a competitor with adequate means of heat extraction. The PAC thanks the member for the feedback.

#12795 Impreza Comments

The PAC believes the weight formulas in F-Prepared are appropriate and will continue to monitor the class for future competitive adjustments, if necessary. The PAC thanks the member for the feedback

Tech Bulletins

Stock

#12900 Classify 2014 Audi A6 - V6 supercharged

The SAC wishes to class the new Audi A6 - V6 supercharged in F-Street along with moving the V8 G-Street A6's to F-Street under the 12 month rule. The committee believes the following listings accomplish that.

Add the following to F Street...

Audi

A6 V8 (1997 - 2014)

A6 V6 Supercharged (2008-2014)

Change the G Street listing to...

Audi

A6 (I4, V6 NOC)

#12576 Lexus SC400 and LS400 Classing Clarification

Errors and Omissions: Per the SAC, there was an oversight in the content of a proposal concerning the classification of various Lexus models. The change proposal (associated with item #8966) should have read as follows:

Move from FS to DS: Lexus SC400 ('92-2000)

Move from FS to GS: Lexus SC300 ('92-2000)

The GS300 remains in GS. The GS400 remains in FS.

Street Touring

#12251 ECU Clarification

Add the following to Appendix F under the Street Touring category

PIGGYBACK ECU INSTALLATION

1. The piggyback ECU must be used alongside the standard (see 12.4) ECU. If a piggyback has been installed it is not allowed to additionally modify the standard ECU in any way.

2. The piggyback ECU must be "supplemental" to the standard ECU and as such the standard ECU must retain some functionality.

3. The piggyback ECU must be "plug in compatible" with the standard ECU. So it must be possible to unplug the piggyback ECU and associated harness, and the car must be able to run on the standard ECU.

From the STAC: There have been numerous member questions about piggyback ECU installations. Solo Rules Section 14.10.F.2 lists the restrictions when installing a piggyback ECU.

Street Prepared

#10365 FRS/BRZ Classing Proposal

Per the SPAC, add the following listings in class C Street Prepared:

*Subaru & Scion
BRZ & FR-S (2013-2014)*

Note: this is initial classing for these cars in this category, and thus is subject to the provisions of 3.2.

Modified

#11151 S2000 Move to BM Proposal

Errors and Omissions: Per the MAC, in Appendix A, under C Modified, update the weight listings in subsection A.2 to read as follows:

*Iron cylinder head and standard camshaft: 1310 lbs.
Aluminum cylinder head and standard camshaft: 1335 lbs.
Iron cylinder head and alternate camshaft: 1335 lbs.
Mazda MZR engine: 1335 lbs.*

Note: the need to update these values for consistency with the current GCR was inadvertently overlooked.

#11916 Stohr FF Allowance Proposal

Per the MAC, effective immediately upon publication, add the following to the list of approved manufacturers in Appendix A under Modified Class C: *Piper, Stohr.*

CLUB RACING BOARD

Club Racing Board Minutes | December 3, 2013

The Club Racing Board met by teleconference on December 3, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler, BoD liaison; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

Member Advisory

None.

No Action Required

F5

1. #12730 (Brian Brothers) #12562 (Club Racing Board) Spec Lines for F500 cars
Thank you for your letter. Please see GCR 9.1.1.D.14 for Rotax 593 restrictor gasket information.

2. #12755 (Jeff Jorgenson) Clarification to F500/F600 Merge

Thank you for your letter. The motorcycle engines have been approved for F500 in 2014. The CRB understands your concerns about achieving on track parity. The rules have wording to allow for adjustments to the motorcycle engines that include weight, restrictor and final drive ratio, in order to achieve the required on track performance.

GCR

1. #12161 (William Trainer) Consolidation/Participation Comments

Thank you for your suggestion. The 2.5 rule is still under suspension per the Board of Directors.

GT1

1. #12638 (Frank Pool) Generation 5 Camaro

Thank you for your letter. You may stay at 102" wheelbase.

GT2

1. #12951 (Chuck Mathews) Use a Power to Weight Formula to Class the Cars

Thank you for your letter. Your suggestion is among several methods that the CRB currently uses when classifying or adjusting cars.

EP

1. #12997 (Nick Fonte) Alfa Romeo GTV 2000 Valve Size - EP

Thank you for your inquiry. Section 2 of Appendix G of the GCR states the dimensions for valve and venturi sizes are maximum numbers. Thus, components of smaller dimensions are permitted.

T1

1. #12616 (Chuck Mathews) T1 and GT2 OEM Stock LS3 Engine Ambiguity

Thank you for your inquiry. OEM means as supplied by the manufacturer. Please refer to the factory service manual.

T2

1. #12930 (David Jones) Maintain Touring 2 Corvette Rules

Thank you for your letter. The changes for T2 were based on data and baseline performance levels. The changes were not based solely on one car's performance.

2. #12965 (Marty Grand) Touring 2 Recommended Adjustments

Thank you for your request. The CRB will continue to monitor the performance of the cars.

T2-T4

1. #12978 (Steven Glaab) Tire/Wheel Standardization

Thank you for your inquiry. The specification is for a maximum wheel width. Smaller widths are permitted.

Not Recommended

AS

1. #13006 (American Sedan Committee) Should the Spec Mustang Become Part of American Sedan?

The Club Racing Board and American Sedan Advisory Committee wish to thank the authors of the below letters for their input on this subject. The CRB has decided not to recommend approval of the proposal to add Spec Mustang to American Sedan. Any Ford or GM car that meets the Full Preparation or Restricted Preparation rulesets in GCR 9.1.6 can run in American Sedan. (Note that letters separated by "/" indicate more than one letter from the same author, with only one input counted.)

Scott Olsen (12968/12998/13016), Scott Sanda (12970/13025), Kevin Smith (12974/13081), Dean Bailey (12977/13066), Cheyne Daggett (12980), Alex Szilagyi (12989/13011), Jerry Hooten (13014), Brian Thomas Himes (13020), Aaron Bailey (13027), Joseph Trapani (13032), Dylan Olsen (13036), David Ray (13037), Thomas Toth (13044), Matt Regan (13045), Darryl Seefeldt (13056/13069), Steve Ott (13062), Dean Palmer (13068), Jeff Hoffman (13075), Andy Wilkin (13076), Ted Warning (13078), Mark Muddiman (13084), Howard Imhof (13088), Mark Wheaton (13089), Jerry Post (13090), Jeff Werth (13105), David Ours (13131), Tom Aguilante (13138)

2. #13104 (Jeff Werth) Please Update GCR Carburetor Specifications

The rule is adequate as written. Carburetors shall not be modified, except for those items listed in the GCR. SCCA staff will answer any questions, should you believe your carburetor may not be compliant.

DSR

1. #12691 (Bob Fox) Restrictors on Older DSR

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

SR

1. #12594 (Mike Devins) Spec Lines in P1

Thank you for your letter. The use of spec lines for cars in the new P1 class is to accommodate cars that no longer easily fit into the new class structure of P1. In the new P1 class structure, engine performance balancing is a significant factor where in the previous CDR/DSR classes this was a lesser consideration. The 2 simplest ways to accomplish performance balance are weight and engine restriction. Spec lines will be used to accommodate current cars while not limiting the building of new cars at the new weights.

GCR

1. #11782 (Richard Gray) Allow Use of Turn Signals

Thank you for your suggestion. After extensive discussion, the CRB determined that implementation of this change would not appreciably improve safety when passing in race conditions, as significant levels of confusion could be expected. There are often cases where classes of cars without turn signals are run with cars so equipped, making uniform application of such a rule difficult or impossible.

2. #11823 (John Bornholdt) Change GCR 6.11.1. To Clarify No Blocking Rule

Thank you for your thorough analysis, which resulted in much discussion. The CRB feels that the proposed change would still leave the matter subject to interpretation of the rules.

3. #12440 (Eric Heinrich) Prohibition on Disqualified Drivers Entering Next Year's Runoffs

Thank you for your suggestion. The Runoffs Supplemental Regulations allow the stewards to consider exclusion of competitors from the next season's Runoffs for any infraction deemed severe enough to warrant exclusion. The CRB has no plans to recommend changing this.

4. #12495 (Jay Novak) Car Weights for All Classes in Impound

Thank you for your suggestion. The rule as written does not have as its intent to disclose weights. The rule is that you are either weight compliant or not.

5. #12552 (Tracy Ramsey) Red Headlight Covers

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

6. #12763 (SCCA Staff) Passing Under Yellow

Thank you for your suggestion. There are sufficient penalties listed in the GCR to address egregious passes under yellow flag situations. However, the CRB believes that there could be better communications between the Stewards and the Flagging & Communications specialty on the review and determinations of pass under yellow calls. The GCR Committee has forwarded your letter to the Chairman of the Stewards for discussion with the Executive Stewards.

7. #12787 (Allen Davis) Rear-Facing Cameras and Monitors in Lieu of Mirrors

Thank you for your suggestion. Mirror requirements are class specific and the CRB does not want to change this.

8. #12829 (Dennis Andrade) Registration Wrist Bands

Thank you for your thoughtful letter. The use of wristbands as proof of registration and appropriate licensing is an economical and efficient way of quickly identifying people. Until such time as an alternative method of identification can be developed it is the discretion of the host region on how participants are identified and verified.

GT2

1. #12703 (Shad Huntley) Classify the STO Spec Acura NSX in GT2

Thank you for your request. The CRB does not recommend this classification. This car is currently classified in T1.

2. #12889 (Chuck Mathews) Wing Placement for T1 and GT2
Thank you for your letter. The rule is adequate as written.

GT3

1. #12887 (Bill Davis) GT2 to GT3 Weight Penalty, Pontiac Sunfire
Thank you for your letter. GT2 cars classified into GT3 using the GT2 specifications will be assessed an appropriate weight penalty. The CRB feels the current weight penalty is appropriate.

