

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 22, 2014

The Solo Events Board met by conference call January 22nd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Bruce Lindstrand and Terry Hanushek 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

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.

The SEB has approved the addition of Vivek Goel and Andrew Pallotta to the SAC. The SEB thanks all of the members who expressed interest in serving the Club on this committee, and will keep the other resumes on file for future consideration.

Street Modified

The SEB has approved the addition of PJ Corrales to the SMAC. Vacancies remain on this committee and the SEB invites interested members to submit their qualifications in writing.

Modified

C Modified

Due to the recent moves of FV, SV and FST into CM, the MAC and SEB would like to further evaluate the competitiveness of these platforms in CM and therefore we do not expect to be recommending additional allowances for them at this time.

#11737 Body Work Clarification

The MAC believes that reduced-size bodywork is permitted in DM and EM in Modified Tub cars, per 18.1.C.2.d to the extent that one can be built which meets all of the floor pan length and width criteria (and all other applicable requirements) and remains recognizable as the original make and model per 18.1.B.1.

Note: a pertinent rule change proposal appears elsewhere herein.

#13146 Solo Vee Engine Clarification

Per the MAC, Appendix A, C Modified, paragraph C.2.c) establishes that replacement parts must have the same form, fit and function as the original. Specifically, an H rod compared to an original I rod has a different form and is therefore not dimensionally identical.

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Kart

The KAC has a vacancy at this time, and the SEB invites members who are interested in serving on this committee to submit their qualifications in writing.

CHANGE PROPOSALS

Street

#12993 Shift Knob Clarification

The SAC is requesting member comment on adding paddle shifters to the Street shift knob allowance, by changing 13.2.E as follows:

13.2.E. Alternate shift knobs *or paddles* are allowed.

Note: Please see the pertinent item in the Tech Bulletins section elsewhere herein.

Street Touring

#12465 STS & STC Combining Proposal

The STAC continues to request member review and feedback regarding the following classing change proposal:

Effective 2015, all cars currently classed in STC will be re-classed to STS.

Modified

#11737 Body Work Clarification

Per the MAC, the following rule change proposal is submitted for member review and comment: Effective 1/1/2015, change the first paragraph of Section 18 to read as follows:

“Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B, C, and F (BM, CM, and FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), *except that a Stock Tub car (see 18.1.C.1) may use ABS or TCS as long as it was a standard option on the car and the original unmodified control unit and programming are used.* Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable GCR section(s).”

OTHER MEMBER ITEMS REVIEWED

General

#13312, 13391 CAM Comments

Thank you for your input.

#13394 CAM Comments

Regions are free to use any PAX index numbers they wish. They are not assigned by the SEB.

Street

#13038 Street Allowance Proposal

Thank you for your input.

#13247, 13263, 13279, 13316, 13321 Wheel Offset Comments

Thank you for your input on the proposal to change the Street category wheel offset rule from +/- 1/4" to +/- 7MM.

Prepared

#9839 Aero Clarification

The PAC thanks the member for the input.

#13123, 13334 Wheel Width Allowance Comments

Thank you for your input.

NOT RECOMMENDED

Street

#12804 Sunset Rule Clarification

While recognizing section 13's 30 year rule for National events, the SAC prefers to leave older cars in Appendix A. Considerations include the extra work it would take to maintain the class listings, and the fact that we still see older cars at regional events.

#12362, 12524 Mazdaspeed 3 Move to GS Proposal

The requested change is not recommended, Please see the first item in Member Advisories under the Street category heading.

#13054 Scion IQ Classing Proposal

The Scion iQ remains excluded from the Street category for reasons of stability per Solo Rules section 3.1.

#13229 370Z Move to BS Proposal

The requested change is not recommended, Please see the first item in Member Advisories under the Street category heading.

#13308 Wheel/Tire Allowance Proposal

The +/- 1" diameter allowance only applies to Street. You may not mix and match the Street and Street R category rules.

Prepared

#13340 Aero Allowance Proposal

The PAC believes that extending the XP aerodynamic allowances to all of the Prepared category is inconsistent with the intent of those classes. The PAC thanks the member for their input.

Modified

#12932 Solo Vee Wheel Base Proposal

A wheelbase exception for the Formula First (FST) as requested is not recommended at this time. Per Appendix A, under C Modified subsection C, by definition the Solo Vee rules are based on GCR Formula Vee, not on Formula First. Hence even with such an exception an FST car could not run CM under the Solo Vee allowances without significant rule changes to expand the definition of the latter. The competitor is reminded that a GCR-compliant FST is permitted in CM under subsection B.2 in Appendix A.

#13147 Solo Vee Allowance Proposal

The requested changes to Solo Vee engine allowances are not recommended at this time, due primarily to the desire to further observe and evaluate the effects of the recent move of these cars into CM.

COVERED ELSEWHERE

Prepared

#13271 Subaru's FP Lines Comments

#11625 has been recommended to the BOD as a 2015 rule change, as shown in the January 2014 Fastrack. The PAC thanks the member for the feedback.

TECH BULLETINS

Street

#12802 Camaro Classing Proposal

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Camaro 1LE in **A Street**.

Chevrolet

Camaro Z28 (2014)

#12993 Shift Knob Clarification

Per the SAC, the shift knob allowance in 13.2.E does not include paddle shifters.

#13051 Porsche Macan Classing Proposal

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Porsche Macan in **B Street**.

Porsche

Macan (Turbo and S) (2015)

Prepared

#13320 CP Engine Clarification

The PAC recommends the following Tech Bulletin:

Change Appendix A, Prepared Category, Section C-Prepared (CP) by replacing the fifth paragraph with the following:

“Naturally aspirated cars using US-market 6-cyl and 8-cyl engines manufactured by a particular corporation may use any naturally aspirated 6-cyl or 8-cyl engine offered in a US-market vehicle by that corporation’s brands as listed below.

