

BOARD OF DIRECTORS

BOARD OF DIRECTORS | March 6-7, 2014

The SCCA National Board of Directors met at the Westin Charlotte Hotel Thursday, March 6 and Friday, March 7, 2014. Area Directors in attendance were: John Walsh, Chairman, Dick Patullo, Vice-Chairman, Bill Kephart, Todd Butler, Secretary; Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy, Bruce Lindstrand, Terry Hanushek, Tere Pulliam, and Peter Zekert.

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

The following guests participated: Club Racing Board members: Jim Wheeler, CRB Chairman, Pam Richardson, secretary, Jim Drago, Chris Albin, Peter Keane, John LaRue, Kevin Fandozzi and David Arken. John Bauer and Chris Blum, Club Racing Technical Department. Solo Events Board members: Steve Hudson, Chairman, Brian Connors, Mike Simanyi, Richard Holden, Dave Hardy, Dave Feighner and Mark Andy. The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Vice Chair Patullo.

Chairman John Walsh gave opening remarks and noted the revised SportsCar announcement and feedback from membership. The revamp is intended to make SportsCar look more modern and remove outdated information. SportsCar is one of the single biggest expense articles in the annual budget and it is the desire of the Board of Directors to maintain the publication. The decision to revamp the magazine was a consensus between BoD, Staff and the publisher.

Motion: Langlotz/Lindstrand - Approve minutes from December BoD and BoD Conference call meeting. Approved. Unanimous. 13-0.

EXECUTIVE REPORT - Noble

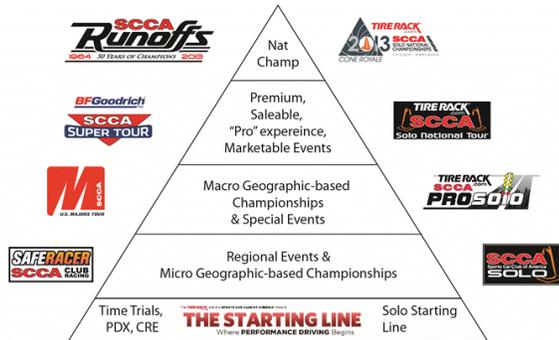
Noble presented consolidated report from departments instead of the traditional department head reports. Member engagement focus is critical to the club's success. Participation can be defined many ways, active participation in events is only one measure. This is not just a Club Racing issue but across all venues in the club. Needs to be a focus on building more of a membership community, new outreach programs and focus on ease of use and easy to experience. Membership benefits were defined in 4 "life" areas: competition life, social life, car life, services and discounts, all will help build club loyalty.

Duncan and Ozment noted range of programs presented in the club. Using Club Racing as an example, we have a 3 tier structure: PDX/Club Racing Experience as entry level, Club Racing for regional racing and Majors for serious national competition level racing. SCCA is the only amateur organization with this kind of ladder system. There is recognition that we have done well with the upper levels but have not spent as much time or effort concentrating on the lower levels. There is also recognition that levels can and will be end destinations for many people. We need to provide a ladder system for those that want to move up, but also recognize many folks will stay in the lower levels and provide the levels of participation they expect and joined SCCA for. See 2-D diagram below as example, but it is really a pyramid with Rally and RallyCross the other corners.

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Range of Programs



Arnold noted that technology, (web site and social media examples) can play a big role in enabling the reach out and communication to members and prospective members. Arnold noted that new members indicate areas of interest when they join. The percentage of new members indicating Club Racing as area of interest is losing ground compared to Club Racing members leaving.

Ehret noted that we need to maintain good discipline to maintain a positive margin between entry revenue, sponsorship and event expense for national events. Ehret, with Treasurer Lewis in agreement, noted that SCCA has the financial strength to invest and to re-direct funds to support growth initiatives.

Noble recommended 2 key areas needed for support and potential hire. These positions were for Member Engagement and an IT backfill position. Budget and Finance committee reviewed and approved funding for these positions as an investment in the future.

Motion: Lewis/Kephart - Motion to approve an amendment to the budget to invest in these areas and hire these two positions effective immediately. Approved. Unanimous. 13-0.

Customer Service, Membership Experience discussion - Zekert

Consistent customer service is one of the weakest points within SCCA (despite thousands of well-intended volunteers). We lose members all the time. Some disgruntled ex-members become "brand terrorists", taking any opportunity they can to tarnish the SCCA name. We have opportunities to turn disgruntled members and ex-members into "brand loyalists" if we can first show them excellent customer service, if we can show them a positive change in the membership experience. If they return, they will do so as SCCA zealots. Zekert will develop a draft customer service proposal for BoD discussion at a future BoD meeting.

Rally/Solo Program - Duncan

Solo program has received requests to lower the minimum age for ride-along passengers in Solo for educational programs. This is a limited change to the Solo minimum age for specific educational programs.

Motion: Lindstrand/Zekert - The Rally/Solo Department requests BOD approval of the following change/addition to Section 1.3.2.D.1 of the Solo Rules: for limited educational purposes, as approved prior to the event by the Rally/Solo Department, the SEB, and the Solo Safety Committee, the minimum age of a passenger is ten (10) years of age. Effective immediately 3/6/2014. Approved. Unanimous. 13-0.

Tere Pulliam presented a formal nomination of James Quattro for NE Division RallyCross Steward.

Motion: Pulliam/Patullo. Nominate James Quattro for NE Division RallyCross Steward for 2014. Approved. Unanimous. 13-0.

Annual Driver Registration Discussion - McCarthy

Annual registration has been available for volunteers for some time and has been working very effectively. The BoD tasked staff with designing and recommending a system to support annual driver registration and an annual tech sticker for cars and recommend to BoD. These activities may be split into separate programs (driver's registration and annual tech sticker). This will

require integration with the annual tech program and registration and provide assurances to local regions that effective controls are in place to prevent unregistered drivers gaining unauthorized access to tracks. Recommendations due to BoD by end of year.

Lewis brought up drivers age limits for SCCA. Many racing organizations let drivers younger than 15 race. Currently 15 year olds can race with SCCA. General discussion about where the lower age limit should be, what are the risks associated with allowing potentially younger age levels. BoD consensus is that with appropriate risk management input SCCA should move to allowing lower ages for competition licenses in road racing and other venues where appropriate.

Club Racing - Ozment

Ozment gave an update on the 2014 Runoffs at Mazda Raceway Laguna Seca. The plan is to get the schedule and supps out by end of March. Intent is to be able to announce 2017 Runoffs location at 2014 event. BoD re-emphasized commitment to West Coast swing 1 out of every 3 years.

Ozment provided update on online driver's school curriculum and training materials that are being made available. Full launch is targeted for October and information will be provided to regions on this program.

Insurance briefing - Ehret

Ehret gave an overview of SCCA insurance claims and how to read the quarterly reports provided to Directors. Reports are provided to Solo Safety Committee and to Exec Stewards to relay back to regions to take action on repeat or common incidents. Discussion noted that SCCA policies provide excess coverage, that is they pay the excess after a member's primary carrier pays. Given the demographic shift to high deductibles, this means SCCA insurance starts becoming the primary carrier covering people's deductible. BoD requested Insurance Committee and Finance staff to evaluate and recommend any changes we may want to endorse.

Planning Committee Report - Kephart

Kephart provided a report from their February meeting in Colorado Springs. Topics covered included Majors events, relationship of SCCA Pro to SCCA Inc, class consolidation, and governance changes. Discussion around Majors included how to improve the events by adding value, and making them more Pro-like.

BoD discussed class management. The idea of a "Concorde Agreement" where we have a 10 year timeframe and roadmap laid out and locked in as a way to get overall competitor buy-in to the concept was discussed. Goal is to provide class stability and certainty of direction with a long enough timeline to allow competitors to make informed decisions about classes. More under CRB discussion.

Possible changes in current BoD governance model were discussed. The basic issue is that there is a perception that the BoD can and should be more effective. Directors have duties to the constituents that elected to them, but also by Club Bylaws to the overall goals and fiduciary responsibility of the Club as a whole. There are 13 Directors now, 3-4 potential directors turnover yearly and their expertise may or may not lend itself to current Club issues. Directors also may enter the BoD with specific Region or Divisional agendas at odds with SCCA Club at large. There are multiple models that a BoD can follow to provide expertise to formulate policy (example accounting, insurance, legal, expertise can be provided by non-board members). Fundamental changes to the number of directors as another example would be a bylaws change approved by the membership. No decisions were made at this time, although there was agreement that the ideal situation was a strong SCCA Inc President, a strong BoD and close cooperation and communication between the two.

Solo Events Board - Hudson

No rules actions proposed at this time. First major event coming up under new 2014 rules changes. Entries for first event are comparable to last year, competitors have transitioned to new class rules as anticipated. Discussed with SEB barriers to entry concept and activities related to making it easier to participate. SEB was encouraged to work with SportsCar editors to find and submit articles of interest to members.

Discussion touched on minimum age requirements. SEB noted that karts allows younger ages, however driving cars presents challenges and largely relies on state age requirements for drivers licenses. Solo events are also typically not on closed courses such as race tracks which may force different age limits for participation.

Program Boards – BoD members split up to visit Road Rally, RallyCross and Time Trials program boards. Short reports follow:

RallyCross: A subset of the board met with the Rallycross board. Discussions were had on ongoing efforts to grow the program between both recruiting competitors as well as the number of participating regions that have RX programs. The board agreed with the focus of a larger portion of the RX board efforts being on growth than rules. As RX enjoys double digit growth year after year they become an increasing factor in the overall SCCA business plan. There was discussion of occasional conflict between the RX communities "gorilla marketing" style and the more established marketing of the larger enterprise.

Road Rally: Road Rally Board (RRB) asked the National Board for help in the following areas: RRB felt the national dues are too high, with RRB members expanding that statement to mean “too high for the value to some members”. [For some over 40 year old members the value for the money was appropriate.] RRB asked for consideration of a 2 year introductory membership targeted at the 20-30 year old members.

RRB asked for help on publicity and promotion. RRB recognizes that the publication committee is struggling, and will consider plans to strengthen the committee’s output. RRB also recognizes the need for professional help using social media.

BoD liaisons shared promotion ideas with RRB through the use of full length articles in SportsCar. If RRB can find an article topic, editorial help exists at SportsCar to write the piece.

Time Trials: The TTAC group met with John Walsh, Brian McCarthy, Dan Helman and Robin Langlotz. The rule rewrite was discussed and the group discussed insurance issues. The group was tasked with designing a proposed restructure of TTAC. It is intended to have some ideas for the May meeting.

A brief discussion was held regarding the upcoming presentation for RE’s and future marketing plans. Once again the web site was discussed and John mentioned the planned redesign now out for proposals.