2. #13193 (Ralph Thuesen) Toyota 1600 Cars
Thank you for your letter. The current weight is correct for this displacement group of cars.

GTL

1. #12899 (Bill Blust) Spridget Weight in GTL
Thank you for your letter. In GT, there is no distinction placed between tube and tub construction. Additionally when weight reductions were given to the small bore unrestricted cars as a group, the adjustment was given to all. This must be the case that you speak of with the Spridget and Spitfire getting the same adjustment, as well as others.

2. #12914 (Curtis Wood) Require SIR on all GTL cars - No Limited Prep Engines Jan 2015
Thank you for your letter. The decision to go down this path was based on member input.

3. #12937 (John Hewell) Request Weight Reduction for 1380cc GTL Sprite/Midget
Thank you for your letter. The CRB believes that the weight differential between the Spridget and Mini is appropriate. The aerodynamic allowances given to the Mini were done in an effort to aid in its performance balance within the class. Those changes resulted from member input generated by letter #8749 (WDYT) which became a recommended item in the January 2013 Fastrack.

ITS

1. #12884 (Glenn Murray) Classify 2000 Honda Civic SI in ITA
Thank you for your request. The car is correct as classified.

EP

1. #12337 (Orin Leitner) Classify the 1974 Dodge Colt
Thank you for your request. The request is to classify this car under level 1 preparation rules. New classifications under the level one rules are not consistent with current class philosophy.

2. #12523 (Jim Daniels) Balance of Performance for Miata in EP
Thank you for your letter. Based on displacement to weight ratios and a variety of other factors, the specification for this car place it squarely within the performance parameters of all cars classed in EP. It is neither at the top nor at the bottom. Although a Miata dominated in the EP race at the Runoffs, a review of lap-time charts for the race and lap-time charts for past Runoffs indicate this car prevailed due to the consistency of the times it ran, rather than any superiority of the particular car. The CRB will continue to monitor the performance of this car through the 2014 season.

Prd

1. #12928 (Sam Moore) Wheel and Tire Rules for Production
Thank you for your request. The wheel allowance for American Racing tires will not have the potential to create an ultra competitive combination. At present, the options available to production class racers for tires do not necessitate a departure from the current approach of specifying maximum wheel width and diameter. However, the CRB will continue to monitor the situation to determine when a change along the lines suggested by the author is appropriate.

STL

1. #13095 (Dale Shoemaker) Excessive Weight Penalty for Rear Wheel Drive
Thank you for your letter. Making front wheel drive cars lighter is not practical, as smaller-displacement cars are having difficulty getting to minimum weight. The CRB prefers to adjust front wheel drive/rear wheel drive parity via rear wheel drive adders.

STU

1. #12438 (Eric Heinrich) Require Boost Limits in STU
Thank you for your request, however, it would be impractical for SCCA to police.

2. #12451 (Eric Heinrich) Consolidate Wheel Well Rules between Body and Chassis Sections
Thank you for your request. The CRB does not recommend this change to the body of the ST rules.

3. #12626 (Jim Rogaski) TIR Measurement Tool
Thank you for your request. The process and tools are adequate.

4. #12860 (Shad Huntley) Honda S2000 STU Intake Manifold
Thank you for your request. This change is not within class philosophy.

5. #12861 (Shad Huntley) Honda S2000 STU Compression ratio
Thank you for your request. The CRB does not recommend this change.

6. #12869 (Rylan Hazelton) Higher Compression Ratio: Honda S2000
Thank you for your request. The CRB does not recommend this change.

T1

1. #12483 (Tim Myers) Remove Restrictor T1 Viper OEM 8400
Thank you for your request. The CRB does not recommend this change at this time.

2. #12950 (Chuck Mathews) Use a Power to Weight Formula to Class the Cars
Thank you for your suggestion. The CRB has no plans to change to this method of classifying cars.

3. #12952 (William Brinkop) Change Classing Rules for Power to Weight
Thank you for your input suggestion. The CRB has no plans to change to this method for classifying cars.

T2

1. #12519 (George Biskup) Classify Boss 302R & S
Thank you for your request. The CRB does not recommend this car for T2, as it is outside the performance level for T2. Changes have been made in T1 to increase parity of the class.

T2-T4

1. #12697 (Rob Hines) Allow Replacement of OEM Dual-Mass Flywheels
Thank you for your request. A need for this change has not been established.

T3

1. #11650 (David Mead) Upgrade Spring Rate for Mustang V6
Thank you for your request. The CRB does not recommend this change.

2. #12461 (Marc Feinstein) Audi S4 and S5
Thank you for your request. The CRB does not recommend this change at this time.

T4

1. #12897 (Tom Bull) Request for Upgrade for BMW Z4
Thank you for your request. Please see the response to letter #12874, December 2013 Fastrack Technical Bulletin, for allowances for the Z4.

Recommended Items for 2015

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.

AS

1. #12478 (Cheyne Daggett) Allow Lexan Windows in AS
Thank you for your request. Change 9.1.6.D.7.e.2 and 3: 2. OEM or factory equivalent rear/deck glass is required *with the following exception. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 3 mm, but must remain the same shape, size, and location as the original glass. The rear window must be secured by 2 additional straps 1.0 inch wide by .0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required.*

3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed *or replaced with Lexan-type plastic material as noted in 9.1.6.D.7.e.2*) must be OEM or factory equivalent.

The CRB thanks the following authors for their input: Dean Palmer (13068), Ted Warning (13077), Mark Muddiman (13083),

Jeff Werth (13017), Jim Wheeler (13130), Thomas Toth (13162), Cheyne Daggett (12478/13177(one vote counted)), and Dean Bailey (13202).

P1

1. #12973 (Matt Graham) Recommended changes to FIA CN Chassis Regulation

The CRB recommends changes to FIA CN cars in P1. Change 9.1.8.A.2.b.4: 4. GN Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the P1 class subject to the following restrictions. Chassis shall be constructed to the following specifications: FIA Technical Regulations for Production Sports Cars—Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., except that undertrays are unrestricted. Engines shall meet the requirements of line J in the P1 engine table. *Group CN two seat sports cars complying with FIA Appendix J, Article 259 are eligible to compete in the P1 class. The vehicle must fully comply with the FIA regulations stated above, with the following allowances:*

- a. Carbon fiber bodywork is allowed.*
- b. Article 6.1 Fuel Specification: FIA CN cars running in SCCA category P1 must run to SCCA approved fuel specifications-not to FIA Article 259*
- c. Article 6.5 Refueling: FIA CN cars running in SCCA category P1 are not required to meet the refueling rules as written in Article 6.5, but may do so if desired. All fuel system components must still meet applicable SCCA rules. Any FIA CN car running in an SCCA endurance race must meet those applicable refueling and technical sporting regulations for that event*
- d. Article 6.6 Fuel Capacity: FIA CN cars running in SCCA category P1 are not required to meet the maximum fuel capacity of 100 liters, for SCCA category P1 fuel capacity is free.*
- e. Article 8.4 Lighting Equipment: Compliance to Rule 8.4.2 is not required. Compliance to Rule 8.4.3 is not required-however any FIA CN car running in an SCCA night race must meet all applicable SCCA lighting rules for night/endurance racing.*
- f. Compliance to Rule 8.4.4 (Rain light) FIA CN cars running to SCCA category P1 can install a rain light to FIA Article 259 rules or to SCCA GCR rules.*
- g. Engines must comply with line J or line L (Table L) from the P1 engine table. If an engine from Table L is used, the appropriate weight and restrictor must be used.*

GT

1. #12772 (Peter Zekert) Allow OE Fuel Tanks for Production Based GT in GT2 and GTL

Thank you for your letter. Add wording to 9.1.2.F.3.b: b. A safety fuel cell complying with GCR Section 9.3 Fuel Cell Specifications, shall be installed. All fuel cell vents shall incorporate check valves to prevent fuel spillage. Dry-break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork. *The use of a fuel cell is required unless the stock fuel tank is located between the axel centerlines and within the main chassis structure (e.g. frame rails). Spec line allowances will be added on a case by case allowance.*

GT2

1. #13033 (Jason Berkeley) Permit Drop Spindles on Appendix K (Former STO) Cars

Thank you for your request. Please change Appendix K.N.5: 5. Suspension components shall be the stock OEM parts, but they may be reinforced. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. *Drop spindles are allowed.*

Taken Care Of

CSR

1. #12525 (Wayne Felch) CSR Proposed Weight Increase

Thank you for your letter. Please see the response to letter #12975, Technical Bulletin.

2. #12545 (Joseph Schifini) P1/P2 Rule Changes

Thank you for your letter. Please see the response to letter #12975, Technical Bulletin.

3. #12548 (Lee Alexander) Performance Adjustments for P1 Class

Thank you for your letter. Please see the response to letter #12975, Technical Bulletin.

DSR

1. #12148 (Michael Devins) Allow SS Valves for P2

Thank you for your letter. Please see the response to letter #11676, September 2013 Fastrack Minutes.

2. #12153 (Michael Devins) Do Not Restrict Use of Blippers in P2

Thank you for your letter. Please see the response to letter #11677, September 2013 Fastrack Minutes.

3. #12163 (Jonathan Marshall) Proposed 2014 DSR/P2/SR2 Rule #11677 Shifter

Thank you for your letter. Please see the response to letter #11677, September 2013 Fastrack Minutes.

4. #12846 (Ted Arken) Unrestricted 1000cc Motorcycle Engines for Spec Line Cars
Thank you for your letter. Please see the response to letter #12691.

F5

1. #12637 (Russell Strate Jr) Opposed to Combining F500 and F600
Thank you for your letter. Please see the response to letter #12755.