Ford Motor Company: Ford, Mercury, Lincoln

General Motors Company: Chevrolet, Pontiac, Oldsmobile, GMC, Buick

Chrysler Group: Chrysler, Dodge, Plymouth

Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is $\pm\frac{1}{2}$ " (± 12.7 mm). Alternate material (e.g., aluminum) engine blocks may be used on US-produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.”

Note: This change clarifies the allowed corporate-related, naturally-aspirated, engine-swaps incorporating engines that have been produced in facilities outside the United States.

CLUB RACING BOARD

Club Racing Board Minutes | February 4, 2014

The Club Racing Board met by teleconference on February 4, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Technical Assistant, Club Racing, and Brian McCarthy, BOD. The following decisions were made:

Member Advisory

None.

No Action Required

FA

1. #12786 (Richard Zober) Swift 016 Rules

Thank you for your letter. For 2014, the 016 weight remains the same and the restrictor has been changed to 34mm. Please see the January 2014 GCR. The CRB is requesting input on carbon brakes, please see the January 2014 Fastrack Minutes, letter #12674 and provide your input through the CRB letter system at crbscca.com. Currently, Table 2 of the Formula Atlantic rules specifies the Swift 016 maximum engine displacement to be 2.3 liters. Should you wish additional details in the rules, please request them through the CRB letter system (crbscca.com), one request at a time.

2. #12844 (Ahsen Yelkin) Support for Letters 11677 and 12840

Thank you for your letter. Please see the response to letter #12840. Please also see the response to letter #11677, September 2013 Fastrack Minutes.

P1

1. #12706 (Michael Devins) Clarification of Specification Lines for P1

Thank you for your letter. The opening paragraph of the P1 rules requires that cars not specifically included in the specification table must fully comply with the complete P1 rule set.

P2

1. #12956 (Doug Piner) Rear Wing for P2

Thank you for your letter. Please see the February 2014 GCR for details and consult your wing manufacturer to ensure your wing is compliant.

GT1

1. #13341 (Sean Williams) STO Corvette C4 Engine Displacement

Thank you for your letter. Specification lines list stock bore. .040" overbore is permitted in the GTCS and it is not necessary to list overbore specifications in the STO specification lines.

Prd

1. #13322 (Les Chaney) Wheel Size Allowance for Prod

Thank you for your letter.

STU

1. #13352 (Andrie Hartanto) Clarification on Throttle Body Allowed to Change to Mechanical

Thank you for your letter. Per the STU rules, the stock throttle body may be modified for manual cable actuation. You are welcome to propose an alternate throttle body for approval for the 2015 season. Please submit such a request through the CRB letter system, crbscca.com.

T1

1. #13324 (Connie Bogan) Dodge Viper, Including Comp Coupe ACR/ACRX

Thank you for your inquiry. The restrictors are correct as listed. Changes to T1 have made it necessary to make these changes. The CRB encourages you to research tuning options to compete in T1, or, consider GT2, which is also an option for you.

2. #13371 (Lee Mixon) Approval for Boss 302 R in T1

Thank you for your inquiry. As long as it meets the specifications in GCR 9.1.9.1.B.2, it is allowed.

Not Recommended

FA

1. #12840 (Paul Morrison) Shifters in FA rules

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

P1

1. #13178 (Jon Staudacher) Staudacher Specification Line

Thank you for your letter. Please see the January 2014 Fastrack Technical Bulletin letter #12372. The proposed restrictor was not included in the Technical Bulletin; however, the weight increase is consistent with the SCCA Power Factor calculations being used for the formulation of the class.

GT2

1. #13223 (Amir Haleem) Create Additional Specification Line for 20B Engine

Thank you for your request. The CRB encourages the development of this engine, to improve performance, with its current specification line. Please see the response to letters #11328 (June 2013 Fastrack Minutes) and #12104 (September 2013 Fastrack Minutes) for additional responses about this topic.

2. #13231 (Tom Stanford) Wheel Size Limits For TA2

Thank you for your request. The CRB believes that the current tires are competitive as specified.

3. #13287 (Michael Piera) Ex Rolex GT3 Cup Specifications

Thank you for your letter. The CRB believes that the 2008 GT3 Cup Car is competitive as classified and adding a modified version of this classification would be outside the performance perimeters of the class.

4. #13304 (Amir Haleem) Classify Mazda RX7 with 20B Engine in GT2/ST

Thank you for your letter. Please see the response to letter #13223.

GTL

1. #13261 (Bill Blust) Weight Reduction for Spridgets in GTL

Thank you for your request. The CRB did read and understand your request in letter #12899 (December 2013 Fastrack Minutes). Please see the response to that letter.

ITS

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

Thank you for your request. The CRB believes the 2006-09 Civic Si to be classified appropriately in ITS.

HP

1. #13296 (John Brichetto) Classify the Berkley B105 in HP

Thank you for your request. There were insufficient numbers of this car manufactured to meet the production car classification requirements.

SM

1. #12990 (Kyle Webb) Rear Differential Housing

Thank you for your letter. Current rules allow this area to be repaired. Please see GCR 9.1.7.C.

2. #13249 (Matt Kessler) ARP Rod Bolts

Thank you for your request. The CRB has not seen failures of OEM rod bolts. The CRB does not recommend this change at this time.

STL

1. #13375 (Robert Schader) Specification Line Car

Thank you for your letter. The CRB will continue to monitor the performance of the class and make adjustments as needed.