Club Racing Board - Wheeler

There are multiple types of restrictors depending on class and engine, turbo, non-turbo etc. CRB has defined types of restrictors to add to the GCR Glossary. There was discussion on data acquisition and changes in the mounting plates to require a specific AIM mounting plate. Flat plate mounting previously required proved to be problematic with lost units due to high G-loads and aero loading. Langlotz Inquired about possible opportunities to utilize data acquisition units in other classes such as IT.

Wheeler brought up some proposed mid-year changes that will be developed and proposed to BoD for approval. Suggestion that mechanical protest be extended to time period 30 minutes after race end, and allow for waving white flag at 1-to-go at Start/ Finish. CRB is coordinating with Exec Stewards and Club racing for the white flag change and protest time period change. There is still discussion on a consistent definition of a finisher, and this will be addressed via an E&O racing bulletin to clarify.

BoD is tasking the CRB to work with Club Racing to lower the acceptable age limit for drivers from the present 15 years. BoD would like to see consistency where possible across all venues (Club Racing, Solo, TTAC, Rally) but recognizes that there may be some differences due to event types, state licensing and use of public property vs closed track restrictions.

Lewis brought up working concept to ask CRB to consider a 10 year class consolidation road map that we can present and get membership buy-in. Concept would be similar to F1 Concorde Agreement to lock it in and provide rules and class stability. Classes would represent all types of classes, but a reduced number of choices. Motivation is to provide highest level of amateur motorsports competition on a national level with stable roadmap and direction known to competitors.

The following is a summary of proposed rule changes made by the Club Racing Board. These items were presented to the Board of Directors for approval. These rule changes will become effective 4/1/2014.

Formula/Sports Racer

FC/FF

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. 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. No adhesives may be used for attachment purposes. Cars with composite panels, either interior or exterior, attached in this manner, are subject to a 25 pound weight penalty. Inlet restrictors may also be required. Composite panels attached to the interior and exterior of the frame rails must use common attachment points on opposite sides of the frame rail.*

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.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, either interior or exterior, attached in this manner, are subject to a 25 pound weight penalty. Inlet restrictors may also be required.* 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.*

Motion: Butler/Harris - Accept FC/FF rules changes to section 9.1.1.B as presented above effective 4/1/14. Approved 9-1-3. Against-Lindstrand, Abstain-McCarthy, Zekert, Pulliam.

The following is a summary of proposed rule changes made by the Club Racing Board. These items were presented to the Board of Directors for approval. Unless indicated otherwise, these rule changes will become effective 1/1/2015. The letter number, Fastrack month, author, and title precedes each proposed rule.

American Sedan

1. #12478 – (January Fastrack – Cheyne Daggett) Allow Lexan Windows in AS

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

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

The CRB thanks the following authors for their input: Dean Palmer (13068), Ted Warning (13077), Mark Muddiman (13083), Jeff Werth (13017), Jim Wheeler (13130), Thomas Toth (13162), Cheyne Daggett (12478/13177(one vote counted)), and Dean Bailey (13202).

B-Spec: None.

Formula/Sports Racer

P1

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

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

a. Carbon fiber bodywork is allowed.

b. Article 6.1 Fuel Specification: FIA CN cars running in SCCA category P1 must run to SCCA approved fuel specifications-not to FIA Article 259

c. Article 6.5 Refueling: FIA CN cars running in SCCA category P1 are not required to meet the refueling rules as written in Article 6.5, but may do so if desired. All fuel system components must still meet applicable SCCA rules. Any FIA CN car running in an SCCA endurance race must meet those applicable refueling and technical sporting regulations for that event

d. Article 6.6 Fuel Capacity: FIA CN cars running in SCCA category P1 are not required to meet the maximum fuel capacity of 100 liters, for SCCA category P1 fuel capacity is free.

e. Article 8.4 Lighting Equipment: Compliance to Rule 8.4.2 is not required. Compliance to Rule 8.4.3 is not required- however any FIA CN car running in an SCCA night race must meet all applicable SCCA lighting rules for night/endurance racing.

f. Compliance to Rule 8.4.4 (Rain light) FIA CN cars running to SCCA category P1 can install a rain light to FIA Article 259 rules or to SCCA GCR rules.

g. Engines must comply with line J or line L (Table L) from the P1 engine table. If an engine from Table L is used, the appropriate weight and restrictor must be used.

2. #13246 – (February Fastrack – 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.*

GCR

1. #13509 – (March Fastrack -- 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.*

Grand Touring

GT

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

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

GT2

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

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

Improved Touring

ITA

1. #12904 – (March Fastrack – 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:
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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	
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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	
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 – (March Fastrack – 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	105.1	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 – (March Fastrack – 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	

Production: None.

Spec Miata: None.

Super Touring: None.

Touring

T2-T4

1. #13237—(February Fastrack – 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.).

T3

1. #13359 – (February Fastrack -- 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.**

2. #13523 – (March Fastrack – 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.**

T4

1. #13112 – (February Fastrack – 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.**

Motion: Butler/Harris - Approve CRB rules package presented above, effective 1/1/15. Approved, Unanimous. 13-0

Motion: Patullo/Butler to adjourn. Approved. Unanimous. 13-0

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 26, 2014

The Solo Events Board met by conference call February 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Dave Hardy, and Brian Conners; 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.

Recommended to the BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Safety

#12872 Formula Junior Grid Rules and Helmets

The following rule change proposal has been recommended by the SSC and SEB:

Change 2.2.O to read: "At any Solo® event where Formula Junior (FJ) uses the same course layout as all other classes: For any heat in which FJ is in competition, no car *in the vicinity of the FJ grid or the course* may be in motion when any FJ kart is moving under its own power. From the start of FJ competition, when the first driver in the class leaves the grid for the start line until the last driver has returned his kart to the FJ grid, this rule shall apply."

Street

#12693 Wheel Offset Allowance Proposal

The following rule change proposal is recommended by the SAC and SEB:

Change the first sentence of 13.4 to read as follows:

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

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

Street Touring

#11982 Lexus CT200H Classing Proposal

The following rule change proposal is recommended to the BOD:

Change the first sentence of 14.10.F to read: "The engine management system parameters and operation *of internal combustion engines* may be modified only via the methods listed below."

Note: in conjunction with this change, the STAC has recommended a Tech Bulletin to class the Lexus CT200H (see elsewhere herein).

Prepared

#12423 CP Wheel Width Allowance Proposal

The PAC and SEB recommend the following rule change for 2015:

Change Section 17.4.F to read:

F. For class CP, *any diameter and width wheel may be used.*

Member Advisories

Street Touring

#13236 Toe Link Clarification

There is no allowance in Street Touring for aftermarket toe links. In regards to aftermarket control arms, you can replace your upper or lower arm. However the mounting points must be in precisely the stock locations, excluding the sway bar endlink mount, and excluding incidental changes in length due to camber adjustment. Additionally the bushings must meet all the requirements of 15.8.C.

Street Modified

The SEB has approved the appointment of Jinx Jordan to the SMAC.

Kart

Members interested in serving on the KAC are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

The SEB thanks Shawn Hill for his service as a member of the KAC.

Change Proposals

Street

#13367 Fix the Shock adjustment allowance

The SEB/SAC are publishing the following for member review and comment.

Change the first two sentences of 13.5.F to read as follows:

"F. A hole may be added to interior body panels, the engine compartment, trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior bodywork."

Street Touring

#12449 Oil Cooler Allowance Proposal

Add the following to 14.10.A :

"Engine oil, transmission fluid, and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers) but may not serve any additional purpose."

Note: Based on member feedback the STAC is proposing adding an allowance for oil coolers. Many street touring cars are also driven at track events. The intent of this allowance is to allow common reliability modifications that offer no performance advantage. In addition to feedback on oil coolers the STAC would like specific feedback on transmission fluid coolers. Many new performance vehicles are being sold with two pedals, and as such transmission fluid coolers may become more commonplace.

#12680 240SX Move to STX Proposal

Class change proposal:

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

Other Member Items Reviewed

Street

#13450 Wheel Offset Comments

Thank you for your feedback. Please see item 12693 elsewhere herein.

Kart

#13259, 13309 Tire Comments

Thank you for your input.

#13311 Engine Comments

Thank you for your input.

Not Recommended

Street

#13505 MR2 Classing Clarification

The SAC feels the MKI MR2 is classed appropriately.

Street Touring

#9999, 13019 E85 and Octane Comments

After review of member feedback, the SEB and STAC are withdrawing the previously-published proposal to add an octane limit to 3.6.A (see December Fastrack).

#13265 Clutch Allowance Proposal

The STAC is not in favor of allowing update/backdate clutch swaps at this time. This is due to the fact that this allowance would give advantage to only certain models, and it is not in the spirit of rules stability.

#13337 370Z Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering adding other high power RWD cars to the class.

#13464 Steering Wheel Allowance Proposal

The STAC is not recommending any additional steering wheel allowances at this time. It should be noted that in late 2013 an alternate steering wheel proposal was put out for member comment. This proposal was ultimately withdrawn due to lack of member support.

#13277 MR2 Turbo Classing Proposal

The STAC believes the 1991-1995 MR2 Turbo exceeds the performance parameters of all current ST classes.

#13300 Differential Cover Clarification

Allowing alternate differential covers for all cars would exceed current Street Prepared allowances and thus is not recommended by the STAC.

#13462 C4 Classing Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering adding any other high power RWD cars to the class.

Street Prepared

#13455 Water Injection Allowance Proposal

The SPAC does not feel that this allowance is in the spirit of the category.

Street Modified

#12794 AWD Weight Proposal

The SMAC believes the current weight formula is appropriate.

#12514 Water Injection Clarification

The fuel allowances of 3.6.B and the water injection allowances in 15.10.G are sufficient as written. The SMAC does not believe increasing 15.10.G's allowance to include window washer fluid is appropriate.

Kart

#12430 KM Tire Proposal

Due to lack of member support the KAC withdraws the proposal to change the rear tire width limitation (see December Fastrack).

Handled Elsewhere

Street

#13338 Shock Adjustment Allowance Proposal

Please note that Letter #13367 references the same subject and has a request for member comment.

#13029, 13041, 13057, 13072, 13091, 13096, 13108, 13124, 13133, 13134, 13139, 13152, 13173, 13216, 13256, 13314
95 Octane Comments

Please see item #'s 9999/13019 elsewhere herein.

#13260 240SX to STX Comments

Please see item #12680 in the January Fastrack.

#13250, 13317 240SX to STX Comments

Please see item #12680 in the January Fastrack.

Tech Bulletins

General

Errors and Omissions: The following previously-published definition was inadvertently omitted from Section 12 of the Solo Rules, and should be added:

19. ANTI-LOCK BRAKING SYSTEM (ABS)

An electronically controlled system that can reduce braking force to one or more wheels during deceleration with the goal of preventing wheel lockup when the brakes are applied.

