

SOLO EVENTS BOARD

SOLO EVENTS BOARD | December 18, 2013

The Solo Events Board met by conference call December 18th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all 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

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.

Street Touring

#12752 O2 Sensor Clarification

The STAC has reviewed this letter requesting clarification on the O2 sensor. In the committee's opinion, the O2 sensor is not part of the exhaust system and is not free to be omitted from a replacement system.

#13186 Bodywork Clarification

A car sold by dealers in U.S. Territories is only eligible for Stock, Street Touring, and Street Prepared if it is identical to the U.S. market counterpart.

Street Prepared

#12081 Intercooler Clarification

The answers to the member's requests for clarification are as follows:

1. Is removing the valve's exposure to boost a change to the valve?

Yes, removing the valve's exposure to boost is a change to the valve.

2. If the competitor replaces the intercooler, the BOV must be mounted on the new intercooler such that it functions as it does on the stock intercooler.

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

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CHANGE PROPOSALS

General

#9028 Independent Rear Suspension in XP Clarification

The PAC recommends adding the following definitions to Section 12:

Chassis – A chassis is the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, steering, etc.) and to provide support for the body.

Drivetrain – The combination of components that provide the force that allows the car to move itself including the engine, clutch, transmission, driveshafts, differentials, axles, etc. Does not include wheels or spindles.

Frame Rails – An integral part of the chassis; frame rails are boxed, channeled, or tubular structural members of the car which may provide attachment points for one or more of the following: subframe/cross member, body, suspension, and drivetrain of the vehicle. Frame rails are present in Unibody, Tub-based, and Tube Frame Cars.

Roll Bar / Roll Cage – A tubular steel structure designed to provide the passenger compartment with additional crush resistance in the event of an accident. A roll bar/cage will always include a hoop behind the driver that provides crush resistance from overhead forces and may additionally include structure that provides crush resistance from other directions. Roll bar / cage structures may be used to provide additional chassis rigidity and attachment for suspension and other components, if preparation rules allow for it. See Appendix C or the Club Racing General Competition Rules for additional requirements & design methodologies.

Shock/Strut Towers – Sheet metal components which are part of a tub or unibody car that provide the top mounting point for shocks and struts and may provide mounting points for other components such as upper control arms. They may also serve as an inner fender liner.

Subframe/Cross Member – A component welded or bolted to the frame/tub/chassis of a car in order to increase its strength and which may serve as a platform for mounting suspension or drive train components.

Suspension – Suspension is the combination of components that connect a vehicle chassis to its wheels. Any item that controls wheel location relative to the chassis and which is designed to move when a wheel is deflected vertically is part of the suspension. This includes shocks/struts, control arms, steering knuckles, uprights, tie rods, live axle housings, etc., but not steering racks, subframes, half shafts, etc.

Suspension mount – Suspension mounts are components to which individual suspension components attach and which are rigidly attached to the chassis via non-permanent means. With the exception of integral bushings/bearings, they do not move as the suspension travels in its range of motion. Subframe/cross members are not suspension mounts.

Trunk Area – An area intended for the storage luggage or other items during normal street going usage.

For front-engine cars, this is defined as the area behind the vertical plane of the rearmost seatback of the vehicle. For 2 seat vehicles, this is defined by the vertical plane of the front seats of the vehicle. If a transverse bulkhead / panel is located in this area, the bulkhead / panel defines the start of the trunk area. Vehicles equipped with a fold-down rear seat, must consider the vertical plane of the seat in its upright position.

For rear-engine cars, this is defined as the area in front of the passenger compartment, forward of a transverse bulkhead / panel separating the passenger compartment from the front of the car.

For mid-engine cars, this is defined as both the area per the rear-engine cars, as well as the area behind the engine and separated from the engine compartment by a transverse bulkhead / panel.

Tub – The assembly of panels which form the basic structure of the vehicle's passenger compartment.

Tub-based (non-tube-frame) Car – A non-tube-frame car has a standard tub or standard unibody as the central component of the car. A tub-based car may have subframes at either end attached to the tub or unibody by bolts or welds. Full-frame cars in which the tub sits atop frame rails are also considered to be tub-based.

Tube Frame Car – A car whose chassis is fabricated from a non-Standard assembly of tubes, welded into the desired configuration, that are designed to carry the running gear (drivetrain, suspension, steering, etc.) loads.

Unibody (Unit-Body) – A type of construction in which the chassis and tub are fabricated from an assembly of stressed panels and reinforcements permanently fastened together into a single unit.

Street Prepared

#9947 Morgan Plus 4 Move to FSP Proposal

Per the SPAC, move from SSP to FSP:

*Morgan
+4 (2138cc, all)*

#12392 Brake Allowance Proposal

Per the SPAC, change 15.6.A from:

“A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose.”

to

“A. Any brake line, master cylinder, vacuum brake booster, or brake proportioning valve that meets the requirements of 3.3.3.B.12 may be used. *One additional hole may be drilled in brake pedal arm for relocation of the master cylinder pushrod.* This does not allow multiple separate cylinders. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose.”

Prepared

In addition to the above new Section 12 definitions, the PAC recommends the following changes to various items in Section 17, provided here for member review and comment.

17. PREPARED CATEGORY

17.0.A. Intent

It is the intent of these rules to allow modifications useful and necessary in the preparation of a high performance, production based non-street-driven vehicle *which is of unibody or tub-based construction. Tube frame cars are allowed, subject to the requirements of 17.11.*

The SCCA® will use the following guidelines in the determination of suitability for classification in the Prepared Category:

1. Cars classified shall retain their original design, structure, and drive layout unless otherwise specified in these rules. If in doubt about a modification, competitors should ask. If the rules do not specifically authorize a modification, it is not permitted.
2. Cars running in Prepared Category must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the US. Cars not specifically listed in Prepared Category classes in Appendix A must have been produced in quantities of at least 1000 in a 12-month period to be eligible for Prepared Category.
3. The SCCA® may also class suitable non-production full-bodied full-fendered strictly-specified cars into this category. Production quantities, EPA approval, and DOT approval are not required. The SCCA® may choose not to classify any such vehicle it deems unsuitable for the Prepared category.
4. ~~Within the scope of these rules, the terms “chassis” refers to the minimal configuration of a car necessary to contain all of the running gear (drivetrain, suspension, & steering) and to provide support for the body. For cars of “frameless” construction, the chassis is the central contiguous assembly of stressed panels and subframes which form the basic structure necessary to contain all the running gear of a car.~~ *Within the scope of these rules, the definitions provided in Section 12 apply.*

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17.1 AUTHORIZED MODIFICATIONS

The modifications defined here in the Prepared Category are the only allowed modifications. The rules in this section stand on their own; they do not build upon the Stock or Street Prepared Category rules. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function. If the rules do not specifically authorize a modification, it is not permitted.

A. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules.

B. Any minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minor notching, bending, clearancing, and grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order to facilitate the installation of allowed parts or modifications. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make tortured interpretations of this rule.(e.g., moving frame rails inboard, regardless of the reason, is considered to be a tortured interpretation *which will invoke Section 17.11 weight penalties*).

Refer to Appendix F for past clarifications of these rules.

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17.2 BODYWORK AND STRUCTURE

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing the necessary safety and performance modifications. Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.

A. The external shape of the body may only be changed where specifically authorized. Standard window openings, rain gutters, or approved facsimiles shall be retained. All external trim and model identification may be removed. Grilles may be removed, modified, or substituted.

B. Chassis, frame, or subframe may be reinforced provided components and attachments are not relocated except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening.

It is permitted to have jack points recessed into the rocker panels or to have one tube per side extending downward through the bottom of the door provided they do not extend beyond the overall width of the car or in an unsafe or dangerous manner. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.