T1

1. #13349 (Jim Tway) Aerodynamic Penalty for All Makes and Models

Thank you for your letter. The CRB has made changes to the class structure for 2014 but does not recommend this change. The CRB will continue to monitor the performance of the class.

T2

1. #13253 (David Jones) Touring 2 Solstice GXP Performance Adjustments

Thank you for your letter. The CRB has made changes to the class structure for this year. The CRB will continue to monitor the performance and make changes when needed.

2. #13254 (David Jones) Touring 2 Class Improvements

Thank you for your letter. The CRB has made changes to the class structure for this year. The CRB will continue to monitor the performance and make changes when needed.

3. #13315 (Steven Glaab) Spherical Bearings on Suspension Parts

Thank you for your inquiry. The CRB does not recommend spherical bearings for all T2 cars. This kind of modification is allowed in T1. Each car in T2 has car-specific modifications allowed in the specification line that may not be allowed for every other T2 car. The goal is parity across all T2 cars, so each T2 car will be allowed modifications toward that goal. All of the Spec Mustang rules are listed in Appendix N and Appendix N is referenced in the Spec Mustang specification line.

4. #13342 (William Moore) 2010 - 2014 Camaro SS/1LE

Thank you for your letter. Changes have been made to the class structure for this year. The CRB will continue to monitor the performance.

T4

1. #13212 (Lee Niffenegger) Reduce Weight of 2012-2014 Civic Si

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

2. #13386 (Tim Wise) Allow the SM5 Sealed Damper/Spring in T4 for the MX5

Thank you for your letter. Changes have been made to the class structure for this year. The CRB will continue to monitor the performance of the class, but does not recommend this change at this time.

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.

GCR

1. #13509 (Touring Committee) All Classes – Add Restrictor to Side of Car

In an effort to reduce the confusion of what restrictor a vehicle should be running in accordance with the chosen weight/restrictor combination, change 9.3.29.D:

D. Displaying Minimum Weight *and Restrictor Size and Type*

Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FF, FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class. *Any car required to run a restrictor must display the restrictor size and type in a manner that is clearly legible to the scrutineers. If the car also displays a minimum weight, it is recommended that the restrictor information be located near the displayed minimum weight.*

ITA

1. #12904 (Matthew Yip) Re-classify VW GTi 16v (All) to ITB

Thank you for your request. Re-classify the cars below to ITB:

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:
Volkswagen Golf GTI / GT / GL (85-92)	4 Cyl SOHC	81.0 x 86.4 1780	(I) 40.0 (E) 33.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.89	(F) 239 x 20 ventilated Disc (R) 226 x 10mm Solid Disc or 180mm or 200mm Drum	2280	Includes 1985 Golf Cup cars prepared to IT specifications.

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:
Volkswagen Jetta/ GL / GLI (85-92)	4 Cyl SOHC	81.0 x 86.4 1780	(I) 40.0 (E) 33.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.89	(F) 239 x 20 ventilated Disc (R) 226 x 10mm Solid Disc or 180mm or 200mm Drum	2280	

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:
Volkswagen Golf GTI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 239 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

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:
Volkswagen Jetta GLI 16V (87-89)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	97.3	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

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:
Volkswagen Scirocco 16V (86-88)	4 Cyl DOHC	81.0 x 86.4 1780	(I) 32.0 (E) 28.0	10.0	94.5	15	3.45, 2.12, 1.44, 1.13, 0.91	(F) 256 x 20 Ventilated Disc (R) 226 x 10 Solid Disc	2560	

ITS

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

In ITS, Re-classify the Acura TSX as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Acura TSX (04-08)	4 cyl DOHC	87 x 99 2345	(I) 35.15 or 36.15 (E) 30.15	10.5:1	105.7	17	3.267, 1.880, 1.355, 1.028, 0.825, 0.659	(F) 300 x 23 Vented Disc (R) 260 x 9 Solid Disc	3175	

2. #13470 (Improved Touring Committee) Re-classify Acura RSX-S to ITS (from ITR)

In ITS, Re-classify the Acura RSX-S as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Acura RSX-S (02-04)	4 Cyl DOHC	86.1 x 86.0 1988	(I) 35.2 (E) 30.2	11.0	101.2	17	3.27, 2.13, 1.52, 1.15, 0.92, 0.74	(F) 300 Vented Disc (R) 260 Solid Disc	3000	

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Acura RSX-S (05-06)	4 Cyl DOHC	86.1 x 86.0 1988	(I) 35.2 (E) 30.2	11.0	101.2	17	3.27, 2.13, 1.52, 1.15, 0.92, 0.74	(F) 300 Vented Disc (R) 260 Solid Disc	3200	

T3

1. #13523 (Club Racing Board) Recommended Portion of Letter #13333

Thank you for your letter. In T3, for the Volkswagen GTI, Jetta (06-10), add to the specification line notes: **R32 model brake package allowed.**

Taken Care Of

DSR

1. #12374 (Martin Nygard) Honda Engine in P2

Thank you for your letter. The Honda engine has been added to the P2 spec line, please see the January 2014 GCR for details.

P1

1. #13192 (Vince Massa) Why Weight Penalty for Staudacher P1 Cars
Thank you for your letter. Please see the response to letter #13178.

2. #13194 (Ralph Provitz) Staudacher Cars Weight
Thank you for your letter. Please see the response to letter #13178.

3. #13195 (Ralph Provitz) Staudacher Cars Weight
Thank you for your letter. Please see the response to letter #13178.

4. #13210 (Richard Cottrill) Classify Speads Car in P1
Thank you for your letter. The Speads sports racer has been included in the P1 spec line, please see the February 2014 Fastrack Technical Bulletin, letter #12955 for details.