The definition of Traction/Stability Control in Section 12 is clarified to read as follows:

12. TRACTION/STABILITY CONTROL (TC/ESC)

A system that adjusts engine power, braking force, or torque distribution when wheelspin *due to attempted acceleration*, understeer, or oversteer is detected. Conventional limited slip differentials (e.g., viscous, passive clutch, helical/worm gear, locker) are explicitly excluded, but "active" differentials and their controllers are included.

Street

#13498 2015 Subaru WRX STI Classing Proposal

The SAC wishes to class the 2015 WRX STI in BS and the WRX in DS. Please change the final years in the current listings to...

BS

Subaru

Impreza WRX STI (incl. Special Edition) (2004-**15**)

DS

Subaru

Impreza WRX (non-STI) (2001-**15**)

#13379 964 Porsche Classing Clarification

Add to the exclusion listings (both Street and Street R):

Porsche 911 Turbo S and 3.6S (964) (1992-94)

Add to **SS**:

Porsche 911 Turbo (964, non S or 3.6S) (1989-94)

#13507 BMW E30 Classing Clarification

Per the SAC, please change the current listing in DSR from

3 Series (6-cyl, E30, E46, E9x except M3) (1984-1993, 1999-2014)

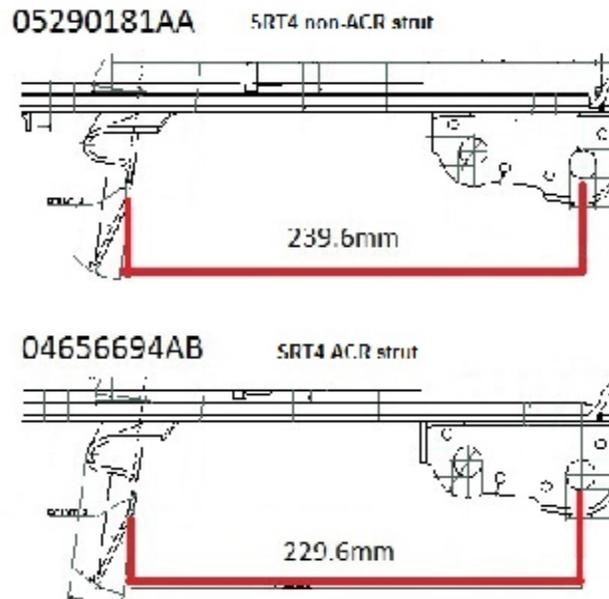
to be

3 Series (6-cyl; E46, E9x except M3) (1999-2013)

#13252 Part Allowance Clarification

The SAC wishes to add the following clarification to the Street section of Appendix G regarding the 2005 SRT4 ACR...

“Per documentation received from SRT, the correct front struts for a 2005 SRT4 ACR have a lower knuckle hole to spring seat height of 229.6 mm. The 2003-2005 non-ACR strut is 10 mm longer at 239.6mm. “



#13562 2014 Base Mini Classing Needs to Be Changed from HS(R) to GS(R)

The SAC wishes to separately class the new 2014 base Mini in GS, however at this time it is covered by the recently updated listing in HS. Effective upon publication, change the year as shown in the existing HS and HSR listings:

MINI

Cooper (non-S, non-JCW) (2002-13)

and then add the following to GS.

MINI

Cooper (non-S, non-JCW) (2014)

#13447 Dodge Charger V6 RWD Classing Proposal

The SAC would like to add the following Street classifications...

FS: Dodge Charger (V8)(2006-2014)

GS: Dodge Charger (V6)(2006-2014)

#13493 BMW 328 Classing Proposal

Per the SAC, the following new listings, effective immediately upon publication, are added for F Street and G Street.

FS

BMW

228i, M235i, 328i (2014)

428i, 435i (2014)

GS

BMW

320i (2014)

Street Touring

#11982 Lexus CT200H Classing Proposal

Per the STAC, The following Tech Bulletin new listing is provided, to be effective immediately upon publication.

Add new listing in STF as follows:

STF

Lexus

CT200H (2011-2013)

CLUB RACING BOARD

Club Racing Board Minutes | March 4, 2014

The Club Racing Board met by teleconference on March 4, 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: 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

FC

1. #13433 (Dave Freitas) Suspension in FC

Thank you for your letter. "Active" suspension is not allowed in FC or any of the formula and sports racer classes per GCR 9.3.2. The CRB is working on specific wording to clarify this rule to be posted in an upcoming Fastrack.

No Action Required

CSR

1. #12322 (Doug Schumacher) Mazda Sports Racer (MSR) as a Specification Line Car for 2014

Thank you for your letter. It is not the intent of the P2 rule set to provide a specification line for every car. The CRB believes that the Mazda Sports Racer can be made compliant with the basic P2 rule set with "reasonable" modifications. The engine is covered in the current engine table. Modifications to your car are allowed as long as they comply with the P2 rules.

P2

1. #12662 (Lawrence Winkelman) Specification Line K - FM Engines

Thank you for your letter. The P2 engine table refers to the engine only. The intake, exhaust and other items are covered elsewhere in the P2 rules (i.e., free within certain limitations). In P2, the motors do not have to be sealed.

GCR

1. #13188 (David Langston) Tow Eye Requirements

Thank you for your input. The rule is adequate as written.

2. #13200 (Bob Hess) Improving Position While on the Pace Lap

Thank you for your letter. The rule is adequate as written.

3. #13313 (Brian Himes) Conference Championship Points

Thank you for your letter. This matter is being referred to the Board of Directors and the SCCA Staff for review for the 2015 Majors Program.

4. #13486 (Jon DiFabio) GCR Section 9.4.D Side Protection

Thank you for your inquiry. The picture you provided shows a compliant construction.

5. #13524 (Michael Neff) Clarify Rule on Face Shields

Thank you for your suggestion. The current rule is appropriate for driver safety.

T1

1. #13490 (Darrell Anderson) Dominating Corvette's in T1 at Fontana Speedway

Thank you for your letter. We will continue to monitor the performance of the class.

2. #13525 (John Schertzer) Allow STO Preparation Cars to Run in T1

Thank you for your letter. Please refer to the current GCR for "crossover" eligibility.

T2

1. #13552 (Matthew Pullano) T2 Rules Changes

Thank you for your letter. Please run the car to determine proper classification. No balance changes will be made without competition data.

Not Recommended

F500

1. #13554 (Jim Murphy) Confusion about the Class Name

Thank you for your letter. While the 600cc motorcycle engines have been allowed in F500 for 2014, the class name shall remain F500.

FV

1. #12766 (William Bonow) Front Tow Eye for FV/FST

Thank you for your letter. GCR 9.3.48 requires all cars with a covered roll bar to have a towing eye or strap, both front and rear. The rule is adequate as written.

P2

1. #13007 (Eric Wallgren) Allow Use of 2008-up Hayabusa Reciprocating Assembly in pre-2008 Engines

Thank you for your letter. The philosophy and intent of the P2 class is to use "stock" motors. As such, it is not in the philosophy of the class to allow competitors to "mix and match" components from multiple engines to create a single engine. Competitors must choose an engine that meets the definition of stock. Engines 2008 and earlier less than 1005 cc are allowed with penalties.

2. #13109 (John Bosso) P2 Items to Consider

Thank you for your letter. The CRB feels that assisted shifting does provide a competitive advantage and therefore not allowed in the P2 class. The rules are adequate as written. Please see 9.1.8.E.2 of the March 2014 GCR for the latest on wing mounting and wing end plate specs.

3. #13151 (Jerry Bergman) Addition of Beasley B-2 to P1/P2 Specification Line Cars

Thank you for your letter. It is not the intent of the P1 or P2 rule sets to provide a specification line for every car. The CRB believes the Beasley bodied cars can be made compliant with the basic P1 or P2 rule sets with "reasonable" modifications, if they are not already compliant. Please see the March 2014 GCR for the latest engine table and chassis specifications for these classes.

4. #13227 (John Bosso) P2 Specification Line Request

Thank you for your letter. The CRB is aware of the gap between the body and the tub on the Cheetah; however, it is not an unreasonable task to fill this gap to meet the flat bottom rules of the P2 class. Many cars will have to make some allowance/modification to meet the new P2 rules.

GT2

1. #13430 (Amir Haleem) Increase Mazda 20B Restrictor Size and Weight

Thank you for your request. Please see the response to letter #12223, February 2014 Fastrack Minutes.

2. #13432 (William Brinkop) Remove Restrictor and Add Weight to LS6 Corvette

Thank you for your letter. The CRB believes that this 5.7L LS6 is classified correctly. The CRB will continue to monitor performance in the class.

GT3

1. #13517 (Ricardo Velez) 5-cylinder Audi Engine

Thank you for your letter. The engine is compliant in Audi or VW, but not Porsche.

ITA

1. #13449 (Rodney Dykhouse) Requesting Minimum Weight Revision

Thank you for your letter, the car is correct as classified in ITA.

T2-T4

1. #13446 (John Buttermore) Against Removing VIN Requirement

Thank you for your letter.

T4

1. #13478 (David Mead) 99-2005 Miatas

Thank you for your letter.

2. #13479 (David Mead) 99-00 Miata Weight

Thank you for your letter. There are no plans to change this at this time.

Recommended Items for 2014

GCR

1. #13555 (Terry Ozment) White Flag on Last Lap

The Club Racing Board recommends that the Board of Directors decide in their May 2014 meeting whether or not to approve this rule change. If approved, the Club Racing Board recommends that the change become effective June 1, 2014.

Add section 3 to 6.1.1.E. WHITE FLAG: *3. A waving white flag displayed by the Starter shall indicate the start of the last lap of the race.*

2. #13565 (Jim Wheeler) Mechanical Protests

The Club Racing Board recommends that the Board of Directors decide in their May 2014 meeting whether or not to approve this rule change. If approved, the Club Racing Board recommends that the change become effective June 1, 2014.

Change the Time Limit in the table below 8.3.1.F: ~~No later than one hour before the start of the race session of the competition for the issue in question:~~ *Within 30 minutes after the race.*

Recommended Items for 2015

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

AS

1. #13213 (Ian Maloney) Helping Out the Limited Preps

Thank you for your requests. Add to the Notes for the Ford Mustang Cobra and GT (96-98) Restricted Preparation: *BBK Performance Cold Air Intake System Part Number 1713 permitted for Mustang Cobra. BBK Performance Cold Air Intake System Part Number 1718 permitted for Mustang GT.*

The CRB does not recommend aftermarket throttle bodies for American Sedan Restricted Preparation cars.

As of 1/1/2014, all American Sedan cars (both Full Preparation and Restricted Preparation) may run Full Preparation brakes when using a maximum wheel size of 17" X 8". Please see the current GCR.