C. The chassis, frame, or subframe may be notched or cut and brackets may be added for the purpose of attaching alternate suspension, *steering*, or drivetrain components except that the firewall may not be modified for engine block or cylinder head clearance. Holes may be cut to provide clearance for authorized suspension, *steering*, and drivetrain components through their entire range of travel. *Clearance between the modified chassis, frame or subframe and the suspension, steering, and drivetrain components is not to exceed 4.0" (101.6mm)*. Additional structure may be added in order to attach allowed components to the chassis. *Relocation, notching, or cutting of the chassis, frame, or subframe for tire clearance or moving the wheels inboard is not allowed. Replacement of inner fenders or wheel wells to enable wider wheels and tires is allowed.*

D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted, shall result in the vehicle being "in excess" of these rules and weight penalties and/or competitive adjustments may apply.

E. The floor in the driver/passenger compartment may be modified for installation of subframe connectors, exhaust components, *battery boxes, ballast weights*, and for driveshaft *drivetrain* clearance. When modified, the driver/passenger compartment must remain separate from any exhaust and driveshaft components.

The modified area must be steel or aluminum and no more than a 4.0" (101.6 mm) clearance is allowed between modified floor area and exhaust or modified floor area and driveshaft *drivetrain* components.

Trunk floors may be modified, removed, or replaced. If replaced, the trunk floor must be replaced with metal panels of similar shape to the original. Removal of the trunk floor is allowable only when a metal bulkhead separates the trunk area from the passenger compartment.

F. The firewall may be notched or recessed for clearance of exhaust headers, electric lines, coolant lines, fuel-carrying lines, fuel pumps, intercooling piping, carburetors, air horns, air cleaners, and distributor.

Any material added to the firewall must be either steel or aluminum.

This requires a sealed firewall between engine and passenger compartment. This rule is for driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch (0.125", 3.2 mm), except around dynamic devices extending through the firewall (e.g., throttle linkage, transmission linkage, or other mechanical

devices) and should be sealed to the extent that functioning of the device is not impaired. No more than 8.0" (203.2 mm) clearance is allowed between modified firewall areas and above listed components. The engine block, cylinder head, turbochargers, and/or superchargers may not intrude into the clearance areas authorized herein.

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17.11 OTHER

A. Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in their respective Prepared classes. *Tube frame production cars and kit-cars specifically listed in Appendix A (i.e. Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of Production Vehicles (i.e. a Tube frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section.* Section 17.8.B.7 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars.

OTHER MEMBER ITEMS REVIEWED

General

#13103 Number of Classes Comment

Thank you for your input. This general subject comes up frequently and is often revisited by the SEB. Topics of this nature are discussed within the guidance of the Core Values; see I.2.3 in the Solo Rules.

Street Touring

#12441 G35 and 350Z in STU Comments

Thank you for your input.

#12442, 12467, 12472 New Cars in STU Comments

Thank you for your input.

#12756 Steering Wheel Allowance Clarification

Thank you for your input. The relevant item has been withdrawn (November Fastrack, item #11316).

Kart

#13169 Tire Comments

The SEB and KAC thanks you for your input.

#13184, 13226 Tire Comments

The SEB and KAC thank you for your input. The KAC is still accepting and considering member feedback and has not yet reached a decision.

NOT RECOMMENDED

Street Touring

#12477 STF Wheel/Tire Allowance Proposal

The STAC believes that the class is healthy and shows balance. Introducing additional tire widths/wheel widths could upset the balance.

#12689 New Cars in STU Comments

Not recommended. Thank you for your input. Members are reminded that local Regions may modify classing as they see fit.

#12757 Z4 M Move to STU Proposal

The STAC does not feel that the Z4M is appropriate for STU at this time.

#12934 Mini Cooper Hartop JCW GP2 Classing Proposal

Per the STAC, the Mini Cooper JCW GP2 does not fit the class philosophy due to rarity and model specific upgrades.

#12976 New Cars in STU Comments

The STAC feels the STU classing is appropriate.

#13009 New Cars in STU Comments

The STAC feels that STU classification is appropriate at this time.

#13163 944S Move to STS Proposal

The STAC feels the 944 is more competitive in its current class (STR) versus STS, due to wheel/tire allowances.

#13168 Mini JCW GP in STX Clarification

Per the STAC, the Mini Cooper JCW GP does not fit the class philosophy due to rarity and model specific upgrades. See also item #12934 elsewhere herein.

#13191 New Cars in STU Comments

The STAC feels that STU classing is appropriate.

#13197 2014 Mini Cooper Classing Proposal

Classing of this car is not recommended due to limited data on a car not yet available.

#13198 2014 Mini Cooper S Classing Proposal

Per the STAC, classing of this car is not recommended due to limited data on a car not yet available. Please also see item #12934 elsewhere herein.

Street Prepared

#11102 Boxster/Cayman Classing Proposal

Based on member feedback this proposal is not recommended.

#11396 240SX Move to FSP Proposal

Based on significant negative member feedback, this proposal is not recommended by the SPAC.

#11822 Toyota MR2 Classing Proposal

The SPAC does not recommend this change at this time. The MR2 owners currently competing could be hurt by this change, and adding the non-turbo back to CSP does not make it an attractive option for competitors.

#11896 MR2 Turbo Classing Proposal

The SPAC feels that the turbo MR2 would not be a good fit for CSP. See also item #11822 elsewhere herein.

COVERED ELSEWHERE

Stock

#13155, 13157 Street Wheel Clarification

Please see item #12898 in the January Fastrack regarding the same +/- 1" wheel clarification.

Street Touring

#12074 STF Wheel/tire Allowance Proposal

Please see Street Touring item #12477 elsewhere herein.

#12376 STS/STC Merge Proposal

Please see Street Touring item #12465 as published in the December Fastrack.

#12399 ECU Clarification

Please see Street Touring item #12251 as published in the January Fastrack.

#12748 New Cars in STU Comments

Please see Street Touring item #12689 elsewhere herein.

#12769 Z4M Move to STU Proposal

Please see Street Touring item #12757 elsewhere herein.

Street Prepared

#12999 BRZ/FRS Classing Proposal

Please see item #10365 as published in the January Fastrack.

Prepared

#9198 Frame Rail Clarification

Please see item #9028 elsewhere herein.

TECH BULLETINS

Street Touring

#12855 Insight Classing Proposal

Effective immediately upon publication, add the following new listing in *STF*:

Honda Insight

Comment: Please see proposal #11982 as published in the December Fastrack for relevant information.

#12893 2007 Passat VR6 Classing Proposal

Effective immediately upon publication, add VR6 model to Passats classified in *STX* by changing the listing to read as follows:

Passat (2.0T, *VR6 W8*)

#12938 Porsche 914 Classing Proposal

Effective immediately upon publication, add the following new listing in *STS*:

Porsche 914 (4 cylinder)

#13093 Volvo 240 Turbo Classing Proposal

Effective upon publication, add new listing in *STX*:

Volvo 240 Turbo (1981-1985)

Street Prepared

#10476 Nissan Sentra 1.8L Classing Proposal

Add the following line under Nissan in *FSP*:

Sentra 1.8L (2000-06)

Kart

#12431 Rotax DD2 Engine Allowance Proposal

Change numbering of 19.1.D.3 to 19.1.D.4 (Other Engines).

Change 19.1.A.4 as follows to reflect the renumbering.

Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender ~~or class entered~~. Weights for entrants with karts having other engines are as listed in Section ~~19.1.D.3-19.1.D.4~~. *Ladies class may run with a 20lb weight reduction except engines listed in Section ~~19.1.D.3-19.1.D.4~~.*

Add a new 19.1.D.3 which describes the Rotax DD2 engine :

19.1.D.3 Rotax DD2: 125cc 2 speed shifter kart with centrifugal clutch. Engine and clutch must be stock and complete with passport matching serial number of engine and seal. Rotax passport is an engine identification card unique to each individual engine with serial numbers, service history is recorded on passport. The seal is provided by authorized Rotax service centers and includes a black anodized aluminum seal with Rotax stamp, serial number matching passport Id. There is a steel cable running through the seal, and 1. intake flange screw 2. stud of cylinder 3. cylinder head cover screw. Only authorized Rotax dealers may repair and re "seal" the engine, updating the passport. The stock no-lift system is legal. All KM legal tires are legal for DD2 engine. Minimum weight is 385lbs.

CLUB RACING BOARD

Club Racing Board Minutes | January 7, 2014

The Club Racing Board met by teleconference on January 7, 2014. 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, Steve Harris, and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

Member Advisory

FB

1. #12712 (Duane Eitel) No Changes to Rules for FB

Thank you for your letter. The CRB has been working on a process to bring new engines to the class in the future without making any current engine and chassis combinations obsolete. Part of the plan will deal with the ECU. At this time, the CRB does not recommend any changes for the 2014 racing season but, will develop a specific plan for 2015. Details will be posted in an upcoming Fastrack.

FV

1. #11421 (Craig Swinehart) Allow Front Disc Conversions in FV

Thank you for your letter, the CRB has received enough interest in disc brakes to warrant a further look. The FSRAC, with the help of the FV Ad Hoc committee will be presenting a specific proposal to the CRB to go out for member input to be considered for the 2015 season. Details will be posted in an upcoming Fastrack, please respond to the proposal through the CRB letter system.

The CRB and FV Ad Hoc committee wish to thank the authors who sent in letters regarding this subject.

No Action Required

FV

1. #12834 (Allan Adderley) Allow Helmet Surrounds in FV

Thank you for your letter. Head surrounds are allowed but not required in FV for 2014. Please see the January 2014 GCR for details.

FP

1. #13199 (Les Chaney) Against the Addition of the BMW 325e to FP

Thank you for your letter. The CRB believes this car will be competitive based on the approved specifications and, as with all cars in Production, performance will be monitored for parity.

Prd

1. #13126 (Will Schambach) In Support of IT Cars to Run in IT Trim in Prod

Thank you for your support.

SM

1. #12705 (David Dewhurst) Shock, Wedge or Bottom Out at Bottom of FatCat Isolator

Thank you for your letter. Please see GCR 9.1.7.c.3.b regarding the FatCat Isolator. The early SM front spring isolator may be modified to match the newer version that has been machined to clear the shock. Either style isolator is compliant.

Not Recommended

FC

1. #12969 (Stan Clayton) Please Allow the Alternate Cam with Aluminum Pinto Head

Thank you for your letter. The CRB does not recommend this change. After input from engine builders, it is believed that complicated issues with compliance could give this combination an unintended competitive advantage in the class.

GT

1. #13382 (Club Racing Board) Not Recommended Portion of Letter #12918

There were multiple requests in letter #12918, Minutes, however, the CRB does not recommend them at this time. GT3 allows E Prod and World Challenge cars on a case by case basis. Engine bore and stroke and alternate wheel base is currently allowed on a case by case basis. Currently a maximum of 1.0" engine set back is allowed. Forced induction is not currently permitted in GT. A differentiation between tube and tub construction is not recognized in GT. Please send one letter per rule change request to www.clubracingboard.com.

EP

1. #13160 (Mike Anderson) BMW E46 325is Wheel Size

Thank you for your letter. The CRB and Production Advisory Committee are currently reviewing overall wheel and tire sizes for all Production cars. Look for information in a future Fastrack.

2. #13355 (Club Racing Board) Not Recommended Portion of Letter #13085

Thank you for your request. A change to the shock/spring design on the rear of this car would not be consistent with class philosophy. Please see letter #13085, Technical Bulletin, for the response to the recommended portion of your request.

Prd

1. #13161 (Sam Henry) Production Classes Only Compete on DOT Approved Tires

Thank you for your letter. The CRB does not recommend this change because it would represent a significant change in class philosophy.

STL

1. #13170 (Philip Royle) Broaden Improved Touring Allowance in STL

Thank you for your request. The CRB has no plans to change the IT car eligibility requirements in STL at this time.

2. #13189 (Buzz Marcus) Weight Requirements for Miata

Thank you for your request. The CRB will continue to monitor class performance.

3. #13190 (Eric Rosenberg) For STL Honda's K20 Engine Hit with 50mm Intake Restrictor

Thank you for your request. The CRB has determined that the K20 engine exceeds the expected power output for STL, thus requiring the restrictor for class parity. The CRB will continue to monitor class performance.

T1

1. #13121 (John Schertzer) Lowering Cost in New T1 Group

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

2. #13122 (John Schertzer) Part Availability and Cost

Thank you for your request. The CRB does not recommend this change, as the purpose of Limited Preparation is to keep costs lower. The CRB believes the items you request would add cost to the car.

T2

1. #13065 (BILL CAPOGEANNIS) Request for Parity Weight Reduction - Solstice GXP/Sky Redline

Thank you for your request. Please see the response to letter #12874, December 2013 Fastrack Technical Bulletin.

T4

1. #13079 (Ted Warning) Weight Reduction for V6 Camaro/Firebird

Thank you for your request. The weight of the car is correct as classified.

2. #13204 (Dean Bailey) 96-02 Camaro and Firebird Spec Line

Thank you for your request. The CRB does not recommend these changes. Please see the response to letter #13067 (What Do You Think) regarding catalytic converters in T4.

3. #13208 (Dean Bailey) 96-02 Camaro and Firebird Tire Size

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

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.

P1

1. #13246 (Matt Graham) Performance Adjustment for 2-Stroke Engine in P1

Thank you for your request. In the P1 Engine Table, Line C, add to Notes: *Carburetor induction only. Restricted venturi size.* And to the Required Restrictor: *43 mm venturis.*

T2-T4

1. #13237 (SCCA Staff) Remove VIN Requirement

~~Remove 9.1.9.2.C.5: 5. The Vehicle Identification Number (VIN) shall correspond with the automobile classified and the automobile presented for competition. VIN stampings and/or plates shall remain in place.~~

a. A car may be entered in competition if there is at least one VIN stamping or plate on the dashboard or chassis that corresponds with the model of automobile classified.

b. The tenth (10) position letter of the VIN determines the model year of the car ("W" = 1998, "X" = 1999, "Y" = 2000, "1" = 2001, "2" = 2002, "3" = 2003, etc.).

2. #13357 (Club Racing Board) T4 Camaro/Firebird Spec Line Change (REC part of letter #13067)

Thank you for your request. Add to the Spec Line Notes for the Chevrolet Camaro V6 (96-02) and the Pontiac Firebird V6 (96-02): *BMR suspension strut tower brace, part number STB-002 is permitted.*

T3

1. #13359 (Club Racing Board) REC part of letter #12660, Change to Audi S3 (10-11) Spec Line

Change the Notes for the Audi S4 (10-11): ~~40 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, .92, .75, .62. Max spring rate 600#/in front and rear.~~ *43 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360.*

T4

1. #13112 (Alan Leshner) Stiffer Front Springs for Former SSC Neon

Thank you for your request. Add to the Notes for the Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (95-99): *Front and rear springs up to 800 lbs./inch are permitted.*

Taken Care Of

DSR

1. #12162 (Jonathan Marshall) Agree With Proposed 2014 Rule #11676

Thank you for your letter. Please see the response to letter #11676, September 2013 Fastrack Minutes. Stainless steel valves of the same diameter have been approved for P2.