P2

1. #12324 (Fred Michael) Add Duratec to the MZR Specification Line
Thank you for your letter. The Duratec has been added to the P2 spec. line. Please see the January 2014 GCR for details.

2. #12595 (Mike Devins) Keep Same Wing Requirements for All P2 Cars
Thank you for your letter. "Wings" have been removed from the P2 specification line table. Please see the January 2014 GCR for details.

S2000

1. #12724 (Mark Brandt) Extend S2 National Status
Thank you for your letter. For 2014, the Sports Racer classes have been re-classified as P1 and P2. S2000 remains as a regional class. S2000 cars may run in the new P2 class, please see the January 2014 GCR for details.

2. #12760 (Charles Duncan) Re-instate S2000 as a National Class
Thank you for your letter. Please see the response to letter #12724.

GT2

1. #13228 (Tim Myers) Allow OEM Stock Viper ACR-x to Remove Restrictor for GT2 Class
Thank you for your request. Please see the response to letter #13328, February 2014 Fastrack Technical Bulletin.

GT3

1. #12923 (Steven Lustig) In Support of Letter From Michael Cyphert Tracking # 12918
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

2. #12929 (Gerald Lustig) In Favor of Letter #12918
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

3. #13063 (Collin Jackson) Support of Letter #12918 From Cyphert
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

4. #13119 (Rick Ricker) Support for 12918 Proposals for GT3
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

5. #13181 (Ralph Thuesen) GT-3 Possible Rim Rule Change
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

6. #13183 (Shane Thuesen) Respond to Cyphert's Letter
Thank you for your letter. Please see the response to letter #12918, February 2014 Fastrack Technical Bulletin.

IT

1. #13206 (Greg Amy) Letters #11955 and #11724
Thank you for your feedback. Please see the response to letters #11955 and #11724.

2. #13220 (Raymond Blethen) What Do I Think Feedback, Letter #11955
Thank you for your letter. Please see the response to letter #11955.

T1

1. #13335 (David Jones) Corvette C5 Not Included in Limited Prep T1
Thank you for your request. This has been addressed in recent changes. Please see the current GCR.

T2

1. #13149 (Dave Caldwell) Addition of Z28 into T2 Specification Line

Thank you for your request. Please see the response to letter #13370, Technical Bulletin.

T2-T4

1. #13343 (Marty Grand) Evo Wheel Request

Thank you for your request. Please see the GCR as this is allowed.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: February 20, 2014

NUMBER: TB 14-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/28/2014 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

P1

1. #13374 (Robert Schader) classification of Blackhawk in P1

In P1, classify the Astra as follows:

Spec Line	Marque	Wheelbase	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restriction
F	Stohr or West Homologated before 1/1/2014 <i>ASTRA Homologated after 1/1/2014</i>	97in	56in	1125lb Max engine displacement 1615cc, Suzuki Hayabusa based engine only		NA	37mm
G	Stohr or West Homologated before 1/1/2014 <i>ASTRA Homologated after 1/1/2014</i>	97in	56in	1075lb Max engine displacement 1455cc, Suzuki Hayabusa based engine only		NA	40mm

2. #13494 (Club Racing Board) Data Box Mounting P1 P2 FB

In Section 9.1.8.B.1.I, change the language as follows:

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 AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box.* The mounting surface is to be approximately oriented 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. *Effective date March 1, 2014. Contact AIM and their distributors for direct purchase*

In Section 9.1.8.C.1.K, change the language as follows:

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 AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box.* The mounting surface is to be approximately oriented 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. *In addition the mount must not be on wings, and or wing end plates and where possible should be in the cockpit.* 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. *Effective date March 1, 2014. Contact AIM and their distributors for direct purchase*

In Section 9.1.1.G, change the language as follows:

All FB 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 AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data box.* The mounting surface is to be approximately oriented 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. *In addition the mount must not be on wings, and or wing end plates and where possible should be in the cockpit.* 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. *Effective date March 1, 2014. Contact AIM and their distributors for direct purchase*

GCR

1. #13467 (SCCA Staff) Define Finisher

In Section 5.10.4.B.3, change the language as follows:

“A DNF is defined as a car that did not complete the required number of laps to be a finisher (half the number of laps completed by the overall *class* leader, rounded down to the nearest whole integer. A DNS is defined as any car that turned a wheel on the track during practice or qualifying, but did not start the race. See 6.10.3.A”

2. #13519 (Terry Ozment) E&O to address medical requirements

In Appendix C, section 2.7.B, change the language as follows:

GCR 2.7.B B. A Novice Permit is valid for 24 months with continuous SCCA membership. However, “Novice Permit holders ~~over age 60~~ *age 70 and over* and those requiring a medical waiver must submit the Medical Form annually for the Permit to remain in effect.” :

Grand Touring

GT1

1. #12659 (Hoover Chan) Classify the Noble M12/M400 and Rossion Q1 into GT1 or 2 /ST

In GT1-ST, classify the Noble M12/M400 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Noble M12/ M400</i>	<i>3000</i>	<i>2650</i>		<i>Must be run in as built OEM configuration. Competitor must present specifications on demand.</i>

In GT1-ST, classify the Rossion Q1 as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Rossion Q1</i>	<i>3000</i>	<i>2650</i>		<i>Must be run in as built OEM configuration. Competitor must present specifications on demand.</i>

GT3

1. #13437 (Grand Touring Committee) errors/omissions to letter 12918

In section 9.1.2.F.4.c.10.b, change the language as follows:

“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.”