GCR

1. #13238 (Club Racing Board) Change to Section 9.2.2 Homologation Requirements

Change 9.2.2. HOMOLOGATION REQUIREMENTS

~~Homologation is required for all Formula and Sports Racing cars registered after January 1, 1983. All Formula and Sports Racing cars shall be homologated for their class. All Formula and Sports Racing cars applying for a re-homologation, conversion, dual homologation or a new homologation in a different class must comply with the current rules.~~

~~Homologation is required on all Legend Cars, and therefore they shall also comply with the SCCA Legend Car Homologation Request sheet.~~

~~Homologation forms must be on file with the National Office for a car to be allowed to compete in any SCCA event.~~

~~With the approval of the CRB Chairman, the SCCA Club Racing Technical Manager may deny homologation of any car determined to be configured unsafely, to incorporate design characteristics or conditions that are fundamentally divergent from standard safety consideration, or to be incompatible with the relevant class structure.~~

~~Modifications that stay within the scope of the rules may be made to a vehicle after it has been homologated.~~

All Formula, Sports Racing, P1 and P2 cars shall be constructed in strict accordance with the rules and regulations contained in the current GCR unless specifically excepted. Cars registered prior to January 1, 1983 do not require homologation certificates.

Cars which do not comply with the design criteria set forth for roll hoops (GCR 9.4.5) may submit an application to the Club Racing Technical Manager as defined in GCR 9.4.5.F. The Club Racing Technical Staff, may deny any application for a configuration which is not compliant with the rules, which incorporates design characteristics or conditions that are fundamentally divergent from standard safety considerations or is otherwise incompatible with the relevant class structure or philosophy. A fee to be determined by Club Racing shall be assessed for all such applications.

Cars which are excepted from the published design criteria, shall at all times have available for examination a current log book, a copy of the letter of exception from Club Racing and supporting engineering documentation. Cars which have previously been issued Homologation Certificates may satisfy this rule by presentation of said certificate or a copy.

All cars are subject to inspection for compliance with the data which was submitted in support of the alternative roll structure. The existence of a Homologation Certificate or letter of exception from Club Racing is not conclusive evidence of rules compliance.

Taken Care Of

GT3

1. #13466 (Bill Davis) Pontiac Sunfire Weights, GTCS p464

Thank you for your request. This has been taken care of. Please see the current version of the GCR.

What Do You Think

FV

1. #13326 (Formula/Sports Racing Committee) Disc Brakes in Formula Vee

Based on responses from a previous WDYT published in Fastrack, the CRB is seeking member input on the following specific proposal to allow disc brakes in Formula Vee. **The CRB is looking for a simple yes or no to the following:**

It is proposed to allow disk brakes, front and rear, following the guidelines set forth in the Formula First rule set with the following exceptions:

1. Front shocks to be externally mounted. The upper mounting point shall be to the H-beam at or above the top of the upper H-beam tube, and a maximum of 1 inch inboard of the center of the shock tower. The lower mounting point shall act through the standard mounting point on the lower trailing arm. Spring shocks and linkage activated shocks are prohibited.
2. Standard VW steering box or direct replacement must be used.
3. Standard VW 4 bolt wheels or direct replacement must be used front and rear.
4. 4 bolt VW rear drums or disks may be used.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2014

NUMBER: TB 14-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2014 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

F500

1. #12736 (Jim Murphy) Allow Older MC Drivetrains

In section 9.1.1.D.2, table 1, replace the spec line table as follows:

Engine	Version/Model	Minimum Weight (lbs)	Inlet Restrictor	Outlet Restriction	Other
<i>Fuji "Chaparral"</i>	<i>Model G44bw</i>	<i>700</i>	<i>-</i>	<i>-</i>	<i>Note 4</i>
<i>Kawasaki TC440</i>	<i>A-200, C-200, B-201, C-201, C-202, F-202, and G-203</i>	<i>700</i>	<i>-</i>	<i>-</i>	<i>Note 4</i>
<i>AMW</i>	<i>model no. 250-2 RC2</i>	<i>800</i>	<i>-</i>	<i>-</i>	<i>Note 4</i>
<i>Rotax 494*</i>	<i>Non-RAVE</i>	<i>800</i>	<i>-</i>	<i>Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.E.14.B)</i>	<i>Note 4</i>
<i>Rotax 494*</i>	<i>RAVE</i>	<i>800</i>	<i>-</i>	<i>Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.E.14.B)</i>	<i>Must use the 494 non-RAVE rotor valve (Ski Doo part numbers 420 924 509 or 420 924 508, 147 degree designation). RAVE valves may be blocked in the "full open" position or left as delivered. Note 1 and 4</i>
<i>Rotax 493*</i>		<i>825</i>	<i>-</i>	<i>Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.E.14.B)</i>	<i>Note 1 and 4</i>
<i>Rotax 593*</i>	<i>Carbureted and non-HO versions only</i>	<i>850</i>	<i>MA0242SP1020A or MA0242SP1063A</i>	<i>Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.E.14.B)</i>	<i>Note 1 and 4</i>
<i>Honda CBR600RR</i>	<i>from 2003-2013</i>	<i>875</i>	<i>32mm Flat Plate Intake Restrictor</i>	<i>stepped exhaust headers are not allowed</i>	<i>Notes 2, 3, 4, and 5</i>
<i>Suzuki GSXR600</i>	<i>from 2003-2013</i>	<i>875</i>	<i>32mm Flat Plate Intake Restrictor</i>	<i>stepped exhaust headers are not allowed</i>	<i>Notes 2, 3, 4, and 5</i>
<i>Yamaha R6</i>	<i>from 2003-2013</i>	<i>875</i>	<i>32mm Flat Plate Intake Restrictor</i>	<i>stepped exhaust headers are not allowed</i>	<i>Notes 2, 3, 4, and 5</i>

Notes:

1. Any model thermostat housing or water outlet elbow may be used. The water bypass may be blocked. Either upper or lower cylinder head water outlet may be blocked in any safe manner to facilitate use of a single water outlet.
2. Fasteners, cooling system and oiling systems are free.
3. Clutches are free as long as no mods are made to the engine to accommodate the replacement clutch.
4. Competitors must be able to supply a printed factory service manual for the year of engine being used to tech upon request.

In section 9.1.1.D.15.A, change the language as follows:

Mass produced Honda, Kawasaki, Suzuki or Yamaha water-cooled, 4 cylinder, 4-cycle motorcycle engines up to 600cc are allowed as per table 1.

FB

1. #11732 (John Fine) Clarify front and rear aerofoil measurements for FB
In Appendix G, add new section 5 as follows:

5. Measuring wings

For all Formula and Sport Racing cars and unless otherwise specified in the applicable rules the measurement of aero dynamic devices and reference areas shall include end plates but not include fasteners as long as the fasteners serve no other purpose. Fasteners may protrude no more than 1/2" from the mounting surface.

FC

1. #13666 (SCCA Staff) Correct Oil Pump Dimensions

In section 9.1.1.B.16.h, correct the oil pump dimensions as follows:

Any three-stage oil pump with a maximum of two scavenge stages is allowed. The maximum scavenge rotor dimensions are 1.600 inches in diameter and 1.375 inches in length. The ~~minimum~~ **maximum** pressure rotor dimensions are 1.600 inches in diameter and 0.863 inches in length.

SRF

1. #13530 (Erik Skirmants) Update to SRF GEN3 RM 14-2

In SRF, Alternate Vehicle Allowance Table, change the language as follows:

~~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.~~ *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 comply with all SRF safety requirements but are exempt from weight and other technical 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 (e.g. it is appropriate to score them behind all compliant finishers.) *GEN3 cars will be identified by the GEN3 cam cover.*

GCR

1. #12590 (Christopher Childs) Appendix F TIR Definition

In Appendix F, Technical Glossary, change the language as follows:

B-Pillar – *The center roof support in a passenger car*

Choke - A carbureted induction system mechanism which, when actuated, causes an enrichment of the fuel/air mixture to assist cold starting. *Also see Restrictor, Intake.*

Homologation – A system whereby the manufacturer/competitor certifies that a Formula or Sports Racing car, as produced, complies with the applicable **construction** specifications: *compliance with the construction specifications does not certify that the car meets the class specific specifications.*

Single Inlet Restrictor (SIR) - *See Restrictor, Intake* A system to limit engine performance that meets the following criteria:

A. The intent of this restriction system is to have a sealed system from the restrictor to the intake ports of the cylinder head. All of the air entering the intake ports shall pass through the specified restrictor. Modification or addition to any part of the intake system that allows the introduction of air into the intake ports that has not passed through the specified restrictor is prohibited.

B. The engine air intake system must be fitted with an aluminum air restrictor. The intake system is defined as an assembly of parts, including but not restricted to: the restrictor, restrictor housing, ducting, filters, air box, velocity stacks, throttle body, carburetors, manifold and manifold gasket up to the intake ports on the cylinder head.

G. The restrictor must be round in shape. The specified ID of the restrictor is listed on the vehicle's spec line. The ID must be maintained for a minimum length of 3.0 mm. Restrictor mounting/placement within the intake system is free, but must allow accessibility for measurement. It is acceptable to have some minor disassembly of the intake system to provide access to the restrictor for measurement. Measurement device and restrictor shall be similar temperatures when used.
SIR testing procedure:

The inlet side of the SIR can be cleared of debris that would hinder the proper sealing of the designated SIR Ball. Pressure sensors present inside the intake system must be disconnected. The SIR stall test is to be administered with the idle of the vehicle set at 2500 RPM. The competitor must be prepared to set the RPM at a sustained 2500rpm. The competitor may not be inside the vehicle during testing. The competitor should be prepared to perform the test at full operating temperature or cold. Testing should be accomplished with a stopwatch and measured from the time of insertion of the SIR test ball to the time the crank stops moving. If the vehicle stalls within 4 seconds, the vehicle is deemed compliant of the stall test. In the event of a failed stall test, run the engine to clear any accumulated fuel in the Plenum. At this point, the test is to be repeated two (and only two) more times and it must pass both times. All parts of the intake system, must withstand all three of the possible stall tests without modification or repair to any part of the system. If the system suffers damage that prohibits the system from achieving a compliant result it cannot be repaired to conduct subsequent tests. The system is to be tested as is and the result is considered "as raced". It is the responsibility of the competitor to present a system that can with stand every possible scenario that would or could result in a failed SIR stall test. The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR. Introduction of air behind the SIR by any means is prohibited.