2. #12652 (Valerie Heun) Strong Objection to 600cc Motor Inclusion in F5 Class
Thank you for your letter. Please see the response to letter #12755.

3. #12670 (Jeff Jorgenson) Please Keep F500 a Two-Stroke CVT Class - Again!
Thank you for your letter. Please see the response to letter #12755.

4. #12687 (Carl Wassersleben) Opposes the F500-F600 Merger
Thank you for your letter. Please see the response to letter #12755.

5. #12729 (Chuck McAbee) Restrictors for Rotax 593
Thank you for your letter. Please see the response to letter #12730.

F6

1. #12622 (Chuck McAbee) Response to Fastrack Proposal #11739
Thank you for your letter. Please see the response to letter #12755.

FA

1. #13115 (Richard Zober) FA Increase Swift 016a Restrictor to 35 mm
Thank you for your letter. Please see the response to letter #12707, Technical Bulletin.

2. #13116 (Chris Fahan) Restrictor Size on 016 Mazda
Thank you for your letter. Please see the response to letter #12707, Technical Bulletin.

FV

1. #11899 (Dan Voss) Agrees with Letter #10580
Thank you for your letter. Please see the response to letter #10580, September 2013 Fastrack Minutes.

P1

1. #12543 (Jeff Shafer) 1615 Motorcycle Engine Specifications
Thank you for your letter. Please see the revised spec. table with letter #12975, Technical Bulletin.

2. #12992 (Richard Cottrill) Weight Changes in P1
Thank you for your letter. Please see the revised spec. table with letter #12975, Technical Bulletin.

P2

1. #12704 (Craig Farr) P2 Class Request
Thank you for your letter. Please see the response to letter #12691.

2. #12726 (SCCA Staff) Comments About Letter #12691
Thank you for your letter. Please see the response to letter #12691.

3. #12741 (John Bosso) Support for Proposal for Cars with No Rear Diffuser
Thank you for your letter. Please see the response to letter #12691.

4. #12831 (Andy Juner) Diffusers in P2
Thank you for your letter. Please see the response to letter #12691.

5. #12843 (Mike Bachman) P2 Diffuser
Thank you for your letter. Please see the response to letter #12691.

6. #12845 (Thomas Hamilton) Older Cars Without Diffusers
Thank you for your letter. Please see the response to letter #12691.

7. #12856 (Kurt Ladendorf) P2 Consideration of No Engine Restrictor with No Diffuser
Thank you for your letter. Please see the response to letter #12691.

8. #12903 (Gary Guethlein) Unrestricted MC Engines for Spec Line Cars Without Diffuser
Thank you for your letter. Please see the response to letter #12691.

9. #12922 (Claude Solanas) Spec Line Cars Without Diffusers
Thank you for your letter. Please see the response to letter #12691.

10. #12996 (Eric O'Brien) Request for P2 Rules Modification
Thank you for your letter. Please see the response to letter #12691.

11. #13145 (Bob Urso) Move Car to Spec Line B in P2
Thank you for your letter. The Decker 1/2 has been added to spec line B per letter #13101, Technical Bulletin.

SR

1. #12841 (Paul Morrison) Support for Letter #11677
Thank you for your letter. Please see the response to letter #11677, September 2013 Fastrack Minutes.

GCR

1. #12500 (BoD Action Item) Court of Appeals Appointments Clarification
Thank you for your inquiry. Please see the response to letter #11417, August 2013 Fastrack Minutes. The CRB proposed changed language for 8.4.2, which was approved by the Board of Directors in their October 2013 meeting.

2. #13125 (GCR Committee) #11858 Scott Bowman Expand Definition of Finisher in Timed Races
Thank you for your letter. Please see the response to letter #11858, Technical Bulletin.

GT2

1. #12226 (Jason Berkeley) Do Not Adjust GT2 Per Letter #11427
Thank you for your letter. Please see the response to letter #13224, Technical Bulletin.

2. #12700 (Rob May) Look at Parity of GT2
Thank you for your letter. Please see the response to letter #13224, Technical Bulletin.

3. #12954 (Jason Berkeley) Slow LS6 Powered C6 Corvette, Leave LS3 Powered Cars As Is in 2013
Thank you for your letter. Please see the response to letter #13224, Technical Bulletin.

GT3

1. #12750 (Shane Thuesen) Allow Alternate Wheel Size for GT3
Thank you for your letter. Please see the response to letter #11841, December 2013 Fastrack Minutes.

GTL

1. #12694 (Glenn Cameron) Lower Weight of GTL Sprite/Midget
Thank you for your letter. Please see response to letter #12899.

2. #12933 (David Yeager) Classify Rabbit into GTL Limited Preparation
Thank you for your letter. Please see the response to letter #12920, Technical Bulletin.

EP

1. #12858 (David Reynolds) Do Not Adjust EP Miata
Thank you for your letter. Please see response to letter #12523.

2. #13035 (Chris Dryden) Please ADD Weight to the 99-02 Miata
Thank you for your letter. Please see the response to letter #12523.

HP

1. #12915 (Curtis Wood) GTL and Production Autonomy
Thank you for your letter. Please see the response to letter #12100, December 2013 Fastrack Minutes.

STU

1. #12868 (Rylan Hazelton) Allow Aftermarket Intake for S2000
Thank you for your request. Please see the response to letter #12860.

T1

1. #9641 (John Slinkard) STO Re-Request for Turbo
Thank you from your inquiry. Please see the response to letter #12878, December 2013 Fastrack Technical Bulletin.

2. #11878 (Carl Fung) Please Class Ferrari 550 in GT2 or T1

Thank you for your request. Please see the response to letter #12488, Technical Bulletin.

3. #12484 (Tim Myers) Simplify Non-OEM Rear Spoiler/Wing Weight/Restrictor Penalty

Thank you for your request. Please see the response to letter #12879, December 2013 Fastrack Minutes.

4. #12485 (Tim Myers) Simplify Non-OEM Front Splitter Rule in GCR

Thank you for your request. Please see the response to letter #12879, December 2013 Fastrack Minutes.

5. #12658 (Jason Berkeley) Reduce Weight of LS3 Powered Corvettes/Camaros and Ford Mustang

Thank you for your request. Please refer to letter #12879, December 2013 Fastrack Minutes.

6. #12713 (MARC HOOVER) Allow Mazdaspeed Powered Miata in T1

Please see the response to letter #12878, December 2013 Fastrack Technical Bulletin.

7. #12733 (David Caldwell) Classify 2014 Camaro Z28 in T1

Thank you for your request. Please see the response to letter #12878, December 2013 Fastrack Technical Bulletin.

8. #12739 (Todd Napieralski) 2014 Competition Adjustment Request

Thank you for your request. Please see the response to letter #12878, December 2013 Fastrack Technical Bulletin.

T2

1. #12690 (George Biskup) Classify the Mustang Boss 302R & S

Thank you for your request. Please see the response to letter #12519.

2. #12964 (CJ Moses) T2 Adjustment Input

Thank you for your request. Please see the response to letter #12981, December 2013 Fastrack Technical Bulletin.

T2-T4

1. #12958 (Steven Glaab) Tire Downsizing

Thank you for your request. Please see the response to letter #12981, December 2013 Fastrack Technical Bulletin.

What Do You Think

FA

1. #12674 (Keith Grant) Carbon Rotors in FA

The CRB is requesting input and commentary from Formula Atlantic competitors. Currently brake rotors are unrestricted and may include non-ferrous materials such as carbon-carbon, carbon ceramic and other "non-traditional" materials. Should the rule be amended to require brake rotors to be constructed exclusively from ferrous material? If so, when should such rule become effective July 1, 2014 or January 1, 2015? Please send your comments through the CRB letter system at crbscca.com.

ITR

1. #11955 (Lee Niffenegger) Move 2006-Up Civic Si from ITS to ITR

The Club Racing Board seeks your input on this question. Please submit responses to crbscca.com. Should the 2006-2008 Civic Si remain in ITS at 3000 lbs or be moved to ITR at 2605 lbs?

ITS

1. #11724 (Willie Phee) Classify Acura TSX in ITS

The Club Racing Board requests member feedback for this question. Please submit letters to crbscca.com. Should the 04-08 Acura TSX remain as currently classified in ITR at 2760 lbs or be moved to ITS at a weight of 3175 lbs?

FP

1. #11851 (Rob Futcher) Classify Lotus 7/America in F Production

The Club Racing Board seeks your input on this subject. Please submit responses to crbscca.com. The issue is that currently in HP this car is permitted either a 948 or a 997 cc engine. The 997 engine can potentially produce significantly more power than the 948 engine. Does any competitor currently running this car object to putting the 997 cc Lotus in FP.

SM

1. #13196 (Club Racing Board) The Future of Spec Miata

The CRB is discussing the future of Spec Miata. The current average age of Spec Miatas competing in the SCCA is 17+ years with most 1.6 cars being 25 years old. The CRB is discussing the possible introduction of the 2006 and newer MX5 into the class. If this would be appropriate, when and how should we introduce this car into the class? Please send all comments through the CRB letter system at crbscca.com.

RESUMES

1. #12890 (Mike Ogren) Resume

Thank you for your interest in helping with the new lower-risk prototype program to introduce new racers to Club Racing, with the "try before you buy" program. We will keep your name on file as this progresses.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2013

NUMBER: TB 14-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2014 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racer

FA

1. #12673 (Keith Grant) OEM Head and Block for Swift 016

In FA, Swift 016, change the spec line notes as follows:

"...the maximum compression ratio is 14.0:1, and the maximum displacement is limited to 2266cc. **OEM engine blocks and cylinder heads must be used.** Dimensions: Wheel Base: 109.3 inches (277.6 cm) Overall Length: 177.1 inches (449.8 cm) Over- all Width: F: 76.0 inches (193.0 cm) R: 75.8 inches (192.5 cm)..."