F500

1. #12587 (Timothy Allen) Support for Merging F500 and F600 Letter#11739 (Jim Murphy) Allow

Thank you for your letter. The 600cc motorcycle engines have been approved for F500 in 2014. Please see the January 2014 GCR for details.

F600

1. #12575 (Jay Novak) Merger of F600 with F500

Thank you for your letter. Please see the response to letter #12587.

FB

1. #10124 (Chris Huskamp) Allow the Use of Alternate ECUs in FB

Thank you for your letter. Please see the response to letter #12712.

2. #11738 (Michael Devins) Allow Open ECUs in FB

Thank you for your letter. Please see the response to letter #12712.

3. #12924 (Jay Novak) Clarify ECU rule in FB

Thank you for your letter. Please see the response to letter #12712.

FC

1. #12972 (Robert Laverty) Allow New FC Pinto Cam in Aluminum Head

Thank you for your letter. Please see the response to letter #12969.

2. #12991 (Todd Stark) Upgraded Camshaft and Aluminum Head

Thank you for your letter. Please see the response to letter #12969.

FV

1. #12834 (Allan Adderley) Allow Helmet Surrounds in FV

Thank you for your letter. Head surrounds are allowed but not required in FV for 2014. Please see the January 2014 GCR for details.

T1

1. #13241 (SCCA Staff) Viper Restrictor Size

Thank you for your request. The car is classified in GT2.

T2

1. #13221 (Jason Isley) Spec Mustang Rules

Thank you for your concern. The CRB has removed the mandatory sponsor stickers from the Spec Mustang rules as they apply to Touring 2.

T3

1. #12459 (Marc Feinstein) Classify 2012-2013 Audi S4

Thank you for your request. Please see the response to letter #12660, Technical Bulletin.

2. #12460 (Marc Feinstein) Classify 2013 Audi S5

Thank you for your request. Please see the response to letter #12660, Technical Bulletin.

T4

1. #13140 (Tom Aquilante) Allow Removal of Catalytic Converter

Thank you for your request. Please see the response to letter #13067.

2. #13205 (Dean Bailey) Spec a Strut Brace That Will Fit

Thank you for your request. Please see the response to letter #13357.

What Do You Think

FC

1. #13360 (Club Racing Board) Formula Continental

The CRB requests your feedback. Please submit your comments through the CRB letter system at crbscca.com.

Change 9.1.1.B.3.d.2: 2. A metal floorpan shall be rigidly attached to the lower surface of the bottom frame rails. At a minimum, it shall extend from the rear ~~main~~ roll hoop bulkhead to the front bulkhead. Floorpan material must be a minimum of .060 heat treated aluminum alloy and/or 18 gauge steel sheet only. *Its curvature shall not exceed 25.4 mm (1.0 inch).*

Change 9.1.1.B.3.d.3: 3. The floorpan shall be, at the minimum, attached to the chassis lower rails at or adjacent to its full perimeter by any combination of welding, bonding, riveting, or bolting. The centers between any two adjacent fasteners shall be no more than 6 inches apart as measured along the panel surfaces. The floorpan may not "wrap up" on to the chassis sides to any point above the top surface of the lower main frame rails. Any "wrap-up" shall be included in the measurement in ~~B-5~~.

Add 9.1.1.B.3.e.5: *5. Alternate attachment method, for Formula Continental only: Composite anti-intrusion panels may be attached to the outside frame with fasteners no closer than 6 inches (15 cm) centers. Fasteners shall be AN or superior grade of not more than 0.25 inch diameter. Two flat or countersunk Mil Spec or SAE washers of no more than 1 inch diameter may be employed with each fastener. Cars with composite panels attached in this manner may be subject to a weight penalty and/or an Inlet Restrictor as specified on the car's specification line.*

Change 9.1.1.B.3.f.: f. No other exterior panels (excepting body work) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead.

~~Frame exterior panels (including, but not limited to, body and anti-intrusion panels) and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed. Suspension components shall not be mounted directly to any frame exterior panel (including, but not limited to body and anti-intrusion panels). The chassis must be capable of rolling without any such frame exterior panels installed. The engine, bell housing/oil tank and gearbox are exempt from this limitation.~~

Change 9.1.1.B.3.j: j. Instruments may be mounted in non-metal panels (e.g., composite, wood or plastic) securely affixed to the dash bulkhead. ~~frame with fasteners no closer than 6 inch (15 cm) centers, measured along the surface of the panel.~~

Change 9.1.1.B.4.g.: g. Cockpit interior panels may be constructed of glass fiber, carbon fiber, metal and/or Kevlar. Such panels shall be contained completely within the frame *and may not be attached to the frame with fasteners closer than 6 in (15 cm) centers measured along the surface of the panel. The chassis must be capable of rolling without any such interior panels installed. Cars with composite panels attached in this manner may be subject to a weight penalty and/or an Inlet Restrictor as specified on the car's specification line.* ~~Cockpit interior panels and fastening system(s) shall not be designed or installed in such a manner that they serve any structural purpose other than that of anti-intrusion. In the absence of such panels the chassis must be capable of performing to the same level or degree as when they are installed.~~

In 9.1.1.B.5.a. A reference area is defined, change: ~~Formula Continental: by the full width of the lowest surfaces of the car licked by the air stream between the front bulkhead as described in B.3.a above and the front edge of the rear tires.~~ *Formula Continental: by the full width of the lowest surfaces of the car licked by the air stream between the rear edge of the front tires and the front edge of the rear tires.*

T4

1. #13067 (Dean Bailey) Spec Line Issues for the T4 Firebird/Camaro

Thank you for your request. The CRB requests feedback on the potential to remove catalytic converters for all T4 cars. Please send your response through the CRB letter system at crbscca.com.

The REC portion of your request can be found in letter #13357.

RESUMES

1. #11960 (Ralph Provitz) Requesting Position on the SMAC

Ralph Provitz has been added to the SMAC.

CLUB RACING TECHNICAL BULLETIN

DATE: January 20, 2014

NUMBER: TB 14-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/31/2014 unless otherwise noted.

American Sedan

AS

1. #13305 (Chris Brannon) Wheel Size on 2004-2006 Pontiac GTO

In AS, Pontiac GTO (04-06) Restricted Prep., change the notes as follows:

Max. Wheel Size: ~~18 x 8.5~~ **17 x 9.5**. Stock brakes must be retained when using authorized wheels larger than 17 X 8. Installation of Full Preparation brakes requires the use of 17 X 8 wheels.

B-Spec

1. #13302 (Club Racing Board) Adjustable end links

In section 9.1.10.E.36, add the language as follows:

"Suspension: competitors must use the OEM suspension or the upgraded manufactures suspension kit in its entirety with no modifications. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit. *Adjustable sway bar end links may be used on all cars.*"

Formula/Sports Racing

FF

1. #12579 (Greg Case) Chassis Tubes as Water Transport Tubes

In FF, Alternate Vehicle Allowance table, classify the Stohr 98 FF as follows:

Alternate Vehicle Allowance		
Car	Class	Notes:
<i>Stohr 98 FF</i>	<i>FF only</i>	<i>Homologation numbers 990089 and 990094 permitted allowance for using chassis tubes for radiator water tubes.</i>

2. #13059 (Formula/Sports Racer Committee) Honda Fit Clutch Disk

In section 9.1.1.14.q.3, change the language as follows:

Only ~~Stock~~ Honda friction disk ~~must~~ *or friction disk from Quicksilver Race Engines may* be used. No modifications are permitted.

a. Honda PN: 22200-RB0-005 *Quicksilver PN: QSHDR-411*

b. Weight of new friction disk: 2.1 lbs.