Turbo Inlet Restrictor (TIR) – *See Restrictor, Intake*—A system to limit engine performance that meets these criteria. The inlet restrictor shall have a single, circular opening through which all inlet air passes. The specified ID of the restrictor is listed on the vehicle's spec line. The restrictor's specified ID must be maintained for at least 3.0 mm. This 3.0 mm restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit. On engines where the approved turbo prohibits meeting this distance, different locations may be approved by the CRB on a case by case basis. If an alternative location is approved, the entire restrictor assembly shall have a maximum length of 50 mm. There shall be no other provisions for airflow to the turbocharger other than through this single orifice

Venturi – A region of constriction in an air duct of a carburetor in which, through the actions of incoming air flow, a reduced pressure is created to induce the inflow of fuel through one or more jets. *Also see Restrictor, Intake.*

Restrictor, Intake - *any of the following methods of restricting the volume of air entering the intake system on and internal combustion engine.*

The following applies to all restrictors:

The specified ID of the restrictor is listed on the vehicle's spec line, the engine spec line or within general engine specifications for the class. The engine air intake system must be fitted with an aluminum, (alternate materials are permitted where specified) air restrictor. The intake system is defined as an assembly of parts, including but not restricted to: the restrictor, restrictor housing, ducting, filters, air box, velocity stacks, throttle body, carburetors, manifold and manifold gasket up to the intake ports on the cylinder head. The intent of a restrictor in the system is to have a sealed system from the restrictor to the intake ports of the cylinder head. All of the air entering the intake ports shall pass through the specified restrictor. Modification or addition to any part of the intake system that allows the introduction of air into the intake ports that has not passed through the specified restrictor is prohibited.

All restrictors internal shape must be round and centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached. On engines requiring a restrictor all air entering the intake ports must pass through the restrictor.

Choke - an intake restrictor (venturi) for the purpose of limiting intake air volume.

Flat Plate Intake Restrictor (FPIR) – *a metal plate through which all engine combustion chamber air (and possibly fuel) must pass. Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements (more than one plate restrictor may be required in some applications; each shall meet the requirements):*

The restrictor shall be made from flat steel or aluminum sheet at least 0.060 inches thick no radiusing, chamfering or beveling of the hole is permitted. The restrictor plate must be located between the throttle body or carburetor and the engine within 4 inches of the centerline of the carburetor or fuel injection butterfly. Alternate locations may be specified in class specific rules. A steel or aluminum spacer no more than .75 inches thick may be placed between the throttle body or carburetor and the restrictor to allow for clearance of the butterfly. The hole must be the same shape and size as the throttle body or carburetor flange; no radiusing, chamfering or beveling of the hole is permitted. The restrictor plate shall be mounted on the bolts or studs used to locate the throttle body or carburetor. There shall be no movement of the restrictor plate possible when mounted. Alternate mounting may be may be specified in class specific rules.

Single Inlet Restrictor (SIR) – *A system to limit engine performance that meets the following criteria:*

The restrictor's specified ID must be maintained for a minimum length of 3.0 mm. Restrictor mounting/placement within the

intake system is free, but must allow accessibility for measurement. It is acceptable to have some minor disassembly of the intake system to provide access to the restrictor for measurement. Measurement device and restrictor shall be similar temperatures when used.

SIR testing procedure:

The inlet side of the SIR can be cleared of debris that would hinder the proper sealing of the designated SIR Ball. Pressure sensors present inside the intake system must be disconnected. The SIR stall test is to be administered with the idle of the vehicle set at 2500 RPM. The competitor must be prepared to set the RPM at a sustained 2500rpm. The competitor may not be inside the vehicle during testing. The competitor should be prepared to perform the test at full operating temperature or cold. Testing should be accomplished with a stopwatch and measured from the time of insertion of the SIR test ball to the time the crank stops moving. If the vehicle stalls within 4 seconds, the vehicle is deemed compliant of the stall test. In the event of a failed stall test, run the engine to clear any accumulated fuel in the Plenum. At this point, the test is to be repeated two (and only two) more times and it must pass both times. All parts of the intake system, must withstand all three of the possible stall tests without modification or repair to any part of the system. If the system suffers damage that prohibits the system from achieving a compliant result it cannot be repaired to conduct subsequent tests. The system is to be tested as is and the result is considered "as raced". It is the responsibility of the competitor to present a system that can withstand every possible scenario that would or could result in a failed SIR stall test. The intake system shall be visually inspected for devices and design that could result in induction of additional air that did not pass through the SIR. Introduction of air behind the SIR by any means is prohibited.

Supercharger Inlet Restrictor (SCIR) - The restrictor's specified ID must be maintained for at least 3.0 mm. This 3.0 mm restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit.

Turbo Inlet Restrictor (TIR) –

The restrictor's specified ID must be maintained for at least 3.0 mm. This 3.0 mm restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit. On engines where the approved turbo prohibits meeting this distance, different locations may be approved by the CRB on a case-by-case basis. If an alternative location is approved, the entire restrictor assembly shall have a maximum length of 50 mm. There shall be no other provisions for airflow to the turbo-charger other than through this single orifice.

Venturi Restrictor- see venturi and choke.

In section 9.1.1.B.16.I, change the language as follows:

Intake restrictor **must meet FPIR specifications:** The QSRE #1975 intake restrictor must be used. It must not be modified in any way. The new restrictor internal diameter is 1.340 inches and this value cannot be exceeded in any measurement of the diameter. The restrictor port centerlines or shape may not be altered. **This is located in the air box flange.**

2. #13187 (Greg Amy) DOT Tires requirement

In section 9.3.45, change the language as follows:

In the Improved Touring, Super Touring, American Sedan, Spec Miata and Touring categories, any U rated, or better, DOT approved tires are ~~permitted~~ **required**.

3. #13344 (Terry Ozment) License language errors and omissions

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

1. A total of at least 3 hours of in-car, on-course time.
2. A Satisfactory rating in ~~at least 1~~ SCCA Drivers School.
3. The Signature of the Series Chief Steward or Chief Steward indicating participation in ~~each~~ the School attended.
4. In addition to the successful completion of the required Driver School(s), the Series Chief Steward or Chief Steward must explicitly state that the driver is prepared to race; otherwise, additional school(s) are required.

In Appendix C.2.7.E, change the language as follow:

Novice Permit holders may offer equivalencies to replace ~~one or both~~ SCCA Drivers School(s).

In Appendix C, add new sections 2.9, 2.10, and 2.11 as follows:

2.9 Vintage License

A. A Driver who has completed all Novice Permit requirements, may apply to the National Office for a Vintage Competition License. A current medical form and appropriate license fee to be included.

2.10 Renewal

A. Requirements for renewing Full Competition Licenses and Vintage Licenses are noted in Appendix C. Table 1.

2.11 Applicants with Prior Racing Experience

A. Participation requirements for issuance or renewal of Novice Permit, Vintage or Full Competition Licenses may be waived in total or part by the Divisional Licensing Chairman of the applicant's Division of Record or the Manager of Club Racing.

4. #13358 (Terry Ozment) Definitions of Finisher, DNS, and Who Is Awarded Points

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

The timing and scoring information shall include: total number of entries, ~~including DNF's and DNS's~~, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

~~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 class leader, rounded down to the nearest whole integer.~~ *A finisher is defined as any car that has taken the green flag in a race.* 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

In section 5.10.4.B.7, change the language as follows:

When a car is disqualified, ~~excluded~~, or withdrawn, the results should list the car at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, ~~exclusion~~, or withdrawal. The results should show the final overall and class positions, as adjusted, for all finishers. The reason for the disqualification ~~or exclusion~~ should be shown on the *Official Final Results*, including the GCR reference.

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

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

5. #13381 (Terry Ozment) Additional information for letter number 13358

In the GCR, replace the language as follows:

~~Final Results~~ *Official Results*

In Section 9.3.29.A, change the language as follows:

Numbers shall be placed on the front and both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. ~~Numbers shall be no more than 2 digits, and shall meet the approval of the Chief of Timing and Scoring.~~ *Numbers may be 1, 2 or 3 digits. 3 digit numbers must* starting with the number "1" ~~are permitted at all events.~~ Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The numeral "1" shall be exclusively reserved for the current national champion in each class for national events. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released. If 2 or more national champions are entered in the same run group, the first to enter shall have preference.

6. #13457 (GCR Committee) Does a DQ Provide for a Finish from Letter #13358

In Appendix C 2.2.A.4, change the language as follows:

Events resulting in a DNS ~~or DNF~~ *or DQ*

7. #13538 (Janet Farwell) Regional Races allowing Vintage License

In section 3.1.2.A, change the language as follows:

Drives holding SCCA Full Competition Licenses, SCCA Pro Licenses, *SCCA Vintage Licenses*, and those holding SCCA Novice Permits (AppC.2.7.F)

8. #13563 (Bruce Beachman) Approval of MSA-certified, manufacturer roll-cage: Caterham Seven

In Section 9.4.G.8, change the language as follows:

Manufacture supplied/FIA/MSA homologated Roll Cages:

1. Cars may compete with FIA or FIA-Approved Test Houses homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-Approved Test House.

2. Cars may compete with an approved MSA (Motor Sports Association UK) Roll Over Protection System Certificate. All related engineering drawings and documents shall be submitted to SCCA Technical Services. Cars must have MSA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the cage was approved by the MSA.

9. #13668 (Club Racing Board) Strobing Lights

In section 9.3.32, add the language as follows:

“...An optional tail light (“rain light”), as described above, may be added to cars in all other classes. *Strobing lights are not permitted.*”

Grand Touring

GT2

1. #13395 (Ricardo Velez) Add K20 Honda engine

In GT2 Engines, Acura and Honda, classify the K20A as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>K20A</i>	<i>DOHC</i>	<i>86.0 x 86.0</i>	<i>1998</i>	<i>Alum, Cross-flow</i>	<i>4</i>	<i>Unrestricted</i>	<i>1830</i>	

2. #13396 (Ricardo Velez) Add Honda body line

In GT2 Cars, classify the Honda Civic coupe as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Civic Coupe</i>	<i>92-95</i>	<i>2DR</i>	<i>FWD</i>	<i>103.2</i>	

3. #13513 (Ricardo Velez) Add body line: Honda

In GT2 Cars, classify the Honda Civic Hatchback as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Civic Hatchback</i>	<i>92-95</i>	<i>2DR</i>	<i>FWD</i>	<i>101.3</i>	

GT3

1. #12925 (Roger Welling) Classify GT2 Nissan 280zx in GT3 With 16

In GT3, Nissan 280zx, add the notes as follows:

Disenfranchised GT2 car allowed with 150lbs weight penalty.

GTL

1. #13405 (Mark Ward) Limited Prep Engine Request.