2. #12707 (Chris Fahan) Swift 016 weight and rules adjustment

In FA, Swift 016, change the spec line notes as follows:

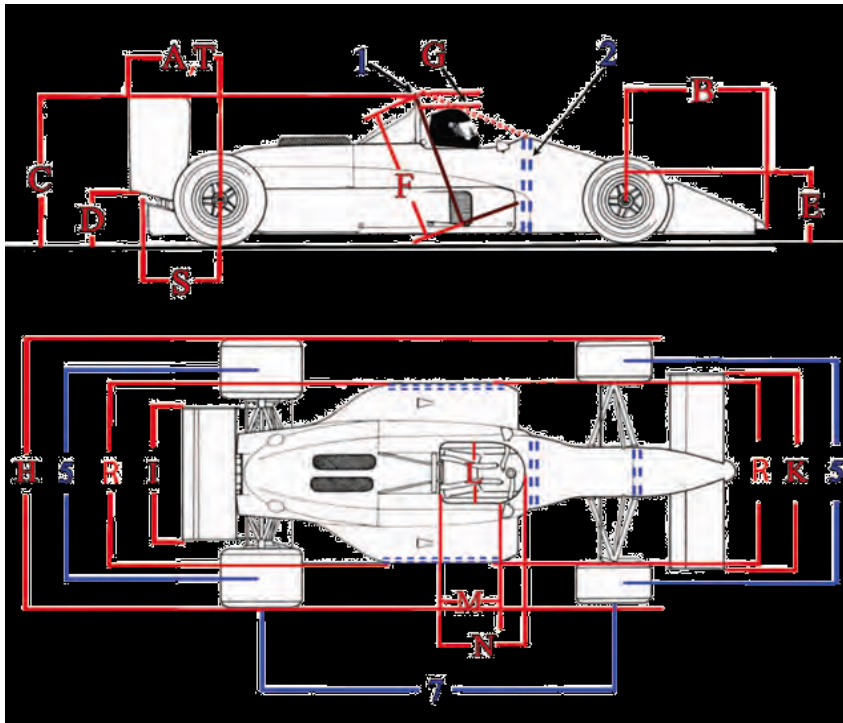
"...The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a ~~33mm~~ **34mm** SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises,..."

FB

1. #11973 (Chris Huskamp) Inclusion of omitted text from FB Table 5, Entry E

In FB, change table 5 and add drawing as follows:

F1000 Dimensions - Table 5	
Dimension (Refer to FC drawing) <i>(refer to drawing on next page)</i>	Measurement (cm)
A. Maximum rear overhang from rear wheel axis	80
B. Maximum front overhang from front wheel axis	100
C. Maximum height measured from the ground	90
D. Exhaust height measured from the ground	20-60
E. Maximum height of any aerodynamic device <i>forward of the front wheel axis.</i>	Rim height
H. Maximum width of entire car	185
I. Maximum rear aerofoil width (includes endplates)	95
J. Maximum width of body and lower surface of the car behind the front wheels	150
K. Maximum front wing width <i>(includes endplates)</i>	135
L. Minimum cockpit bodywork opening	45
M. Minimum cockpit parallel opening length	30
N. Minimum cockpit overall opening length	60
S. Maximum exhaust length from rear wheel axis	80
7. Minimum wheelbase	200
5 & 6. Minimum track	120
Maximum diffuser width	95



2. #12565 (SCCA Staff) Remove language from Section 9.1.1.2.H

In section 9.1.1.2.H, change the language as follows:

“~~Front and rear impact attenuators are strongly recommended.~~ **Front impact attenuation structures are required and rear impact attenuation structures are highly recommended.** Impact attenuation structures shall be securely attached to the entirely sprung part of the car.....”

FF

1. #12287 (Lee Niffenegger) FF Honda Engine GCR Wording Change

In section 9.1.1.B.14.f.2, change the language as follows:

“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 120mm (4.72 inches).~~ **to a service limit of 0.2mm (0.008 inches) based on a height of 120.0 mm (4.720 inches) however the maximum compression ratio of 10.55 to 1”**

P1

1. #12975 (Matt Graham) Recommended changes to P1 engine and spec line car table.

In Section 9.1.8.A.2.h.i, add new section as follows:

10. On motorcycle engines Flat Plate Intake Restrictors must be installed before the throttle body, within 4 inches of the throttle shaft; restrictors may be mounted in any manner that does not reduce the intended effectiveness.

In P1, change the spec lines as follows:

Engine Table

Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor <i>Unless otherwise noted restrictors are Flat Plate Intake Restrictors</i>	Min Weight (lbs)
A	Turbocharged	670	NA	TIR	32mm	1050
B	Supercharged	670	NA	SIR	32mm	1050
C	2 cycle	1470	NA		Unrestricted TBD	1300
D	4 cycle Motorcycle Based	1005	NA		Unrestricted	1000
E	4 cycle Motorcycle Based	1355	NA		Unrestricted	1125
F	4 cycle Motorcycle Based	1455	NA		Unrestricted	1225

G	4 cycle Motorcycle Based	1615	NA		Unrestricted	1325
H	4 cycle	1615	4		42mm chokes	1350
I	4 cycle-Volkswagen	2135 SOHC	2		Unrestricted- 34mm	1200 1250
J	4 cycle	2000	4	2 seat cars only per 9.1.8.A.2.a.5 (FIA CN Chassis)	Unrestricted	1350
K	4 cycle	2500	2		Less than 9:1 CR., 33mm SIR otherwise 31mm SIR	1450
L	4 cycle	2500	4	See Table L	See Table L	See Notes
M	Mazda 12A Rotary	NA	NA	NA	Unrestricted	1300
N	Mazda 13B Rotary	NA	NA	Peripheral Port or Bridge Port Allowed	40mm SIR	1300
O	Mazda Renesis Rotary	NA	NA	Street Port or Bridge Port allowed. Unmodified lower intake manifold required. Upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body	1300

Spec Line Cars

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor may be applied at any time <i>Unless otherwise noted restrictors are Flat Plate Intake Restrictors</i> <i>Unrestricted</i>
A	AMAC, Aztec, Cheetah, Fox, LeGrand	94 in	54 in	900lb max engine displacement 1005 cc otherwise weight per P1 engine table	<i>Unrestricted</i>	<i>NA</i>	<i>Unrestricted</i>
B	Staudacher Homologated before 1-1-2014	96	56	900 950 lb max engine displacement 1005 cc otherwise weight per P1 engine table	6in F 78in R	NA	40mm
C	Shelby Can-AM	<i>See 9.1.8.D</i>	<i>See 9.1.8.D</i>	<i>See 9.1.8.D</i>	<i>See 9.1.8.D</i>	9.1.8.D	<i>See 9.1.8.D</i>
D	Diasio D926R D962R -Renesis	<i>88in</i>	<i>72in</i>	<i>Per line O of the P1 engine table.</i>	<i>Unrestricted</i>	Note: Chassis and bodywork as delivered by Diasio Car Company. Engine per line O of the P1 engine table.	<i>See line O of the P1 engine table.</i>
E	Elan DP02	<i>See 9.1.8.G</i>	<i>See 9.1.8.G</i>	<i>See 9.1.8.G</i>	<i>Unrestricted</i> <i>See 9.1.8.G</i>	9.1.9.G <i>Except transmission gear ratios and tires are unrestricted.</i>	<i>See 9.1.8.G</i>
F	<i>Stohr or West Homologated before 1-1-2014</i>	<i>97in</i>	<i>56in</i>	<i>1125lb Max engine displacement 1615cc, Suzuki Hayabusa based engine only.</i>	<i>Unrestricted</i>	<i>NA</i>	<i>37mm</i>
G	<i>Stohr or West Homologated before 1-1-2014</i>	<i>97in</i>	<i>56in</i>	<i>1075lb Max engine displacement 1455cc, Suzuki Hayabusa based engine only.</i>	<i>Unrestricted</i>	<i>NA</i>	<i>40mm</i>

2. #13118 (Club Racing Board) Homologation

In Section 9.1.8.A, add the language as follows:

“The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, or driver alone (single-seater). They shall conform to the following requirements. *Sports Racers Cars except SRF homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required. During competition, cars are subject to the minimum speed/lap time required for that competition event.*”

3. #13154 (Ralph Provitz) Last minute change to Staudacher race cars

In P1, Staudacher Homologated before 1-1-2014, remove the restrictor as follows:

40mm

P2

1. #12372 (Martin Nygard) Classify the Honda in P2

In P2, classify the Honda Motorcycle engine as follows:

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha <i>Honda 2004-2007</i>	1005		No modifications allowed on engines manufactured after year model 2008	Stock <i>37.5mm/37.5mm</i> Modified <i>38.5mm/38.5mm</i>	Stock engine 1000 Modified engine 1100

2. #13101 (Club Racing Board) Engine and Spec Line Car Table

In P2, change the language as follows:

9.1.8.A.3 P2

g. Engine and Weight Table

3. All 4 and 2 cycle restrictors are individual flat plate intake restrictors. On automotive engines it must be within 7 inches of the throttle shaft and may be on either side of the throttle shaft. On motorcycle engines in must be installed within 4 inches of the throttle shaft on the intake side. Restrictors may be mounted in any manner that does not reduce the intended effectiveness.