P1

1. #12955 (Robert Schader) Adjust P1 weights

In P1, Stohr or West Homologated before 1/ 1/2014, change the spec line as follows:

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor (Unless otherwise noted restrictors are Flat Plate Intake Restrictors)
F Stohr or West <i>or Speads</i> Homologated before 1/1/2014	Stohr or West <i>or Speads</i> Homologated before 1/1/2014	97in	56in	1125lb Max engine displacement 1615cc, Suzuki Hayabusa based engine only.		NA	37mm
G	Stohr or West <i>or Speads</i> Homologated before 1/1/2014	97	56	1075lb Max engine displacement 1455cc, Suzuki Hayabusa based engine only.		NA	40mm

SRF

1. #13351 (Erik Skirmants) Update to SRF GEN3 car eligibility for 2013 ONLY
In Section 9.1.8.C, add the Alternate Vehicle Allowance table as follows:

Alternate Vehicle Allowance	
Car	Notes:
GEN3 SRF	<i>For 2014 only, Cars are allowed to use the GEN3 SRF package installed as delivered from SCCA Enterprises in non-Majors races only. GEN3 equipped cars must otherwise comply with SRF rules and current safety requirements. GEN3 cars are being allowed to run in SRF for testing purposes only and will not be eligible for points, trophies, or finishing positions. However, drivers can receive race finish credit towards license renewal (i.e. it is appropriate to score them behind all compliant finishers).</i>

GCR

None.

Grand Touring

GT

1. #13004 (Grand Touring Committee) 9.1.2.F.4.e.13

In section 9.1.2.F.e.13.D, change the language as follows:

~~“Rotary engines shall align the forward most spark plug hole in line with front axle spindles.~~ *setback from the front spindle centerline to the front spark plug is 4.5”.*

In the GT2 and GT3, Mazda Cars, remove the notes from the spec lines as follows: ~~“Rotary engine setback from the front spindle centerline to the front spark plug is 4.5”.~~

GT1

1. #12717 (Hoover Chan) Classify the Noble HVRx in GT

In GT1-ST, classify the Noble HVRx as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Noble HVRx</i>	<i>7011</i>	<i>2650</i>		<i>Must be run in as built OEM configuration, non-turbo V8 only</i>

GT2

1. #13255 (Glenn Long) Request Lotus Evora World Challenge GTS classification
 In GT2-ST, classify the Lotus Evora GT4 as follows:

GT2/ST	Maximum Dis-placement	Minimum Weight	Restrictor	Notes
<i>Lotus Evora GT4</i>	<i>4000</i>	<i>2750</i>		

2. #13328 (SCCA Staff) Change the Dodge Viper weigh and restrictors
 In Gt2-ST, Dodge Viper, incl Comp Coupe, ACR/ACR-X, change the spec line as follows:

GT2/ST	Maximum Dis-placement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ ACR-X	7990	3300		
	8000	3300		
	8300	3300	(2) 50mm flat plates	
	8400	3400	(2) 50mm flat plates	
	8400	3400 <i>3520</i>	(2) 60mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

GT3

1. #13002 (Sam Moore) Classify Volvo GT3 Engine
 In GT3, Classify the Volvo B234 engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>B234</i>	<i>DOHC</i>	<i>96 x 80</i>	<i>2320</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>31mm SIR</i>	<i>2130</i>	

2. #12918 (Michael Cyphert) Proposals for GT3
 In section 9.1.2.F.4.c.10, change the language as follows:

~~Substitute wheels of any type may be used. All four (4) wheels shall be of the same diameter except in GT2. GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs. The maximum wheel size for GT3 cars is 15 x 7" and for GTL cars is 13 x 7" unless alternates are listed on the vehicle specification line. Alternatively, any wheel up to 15 x 7" may be used in GTL with a weight penalty equal to four percent of the car's weight as listed on the spec line. The minimum vehicle weight shall be rounded to the nearest pound. Cars using 13" wheels may run 13 x 8 wheels, but only with Race Tires America American Racer 20.0-8.0-13, bias ply, non-belted tire. Cars using 15" wheels may run 15 x 10 wheels, but only with Race Tires America American Racer 23.5-10.0-15, bias ply, non-belted tire.~~

Substitute wheels of any type may be used. All four (4) wheels shall be of the same diameter except in GT2.

a. GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs.

b. The maximum wheel size for GT3 cars is 15 x 7". Alternatively, any wheel up to 18" with a maximum tire sidewall cross section of 12.0" and a maximum tire diameter of 26.0" may be used with a weight penalty equal to eight percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound. A maximum brake rotor diameter of 13.0" may be used with alternate wheels. Cars using 15" American Racer 23.5-10.0-15, bias ply, non-belted tire may do so without the weight penalty.

c. The maximum wheel size for GTL is 13" X 7" unless otherwise noted on the vehicle specification line. Alternatively, any wheel up to 15" x 7" may be used in GTL with a weight penalty equal to four percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound. Cars using 13" wheels may run 13" x 8" wheels, but only with American Racer 20.0-8.0-13, bias ply, non-belted tires, without weight penalty. GTL cars using 15" wheels may run 15" x 10" wheels, but only with American Racer 23.5-10.0-15, bias ply, non-belted, tire without weight penalty.

Please see letter #13382, Minutes, for the Not Recommended portion of your letter.

GTL

1. #13270 (Grand Touring Committee) correction to 12920

In GTL Engines, Volkswagen water cooled (production Limited Prep Level 2), change the Head Type as follows:
Alum, *Non*-Crossflow

Improved Touring

ITB

1. #12962 (Ricardo Velez) Toyota 4AGE weight

In ITB, Toyota Corolla GTS (84-87), change the spec line as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Toyota Corolla GTS (84-87)	4 Cyl DOHC	81.0 x 77.0 1587	(I) 30.7 (E) 26.0	9.4	95.0	15	3.59, 2.02, 1.38, 1.00, 0.86	(F&R) 231 Disc <i>(F) 234 Disc (R) 231 Disc</i>	2380 <i>2285</i>	

In ITB, Toyota FX-16 (1987), change the spec line as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Toyota FX-16 (1987)	4 Cyl DOHC	81.0 x 77.0 1587	(I) 30.7 (E) 26.0	9.4	95.7	15	3.17, 1.90, 1.31, 0.97, 0.82	(F&R) 244 Disc <i>(F) 244 Disc (R) 242 Disc</i>	2330 <i>2240</i>	

2. #12963 (Ricardo Velez) Nissan Sentra 1.6l weight

In ITB, Nissan Sentra E/XE/CXE/SL/ Limited Edition (91-94), change the spec line as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Nissan Sentra E/XE/CXE/SL/ Limited Edition <i>(B13)</i> (91-94)	4 Cyl DOHC	76.0 x 88.0 1597	(I) 34.0 (E) 24.0	9.5	95.7	15	3.33, 1.96, 1.29, 0.93, 0.73	(F) 239 Disc (R) 258 Disc <i>(F) 257 x 26 Ventilated Disc or 239 x 18 Ventilated Disc (R) 234 x 7 Solid Disc or 180 Drum</i>	2520 <i>2290</i>	

Production

1. #13085 (Michael Getz) Porsche 944 - Rear Coilover Shocks

In EP, Porsche 924, Porsche 944/924S 2.5L (2v) (83-88), Porsche 944S (87-88), and Porsche 944S2 (89-91), add the notes as follows:

"Can use the stock fuel tank if stock rear bumper and bumper support structure retained."

In FP, Porsche 924 (76-84), add the notes as follows:

"Can use the stock fuel tank if stock rear bumper and bumper support structure retained."

Please see letter #13355 (Fastrack Minutes) for the Not Recommended portion of your request.