Improved Touring

ITR

1. #13448 (Stephen Blethen) Classify 2009 RX8 in ITR

In ITR, classify the 2009 Mazda RX8 as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Mazda RX-8 (2009)</i>	<i>2 Rotor</i>	<i>2600cc</i>	<i>NA</i>	<i>10.0</i>	<i>2703</i>	<i>18</i>	<i>3.76, 2.27, 1.65, 1.19, 1.00, 0.84</i>	<i>(F) 323 Vented Disc (R) 303 Vented Disc</i>	<i>2850</i>	

Production

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

In HP, Lotus 7 & 7 America, remove the engine as follows:

3.19 x 1.19 997 997cc: Two (2) 1.25" SU,

In FP, Lotus Super Seven, add the engine displacement as follows:

3.19 x 1.19 997cc/ 60.8 ci 1045 lbs (I) 1.30 (E) 1.20

2. #13278 (Jay Taylor) Please Classify Fiat Spider 2000 in FP

In FP, classify the Fiat 124 Spider 2000 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>Fiat 124 Spider 2000 (79-83)</i>	<i>2</i>	<i>2265 * 2322 ** 2378</i>	<i>4 Cyl. DOHC</i>	<i>3.31"x3.54"</i>	<i>121.7 c.i.</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.64" (E) 1.44"</i>	<i>Weber 28/32 ADHA or fuel injection</i>	<i>89.8"</i>	<i>56.7"/55.4"</i>
FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)		Notes:					
<i>Fiat 124 Spider 2000 (79-83)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 8.9" disc (R) 8.9" disc</i>			<i>Comp. Ratio limited to 10.5:1, Valve lift limited to .450"</i>					

3. #13372 (Ben Meredith) classify 99 Volkswagen Jetta

In FP, Volkswagen Golf (99-05), change the description as follows:

Volkswagen Golf *IV/ Jetta IV* (99-05)

In FP, remove the spec line for the Volkswagen Jetta (1993-1998) as it is a duplicate entry.

4. #13438 (John Gray) Request Correction of Ford Capri 2000 Track in GCR

In FP, Ford Capri 2000 (71-74), change the track as follows:

55.5 / 54.5 57.4 / 56.4

5. #13473 (David mead) Request for Honda Del Sol Vtec cam lift increase

In FP, Honda Civic Del Sol VTEC (94-97), change the Notes as follows:

Valve lift (measured as raced - w/flash): *.416" .425" max.*

Spec Miata

None.

Super Touring

None.

Touring

T1

1. #13356 (Jim Tway) Add Stock OEM LS6 specification to regular T-1 Corvette line

In T1, Classify the Chevrolet Corvette OEM LS6 as follows:

T1	Maximum Displ	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Chevrolet Corvette	5665 OEM	3250		OEM LS6. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/ A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/ A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide) 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

T2

1. #13245 (William Moore) Dry Sump for 2014 T2 Camaro with LS-3 Motor

In T2, Chevrolet Camaro SS 1LE (10-14), change the notes as follows:

ARE #1005M ARE Dry Sump # LS3-3Y

2. #13370 (David Caldwell) T2 submission correction

In T2, Chevrolet Camaro SS 1LE (10-14)add the notes as follows:

GM Suspension Part # 23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed.

T3

1. #13333 (Richard Fisher) Volkswagen GTI Mk V/ VI

In T3, Volkswagen GTI, Jetta GLI (06-10), change the Max wheel size as follows:

47 18 x 8

Please see letter #13523, Minutes, for the recommended portion of your letter.

T4

1. #13207 (Dean Bailey) Spec line cleanup

In T4, Chevrolet Camaro V-6 (96-02), add the notes as follows:

“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.”

2. #13290 (Robert Crawford) Classify the 95-99 Dodge Neon Coupe DOHC in T4

In T4, Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (95-99), change the car description as follows:

Dodge/Plymouth Neon ACR SOHC/DOHC (*2 Door*/4 door) (95-99)

3. #13357 (Club Racing Board) T4 Camaro/Firebird Spec Line Change

In T4, Chevrolet Camaro V-6 (96-02), change the notes as follows:

~~UMI-2006 shock tower brace permitted~~ *BMR suspension strut tower brace # STB-002 is permitted*

In T4, Pontiac Firebird V-6 (96-02), change the notes as follows:

~~UMI-2006 shock tower brace permitted~~ *BMR suspension strut tower brace # STB-002 is permitted*

4. #13361 (Paul May) Classify an '08 Ford Focus w/logbook SSC

In T4, classify the 08-11 Ford Focus as follows:

T4	Bore x Stroke (mm)/ Displ. (cc)	Wheel-Base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Ford Focus (08-11)</i>	<i>85 x 88 1997</i>	<i>2614</i>	<i>1476 1488</i>	<i>16 x 7</i>	<i>235</i>	<i>3.67, 2.14, 1.45, 1.03, 0.77</i>	<i>3.56</i>	<i>(F) 274 Vented Disc (R) 272 Solid Disc</i>	<i>2550</i>	<i>Aftermarket wheels at a minimum weight of 15 lbs. each are allowed. 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.</i>

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

G. Richard Lorenz vs. SOM - COA Ref. No. 14-01-SE

February 4, 2014

FACTS IN BRIEF

At the 2014 Winter Vacation Majors held at the Sebring International Raceway on January 4, 2014, G. Richard Lorenz filed a protest against Ms. Toni Creighton alleging violations of 2014 GCR 2.17. (Acting in an unsportsmanlike manner) and 2014 GCR 2.1.8. (Committing physical violence upon any other participant or spectator). Both parties were serving as officials at Tech. Mr. Lorenz alleged that Ms. Creighton physically assaulted him by striking him in the chest during a discussion with the Chief Scrutineer of an unrelated matter.