~~3. The following weight and flat plate restrictor sizes are used to populate the P2 Engine Table and the P2 Spec Line Table. All 4 and 2 cycle restrictors are individual inlet flat plate restrictors installed on the intake side of the fuel delivery system within 4 inches of the throttle shaft. Restrictors may be mounted in any manner that does not reduce the intended effectiveness.~~

P2 Minimum Weight and Restrictor Table

Minimum Weight Pounds	Restrictor size mm
1500	42.5
1400	41.5
1350	41.0
1300	40.5
1200	39.5
1100	38.5
1025	38
1000	37.5
950	37
900	36.5

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
A	2 cycle	1200	NA	Maximum 4 cylinders	TBD <i>39.5mm/39.5mm</i>	TBD <i>1200</i>
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha <i>Honda 2004 - 2007</i>	1005		No modifications allowed on engines manufactured after year model 2008	TBD <i>Stock</i> <i>37.5mm/37.5mm</i> Modified <i>38.5mm/38.5mm</i>	Stock engine 1000 Modified engine 1100

C	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1505	4	>1005 cc no modifications allowed	TBD >1005cc and <1106cc 38.5mm/38.5mm <1206cc 39.5mm/39.5mm <1506cc 40.5mm/40.5mm	>1005cc and <1106cc 1100 <1206cc 1200 <1506cc 1300
D	4 Cycle	1835	2	VW Super V- Note 1	36mm/38mm	1200
E	4 cycle	1615	4	Toyota WSR Specs only	34mm 41.5mm	1400
F	4 cycle 4 cyl auto based	2000	4	Approved engines list: MZR/ Duratec Pinto: Cam TBD Max lift 12mm, Cast Iron or FastForward FastForward Cylinder head, Intake system Free, Fuel Injection Allowed	40.5mm / 42.5mm 40.5mm/40.5mm MZR TBD Pinto TBD	1300
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.E	Engine to be used in S2000 only	TBD 1350
H	YAC	2000	2 4	40mm Chokes on Weber 45DCOE Carbs Engine specification per the 2009 GCR	Engine to be used in S2000 only	TBD 1300
I	Mazda 12A Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm 40.5mm/40.5mm	1350
J	Mazda 12A Rotary	NA	NA	Bridgeport Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm 40.5mm/40.5mm	1350

K	Mazda 13B Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period. Formula Mazda Specs only	Venturi 36mm/38mm 41.5mm/41.5mm	1400
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I. Spec Line Cars

The intent of this section is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the P2 rules. *A car prepared in excess of the P2 allowances, but raced prior to 2014 may continue to use non P2 compliant components not listed in the spec lines (e.g. wings not listed in the spec line), but further development must be compliant with the P2 rules.*

For individual cars included in any of the following spec lines; any deviation from spec line requirements requires the car to be made compliant to all current P2 requirements with a notation in the front of the log book noting the requirement *for the car* to be compliant with all P2 rules. *For example, should the spec line allow a different minimum width, and the car were to be changed to meet the P2 minimum width, then the minimum weight would also have to be increased, along with any other non-compliant components to make the car fully P2 compliant.*

Spec Line Table

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
A	AMAC, Aztec, Asteck, Cheetah, Decker, Fox, LeGrand	94 / 54	950/1025	End plate mounting allowed, except for Cheetah, Wing maximum chord 16 inches for end plate mounting mounted wings.	Max displacement 1005cc Restrictor per line B of SR2 P2 engine table 950lb/1025lb 37mm/38mm	Minimum width 55 inches Must meet under body aerodynamic requirements in section e.
B	AMAC-AM5, Fox-2 Seater, Zephyrus <i>Decker 1/2</i>	94/54	900/950	End plate mounting allowed maximum chord 17 inches.	Max displacement 1005cc Restrictor per line B of P2 engine table 900lb/950lb 36.5mm/37mm	Minimum width 55 inches <i>Minimum width for Decker 1/2 52 in</i> Must meet under body aerodynamic requirements in section e.
C	Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
D	Radical SR-3 SR-4		1300lb Stock 1370 cc max Restrictor 40.5mm			Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted

E	Radical SR-3 Radical Cup		1500lb Sealed Radical Cup engine and transmission Restrictor 42.5mm			Radical wing or P2 class compliant wing and end plate Radical rear diffuser permitted
F	Radical Club Sport, Pro-Sport, PR-6		1000lb Stock 1005cc max Restrictor 37.5mm or 1300lb Stock 1370 cc max Restrictor 40.5mm			Radical wing or P2 class compliant wing and end plate 61 in width min Radical rear diffuser permitted
G	Bobsy			Wing unrestricted		

GCR

1. #11836 (Terry Ozment) Medical over-ride on non-SCCA licenses

In section 3.1.5.C, add the language as follows:

SCCA members holding competition licenses issued by SCCA approved organizations. The event Supplemental Regulations must list the particular organizations and licenses or else include the entire group by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in Appendix C 2.5. *If a driver is currently listed on the SCCA Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.*

2. #11858 (Scott Bowman) Expand definition of Finisher for Timed Races

In section 6.10.3.A, change the language as follows:

A race finisher is a car that completes half the distance of the overall class winner of the race, *or half the official time for timed events. Enduro events should define a finisher in the enduro supplemental regulations.* If the race is an uneven number of laps, divide the winner's laps in half and round down to the nearest whole integer. A car has 5 minutes after the checkered flag to complete its current lap.

3. #12044 (David Arken) Technical Definition Of Choke

In Appendix F, add the language as follows:

Choke - A carbureted induction system mechanism which, when actuated, causes an enrichment of the fuel/air mixture to assist cold starting *or an intake restrictor (venturi) for the purpose of limiting intake air volume.*

4. #12506 (dave Wheeler) Allow AFFF hand held fire bottles

In section 9.3.23.B, add new section 3 and renumber as follows:

1. Halon 1301 or 1211, two (2) pound minimum capacity by weight.

2. Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) recommended, 1A10BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.

3. *AFFF (aqueous film forming foam) or equivalent surfactant foam material, 2.25 liter minimum capacity (by volume). All AFFF fire bottles shall incorporate a functional pressure gauge.*

4. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick release type.

5. The circle "E" decal of 9.3.23.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher

5. #12566 (Terry Ozment) Racing Season

In Appendix B, section 1.2.F, change the language as follows:

"No National races shall be scheduled after Labor Day weekend. No Majors events may be scheduled for a weekend that is less than two weeks prior to the start of the National Championship event."

Grand Touring

GT1

1. #12796 (Frank Pool) canted valves for v-6 Chevy

In section 9.1.2.E.1.b.1, add the Note as follows:

Note: Ford engines without inline valves (meaning the valves are splayed or canted) shall add 60 lbs.

Note: GM engines using the SB-2 head shall add 60 lbs.

Note: GM V6 engines without inline valves (meaning the valves are splayed or canted) shall add 45 lbs.

GT2

1. #12221 (Jorge A Nazario) Allow C5 Corvette World challenge Body work

In GT2/ST, Chevrolet Corvette, add the notes as follows:

Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH)(p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72") may be used.

2. #12888 (Chuck Mathews) LG Motorsports World Challenge Carbon Hood

In GT2/ST, Chevrolet Corvette, add the notes as follows:

... "Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. *LG Motorsports World Challenge Carbon Hood #1958 may be used.*"

3. #13224 (Grand Touring Committee) GT2/ST GM adjustment

In GT2/ST, Chevrolet Corvette, change the weights as follows:

Max. Displ.	Min. Weight
5967	3240 3000
6162	3440 3000
6162	3350 3250
7011	3350 3200
7011	3500 3400

GTL

1. #12470 (Gordon Benson) MGB classification

In GTL Cars, BMC thru Rover Group, classify the MGB and MGB-GT as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>MG "B" Series</i>	<i>4Cyl OHV</i>	<i>80.3 x 88.9</i>	<i>1798</i>	<i>Iron Non-crossflow</i>	<i>2</i>	<i>24.5mm SIR</i>	<i>2035</i>	

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>MGB & MGB-GT</i>	<i>N/A</i>	<i>2DR</i>	<i>RWD</i>	<i>91.0</i>	

2. #12920 (Tim Linerud) Prod Level 2 VW 1780

In GTL Engines, Volkswagen, classify the Watercooled 1780cc as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes

<i>water cooled (Production Limited Prep Level 2)</i>	<i>SOHC</i>	<i>81.0 x 86.4</i>	<i>1780</i>	<i>Alum, Crossflow</i>	<i>2</i>	<i>Fuel injection</i>	<i>2065</i>	<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .425". Use of manufacture's 52mm throttle body permitted. Intake manifold inlet may be machined to throttle body mating surface to a depth of no more than one inch. Drysump and alternate rods allowed. Refer to PCS 9.1.5.E.2.a.e,f,g,h,i for limited prep level 2 build specs.</i>
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Improved Touring

None.

Production

EP

1. #13030 (Kevin Ruck) Fix Integra Type R classification

In EP, Acura Integra Type-R (97-00), change the weight and Notes as follows:

~~2165~~ *2190*

~~*2219~~ **2245*

~~**2273~~ ***2300*

Comp ratio limited to ~~10.5:1~~ *12.0:1*, Valve lift limited to ~~.450"~~ *.500"*

2. #13156 (SCCA Staff) Allow 17x8.5 wheel for Porsche 944s2

In EP, Porsche 944S2 (89-91), add the Wheels as follows:

17 x 8.5

FP

1. #12507 (Richard Fohl) Classify Morgan 4/4 series V from FP to HP

In FP, Morgan 4/4 Mk. V, add the carb and change the weight as follows:

Carb. No. & Type: *(2) Weber DCOEs on I.R. manifold with 34mm chokes*

Weight: ~~1600~~ *1530*

2. #12812 (Kirk Knestis) Classify the 1999-2005 VW Golf to F Production

In FP, classify the Volkswagen Golf 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>Volkswagen Golf (99-05)</i>	<i>2</i>	<i>2050 * 2101 ** 2153</i>	<i>4 Cyl. SOHC</i>	<i>3.25x3.65"</i>	<i>121 c.i.</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.156" (E) 1.30"</i>	<i>Fuel injection</i>	<i>98.9"</i>	<i>63.9"/63.1"</i>

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>Volkswagen Golf (99-05)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 11.12x.74" vented (R) 9.13x.35" solid</i>		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500". Use of stock fuel tank allowed if stock rear bumper and bumper support structure retained.</i>

3. #12945 (Chuck Baader) Errors and Omissions

In FP, BMW 325e/es (84-87), change the engine type as follows:

~~4 Cyl.~~ *6 Cyl.* OHC

HP

1. #12650 (Anthony (Tony) Drum) request to reinstate Mazda GLC

In HP, classify the Mazda GLC as follows:

HP	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.)
Mazda GLC (77-80) (RWD)	1	1825	4 cly, SOHC	2.87"x2.99"	77.6 c.i.	Iron	Alum	(I) 1.42" (E) 1.22"	(1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, (1) 32/38 DGV, (1) 32/36 DGVA, 26mm chokes	91.1"	53.5/44.5"

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Mazda GLC (77-80) (RWD)	13x6	4 or 5	(F) 8.15" (R) 7.97x1.3" drum		Rear end housing from 1979-1985 RX-7 allowed.