In GTL Engines, Toyota, classify the 4AGE as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>4AGE (Limited Prep Level 2)</i>	<i>DOHC</i>	<i>81.0 x 77.0</i>	<i>1587</i>	<i>Alum, Cross-flow</i>	<i>4</i>	<i>Fuel injection</i>	<i>2179</i>	<i>Comp. Ratio limited to 11:1, Valve lift limited to .400". Stock throttle body I.D. permitted. Intake manifold may be machined to throttle body mating surface to a depth of no more than one inch. Dry sump and alternate rods allowed. Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for limited prep level 2 build specs.</i>

2. #13496 (Ricardo Velez) Add VW Fox 1988-92
 In GTL cars, Volkswagen, classify the Volkswagen Fox as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
VW FOX	1988-92	2DR	FWD	92.8	

Improved Touring
 None.

Production
 None.

Spec Miata

1. #13600 (Jim Wheeler) Allow engine paint
 In section 9.1.7.C.k.1, add the language as follows:
 "The intake manifold must be stock Mazda parts, without any material added or removed. No coating is permitted on the exterior or interior of the manifold *except that the manifold exterior may be painted...*"

Super Touring

STL
 1. #13474 (Steven rock) 97' jdm b18c spec r motor in stl
 In STL, Acura B18C5, change the spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Acura/ <i>Honda B18C, B18C5, B18C6, C18C7</i>	NA	Chart + 2%	Any porting and polishing of intake and or exhaust ports outside of the GCR 9.1.4.2.B.3, 1" port matching allowance-factory or otherwise is prohibited. <i>Must meet all STL specifications.</i>

2. #13504 (Michael Tablas) Hard top rules
 In section 9.1.4.C.9, change the language as follows:
 "*Convertible tops and attaching hardware shall be completely removed. It may be replaced with an OEM hardtop if one is available.* Aftermarket OEM-style hardtops are allowed; ~~a~~Aftermarket carbon fiber hardtops are not allowed."

In section 9.1.4.F.13, change the language as follows:
 "Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. ~~Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.~~"

3. #13514 (Edmond Lo) Japanese Engine swap
 In STL Table A, classify the Honda B16A as follows:

STL	Maximum Displacement	Minimum Weight	Notes
<i>Honda/Acura B16A</i>		<i>Chart +2%</i>	<i>Must meet all STL engine regulations.</i>

Touring

T1
 1. #13545 (SCCA Staff) Incorrect displacement for Toyota Supra in T1
 In T1, Toyota Supra, change the Maximum Displacement as follows:
 2500 *2997*

T3

1. #13369 (Roger Burdette) Car Classification
 In T3, classify the Porsche Boxster as follows:

T3	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche Boxster S (00-04)</i>	<i>92.9 x 77.9 3179</i>	<i>2415</i>	<i>18 X 8 (F) 18 x 8 (R)</i>	<i>275 MAX</i>	<i>3.82, 2.20, 1.52, 1.22, 1.02, .84</i>	<i>3.44</i>	<i>(F) 318 x 28 Vented (R) 299 x 24 Vented</i>	<i>3200</i>	

2. #13476 (David mead) T3 Lotus Elise/Exige/S220 needs limitations
 In T3, Lotus Exige S / S220 / Elise SC (07-10), change the weight as follows:
~~2200~~ *2350*

3. #13617 (SCCA Staff) Add notes to Subaru WRX TR
 In T3, Subaru WRX TR (2006), change the spec line as follows:

T3	Bore x Stroke (mm) Displ. (cc)	Wheel-Base (mm)	Max Wheel Size	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Subaru WRX TR (2006) (06-07)</i>	<i>99.5 x 79.0 2457</i>	<i>2525</i>	<i>17 x 8</i>	<i>245</i>	<i>3.17 1.88 1.30 0.97 0.74 4.11</i>	<i>4.11</i>	<i>(F) 292 Vented Disc (R) 287 Vented Disc</i>	<i>3360</i>	<i>38mm Turbo Inlet Restrictor is required. Any spring up to 800 lbs may be used. Nukabe non-adjustable swaybars (F) 667311a22 and (R) 666311bj22 allowed.</i>

T4

1. #13443 (Dave Kutney) Exhaust header on Pontiac Solstice 2.4L
 In T4, Pontiac Solstice (06-09), change the weight as follows:
~~2900~~ *2850*

Note: Cat removal is seeing favorable responses and will be looked at for 2015.

2. #13475 (David mead) Allow T4 BMW Z4 wheel upgrade
 In T4, BMW Z4 2.5L (03-05), change the wheel size as follows:
~~16 x 7~~ *17 x 8*

3. #13483 (Anthony Cuthbert) Classify the Fiat 500 Abarth in T4
 In T4, classify the Fiat 500 Abarth as follows:

T4	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size MAX	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Fiat 500 Abarth (12-14)</i>	<i>72x84/(1368)</i>	<i>2300</i>	<i>17x7</i>	<i>225</i>	<i>3.909, 2.238, 1.520, 1.156, .872,</i>	<i>3.353</i>	<i>282 F 240 R</i>	<i>2450</i>	<i>27mm Turbo Inlet Restrictor required.</i>

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS Sherman Chao vs. SOM, COA Ref. No. 14-02-SE February 15, 2014

FACTS IN BRIEF

Following the 2014 Winter Vacation Majors P2 race on Sunday, January 5, 2014 at Sebring International Raceway, Richard Colburn, driver of P2 #91, protested Sherman Chao, driver of P2 #3, alleging rear wing noncompliance under GCR 9.1.8.

The Stewards of the Meeting (SOM), Fritz Baker, Al Wicht, Doug Puckett and Bob Henderson, Chairman, held a hearing, heard testimony from Mr Colburn, Mr Chao and other witnesses, and found Mr Chao's rear wing to be noncompliant. Mr. Chao was moved to last in class for this race and two (2) points were assessed against his competition license. Mr Chao appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Jeffery Niess, A.G. Robbins and Rick Mitchell, Chairman, met by conference call on January 21, January 28, February 4, and February 11, 2014, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Mr Chao and accompanying photo, received January 16, 2014.
2. Official Observers Report and related documents, received January 16, 2014.
3. Testimony of SOM Chairman, Bob Henderson, by conference call. on January 28, 2014.
4. Testimony of event Chairman, SOM, K.P. Jones, by email, received February 7, 2014.
5. Testimony of event Chief Steward, Leland Miller, by email, received February 7, 2014.
6. Testimony of Series Chief Steward, Bob Hudson, by email, received February 10, 2014.

FINDINGS

Mr Chao's appeal challenged the timeliness of the protest, and the severity of the assessment of two (2) penalty points. The COA examined all the provided evidence and the additional testimony of Mr Henderson and Mr Jones. The COA finds that the SOM did not properly determine whether this protest met the GCR requirements for timeliness.

GCR 8.3.1.F. states "A Protest must...be filed within the time limits (GCR 8.3.1. Table for "...Rules compliance of (a) ...car ...No later than one hour before the start of the race session of the competition for the issue in question.) ... although the SOM may extend the time in cases where the protestor can show that evidence relating to the Protest was not available within the time limit, or where the protestor can show that he was unable to meet the deadline because of circumstances beyond his control." The SOM failed to consider timeliness, and failed to require the Protestor to demonstrate the necessary conditions which would allow a determination of timeliness. Rather, the SOM relied upon a statement by Mr Jones, the event Chairman of the SOM (CSOM), made to Mr Henderson, Chairman of this SOM committee, that special circumstances made the filing timely. The GCR does not give such authority to the CSOM, but only to the SOM committee.

DECISION

The SCCA Court of Appeals upholds Mr Chao's appeal,, reversing both the movement of finishing position to last in class, and the assessment of two (2) penalty points. Mr Chao's appeal fee will be returned less the amount retained by SCCA.

The Court reminds all Stewards that the GCR is clear in requiring all protests against compliance of cars to be filed at least one hour before the start of that car's race. Later filings may only be heard when the SOM has determined that "...evidence relating to the Protest was not available within the time limit...". It is the responsibility of the SOM to document and report such determination in its findings. This is not a unilateral decision of any one Official.

Finally, while the question of the severity of the two (2) penalty points is made moot by the above ruling, the Court reminds all participants that the assignment of penalty points is not, itself, a penalty. Rather, assessment of points is a method of tracking the accumulation of penalties (e.g. loss of finishing position) by a participant. When a SOM action assigns a penalty, the GCR provisions assign points to that participant's license. The accumulation of points on a license tracks the history of penalties assigned to that participant.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Ernie Francis Jr. vs. SOM - COA Ref. No. 14-03-SE February 11, 2014

FACTS IN BRIEF

At the 2014 Winter Vacation Majors held at the Sebring International Raceway on January 4, 2014, Chi Ho (B-spec, #07) filed a protest against Ernie Francis Jr. (B-spec, #98) alleging violations of 2014 GCR 2.1.4. (Driving recklessly or dangerously) and 2014 GCR 6.11.1 A. & D. (On Course Driver Conduct) for on-track, car-to-car contact. Mr. Ho alleged that Mr. Francis Jr. made avoidable contact with him on two separate occasions. The second contact occurred in Turn 3 with two laps remaining and caused Mr. Ho to deviate which allowed Mr. Francis Jr. to complete the pass and ultimately win the race.

The Stewards of the Meeting (SOM) Norm Esau, Richard French, Sheri Croyle, and Sandy Jung, Chairman, heard testimony and reviewed witness statements. The SOM considered and upheld Mr. Ho's accusations that Mr. Francis Jr. caused avoidable contact while initiating a pass and was driving recklessly or dangerously.

The SOM assessed a penalty of Disqualification to Mr. Francis Jr. from the race results (Race Group 8) and requested consideration be given for a driver review of him.

Mr. Francis Jr. appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Jeffrey Niess and Rick Mitchell, Chairman, met on January 21 and 28 and February 4 and 1, 2014 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter and an undated article from *SportsCar* submitted by Mr. Francis Jr. received January 14, 2014.
2. Relevant sections of the Official Observer's Report received January 16, 2014.
3. Oral testimony from Sandy Jung and Norm Esau via conference call on February 4, 2014.

FINDINGS

In his appeal, Mr. Francis Jr. alleged he was "following the guidelines in an article published in *SportsCar*", written by Randy Pobst entitled "Protecting or Blocking? Honor or Shane?"

All races conducted by SCCA, (Including this race) are conducted according to the current GCRR unless otherwise stated in the event's Supplemental Regulations. The GCR states "the overtaking driver is responsible for the decision to pass another car and to accomplish it safely".

While the COA appreciates the expertise of those authors who contribute to articles and columns published in *SportsCar*, their articles are not to be viewed as guidelines or official interpretations of the GCR and, as such, the article referenced has no applicability in Mr. Francis Jr.'s appeal.

Ms. Jung and Mr. Esau testified that according to the information presented to the SOM, and after reviewing all the evidence, the SOM concluded that Mr. Francis Jr. initiated the car-to-car contact with Mr. Ho and was solely at fault for Mr. Ho's deviation that allowed Mr. Francis Jr. to pass him for the win.