The Stewards of the Meeting (SOM), Fritz Baker, Al Wicht, Doug Puckett and J. Robert Henderson, Chairman, heard testimony and reviewed witness statements. The SOM considered both parts of the protest and upheld Mr. Lorenz's accusation that Ms. Creighton acted in an unsportsmanlike manner. The SOM did not uphold Mr. Lorenz's accusation that Ms. Creighton committed physical violence upon any other participant or spectator. The basis for the SOM decision was that the physical contact by Ms. Creighton against Mr. Lorenz, though unsportsmanlike, did not represent physical violence, as specified in 2014 GCR 2.1.8. The SOM penalized Ms. Creighton with a reprimand, which assesses one (1) penalty point against her SCCA steward license.

Mr. Lorenz appealed the decision of the SOM based upon his perception of lack of severity in the penalty assigned by the SOM. Mr. Lorenz also suggested that the SOM erred by not considering his charge regarding GCR 2.1.8.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Laurie Shepard and Tom Hoffman, Chairman, met on January 21 and 28 and February 4 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from G. Richard Lorenz, received January 10, 2014.
2. Relevant sections of the Official Observer's Report dated January 16, 2014.
3. E-mail statement from Toni Creighton, received January 21, 2014.
4. E-mail statement from G. Richard Lorenz, received January 21, 2014.
5. E-mail statement from J. Robert Henderson, Chairman SOM, received January 25, 2014.
6. Email statement from K. P. Jones received January 28, 2014.
7. Oral testimony from J. Robert Henderson via conference call, January 28, 2014.

FINDINGS

All three parties present during the incident at Tech acknowledge that Ms. Creighton's hand made contact with the chest of Mr. Lorenz. The description of the severity of that contact varies with the perception of each witness. After review of all documents and statements, the COA finds that the SOM did consider GCR 2.1.8. (Committing physical violence upon any other participant or spectator) and agrees with the SOM that Ms. Creighton's action, though unnecessary and unsportsmanlike, did not qualify as physical violence, as required in 2014 GCR 2.1.8.

DECISION

The Court of Appeals upholds the decision of the SOM and the penalty assessed to Ms. Creighton is within the power of the SOM. Mr. Lorenz's appeal fee shall be returned.

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL MINUTES | February 12, 2014

Participants:

Jerry Cabe, Kent Carter, Dave Deborde, Chuck DeProw, Deanna Flanagan, Roy Mallory, Brian McCarthy, Matthew Yip

New Business

- *Travel Plans*
 - *Target arrival on Thu afternoon/evening*
 - *Yip – 1500h*
 - *DeBorde – 1600h*
 - *Cabe – 1500h*
- *TTAC Meeting*
 - *Presentation Review*
 - *What is being presented?*
 - *Who are the presenters?*
 - *Rules Interpretation*
 - *How much of the rules must be recognized for a car to be classed as a GCR car?*
 - *Event Staffing*
 - *Training program*
 - *Define event staff responsibilities*
 - *Licensing*
 - *Marketing*
 - *Branding*
 - *SEO - Keywords*
- *National Convention Presentations*
 - *Town Hall – Open Meeting including Annual Time Trials awards*
 - *Sat, 1030*
 - *Grow, Grow, Grow – Regional Executives only*
 - *Sat, 1500*
 - *Presentation Materials – DeBorde, Farr, Yip provided materials*
 - *Mallory to compile for presentation – Powerpoint*
 - *Include materials (above)*
 - *Rules*
 - *Contact info for Committee members*
 - *Email, phone number*

Track Inspection/Approval Process

- *Request training at National Convention*
 - *Investigate Club Racing track requirements*

Rules Review

- *Removed significant responsibility and liability*
- *Created leeway for Regions to apply their own requirements*

BoD Challenges

- *Looking for things to change*
 - *Avoid stagnation*
 - *Reduce costs*

Time Trials Safety Committee

- *Schedule meeting at National Convention*
- *Steps required to reinvigorate*

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | February 5, 2014

The RallyCross Board (RXB) met via conference call on February 5. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan from the National office.

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

Committee Reports

- RallyCross Safety Committee (Brent Blakely): No developments or incidents to report.
- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that a request for submissions for the 2015 RallyCross Rules has been posted at the forums. It has resulted in some forum discussions. Lightfoot will use the Divisional RallyCross stewards to encourage more submissions and discussion.

The Rules Committee received an inquiry about welding rear doors closed in the Modified Category and was in agreement that it is allowed within the rules. The Committee will address further clarification of welding doors closed in the 2015 RallyCross Rules discussions.

- National Championship Committee (Warren Elliott): The 2014 National Challenge schedule is currently as follows: Southwest Division – April 5-6; Northern Pacific Division – May 24-25; Southern Pacific Division – May 30-June 1; Southeast Division – June 7-8; Central Division – June 28-29; Great Lakes Division – August 23-24. Northeast Division, Midwest Division and Rocky Mountain Division dates are pending.

Elliott reported that the 2014 Supplemental Regulations should be ready by the National Convention. Possible changes for 2014 could include allowing each driver in two-driver cars his or her own parade lap and creating set procedures for maintaining grid order for two-driver cars. The RXB discussed possible ways to encourage all Challenge events to follow all Supplemental Regulations.