Spec Miata

1. #12558 (SCCA Staff) Replace the Missing Cooling Language

In section 9.1.7.C.1.o.5, change the language as follows:

~~"A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator and contained within the bodywork. Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator."~~ *A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator. The screen must be installed behind the front bumper cover and attached to the air guide. Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator."*

In section 9.1.7.C.1.o, add new sections as follows:

6. The factory air conditioning systems may be removed. Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted.

7. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Upper and lower radiator hoses may be replaced only with rubber or silicone hoses. Heater core may be bypassed but may not be modified or removed. Heater water control valve(s) may be added or substituted.

Super Touring

ST

1. #12953 (Greg Amy) Clarify

In section 9.1.4.1.H, add section 5 as follows:

"All weight adjustments for engines shall be applied first, then that total is to be used as the baseline for any chassis-related weight adjustments".

In section 9.1.4.2.H, add section 5 as follows:

"All weight adjustments for engines shall be applied first, then that total is to be used as the baseline for any chassis-related weight adjustments".

STL

1. #12628 (Jim Rogaski) Rear Wing Allowance

In section 9.1.4.D.4.h, add the language as follows:

"APR performance GTC-200 "SCCA Spec" wing element, part #AS-104801, variable cord length (8.75" inner chord), is permitted. All other GCR 9.1.4 requirements - including, but not limited to, mounting, location, height, and end plates limits - must be met."

STU

1. #12458 (Marc Feinstein) 2 valve per cylinder specific engine weights

In section 9.1.4.1.H.1, add the language as follows:

"...engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc). Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight by 9%."

Touring

T1

1. #12488 (Carl Fung) Classify Ferrari 550 in T1

In T1, classify the Ferrari 550 as follows:

T1 - Limited	Bore x Stroke(mm)/Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Ferrari 550 1996-2001</i>	<i>88x75/5474cc</i>	<i>2499</i>	<i>18x10F 18x11R</i>	<i>315 max</i>	<i>3.15:1 2.18:1 1.57:1 1.19:1 .94:1 .76:1</i>	<i>3.91</i>	<i>330/310</i>	<i>3700</i>	

2. #12927 (Jim Tway) Allow C5 Corvette World Challenge Body Work

In T1, Chevrolet Corvette, add the notes as follows:

"..... front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. *Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH) (p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH)(p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72") may be used.* Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. Non OEM rear wing / splitter reduce restrictor by 5 mm."

3. #12943 (John Bauer) Clarify 10mm thick crushable structure

In section 9.1.9.1.J.1, change the language as follows:

~~If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.~~

4. #12994 (Touring Committee) Disallow non-single plane wing

In section 9.1.9.1.B.2.c, add the language as follows:

Wings shall be a single element *and single plane* with a maximum chord length of 12.00 inches, including any wicker. *(except as allowed in 9.1.9.1.B.2.h)*

T2

1. #12546 (SCCA Staff) Classify the Spec Mustang for 2014

In T2, classify the Spec Mustang as follows:

T2	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Spec Mustang</i>									<i>Must meet all requirements of Spec Mustang rules located in Appendix "X" of the GCR. Cars must Comply with all SCCA T2 graphics and marking rules, including the posting of minimum weight. Appendix "x", item 2.p.2, Graphic requirements are not in effect. Stickers are optional, not mandatory. It is the responsibility of the driver to declare if its running under T2 rules or SMG rules.</i>

2. #13110 (SCCA Staff) Remove Dodge Vipers From T2

In T2, declassify Dodge Viper RT-10/ RT-10 ACR & GT-S/ GT-S ACR (96-02) and Dodge Viper SRT-10 Incl Coupe (03-06).

T2-T4

1. #12944 (Jason Isley) Allow fender rolling

In Section 9.1.9.2.D.8.a, add a new section 5 as follows:

Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness.

2. #12967 (Ralf Lindow) Tire width and aspect ratio

In section 9.1.9.2.D.7.b, change the language as follows:

All cars shall run tires with a minimum of a "U" speed rating. For size determination, the molded section shall be used. ~~All cars are allowed a section increase or decrease of 10mm or 20mm (e.g., 195 may use 175, 185, 195, 205 or 215).~~ All cars are allowed

an aspect ratio increase or decrease of 5 or 10 (e.g., 55 may use 45, 50, 60 or 65):

In T2-T4 spec lines, change the tire sizes and remove the aspect ratio as follows:

T2	Max Tire Size
BMW E92 M3 (08-12)	295/40 315 (F&R)
Cadillac CTS-V (06-07)	295/35 315 (F&R)
Chevrolet Camaro SS (98-02)	275/40/17 295 (F&R)
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)	295/35/18 295 (F&R)
Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13)	295/35 295 (F&R)
Chevrolet Corvette Z06 (2006-2012)	295/35 295 (F&R)
Ford Mustang Boss 302 (2012)	295/35 (F) 295/35 (R) 295 (F&R)
Ford Mustang GT 5.0L (10-12)	295/35 295 (F&R)
Ford Mustang Coupe GT & Shelby GT 5.0L (05-10)	255/40 (F&R) or 255/45 (F) 285/40 (R) 295 (F&R)
Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)	275/45 (F&R) 295 (F&R)
Mitsubishi Lancer Evo X / GSR / MR (08-11)	275/45 (F&R) 295 (F&R)
Nissan 370Z (09-13) / 370Z NISMO Edition (09-13)	275/30 (F) 275/35 (R) 295 (F&R)
Pontiac Firebird (98-02)	275/40/17 295 (F&R)
Pontiac Solstice GXP Coupe / Convertible (07-09)	275/35 295 (F&R)
Porsche 911/ 997 (06-08)	235/40 (F) 295/30 (R) 255 (F) 315 (R)
Porsche 911 / 996 (98-05)	245 (F), 295 (R) 255 (F) 315 (R)
Porsche Cayman S (06-08)	245/40 (F) 295/40 (R) 255 (F) 315 (R)
Porsche Cayman S (2010)	245 (F), 295 (R) 255 (F) 315 (R)
Saturn Sky / Convertible (07-09)	275/35 295 (F&R)
Subaru Impreza WRX STI (03-07)	275/40 295 (F&R)

T2	Max Tire Size
Subaru Impreza WRX STi (08-11)	275/45 295 (F&R)

T3	Max Tire Size
Acura TL Type S (07-08)	275/45 (F&R) <u>Max</u>
Acura TL SH-AWD (10-13)	275/45 (F&R) <u>Max</u>
Audi S4 (10-11)	255/35 (F&R) 275 (F&R)
Audi TTS Coupe (10-11)	235/35 (F&R) 255 (F&R)
BMW M3 (01-06)	255/35 (F & R) 275 (F&R)
BMW 135i (08-13)	(F) 225/40 (R) 255/35- (F) 245 (R) 275
BMW 335i (08-13)	(F) 225/40 (R) 255/35- (F) 245 (R) 275
BMW 330i/Ci (01-03)	225/35 275 (F&R)
BMW Z4 3.0L (03-04)	225/45 275 (F&R)
BMW Z4 M Coupe (2007)	255/35 (F & R) 275 (F&R)
BMW Z4 3.0si Coupe (07-08)	225/45 275 (F&R)
Buick Regal (2011+)	235/45 (F) 235/45 (R) 255 (F&R)
Chevrolet Camaro V6 (2010+)	275/45 max 275 (F&R)
Chevrolet Cobalt (05-07)	235/45 255 (F&R)
Chevrolet Cobalt SS (08-10)	235/45 255 (F&R)
Dodge SRT-4 (03-05)	235/45 255 (F&R)
Ford Focus ST (2013+)	235/45 255 (F&R)
Ford Mustang Mach I (03-04)	275(F&R)
Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)	275 (F&R)
Ford Mustang GT (01-04) incl. Bullitt (2001)	275 (F&R)
Ford Mustang V6 (11-13)	275 (F&R)

T3	Max Tire Size
Honda S2000 (all) (00-09)	245/50 Max 245 (F&R)
Hyundai Genesis Coupe (2010+)	245/50 (F) Max 245/40 (R) Max 255 (F&R)
Infiniti G35 (03-08)	275/30 (F&R)
Lotus Exige S / S220 / Elise SC (07-10)	195/50 (F) 225/45 (R) 215 (F) 245 (R)
Lotus Elise (05-10)	195/50 (F) 225/45 (R) 215 (F) 245 (R)
Lotus Exige (2006)	195/50 (F) 225/45 (R) 215 (F) 245 (R)
Mazda Mazdaspeed3 (07-09)	235/50 255 (F&R)
Mazda Mazdaspeed3 (10-13)	235/50 255 (F&R)
Mazda MazdaSpeed Miata (04-05)	245/45 max 245 (F&R)
Mitsubishi Lancer Ralliart (09-11)	245/45 265 (F&R)
Nissan 350Z Track/ Touring/Standard/ Nismo (03-08)	275/30 () (F&R)
Nissan 350Z Track/ Touring/Standard/ Nismo (03-08) Spec	275/30 () (F&R)
Nissan 370Z (09-13) / 370Z NISMO Edition (09-11)	275/30 (F) max 275/35 (R) max 275 (F&R)
Pontiac Solstice GXP Coupe / Convertible (07-09)	245/45 max (F&R) 235/45
Saturn Ion Redline (04-07)	255 (F&R)
Saturn Sky / Convertible (07-09)	245/45 max (F&R)
Volkswagen GTI, Jetta GLI (06-10)	235/45 (F&R) 255 (F&R)