HP

1. #13129 (V. Gary Semerdjian) Reclassify 1964-1968 Ford Cortina GT:

In HP, classify the 1964-1967 Ford Cortina GT 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.)
<i>Ford Cortina GT (64-68)</i>	2	1790 * 1835 ** 1880	4 Cyl. OHV	3.19"x3.06"	97.5 c.i.	Iron	Iron	(I) 150" (E) 1.16"	32/36 DGV	98"	57.1"/55.6"
HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:						
<i>Ford Cortina GT (64-68)</i>	13x7	4	Factory Spec @ all 4 wheels		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450", 2 auto type side draft carbs w? 32mm chokes allowed at the following weights: 1880, *1927, **1974</i>						

Spec Miata

None.

Super Touring

STU

1. #13120 (Cameron Rogers) Ex-World Challenge Jetta Mk4 for STU
In STU Table A, classify the Volkswagen Jetta MK4 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Volkswagen Jetta Mk4</i>	<i>1805</i>	<i>Chart</i>	<i>IHI VF30 Turbo Permitted</i>

Touring

T1

1. #12926 (Jim Tway) Add Stock OEM LS6 specifications and weight
In T1-LP, classify the C5 corvette as follows:

T1-LP	Bore x Stroke / Displ. (cc)	Wheel Base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:

<i>Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)</i>	<i>99.0 x 92.0 5666</i>	<i>2655</i>	<i>18x10 (F) 18x11 (R) Stock Z06 wheels allowed.</i>	<i>315 Max. Rear tires may protrude up to 1.0" with GM T1 Perf. Susp. pkg. Max. camber: (F) -3.5 (R) -2.5 with GM suspension pkg.</i>	<i>(C5): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 (Z06): 2.97, 2.07, 1.43, 1.00, 0.84, 0.56</i>	<i>3.42</i>	<i>(F) 325 Vented Disc (R) 305 Vented Disc May use two-piece steel rotors with aluminum hats up to 5% larger than 340/330; Any four piston calipers and brackets are permitted. Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper.</i>	<i>3200</i>	<i>GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachments points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. The A.I.R air pump system may be removed.</i>
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2. #13148 (GEORGE WINKLER) 2012 MUSTANG Boss 302s WEIGHT PENALTY
In T1, Ford Mustang/ Thunderbird (Boss 302), change the weight as follows:
~~3550~~ **3450**

3. #13327 (SCCA Staff) Classify the Lotus Evora GT4
In T1, classify the Lotus Evora GT4 as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
<i>Lotus Evora GT4</i>	<i>4000</i>	<i>2800</i>			

4. #13348 (SCCA Staff) E & O Acura NSX WC restrictor
In T1, Acura NSX World Challenge, change the restrictor as follows:
~~(2) 28mm THR~~ **40mm**
In T1, Acura NSX Turbo, change the restrictor as follows:
~~(2) 28mm THR~~ **40mm**

T2-T4

1. #13135 (Marc Feinstein) Ride Height Adjustment
In section 9.1.9.2.D.5.b.2.d, change the language as follows:
"T4 ~~T2-T4~~ only: Cars with alternate spring allowance in spec line, may use adaptors, **and threaded perches** to allow fitment of springs. "

T3

1. #12660 (Marc Feinstein) Classify 2013 Audi S4 and S5
In T3, classify the Audi S5 as follows (see attachment)

T3	Bore x Stroke (mm)/Displ. (cc)	Wheelbase (mm)	Wheel Size (in.)/ Matl	Tire Size	Gear ratios	Final Drive	Brakes	Weight (lbs.)	Notes
<i>Audi S5 2012-14</i>	<i>84.5x89./2995</i>	<i>108.3</i>	<i>18x9 MAX F&R</i>	<i>275 MAX F&R</i>	<i>Manual 3.667/2.158/1.520 1.133/.919/.778</i>	<i>3.682</i>	<i>345/330</i>	<i>3600</i>	<i>Notes: 43mm flat plate restrictor, 800 max F&R spring rate. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360</i>

In T3, classify the 13-14 Audi S4 as follows:

T3	Bore x Stroke (mm)/Displ. (cc)	Wheelbase (mm)	Wheel Size (in.)/ Matl	Tire Size	Gear ratios	Final Drive	Brakes	Weight (lbs.)	Notes
<i>Audi S4 (13-14)</i>	<i>82.5 x 92.8 1984</i>	<i>2468</i>	<i>18 x 9 (F&R)</i>	<i>255 275</i>	<i>3.68, 2.16, 1.52, 1.13, 0.92, 0.78</i>	<i>3.88</i>	<i>(F) 320 Vented (R) 286 Vented</i>	<i>3600</i>	<i>43 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360</i>

T4

1. #13073 (Mark McCaughey) Include 00-05 Toyota Celica GT in New T4/SSC Changes

In T4, Toyota Celica GT (00-05), add the notes as follows:

Header allowed. Front strut tower brace allowed, OBD2 requirement for ECU does not apply.

2. #13074 (Mark McCaughey) Add Oil Pan for 05-06 Toyota Corolla XRS

In T4, Toyota Corolla XRS (05-06), add the notes as follows.

Moroso oil pan 20970 allowed.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | January 9, 2014

The RallyCross Board (RXB) met via conference call on January 9. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Tere Pulliam from the BOD and Brian Harmer from the National office.

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

Hyatt welcomed Tere Pulliam as a BOD liaison to the RallyCross Board.

Committee Reports

- RallyCross Safety Committee: Prior to the meeting, Jerry Doctor submitted the following Safety Committee report for 2013:

2013 RallyCross Safety Committee Report

Tire Debead Study

I had estimated there were about two dozen debead reports filed for 2013. When I sat down to compile the data, I discovered some of the reports were duplicates. One of the duplicates included three separate forms and another two. Two single report duplicates brought the actual number of debead reports down to sixteen.

In looking over the data table included in this report you may believe there is another duplicate entry. I confirmed with the safety steward that these were two separate incidents even though the data is identical. Other than noting that it is usually the right front tire that debeads, there isn't a lot to be learned from the limited amount of data.

2013 RallyCross Tire Debead Data

Make and Model of Car	Class	Tire Type	Tire Size	LF	RF	LR	RR
Eagle Talon	MA	all season	205/55-16	42	X	41	40
Subaru WRX STI	MA	rally	195/70-15	35	X	35	35
Subaru WRX Waggon	MA	rally	195/65-15	35	35	X	35
Subaru WRX	MA	snow	205/60x16	44	X	44	44
Subaru WRX	MA	snow	205/55x16	X	48	47	48
Subaru RS	MA	rally	205/65x15	X	30	32	35
Subaru WRX	MA	rally	195/65x15	25	X	32	29
Audi 90 Quattro	SA	all season	195/60x14	X	55	40	52
Audi 90 Quattro (2nd incident)	SA	all season	195/60x14	X	55	40	52
Subaru Legacy	MA	snow	215/45x17	36	X	34	34
Subaru Imprezza 2.5 RS	PA	rally	196/65x15	29	X	29	29
Nissan Sentra	MF	rally	?	27	X	27	27
Subaru WRX STI	SA	?	225/14x17	43	X	43	43
Subaru WRX STI	MA	rally	195/65x15	25	X	25	25
Dodge Neon	MF	snow	195/50x14	35	X	31	30
Subaru WRX STI	PA	rally	195/65x15	?	?	?	?

Every effort was made to get the safety stewards to submit the debead reports. In addition to the standard announcements the Safety Committee enlisted the aid of the Divisional RallyCross Safety Stewards in spreading the word of the program. Furthermore we contacted every RX Safety Steward individually providing an explanation of why the program had been implemented and providing an electronic form for submitting the data. The form was also made available in two different formats on the SCCA website. Near the end of the year we asked the Divisional Stewards to once again remind people to file the reports.

After all of this we had sixteen debead reports. This suggests two possibilities. The first is that tire debeads are so rare that they are not a major issue. This conclusion is further supported by the fact that none of the sixteen debeads resulted in an incident.