- Marketing Committee (Ron Foley): The following are descriptions and times for the RallyCross sessions at the 2014 National Convention:

RallyCross Town Hall: Brief presentations of some RallyCross awards and “News from SCCA”, followed by Q&A time. RallyCross Officials in Attendance: RallyCross Board; Howard Duncan, VP Rally/Solo; some Divisional Stewards; Deena Rowland, R/S Region Services Manager. Saturday 7:45 to 8:45

RallyCross Best Practices: Presentation on the operational elements and management methods used by a very successful RX program, followed by an open discussion on other good ideas from around the country that make RallyCross events more fun, efficient, and appealing. Presenter and Discussion Leader: Chris Regan, RX Chairman New England Region. Saturday 9:00 to 10:15

RallyCross – How and Why to Start a Program: Presentation on starting RallyCross events in your Region, including operational topics, motivation, and finding/helping that key person to kick it off. Presenter: Ron Foley, RXB Member. Sunday 9:00 to 10:15

Growing Your RallyCross Program: Presentation on the tried and true procedures used by a Region that were the key elements in increasing their participation, making their RX program more successful. Presenter and Discussion Leader: Keith Lightfoot, RXB Member. Sunday 10:30 to 11:45

RallyCross awards will be presented in various sessions: RallyCross Region Achievement / Region of the Year – Annual Meeting 1:30 to 2:30; RallyCross Divisional Achievement Award and RallyCross Spark Plug Award – Friday Awards Session 4:30 to 5:30; TripleCross Awards – RallyCross Town Hall 7:45 to 8:45 Saturday morning; Dirty Cup – Hall of Fame Banquet.

- RallySprints Committee (Keith Lightfoot): Lightfoot reported that the Committee has begun work on rules and procedures for RallySprint events and plans to have a draft prepared for discussions at the National Convention.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a good Divisional RallyCross Stewards (DRXS) meeting with about half of the DRXS attending. Discussions included night events, the Landowner Packet, and RallySprints. Hyatt hopes to have about half of the DRXS in attendance at the National Convention.

Old Business

- “What is RallyCross” video (Keith Lightfoot): Lightfoot reported meeting with Tim Hardy regarding the project. Hardy needs additional footage to complete the video. Depending on the source of the extra footage will affect on how soon the final video is completed. Hyatt requested a preliminary video version to display at the National Convention.
- RallyCross Policies and Procedures Manual update: Hyatt requested that any discussion on this manual update be done face to face at the National Convention. Sealander noted some inaccuracies in the RallyCross section of the SCCA Operations Manual and will contact the National office to provide the necessary updates.
- Goals for 2014 and beyond (Stephen Hyatt): The RXB is evaluating goals for 2014 and will present final recommendations to the SCCA BOD.

New Business

- Regional RallyCross program incentives: The RXB discussed and agreed to an incentive program for new Regional RallyCross programs. An announcement will follow at the National Convention.
- eBlast: Hyatt announced plans of doing an eBlast a couple of times a year to Regional Executives and program chairman of currently active RallyCross programs. Information and reminder items would include:
 1. Send schedules to the National office as early as possible, even before requesting a sanction
 2. No sanctions will be issued for the weekend before or of the National Championship
 3. Rules submission period is open until June 15
 4. RXB needs help with Committee assignments
 5. National Championship event
- National classes at Regional events: Hyatt reported that it has come to his attention that several Regions are not following the National class structure, which will eliminate eligibility for those Regional participants for the TripleCross Award. A Region not offering the National classes can also create an unexpected, and potentially unpleasant, RallyCross experience for those visiting from other Regions. The RXB will continue to discuss this issue at the National Convention.

Next meeting: March 6, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | February 4, 2014

The RoadRally Board met by conference call on February 4, 2014; meeting called to order by Rich Bireta at 7:30 pm CST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Clarence Westberg, Len Picton; Deena Rowland from the National Office, BOD liaisons Peter Zekert and Tere Pulliam, and BOD member Bruce Lindstrand.

The January minutes were approved (Chuck/Bruce G/pass).

Front Burner Items:

- 1) Chair Report
 - a. Rich posted an email to the SCCA Forum, RReNews, and yahoo group about *SportsCar* and the cancellation of the On Rallying column addressing the false rumor that the SCCA has cancelled the road rally program.
- 2) Resignations and Appointments
 - a. Rich Bireta has resigned as MiDiv Road Rally Steward – not enough time to do it properly
 - b. Dave Wieman has resigned from the National Events Committee; thank you for your service
 - c. New NEC appointments – Chuck put out invitations to 11 geographically diverse people, 5 responded (some positive, some negative). Motion: move that Jay Nemeth-Johannes and Richard Wetzel be appointed as members of the NEC. Chuck/Jeanne/pass
- 3) 2014 Coker Tire Run
 - a. Publicity plan – Sasha says there has not been much progress yet, but they are aware of the need; Bruce suggested that Sasha talk to Eileen Waters directly
 - b. Event report – Jeanne and Bruce: most details have been worked out with the Coker folks; entry fee will be \$350; insurance requirements will be per Coker, Sasha asked his agent how much it would be to raise his limits and was told it would be minimal, maybe \$5 for the time of the USRRC; rental cars are OK as long as the renter/driver's own insurance has the correct limits (and allows use of rental cars); thank you to both John Sears and Dave Head for the positive comments they have made about this event on the yahoo group; the next RReNEWS will have an article/press release about the USRRC.
- 4) 2013 Championship Season Status
 - a. Best Tour and Course (Gervais Award) winners have been determined. Presenter's text for all 5 awards written and sent to Howard.
 - b. 2013 Tour and Course Results – Bruce: coming along, GTA is finished and current for this year, course standings will be done before tour standings.
- 5) 2014 Championship Season
 - a. When should the next Planning Calendar be published? Next week.
 - b. Two press releases were prepared but have not been posted to scca.com as of 2/4/14. SCCA Publicity / Marketing is letting us down on keeping the web site content updated; Rich and Dave H have both sent press releases, and they have not been updated on scca.com where there is room for 10 updates; Deena will check with Reece W; BOD Bruce L will help if needed
 - c. Upcoming March Nationals (Arizona, Steel Cities) – Chuck: Chuck put the NEC conference call minutes in Dropbox; Jeanne will do AZB precheck and safety check weekend of Feb 21; Chuck Larouere almost ready for precheck, Rick Beattie mostly done.
 - d. Publication of 2014 RRRs. The RRRs have been posted on the SCCA website; how many should be printed (they have not been printed for several years)? Deena will post a question on the forum and yahoo group asking for pre-orders; Jeanne submitted a photo of Dave Kolb and his Supra as a possible cover photo.
- 6) RFO Revision – Bruce and Clarence: Bruce G said that Ron Ferris has started, and suggested that he do simple 'housecleaning' things first.
- 7) Growing the Road Rally Program (all): Rich posted the file Rally Program Growth 2013 in the Dropbox; Patrick Strong, Len, and Rich have done substantial work on the RDC and it's time for all of us to get involved; Rich wants to spend substantial time at the convention on this; we need to agree on actions to do to get moving on this; we should communicate what successful programs are doing; Len said that this is a good document that regions can use.