T4	Max Tire Size (stock)
Acura Integra GS-R VTEC (3 or 4 door) (94-01)	235/50 235 (F&R)
Acura RSX Type-S (02-06)	235/45 (F&R) 235 (F&R)
Audi A4 V-6 (96-01) /Volkswagen Passat 2.8 V6 (96-05)	205/55 225 (F&R)
BMW Z4 2.5L (03-05)	225/50 245 (F&R)
Chevrolet Cobalt SS, Sport Coupe (06-10)	235/50 235 (F&R)
Chevrolet Camaro V-6 (96-02)	245/50 265 (F&R)
Chrysler Neon ACR SOHC (4 door) (01-02)	235/60 235 (F&R)
Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (95-99)	235/60 235 (F&R)
Ford Focus SVT (02.5-04)	235/45 235 (F&R)

T4	Max Tire Size (stock)
Ford Focus ZX4 ST (05-06)	235/60 235 (F&R)
Ford Mustang V6 (05-10)	245/40 (max tire size) 245 (F&R)
Ford Mustang V-6 (01-04)	225/55 245 (F&R)
Honda Accord LX & EX (03-07)	235/60 235 (F&R)
Honda Accord LX-S/EX/EX-L (08-09)	235/50 235 (F&R)
Honda Civic Coupe Si (99-00)	235/55 235 (F&R)
Honda Civic Si (02-03)	235/60 235 (F&R)
Honda Civic Si (06-11)	235/45 235 (F&R)
Honda Civic Si (12-13)	235/45 235 (F&R)
Hyundai Elantra GLS (11-12)	235/65 235 (F&R)
Hyundai Tiburon V-6 (03-08)	235/45 235 (F&R)
Kia Forte Koup and Sedan LX/EX (2010-)	235/55 235 (F&R)
Kia Forte Koup and Sedan SX (2010-)	235/45 235 (F&R)
Mazda MX-5 / Miata Sport (99-00)	205/50 225 (F&R)
Mazda MX-5 / Miata (01-05)	15"-195/50 16"-205/45 15": 215 (F&R) 16": 225 (F&R)
Mazda MX-5 (06-08)	205/50 225 (F&R)
Mazda MX-5 (09-13)	205/45 225 (F&R)
Mazda Protégé LX, ES (01-03)	235/50 235 (F&R)
Mazda Protégé 5 (02-03)	235/50 235 (F&R)
Mazda RX-8, R3 (04-09)	225/45 (F&R) 245 (F&R)
Mazda3 s (04-09)	235/50 or 235/55 235 (F&R)
Mazda3 s (2010+)	205/50 235 (F&R)
Mazda6 s (03-07)	205/60 215/45 235 (F&R)
Mini Cooper S (02-04)	195/55 or 205/55 225 (F&R)
Mini Cooper S (05-06)	195/55 or 205/55 225 (F&R)
Mitsubishi Eclipse GT (00-05)	235/50 235 (F&R)
Nissan Sentra SER (02-03)	235/55 235 (F&R)
Nissan Sentra SER Spec-V (02-06)	235/45 235 (F&R)
Nissan Sentra Spec-V (07-08)	235/45 235 (F&R)

T4	Max Tire Size (stock)
Pontiac Firebird V-6 (96-02)	245/50 265 (F&R)
Pontiac Solstice (06-09)	245/45 245 (F&R)
Scion tC (03-07)	235/45 235 (F&R)
Scion FR-S (2013+)	225/45 245 (F&R)
Subaru BRZ (2013+)	225/45 245 (F&R)
Subaru Impreza (non-turbo) (04-06)	235/55 (F&R) 235 (F&R)
Subaru Impreza (08-11)	235/55 235 (F&R)
Toyota Celica GT (00-05)	195/65 215 (F&R)
Toyota Celica GTS (00-05)	205/50 225 (F&R)
Toyota Corolla XRS (05-06)	205/50 225 (F&R)
Toyota MR-2 Spyder 16V DOHC (01-05)	(F) 235/55 01-02(R) 235/50 03-05(R)-235/45 235 (F&R)
Volkswagen Rabbit 2.5 (06-07)	235/65 235 (F&R)
Volkswagen Rabbit 2.5 (08-09)	235/65 235 (F&R)
Volkswagen Passat (12-14)	245 235 (F&R)
Volkswagen Passat 1.8T (2014+)	235/45 (F&R) 235 (F&R)

T3

1. #12550 (James Leithauser) Request for BMW Z4 3.0si
 In T3, BMW Z4 3.0 si Coupe (07-08), change the spec line as follows:
 Tire Size: ~~225/45~~ 275 Max
 Max Wheel Size (inch) 18 x 8 9 (F&R)
 Weight: ~~3150~~ 3200

2. #12675 (Marc Feinstein) correction to S4 and S5 classifications from Audi of America
 In T3, Audi S4 (10-11), change the gear ratios and notes as follows:
~~3.67~~ 3.682, 2.16, 1.52, 1.13, 0.92, 0.78

S tronic transmission permitted at 3480 lbs. Ratios ~~3.692~~ 3.875, 2.238, 1.559, 1.175, 0.915, 0.745, 0.617

3. #12979 (Jason Fitzpatrick) T3 2012+ Volkswagen Passat 3.6L glass sunroof removal
 In T3, Volkswagen Passat 3.6 VR6 (2012-), add the notes as follows:

"The glass sunroof must be replaced with a metal panel; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color."

T4

1. #12017 (Jason Fitzpatrick) Request classification T4; 2012+ Volkswagen Passat TDI
 In T4, classify the Volkswagen Passat TDI as follows:

T4	Bore x Stroke (mm)/Displ. (cc)	Wheelbase (mm)	Track F&R (mm)	Wheel Size (in.)/ Matl	Tire Size	Gear ratios	Final Drive	Brakes	Weight (lbs.)	Notes
VW Passat TDI 2012-14	81.03x95.5/1966	2804	1577/1549	17x7, or 18x8	245 (max) F&R	STD- 3.77,1.96,1.26,0.87,0.86,0.72 DSG- 3.46,2.05,1.3,0.90,0.91,0.76	STD- 3.68,2.92 DSG- 4.12,3.04	F- 312 Vented disc R- 272 Solid disc	3300 3350 DSG	30mm TIR required

2. #12867 (Al Crisp) Classify 2000 Mazda Protege ES in T4
 In T4, classify the 2000 Mazda Protégé ES as follows:

T4	Bore x Stroke (mm)/ Displ. (cc)	Wheel-Base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes
Mazda Protégé ES (2000)	83.0x85.0 / 1839	2611	1471/ 1471	15x7 alum	235 MAX	3.42 1.84 1.29 1.03 0.78	4.11	(F)2690 Vented Disc (R)201 Drum	2430	Aftermarket wheels at a minimum weight of 15 lbs. each are allowed. May update to MP3 specs. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed. Header allowed, Front strut tower brace allowed, OBD2 requirement for ECU does not apply

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 4, 2013

The RallyCross Board (RXB) met via conference call on December 4. Attending were Warren Elliott, Chairman, Brent Blakely, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance was Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor discussed two incident reports received by the Safety Committee. The Committee reviewed both and decided no further action is necessary on either incident.

Doctor is compiling debeat data from 2013 and will release a report as soon as possible. Once the report is issued a decision will be made whether to continue gathering debeat data in the future. Lightfoot suggested collecting additional information on wheel size and tire aspect ratio. Blakely suggested recording the run number on which a debeat occurs.

- RallyCross Rules Committee (Keith Lightfoot): The rules proposals approved by the RXB in the previous meeting have been submitted to the BOD for voting. Given final approval by the BOD those proposals will be included in the 2014 RallyCross Rules and be released by January 1, 2014.
- National Championship Committee (Brent Blakely): Preparations for the 2014 RallyCross National Championship are progressing. The RXB discussed the need for the Committee to preplan the practice course details such as having predetermined run groups and a pre-assigned a Safety Steward. The RXB still wants the hosting Region to manage and benefit from any proceeds from that portion of the National Championship event.
- Marketing Committee (Ron Foley): The *SportsCar* retraction discussed in the previous meeting has been submitted and is currently planned for the February issue.

Planning and scheduling for the National Convention sessions continues. The hope is to attract RallyCross members from the Eastern states.

- Divisional Steward Liaison (Stephen Hyatt): Because of the conflict with Thanksgiving, the Divisional Stewards did not meet in November. With only two Divisions currently having scheduled dates for National Challenges, Brian Harmer stressed the need for the other Divisions to submit their dates as soon as possible.

Old Business

- "Super Challenge" update (Howard Duncan): As Howard Duncan was not on the call there was no formal update. Brian Harmer did indicate that the Divisions should plan for now on standard National Challenges.
- "What is RallyCross" video (Keith Lightfoot): Lightfoot had no further updates on the progress of the video but hopes to have something by January.
- Application of SCCA Operations Manual Section 2.2 to meetings of the RXB (Jerry Doctor): Doctor distributed a 2009 version of the RallyCross Policies and Procedures manual. The RXB agreed that it is in need of substantial updates. Doctor will make updates to match current RXB needs and present it for RXB approval at a later meeting.
- Update on sharing the National Championship participant survey results with the membership: The survey results have been posted at the RallyCross National Championship page at SCCA.com. Lightfoot will reference the results at the RallyCross forums.
- "Build" thread status: The RXB will continue efforts to encourage top RallyCrossers to post about building a competitive RallyCross car at brand-specific forums and other popular RallyCross forums.