No testimony or new evidence reviewed by the COA supports that the SOM failed to consider all the evidence or erred in their findings.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Francis Jr.'s appeal fee will be returned, less the administrative fee retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS T. Craig Berry vs. SOM - COA Ref. No. 14-04-SE February 20, 2014

FACTS IN BRIEF

At the 2014 Winter Vacation Majors held at the Sebring International Raceway after the Spec Miata Race on Sunday, January 5, Alex Bolanos, driver of SM #57, protested the results. He alleged that the SM race was restarted following a full course yellow after the 40-minute time limit had expired. The green flag was waved before the time had expired, but the lead car crossed the scoring line at an elapsed time of 40:03 minutes which would have been after the race time expired. This was in violation of the Supplemental Regulations:

“RACE LENGTH: Saturday races will be 30 minute timed races; Sunday races will be 15 laps or 40 minutes, whichever occurs first.”

The Stewards of the Meeting (SOM), Norm Esau, Sherry Croyle, Richard French and Sandy Jung, Chairman, heard testimony and reviewed witness statements. After reviewing the time cards for the race, the SOM concluded that the race had exceeded the time limit by 3 seconds. The SOM referenced 2014 GCR 6.10.4.C. (Late Checker) to score the race as if it had ended at the scheduled time. Mr. Berry is appealing this decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) A. G. Robbins, Tom Hoffman and Rick Mitchell, Chairman, met on January 21 and 28 and February 4 and 11 by Conference Call to review, hear and render a decision on the appeal.

DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from T. Craig Berry, received January 14, 2014.
2. Relevant sections of the Official Observer's Report dated January 16 and 20, 2014.
3. E-mail statement from Sandy Jung, Chairman SOM Court, received February 4, 2014.
4. E-mail statement from KP Jones, Chairman of the SOM for the event, received February 7, 2014.
5. E-mail statement from Leland Miller, Chief Steward, received February 7, 2014.
6. E-mail statement from Bob Hudson, Series Chief Steward, received February 7, 2014.
7. Oral testimony from Sandy Jung and Norm Esau, SOM, via conference call February 4, 2014.

FINDINGS

Mr. Berry is appealing based on the timeliness of the protest, GCR 8.3.1.F. Table for Race Results, showing protests are to be filed 30 minutes after race results are posted. The provisional results were posted at 11:35 AM. The official results were posted at 12:25 PM. The protest was received at 12:45 PM. The SOM failed to consider timeliness, and failed to require the Protestor to demonstrate the necessary conditions which would allow a determination of timeliness.

Neither the Chief Steward nor the Series Chief Steward can extend the time limit for filing protests. By GCR 8.3.1.F. only the SOM can extend that time limit, and the COA finds no evidence supplied by Mr. Bolanos to the SOM that met the circumstances required to do so. There were no changes to the provisional results which would have allowed a protest of the final results.

Mr. Berry also alleges that the race was restarted when the green flag was waved based on the GCR Section on Flags, GCR 6.1.1.A. and H., and the SCCA standard rolling start procedure, GCR 6.5.3. The COA notes that scoring is done as the car crosses the scoring line.

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety. Results will be updated to make the posted provisional results final. Mr. Berry's appeal fee, less the administrative fee retained by SCCA, shall be returned.

TIME TRIALS ADMINISTRATION COUNCIL

TIME TRIALS ADMINISTRATION COUNCIL MINUTES | March 7, 2014

Participants:

Jerry Cabe, Kent Carter, Dave Deborde, Deanna Flanagan, Roy Mallory, Scott Knauf, Butch Kummer, Tony Machi, Matthew Yip

Discussion Topics:

- Reorganization
 - Currently based on geography
- Licensing – Instructor Training
 - Ross Bentley – Instructor Manifesto
 - Focus on licensing requirement to instruct
- Program Overview
 - Education vs Regulation
 - Create minimal regulations
 - Focus on Education about safety
 - Emphasize upward growth to Time Trials
- National Driver's Education database
 - Participation log – Motorsportreg or similar
- Track Inspection
- Helmet specifications
- National Car Classifications
- BOD Session: Insurance
 - Approach change resulting in cost reduction
 - Segregate programs rather than a consolidated figure
 - Rate based on segregated historical costs
 - Segregate each level
 - PDX
 - Club Trials
 - Time Trials
 - Hillclimbs
 - For cost analysis
 - Word request to avoid drawing conclusions
 - Send request to Deanna
- Pending initiative focusing on Entry Level programs
 - Take action to grow programs
- TTAC Structure/Governance
 - TT programs – destination programs
 - Co-sponsor with pre-existing programs
 - Modify car classing structure in Solo and Club Racing to grow Time Trials
 - Simplify classifications
- National Time Trials Championship
- Website development
 - PDX/Time Trials button!!!
- Marketing
 - Centralized from National to Divisions and Regions

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | March 7, 2014

The RallyCross Board (RXB) met in split sessions at the National Convention in Charlotte, North Carolina, on March 7 and 8. Attending were Stephen Hyatt, Chairman, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance was Howard Duncan and Sandi Brown from the National office.

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

Committee Reports

- RallyCross Safety Committee (Ron Foley): The RXB discussed the current members and leadership of the Safety Committee.

MOTION: Appoint Mark Utecht as chairman of the Safety Committee. Hyatt/Sealander. PASSED.

Ron Foley will serve as RXB liaison to the Safety Committee. Current Safety Committee members are Mark Utecht, Chairman, Ron Foley, Hal Denham, Bob Ricker, and Rebecca Ruston.

The RXB also discussed one submitted incident report. The Safety Committee will conduct further investigation and issue a final report.

- RallyCross Rules Committee (Keith Lightfoot): Lightfoot has received several rule change submissions. These will be posted at the SCCA RallyCross forums for member comment.
- National Championship Committee (Warren Elliott): Elliott reported that the 2014 National Supplemental Regulations are nearly completed with only a couple of minor changes from the 2013 Supplemental Regulations. The updated document should be posted by mid March in time for the first National Challenge event scheduled in early April.

The RXB discussed the current policy and penalty for debeat incidents. Competitors have requested changes to the policy and the applied penalty. The RXB will continue to gather feedback and discuss the issue, but no changes concerning debeats will be made to the 2014 Supplemental Regulations.

- Marketing Committee (Ron Foley): The 2014 RallyCross contingencies were announced at the National Convention and will be posted at the SCCA website.

The RXB discussed ways to use a small advertising budget for the RallyCross program and will look into the possibility of using a rotating banner ad on a website or forum that is heavily used by the RallyCross community. These ads would advertise RallyCross in general as well as promote upcoming National Challenge events and the National Championship. Another possible use of an advertising budget would be to use web-based targeted advertising.

- RallySprints Committee (Keith Lightfoot): A draft of the RallySprint Rules and Safety Procedures was discussed at the National Convention. A final version is forthcoming and will be based on feedback at the Convention.

Scott Beliveau was appointed chairman of the RallySprints Committee and has been tasked with recruiting two or three other Committee members.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported the good Divisional RallyCross Stewards (DRXS) call in February. The group discussed allowing the DRXS to appoint area deputies to help in larger and more spread out Divisions. It would reduce travel costs for the DRXS when establishing new programs and training new Safety Stewards.

MOTION: Create an area deputy position within the Divisions, who would be appointed by each DRXS and approved by the RXB. Hyatt/Lightfoot. PASSED.

Old Business

- "What is RallyCross" video (Keith Lightfoot): Additional footage is still needed to complete the video. The additional footage should be gathered within the next couple of months. It was proposed to provide a DVD copy of the video in the Landowners Packet.
- Operations Manual: Further information and job descriptions need to be received to finalize the RallyCross Operations Manual. It was also proposed to move RXB and DRXS duties from the RallyCross Rules to the RallyCross Operations Manual.

- National class structure at Regional events: The RXB discussed ways to encourage Regions to offer all National classes at their events. It was proposed to use the DRXS to promote the offering of all National classes at Regional events in their Divisions. Also, a rules change proposal has been submitted to remove any confusion whether or not Regions must offer all National classes.
- RallyCross New Program/Site Regional Incentive Plan: Announced at the National Convention was a new incentive plan for Regions starting a new RallyCross program or any Region using a new RallyCross site. Following are the details of the plan:

RallyCross New Program/Site
Regional Incentive Plan

The RallyCross Board and the Rally/Solo Department are happy to announce a new Incentive Plan to help Regions start a new RallyCross program or use a new RallyCross site. This Incentive Plan will help Regions by reducing fees and some fixed costs when starting a new program or when finding and using a new site for existing programs.

The definition of “new”, as applied for this Incentive Plan, is not having a RallyCross event or using a RallyCross site in the three years prior to the proposed event date. Regions who want to apply for this program must have their Divisional Steward request it from the Rally/Solo Department prior to applying for the sanction.

Plan Overview of Fees

	<u>Sanction fee</u>	<u>Insurance</u>
<u>Regions starting a new RallyCross program</u>		
1 st event	No Fee	\$3.50/entry with no minimum
2 nd event	No Fee	\$3.50/entry with no minimum
<u>Regions using a new RallyCross site</u>		
1 st event	\$2.00/entry, no minimum	\$3.50/□entry with no minimum
2 nd event	\$2.00/entry no minimum	\$3.50/entry, minimum of \$50

We hope that this will help in creating new programs and/or finding new sites.

New Business

- Court of Appeals appointments: The RXB discussed the Court of Appeals appointments for 2014. The Court of Appeals will be finalized pending the necessary contacts.
- Member proposal concerning National Championship size: The RXB received a letter from a member concerning the size of the National Championship and suggesting a way to limit the size of the event by using a Divisional qualifying format. The RXB discussed the proposal and recognizes that options should be explored as the National Championship begins to reach an unmanageable size. This will be an ongoing topic of discussion and one that will be handled incrementally. The RXB discussed some interim options, which will be announced at a later date.
- Production-based vehicle definition: The RXB discussed the current definition of and ways to better define a production-based vehicle in the RallyCross Rules. This will be an ongoing point of discussion until a rule change proposal can be submitted to the RallyCross Rules Committee.
- Divisional Steward meeting: The RXB met with those DRXS and assistants attending the National Convention. One major discussion point was the new incentive program for new Regional programs and new RallyCross sites.

Next meeting: April 2, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | March 7, 2014

The RoadRally Board met at the SCCA Convention on March 7, 2014; meeting called to order by Rich Bireta at 8:08 AM EST.

In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Bruce Gezon, Clarence Westberg, and Deena Rowland from the National Office.

The February minutes were approved (Sasha/Chuck/pass).

Major Discussion Items:

1) Growing the Rally Program

There is a document in the DropBox, Road Rally Program Growth 2013 that we will discuss and revise to include those items we can affect and implement. The outcome of this discussion will provide input to the Road Rally Strategic Plan and determine RRB priorities and actions for the rest of 2014.