- 8) Publicity Committee Responsibilities: thanks to Cheryl Babbe for the great job she is doing with the RReNews, it's topical and professional; Rich got an email from Cheryl requesting specific direction (publicity), to which Bruce G noted that page 15 of the Rally Program Growth 2013 document referenced in paragraph 7 above covers it pretty well; Clarence is keeping the SCCA Road Rally page updated, and requests that Eva Ames' SCCA Rally page be taken down because there is no way to change the administrator, Jeanne will contact Eva; Bruce received an email from Dave Head indicating that he has some ideas about where the Pub Comm should be going.
- 9) 2014 Convention Planning
 - a. Travel Logistics - who arrives when? Len is not attending in person (medical reasons), others are arriving various times:
 - i. Rich gets there on 12:40 PM on the Thursday, Mar 6th
 - ii. Bruce hasn't made a reservation (update – arrives Thursday 10:10 am)
 - iii. Chuck plans on 9:50 AM Thurs
 - iv. Jeanne has a reservation for Friday morning (update – changed to Thursday noon)
 - v. Sasha is scheduled for dinner time on Thurs.
 - vi. Clarence can get there on Thurs. but has to go back on Sat. for a Sat. night event.
 - b. Meeting day/time/room/phone? Deena will check for conference call phone (for Len), might Len be able to attend via Skype? Room should be available Thurs and Friday, RRB meeting Friday morning, Thursday afternoon working sessions; BOD meeting Friday morning, Rich and maybe 1 other
 - c. Short presentation to New Regional management – Bruce G, Chuck, and Sasha have provided suggestions for Rich's 10 min presentation
 - d. Sessions – see Dropbox for Howard's doc and Rich's doc; Clarence said that it is important to build the rally community, to get people together and doing things, not so much exact type of event; Rich said that successful Region rally programs have a 'sparkplug' in the program who keeps it going.
- 10) Significant changes to Road Rally Championship – Chuck:
 - a. Chuck has provided a reorganized proposal; Rich thanks Chuck for reorganizing the proposal; what do we do now? Rich's personal view is that as a whole it does a decent job addressing the problems it sets out to fix, but there is not much toward addressing attendance levels; Chuck said there is no way we can solve all the problems, he thinks it opens a defined path through Class C to let people try the national program. Rich to Chuck – have you passed this proposal by the Detroit region folks to see if they nibble at the bait? Not yet; but he has talked to some Class L people who didn't seem to care that L and E will merge. Chuck thinks the plan is ready to go to the membership, to get it out on the forum and yahoo group; Bruce G said to go ahead and get it out for discussion, and make the statement that this is a proposal that may or may not be acted upon (some think it is already in effect); Jeanne also said to get it out for discussion. Rich is willing to support the plan if it gets a positive consensus, but if not then he will not support it.
 - b. Release for public comment? We need to emphasize that these rules have NOT been implemented. They are a proposal that may never be implemented. We need to have the responses of the community by the convention; i.e. on or before March 3. Get your comments to us via rrb@scca.com; Chuck will get this to Cheryl and Dave Head for publicizing.
- 11) Placing the WDCR Rally School Textbook in the Toolbox
 - a. Update from Len – no progress to report (medical reasons)
- 12) Reorganizing the Toolbox
 - a. Update from Len – no progress to report (medical reasons)
- 13) Access to email addresses of members in neighboring regions of those who have listed Road Rally as an area of interest.
 - a. Update – Rich has volunteered to serve on an IT advisory committee, and talked to Colin Arnold who thought it was no problem to do; let Rich know what you need soon (labels or spreadsheet) and he will put Colin to the test.
- 14) GTA-Only Safety Checklist – Sasha:
 - a. Sasha was written a GTA checklist and put it in the Dropbox, he will also email it to us for our review and approval; he has not rewritten any of the Safety Steward Manual to reflect changes yet because he wants our comments first; Rich said we will plan to approve it at the convention
- 15) New business, open forum: new items? None.

16) Pick your "one RRB-task" this month?

- a. J – get minutes done for Fastrak; send USRRC info to Cheryl; prepare for Safety Steward training at the convention; contact Eva about her SCCA Rally Facebook page; new planning calendar
- b. Clarence – get his sanctions in
- c. Bruce G – keep working on the standings; USRRC info to Cheryl
- d. Sasha – work on GTA safety steward form, get Dave H's memo about Pub Comm
- e. Chuck – put out rules proposal and compile feedback
- f. Deena – calendar info to Jeanne; prepare for convention
- g. Len – get well
- h. Bruce L – looks like things are going well, biggest thing is how the BOD can help on publicity or whatever else is needed
- i. Rich – make this year's convention as valuable as last year's was

Meeting adjourned at 9:30 CST

Next meeting March 7, 2014, at the SCCA Convention.

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

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/>