New Business

- Goals for 2014 and beyond (Stephen Hyatt): Hyatt presented a set of goals that he feels the RXB should be pursuing. Hyatt requested that the RXB consider the goals and use them as a starting point of discussion at future meetings, particularly at the 2014 National Convention.

- 2013 Regional participation (Howard Duncan): As Howard Duncan was not on the call, Brian Harmer summarized that the preliminary RallyCross participation statistics for 2013 indicate an approximate 17% increase in events and participants over 2012. Hyatt stressed that the RXB recognize the Regions and Divisions for their efforts towards this growth.
- RXB chairman change: Warren Elliott tendered his resignation as RXB Chairman and proposed that Stephen Hyatt step into the chairmanship.

Motion: Accept resignation of Elliott as RXB Chairman and recommend Hyatt for the position of RXB Chairman. Elliott/Foley. PASSED 6-0-1. Hyatt abstained.

Next meeting: January 9, 2014

Submitted by Karl Sealander, RXB Secretary Sports Car Club of America

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | December 3, 2013

The Road Rally Board met by conference call on December 3, 2013; meeting called to order by Rich Bireta at 7:30 pm CST.

In attendance: Len Picton, Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Rich Bireta, Clarence Westberg, Deena Rowland from the National Office and Bruce Lindstrand from the BOD. Not in attendance: Howard Duncan from the National Office.

The November minutes were approved (Bruce/Sasha/pass).

Front Burner Items:

- 1) Tasks from November meeting:
 - a. Completion of November minutes for FasTrack (Jeanne) done
 - b. Release of 2013 Championship Standings (Bruce) – GTA done
 - c. Press Release / Flyer – Yucatan Safari National Rally (Clarence) – not done yet, he expects primarily locals
- 2) 2014 Coker Tire Challenge
 - a. Publicity plan. Assistance from SCCA National Office was requested in an email to Bruce Lindstrand for the December BOD meeting this weekend; he needs verbiage so he can talk it up; Bruce G said he would like to have a sponsor, possibly a GPS company; Rich said that we need a substantial publicity effort if we are going to attract competitors other than the usual entries for Nationals.
- 3) 2013 Championship Season Status
 - a. GTA Results are complete and posted to scca.com. Thank you, Bruce G, Deena!
 - b. Ballots for Tour and Course (Gervais Award) events of the year have been mailed; they are due back by 12/20. (Thanks again to Bruce G and Deena)
 - c. When should we expect 2013 Tour and Course Championship results? Bruce is working on them and hopes to have one of them ready by end of the year but likely it will be later; certainly before the convention.
- 4) 2014 Championship Season
 - a. 2014 Planning Calendar is posted to scca.com. Thank you, Jeanne and Deena! When should the next Planning Calendar be published? Jeanne put out a notice on the SCCA Forum and on the Yahoo list asking for dates to be added; people are responding; next calendar soon.
 - b. Dates for all Nationals received or penciled in from all committees; some dates are tentative. Refer to NEC for date request where needed, sanction review, liaison assignment. Should we have a press release on the topic of 2014 Nationals Schedule? Give this to the Publicity Committee; Bruce G asked Deena to send an email to the Pub Com about getting the schedule posted, a press release to media@scca.com, and a copy to SportsCar
 - c. Review Arizona Border National Sanction Plan (NEC – Chuck) Jeanne and Bruce will report back to Chuck after the AZB regionals. Chuck said that the sanction requests had not yet been received (update: Deena received them Dec 9). An NEC conference call has been scheduled for Thurs, Dec 19.
 - d. Publication of 2014 RRRs. When will they be done? Dave Kolb is working on them, Jeanne will contact him; the GTA final standings can be published; Rich said that perhaps this job needs to be reassigned.
- 5) Publicity Committee Responsibilities
 - a. Assignment: write a press release for SCCA.com/rally and the SCCA Road Rally Facebook page before and after each National event and SCCA “signature” event (e.g. POR, Covered Bridge) promoting the event and describing the results; monitor the SCCA Rally page on the main website to ensure that it highlights rally with current information and that some procedure is put in place so that outdated materials are removed and replaced with additional rally material. Rich suggested that this committee produce the press release for the USRRRC Coker Tire Challenge. This is deferred to the January meeting.
- 6) 2014 Convention Planning
 - a. Divisional and Regional Achievement Awards – we need the participation reports from Rich; deferred to January
 - b. Sessions and Schedule – the schedule seems shorter than recent conventions, will there be time to do the sessions we have been asked to do? The current schedule is on the SCCA website; Rich asked if the BOD meeting was Friday morning; Deena will look into this.
 - c. Short presentation to New Regional Mgt about having a rally program; – Rich has distributed his speaking notes from 2013; Chuck and Bruce have provided input on revisions.
- 7) Placing the WDCR Rally School Textbook in the Toolbox
 - a. Len is doing this. Bruce mentioned that Steve McKelvie (NE DRRS) said there is a video out there about getting started in rallying, and that we should have such a video for use in rally schools; Len thinks the video is on YouTube, anybody know where? Clarence knows of a couple of Canadian rally videos.

- 8) Reorganizing the Toolbox
- a. Len is working on an outline, he expects it to be done in a week or two.
- 9) Access to email addresses of members in neighboring regions of those who have list Road Rally as an area of interest. Update – Deena said that Sasha has worked on this previously; Sasha has talked to Len about this and to Rick Myers, but has not heard back from Rick; Rich asked Bruce Lindstrand if perhaps he could help, Bruce said that he would talk to Rick.
- 10) Significant changes to Road Rally Championship
- a. Rich would like to take a non-binding vote on significant aspects of the proposed 2015 rules changes. Allowable votes are yes (in favor), no (against) or undecided.
 - b. Should we combine Tour/Course/GTA into a single championship? Y - 3 N - 1 U - 3
 - c. Should worker's points be included / available in 2015? Y - 2 N - 3 U - 2
 - d. Should Regional events count toward the National Championship in any manner? Y - 6 N - 1 U - 0
 - e. Should Regional events which count toward the Championship...
 - i. ... be required to meet ½ the distance/control requirement of Nationals? Y - 1 N - 4 U - 2
 - ii. ... be required to have a lead car? Y - 4 N - 3 U - 0
 - iii. ... be required to have their GIs available prior to the event? Y - 5 N - 2 U - 0
 - iv. ... be calendared and sanctioned in the same manner as Nationals? Y - 1 N - 4 U - 2
 - v. ... should there be regional events that do not count toward the Championship?
This question withdrawn, and replaced with:
... is there a place in the championships for a type of regional that is not part of the Championship? Again, replaced with:
Should there be regional events that don't count toward the championship?
Y - 5 N - 0 U - 2
 - f. Shall class E and L be combined into Class A, class S move into Class B and Class C be reserved for newcomers to the Championship? Y - 3 N - 2 U - 1 Abstain - 1
 - g. Shall the "best x of y" events counts for points (as described in the proposal)? Y - 6 N - 0 U - 1
 - h. Remaining time to be used for discussion of the above.
Bruce G asked why we should discuss nationals when we have regionals to work on; we need to be working with the divisional stewards to help them develop programs; we need to tell REs (at the convention) that rally is entry level to all SCCA events; we need to monitor what we have already put into play and follow up. Len said he is in favor of the NEC taking over the national championship program, but he thinks that the NEC is also becoming involved with regionals. Rich is in general agreement with these comments. Clarence ready to vote with the few items identified as being important, then table the rest. Chuck will take the comments from this meeting back to the NEC to further fine tune the proposal.
- 11) GTA-Only Safety Steward Classification (Sasha)
Sasha said that two-thirds of the items in the safety steward checklist do not apply to GTA; should there be a GTA only safety steward license? There were comments that there are many different types of GTAs. Sasha will put together a new form, and submit it to us for comments.
- 12) New business, open forum.
Bruce G asked if anyone has contacted any DRRSs; Bruce said that he them at a set time after RRB meetings to discuss specific items. Clarence has volunteered to replace Mike Thompson as CenDiv DRRS (Clarence already has contacts and goes to the meetings); Rich has already proposed Clarence as DRRS. Motion: ask the BOD to confirm Clarence as Central Division DRRS. Rich/Bruce/passed
- 13) Pick your "one RRB-task" this month?
- a. Completion of December minutes for FasTrack (Jeanne)
 - b. Release of 2013 Championship Tour/Course Standings (Bruce G)
 - c. Press Release – Results of Yucatan Safari National Rally Results (Clarence - maybe) and find YouTube videos
 - d. Collect missing 2013 audit data (Sasha)
 - e. Complete 2013 Participation Study (Rich)
 - f. Toolbox reorganization (Len)
 - g. NEC – Finalize go/no-go decision on AZB March 2014 National (Chuck) and get 2015 proposal updated.

Meeting adjourned at 9:26 CST

Next meeting January 7, 2014, via telephone conference.

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 Web site at the following links:

CLUB RACING

50th SCCA National Championship Runoffs Event page: <http://www.scca.com/runoffs>
Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>
Forms: <http://www.scca.com/downloads/#club>
Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>
General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

SOLO

Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>
Forms: <http://www.scca.com/downloads/#solo>
Rulebook: <http://www.scca.com/downloads/#solo>

RALLY

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

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/news/index.cfm?cid=51448>

EVENT CALENDAR: <http://www.scca.com/events/>