The second possibility is that, despite our best efforts, many of the tire debeads are going unreported. If that is the case we have a very different problem than the one we set out to study. It seems unlikely, however, that simply continuing to request safety stewards report debeads will solve that problem or provide meaningful data.

Either way, I recommend that the RXB discontinue the requirement of submitting tire de bead data. If that is done the safety stewards should be notified (I'd suggest by e-mail.) and the de bead forms should be removed from the SCCA website.

Should the RXB choose to go ahead with the program, the form needs to be updated to provide the correct Divisional Steward information. Even better would be to have the reports go directly to the Safety Committee rather than through the Divisional Stewards. This would eliminate one possible failure point in the reporting process and I seriously doubt the stewards will resent not being asked to deal with the forms in the future.

Safety Steward Training Slideshow

The slideshow that was released by the Safety Committee in February 2011 needs to be updated. Significant changes have been made since then. Important information about the insurance and reporting incidents, for example, is no longer correct.

When Scott Beliveau resigned as Divisional RallyCross Steward and was commenting on his concerns with the program, he made the statement "I don't feel that simply having a candidate read the RXSS Training Seminar document is enough. It includes bullet style info with no explanation. That document is really an outline for a presentation and discussion." Scott is exactly right when he calls it an outline. That was the use the Safety Committee envisioned in designing it with the hope that such a standard outline would result a more uniform presentation in safety steward classes. It was never intended to be a stand-alone document.

In light of Scott's comments I am concerned that some people might be using the presentation in place of an actual class. The RXB needs to make it clear that simply watching the slideshow does not constitute completion of the safety steward school requirement.

Safety Steward License Renewal

If it has not already been done the RXB needs to verify with the membership department at the national office that all RX Safety Steward license renewals should have a three-year expiration date. Before we sent the new procedure to the Board of Directors for approval I verified with Colan Arnold that this would not be a problem. (Colan was not happy with the Solo policy where some safety steward licenses are good for three years but others for only one. As long as all of ours were for the same length he assured me he would not object.) As a result there shouldn't be an issue with the three-year expiration date. You do need, however, to make certain the secretaries are aware of the change and that it is being carried out.

Since all safety steward licenses will be issued in 2014 for three years you have until the late fall of 2016 to put the renewal process in place. That seems a long way out and there will be a great temptation to put off actual development of the procedures. I suggest that would be a grave error. To be done correctly the renewal examination will take considerable time to develop and additional time to pretest. A method of administering the examination needs to be put in place. In my opinion it would be best if it could be taken online. That will require the assistance of the SCCA's IT people and I'm sure that with plenty of their own deadlines to deal with they will need considerable advanced warning on this project. If it turns out that online testing is not an option you will need to develop an alternative testing procedure such as downloading the test form then submitting it to the Divisional Steward along with the license renewal form. Speaking of which, there currently isn't a license renewal form. That will have to be designed and arrangements made to have it included in the membership renewal mailing the way the Solo Safety Steward form is now.

As I have hopefully convinced you, most of the work in establishing the RallyCross Safety Steward renewal program has yet to be done. I do not envy the new Chairman of the Safety Committee.

The Committee Members

I would be neglect in performing my duties if I did not include in this report a thank you to the members of the Safety Committee. Hal Denham and Bob Ricker were carry-over members from 2012. Rebecca Ruston and Mark Utecht joined the committee in 2013. All four of these individuals exceeded my expectations in performing their tasks. They were prompt in responding to the various duties they were asked to carry out. Their insight to the incidents that the committee investigated was nothing less than amazing. Again and again they picked up on key factors that I had failed to see. And their contribution to the policies the Safety Committee proposed was invaluable. I urge the RXB to publicly acknowledge the outstanding job they did.

Jerry Doctor

2013 Chairman

RallyCross Safety Committee

The RXB discussed and agreed to Doctor's recommendation to discontinue the requirement of submitting tire de bead data.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot requested that an announcement of the online availability of the 2014 RallyCross Rules be made on the Facebook page and the SCCA website. Lightfoot will also post a reminder on the RallyCross forum that the 2015 RallyCross Rules submission period is now open through June 15.
- National Championship Committee (Brent Blakely): Scheduling for the 2014 National Challenge events is progressing well with most Divisions either having set or being close to set a date for their National Challenge events.
- Marketing Committee (Ron Foley): Foley confirmed the schedule for the RallyCross sessions at the 2014 National Convention. The RXB discussed individuals who would be qualified and willing to lead those sessions. The necessary follow up contacts will be made.

When 2014 RallyCross contingency contracts are finalized, Foley will contact the *SportsCar* editor to publicize the information in *SportsCar*.

- Divisional Steward Liaison (Stephen Hyatt): There was no Divisional RallyCross Steward (DRXS) meeting in December due to the holiday conflict. Email discussions are ongoing. Plans are to resume the DRXS meetings in January 2014.

Old Business

- "What is RallyCross" video (Keith Lightfoot): Work on this project continues with plans to finalize the video within a month or two and have it ready for use on the SCCA website. Harmer emphasized that any music costs for the project will be covered by the SCCA.
- RallyCross Policies and Procedures Manual update: Hyatt will take over this project from Jerry Doctor. He requested that each Committee Chairman and all RXB officers write a description of their respective roles and operating procedures. These will be combined and become part of the Procedures Manual. Hyatt's plans are to have it compiled and ready for 2014 RXB discussions at the National Convention.
- "Build" thread status: This project continues with one thread posted and others in the works. Harmer would like threads to be posted at forums outside of the SCCA to attract new competitors not currently aware of the RallyCross program and provide a starting point for those interested in building and campaigning a car in RallyCross.
- Goals for 2014 and beyond (Stephen Hyatt): Hyatt plans to use the 2014 goals as part of the RallyCross Strategic Plan for the BOD. He will email a preliminary version to the RXB in a couple of weeks for discussion and revision at the February meeting. That revised version will be submitted to the BOD briefing book for the National Convention discussions.

New Business

- Northeast Division RallyCross Steward replacement: Foley conducted a phone interview of James Quattro for the position of Northeast Division RallyCross Steward and recommended him as the replacement steward in that Division.

Motion: Recommend James Quattro for BOD approval as Northeast Division RallyCross Steward. Foley/Elliott. PASSED 6-0.

- Jerry Doctor: The RXB would like to thank and recognize Jerry Doctor for his service on the RXB and the RallyCross Safety Committee and for his contributions to the RallyCross program.
- National Challenge results (Brian Harmer): Harmer emphasized the need for the Divisions to submit to the National office the results from each National Challenge event on a timely basis (within one week) and suggested that the RXB establish a policy for it. It was also recommended that all results be posted by the Divisions at the SCCA RallyCross forums under the Results thread. The RXB agreed to make submission of results within one week an official requirement in the 2014 National Supplemental Regulations.
- National Challenge trophies and other event requirements (Brian Harmer): Harmer would like to make a change for 2014 of how the National Challenge trophies are handled. He suggested that the Divisions be responsible for procuring the trophies within budget and design guidelines. The National office will still pay for the trophies as long as they are within those design and budget guidelines. Hyatt has requested feedback from the DRXS on this change. Harmer would also like all Divisions to use motorsportsreg.com for registration in 2014.

Motion: Require motorsportsreg.com for registration at all 2014 National Challenge events. Foley/Lightfoot. PASSED 6-0.

- Committee appointments: The RXB discussed and agreed on Committee assignments, chairmanships and other RXB responsibilities for 2014.

Motion: Approve RXB positions and Committee appointments as follows: Rules Committee Chairman – Keith Lightfoot; DRXS liaison – Stephen Hyatt; Marketing Committee Chairman – Ron Foley; RXB Secretary – Karl Sealander; Safety Committee liaison – Brent Blakely; National Championship Committee – Warren Elliott, Chairman, Charles Wright and Chris Hastings. Lightfoot/Foley. PASSED 6-0.