2) Significant Changes to the Championship

The proposed changes for the National Championship for 2015 were released for comment after the last RRB meeting. We'll review feedback from the community and determine the next steps for this proposal.

Action is due. Chuck sent Rich an email saying that it was his feeling that the NEC was laboring under a misunderstanding about what they should be doing for this, e.g. they thought that reducing number of classes was important. Chuck feels that championships are meaningless because so many people are winning them; Bruce said that this is not true, last time we had that situation was 3 or 4 years ago; Chuck replied that we've created a situation where one could float between classes to get points, leading to multiple winners; he wants a place where rookies can compete without getting trounced, and also to go back to equipment classes, and to need 50 points to qualify for a year-end award. Bruce is still open – have an entry class (and eliminate class L?), change to equipment based format, limitation on number of events that count (best x of y), whether to combine into single series; perhaps it would be best to focus on two things: an entry class and limitation of events, with comments by our April RRB meeting, and then go to rules committee. Bruce: **Motion:** (see below). Bruce/Jeanne/pass.

The 2015 National Championship Proposal (Revised 3/7/2014):

I. *Expert and Master Class Competitors shall count the best 10 of the first 16 equivalent entered (where a Regional event counts as one equivalent, and a National counts as two equivalents), and with the restriction that no more than seven events can be from Regionals.*

a. *Entry Class competitors: (2014 Class S with fewer than 25 Lifetime Points or less than two Top Three National awards.) Shall count the best 5 of the first 8 equivalents entered (where a Regional event counts as one equivalent, and a National counts as two equivalents). (Sportsman Class competitors shall need to acquire a minimum of 25 points to qualify for National Awards.)*

3) Revision to the Safety Steward Training Manual

Sasha has revised the Road Rally Safety Steward Manual and added sections relevant to GTA events. Sasha had noticed that things to be checked for GTA events weren't there, and that some TSD things didn't apply to GTA; he split them up and made a new checklist for GTA events. He then thought it made sense to update the manual to include both, rearranged it by adding GTA and splitting it out into difference sections. Bruce said that he sent it to rules committee, who made just a few suggestions, and said that maybe GTA should be a separate document. Rich said that by starting this project, we end up making more projects. Bruce suggested a separate Safety Steward license for GTA and TSD. Bruce: **Motion:** approve the GTA changes to Safety Steward Manual as a separate manual, to be implemented today. Bruce/Sasha/pass. Deena will check about having a separate GTA license; Bruce will ask the rules committee. to look at the current manual and update/revise it per the GTA manual. Clarence asked about people who already have Safety Steward licenses. Bruce said we will notify all current licensees and ask if they want to still be stewards, and if they want TSD, GTA, or both; if they want to be licensed for GTA, they will be sent the GTA manual.

4) Road Rally Program and SCCA HQ

Once we complete items 1, 2, and 3, it should be clear what we need from SCCA HQ going forward. We need to be prepared to articulate what we want.

At this point BOD members Peter Zekert, Bruce Lindstrand, and Todd Butler joined us, we did brief introductions around the table. Bruce L asked what does the RRB want from the BOD? Rich replied that there are a number of things:

1. National dues are perceived to be too high, perhaps dues could be cut and sanction fees raised? Todd replied that

- a tiered membership was looked at, but as for now we need to 'stay the course' until it is looked at again. Bruce G suggested that maybe there could be a two-year introductory membership; the BOD members thought this idea had merit, with Todd saying that it maybe would be national dues only.
2. We need help with publicity and promotion, we are not very good at it. We especially need help with this year's US Road Rally Challenge which is running in conjunction with the Coker Tire Challenge; we are trying to attract more than the usual suspects. Todd said that if we give *SportsCar* an outline/facts/etc they will write the article; send the information to Philip Royle (the article that Cheryl Babbe put in the most recent RReNews has the necessary information).
 3. Todd asked if we have any problems with site selection? For road rally this is only a minor issue; there is a professional brochure available for solo and autocross with insurance info, etc.
 4. Rich said that the biggest problem with growing road rally is to find that one person (a 'spark plug') in non-rally regions to get the program going; raising awareness is an issue. Todd asked if we have a '10 easy steps' document? We have a Regional Road Rally Handbook, a thirty page document that needs to be distilled down to two pages; Todd said that in racing they basically threw out the GCR and started from scratch. Rich handed out his 'Five Minute Road Rally Overview', which says that road rally is a good introduction to SCCA, and easy entry-level event. Todd said that solo has a 'starting line' program where they go in and show a region how to do it; maybe we can do the same. Bruce L said that there might be reluctance because of the time, regions are already busy. Rich replied that the local 'spark plug' can do the majority of the work, so the region does not have to do much. Sasha asked if financial support might be available for someone to come in to a region to help set up a rally program; Todd said perhaps, or maybe some sort of shared financial responsibility with the region. Rich said that only 1/3 of regions have rally programs. At this point the BOD members had to leave.

Regular Agenda:

Front Burner Items (Time permitting):

- 1) 2013 Championship Season Status
 - a. 2013 Tour and Course Results (Bruce)

Bruce - still not there, working on it every available moment; current plan is to finish Course points first, then bring GTA up to date, then bring Course up to date while working on Tour. Rich asked if it is time to quit the experienced based classes? Bruce said that once 2013 is done, 2014 will be much easier. Clarence asked if we change it again, will it take a year again to get caught up? Bruce thinks that the new system is appropriate, although it takes time to get it up and running (taking into account the past 6 years). Rich is embarrassed for the board that we took it on without fully understanding its implications in the actual scoring.
- 2) 2014 Championship Season
 - a. When should the next Planning Calendar be published? Jeanne – plan is to update every month
 - b. Two press releases were prepared but have not been posted to scca.com as of 2/4/14.
 - i. SCCA Publicity / Marketing is letting us down on keeping the web site content updated.

*** Deena – escalate in March
 - c. Upcoming March Nationals (Arizona, Steel Cities) (Chuck)
- 3) New Business:

Why are we allowed only one charity rally per region per year? Bruce: **Motion:** that we put out for comment, due by our April RRB meeting, that there be no limit on number of charity rallies per year per region. Bruce/ Clarence/pass. Clarification as of March 8 – there is no limit on the number of charity events that can be held, but rather that the special sanction fee of a flat \$80 may only be taken once per year.

Meeting adjourned at noon.

Next meeting April 1, 2014, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

ROAD RALLY TOWN HALL

ROAD RALLY TOWN HALL | March 8, 2014

The RoadRally Town Hall at the SCCA Convention was convened on March 8, 2014, at 1:05 PM EST.

Chairman Rich Bireta welcomed guests, and introduced RRB members Chuck Hanson, Bruce Gezon, Jeanne English, Sasha Lanz, and Deena Rowland from the National Office; Howard Duncan from the National Office joined the Town Hall later.

Rich talked about the Road Rally program status, compared to previous year; this year there were 140 events, 1600 entrants, a modest increase 17% and 4%. One-third of SCCA regions have an active rally program; 10% of regions have a strong rally program.

Status of proposed 2015 rules changes: we failed to identify something to adequately attract new people. We are proposing to make it easier for newcomers/less experienced people to enter with an entry class, and also limit the number of events that will count toward the championship (e.g. best 10 out of 16 rally equivalents, where a regional counts as one and a national counts as two).

RRB comments – Chuck said that the NEC (National Events Committee) was formed to administer nationals. Rest of RRB – we need to make it easy (some of us are not very good at this), fun, and visible; make it happen!

Rich asked if there were any questions or comments:

Bruce talked about this year's US Road Rally Challenge: its history was to make it the premier road rally event of the year, but it hasn't worked out. This year there is a different format tied in with the Coker Tire Challenge, a Great Race regional event in Chattanooga, in September, a tour that is one 2 ½ day event. Its success requires publicity, drawing in of outside people. The CTC has a great social aspect; the entry fee, \$350, is comparable to previous USRRCs; we hope this will be a way to revitalize our program, and maybe even get some of the Great Race folks to cross over to our events. The rallymaster is John Classen and he does an excellent job.

Cheryl Babbe talked about the RReNews, asking people to please sign up if you haven't already, and to please submit articles and photos about anything rally. To sign up send an email to: RReNews@comeroadrallywith.us

Cheryl asked what is being done to grow the program in 2014? Rich asked what would you like to see? Cheryl said that Brenda Winters (National Office) came up with things to use for this convention, including a brochure that does not mention road rally (it folds out to be a poster) and talks about 'get in the race'; we need a national campaign for press, sponsorship, how to build a program, refreshers/reminders about changes. Deena has talked with marketing, but not correct person, about a number of things that were not right (such as the brochure); she will see what gets done. Rich said that publicity, in general, is important; we need to appeal outside of SCCA (e.g. marque clubs), to expand our member base. Question to Rich: how do you contact these other groups/clubs? Rich said that in his region someone came to him and volunteered to contact others, go to their websites and post flyers; promoting a road rally event is difficult; Patrick Strong (Cal Club) uses social media, e.g. setting up a Facebook page for events, he also wrote 'Publicizing Your Road Rally – a Primer' (in the Road Rally download section on the SCCA website). Question to Sasha: how are you getting 50-60 car fields? Sasha said he started 10 yrs ago with 10 cars and just kept at it; he posts to many forums and answer any questions on the forums. Chuck said that last year he created the Central Indy Car Club Challenge and 5 clubs participated, he's hoping for more this year. Cheryl said she was considering a Wednesday night rally because, looking at a calendar, Wednesdays are the only open dates; she asked about having contestants do the odo check done before rally – is this covered by our insurance? We need to check with K&K.

Howard Duncan arrived and...

Cheryl to Howard: what can you tell us about road rally and can you inspire us? Howard responded that with a potential change in SCCA President he's not sure, but the executive staff made a presentation to the Board of Directors that we are shifting our focus from being a sanctioning body to getting back to our roots as a member based organization that does activities. It's like a pyramid with an aspirational activity at top (such as the Runoffs) where the bottom is the membership entry level; the BOD is looking for a broader approach, not just those going for a championship; with more tools for regions to engage their members in grassroots activities; road rally is an easy way to do this (social rallies), road rally is a core, basic activity of SCCA.

What about *SportsCar* – no more road rally coverage? Howard - No, the focus is changing to describing the culture of SCCA with pictures and articles, not just news; it opens up a chance to have articles that are longer term, describing what is going on; the road rally community itself needs to do it because they know best what is going on. *SportsCar* can write articles if we send them bullet points. Chuck and Cheryl had talk with Philip Royle (*SportsCar* editor) about promoting the US Road Rally Challenge. Howard also said that new website templates are being developed, including having the SCCA website have Facebook-type elements.

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/>