- Convention attendance: Hyatt requested that the RXB plan on being at the National Convention by noon on Thursday through noon on Sunday.
- Convention awards: In an executive session the RXB discussed and voted on the following RallyCross awards to be announced and given out at the 2014 National Convention: Region of the Year, Division of the Year, Dirty Cup and Spark Plug.
- RallySprints (Warren Elliott): Elliott reported that a committee has been formed to create rules and safety procedures for a RallySprint pilot program. That committee consists of Scott Beliveau, Tommy Kilpatrick, Keith Lightfoot and Brent Blakely. Tim O'Neil has agreed to serve as a consultant for the project. Three sites are currently prepared to run events for this pilot program. Harmer will ask Deanna Rowland forward old RallySprint rules to the committee. Elliott requested that the committee have down in writing by February a good set of rules and safety procedures and be prepared to present the plan to the BOD at the National Convention.

Next meeting: February 5, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | January 7, 2014

The RoadRally Board met by conference call on January 7, 2014; meeting called to order by Rich Bireta at 7:30 pm CST.

In attendance: Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Rich Bireta, Clarence Westberg, Deena Rowland from the National Office and new BOD liaisons Peter Zekert and Tere Pulliam. Not in attendance: Len Picton (ill), and Howard Duncan from the National Office.

The December minutes were approved (Bruce/Chuck/pass).

Front Burner Items:

- 1) Tasks from December meeting:
 - a. Completion of December minutes for FastTrack - Jeanne - done
 - b. Release of 2013 Championship Tour/Course Standings - Bruce G – still working on it
 - c. Press Release – Results of Yucatan Safari National Rally Results – Clarence - done
 - d. Collect missing 2013 audit data - Sasha - done
 - e. Complete 2013 Participation Study – Rich - done
 - f. Toolbox reorganization – Len – no report
 - g. NEC – Finalize GO/no-go decision on AZB March 2014 National - Chuck - done
- 2) Introduction of new BOD liaisons to RRB.
 - a. Short self-introductions by Peter Zekert and Tere Pulliam, our new liaisons:
Peter – lifetime member; attended his first race in 1976; active in club racing; is the St Louis Region RE; travels a lot and likes to see how others do things; last rally was 10 years ago in Nebraska.
Tere – from Atlanta; joined in the late 70's; from 1998-2011 was on the Atlanta Region board, part of that time as RE; did some rallies in late 70's
- 3) Review and Approve committees for 2014 (chair underlined)
 - a. National Events: DeMerrit/Thompson/Weiman/(Hanson-Liaison)
Chuck will solicit for new members, he would like to have them from both coasts to balance the midwest bias of the committee. (Update - Weiman has subsequently resigned from the NEC.)
 - b. Publicity: Babbe/Head/Waters/(Lanz- Liaison)
 - c. Regional Development: Picton/Bireta/Strong/(Picton-Liaison)
 - d. Rules: Friedman/Gezon/Ferris/Teter/Thompson/Hanson/(English-Liaison)
Dave Kolb is resigning from the Rules Committee; Chuck has offered to take over the upkeep of the RRRs and subsequently the RFOs, since he has a lot of experience with Word formatting and document writing. Motion: Chuck Hanson to take over keeping the RRRs updated. Bruce/Jeanne/pass. Ron Ferris has volunteered to be on the committee, with his primary focus to be bringing the RFOs up to date; Chuck Hanson also volunteered to be on the committee. Motion: add Ron Ferris and Chuck Hanson to the Rules Committee. Bruce/Jeanne/pass.
 - e. Secretary of RRB – Jeanne
Motion: approve the above committees and RRB secretary. Sasha/Jeanne/pass
- 4) 2014 Coker Tire Challenge
 - a. Publicity plan. Assistance from SCCA National Office was approved at December BOD meeting. This is a key opportunity to increase the visibility of the sport. Will the Publicity committee take the lead and generate a plan and follow through? Sasha will take this to the Publicity Committee and report at Feb meeting
- 5) 2013 Championship Season Status
 - a. Ballots for best Tour and Course (Gervais Award) events of the year have been received and tabulated; winners have been determined; the process used for determining the winner was agreed to in early 2013 (3, 2, 1 points for 1st, 2nd, 3rd); the winners will be announce at the SCCA Convention in March.
 - b. 2013 Tour and Course Results:
Bruce estimates 125 hours of work remaining and he is working on it most days. No additional help would speed the process. Be assured that they will be completed as soon as possible.
- 6) 2014 Championship Season:
 - f. The next Planning Calendar will be published in a day or two. (Note: Yucatan Winter Safari will be a Regional event, not a National, per Clarence; Bruce deleted his August National.)
 - g. A press release was prepared by the Publicity Committee but has not been posted to scca.com as of 1/6/14.
 - h. Review Arizona Border National Sanction Plan (NEC – Chuck) – sanctions approved, based upon reports received from Jeanne and Bruce after the December AZB regional events.

- i. Publication of 2014 RRRs:
The RRRs are past due being published, Jeanne will check with Dave Kolb. (Update as of 1/13/14 – finalized RRRs received from Dave.)
- 7) RFO Revision (Bruce, Clarence):
 - a. Clarence brought up revising the RFOs; Ron Ferris has offered to do this; if anyone has suggestions of needed changes, let Ron know.
- 8) 2013 Participation Study (Rich):
Rich put out preliminary report, 17% increase in events, 32% of Regions have a rally program, and 12% have what we consider to be a healthy rally program
- 9) Regional Achievement Award– 2013: was determined; to be presented at the Convention
- 10) Divisional Achievement Award – 2013: was determined; to be presented at the Convention
- 11) 2014 Convention Planning:
 - a. Sessions and Schedule, travel planning: we are registered, but need to make our own hotel (\$129 at Westin) and travel reservations, to arrive by lunch on Thursday, and leave Sunday afternoon. Rich likes the extended face-to-face time, we can discuss items like what we expect from ourselves, national office, committees; discuss this further at our February meeting
 - b. Short presentation to New Regional management – Chuck and Bruce have provided feedback; more next month
- 12) Tabled - Placing the WDCR Rally School Textbook in the Toolbox
 - a. Update? (Len)
- 13) Tabled - Reorganizing the Toolbox
 - a. Update? (Len)
- 14) Access to email addresses of members in neighboring regions of those who have listed Road Rally as an area of interest.
 - a. Rich will follow up with BOD member Bruce Lindstrand
- 15) Significant changes to Road Rally Championship (Chuck)
 - a. Few areas of consensus were apparent from the December voting. Where do we go from here? Chuck sent Rich an email about what RRB is really capable of doing for regional development and also about the proposal and how it will eliminate several problems we are currently seeing (e.g. one car classes) which will make the national program more interesting to regional folks which in the long term will grow the national program. The Regional Development Committee came up with an 8-pt document that has many similar items. Chuck would like us to make changes (review/track) to his document and submit them to him, so we can discuss further at our next meeting.
- 16) GTA-Only Safety Steward Classification (Sasha)
 - a. Update? No report
- 17) New business, open forum.
 - a. AZB's Plan for non-sanctioned GTA ahead of National weekend in March; John has decided not to have this rally.
 - b. Sasha – answer Cheryl Babbe's email of this morning, with questions about RoadRally eNews, 2014 updates, and such.
 - c. The On Rallying column is being removed from Sportscar; there is lots of consternation about this; Peter said it was not just rally, that all divisional and specialty columns will go away in the upcoming reformatting of Sportscar.

Meeting adjourned at 9:30 CST

Next meeting February 4, 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/>