

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 26, 2014

The Solo Events Board met by conference call March 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Dick Patullo, Terry Hanushek, and Bruce Lindstrand of the BOD. 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.

Street Touring

#12680 240SX Move to STX Proposal

Class change proposal:

Move the following Appendix A listing *from STC to STX: Nissan 240SX*

Member Advisories

Tire Rack Solo Nationals

The SEB has selected Vivek Goel and Lee Piccone as course designers for the 2014 Solo Nationals in Lincoln. The board thanks all of the members who submitted their resumes for these positions.

Safety

Per the SEB, red flags used for course safety purposes should be some shade of red.

General

#13781 Rerun Clarification

The SEB is providing the following clarification of Section 6.8.D:

Change the first sentence of the second paragraph to read: "Drivers of cars with mechanical difficulty shall have ten (10) minutes after the car is scheduled to start to *leave their grid position and head for the start line.*"

Comment: This clarification is intended to prevent situations in which a driver feels compelled to rush up to the start line in order to meet the requirement.

In addition, the SEB feels that the specifics of time monitoring (i.e., when does the timed interval begin) for rerun management are best left to the individual event Supplemental Regulations, Event Chairs, Chief Stewards, and/or Operating Stewards, in order to meet the needs of particular event logistical parameters.

#13782 Cone Penalty Clarification

Per the SEB if a cone has been damaged by contact from a car such that it no longer stands on its base (for example, when its conical section has been torn off), it is considered a penalty regardless of whether any part of the base remains

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within the line. It should be noted that the cone penalty section is not among the mandatory sections of the Solo Rules, so Regions are free to administer such items as needed at their local events.

Street

#12809 Electronic Shocks Clarification

Per the SAC, add to Appendix F under Street, as follows:

“The following is provided to clarify rule 13.5.A.5 which permits electronically controlled shocks to be replaced with non-electronically controlled shocks: Option package conversions must be complete including ECU programming and any/all applicable electronic components. You may disconnect or cut a wire connection at the shock absorber but you may not remove or reprogram any other related electronic components. A resulting error message, code or dashboard light is allowed but it should be noted that some cars performance may be limited post shock removal due to OEM ECU or stability control programming. Non-OEM documented methods used to defeat any resulting fault/error codes or otherwise fool the ECU into thinking the original shocks are still attached are not authorized.”

Street Modified

The SEB thanks Andy McKee for his service on the SMAC.

#13500 Solid Roof Conversion Clarification

The SMAC believes the rules in sections 15.2.O and 16.1.N are sufficient, and replacing of the roof skin with a non-OEM material is in excess of the allowances.

#13596 Injection Clarification

The SMAC believes 3.6.B already allows E85, and 16.1.D.1 covers fuel injector allowances.

Kart

#12667 Combustion Chamber Clarification

Per the KAC, add the following to the Kart section of Appendix F: *“The intent of the rule 19.1.D.2.b is to confirm that ICC/KZ motors have 11cc of actual combustion chamber volume as required by the CIK rules. In order to measure the volume fairly and accurately in the field without motor tear down, the LAD Specialties CCV Measuring Tool is screwed into the spark plug hole prior to measurement. The tool (part # CCMP) is available directly from LAD Specialties and many Karting Retailers. Actual CCV is 11 cc (Matching the CIK spec) when the LAD tool measures at 13.4cc.”*

Change Proposals

General

Conflict of Interest

Change the first sentence of 4.9 as follows:

“No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Chief Steward, use a wheelchair or similar aid ~~(which does not include a bicycle)~~ traveling at normal walking speed to accomplish the requirements of section 6.3.”

Comment: The Chief Steward should be allowed to determine the best aid for a physically disabled person to become familiar with the course. Note that the requirement that this be done at normal walking pace is in still required.

#12046 Cone Clarification

The following rule change proposal is provided for member review and input.

Change 7.9.1 as follows:

“A clearly visible line around the base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible, ~~and this inner edge will be the penalty limit.~~ If the pylon is upset or totally displaced outside the *line*, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed.”

Comment: This returns the cone penalty rule to the commonly understood method of 'no penalty if it is upright and touching any part of the box.'

Street

Repair Methods

Change the third paragraph of 13.1 to read:

"All repairs must comply with factory-authorized methods and procedures, *or industry standard methods, as follows: If the OEM does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g. significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.*"

Street Modified

#12753 Eliminate 16.0.B & 16.0.C

The SMAC recommends the following change to 16.0.C:

"All sedans/coupes (models which were originally equipped with a minimum of four seats and four factory seat belts, ~~not sports car based~~)."

Comment: This removes subjective words from the eligibility requirements from SM and makes it clear that Appendix A controls vehicle eligibility in classes for the category.

#13585 Engine Allowance Clarification

The SMAC recommends the following change to 16.1.D.1:

"1. Engine block (*or housings on rotary engines*) must be a production unit manufactured and badged the same as the original standard or optional engine for that model."

Modified

#13862 Proposed B Modified Changes

The following package of proposed changes to Appendix A, covering class B Modified, is intended to respond to member concerns regarding the impact of recent significant changes to Sports Racer classes in the GCR. Proposed content changes are shown in **red**. Deleted text is shown crossed out in **purple**. Rationale information is provided in bold italicized **blue**.

B MODIFIED (BM)

All Formula Cars or Sports Racers meeting requirements of the ~~current~~ 2013 Club Racing GCR **sections 9.1.1.A.1 a-h¹ or 9.1.8.C.1 A-H²** ~~unless specifically classed elsewhere~~ with the following exceptions:

(The two referenced GCR sections define the general requirements, bodywork dimensions, overhangs, and aerodynamics for Formula cars and Sports Racers for BMod (except for transmissions and engines which are in a Solo over-ride weight vs. engine size table for all BMod Solo cars located in Appendix A). This Solo table continues unaltered from the current version of Appendix A.

BMod aero for Formula cars has always used the Formula Atlantic GCR aero rules and thus it has now been included in this proposed rule set. The reason for inclusion rather than reference is based on the levels of confusion that exist in the membership reading these rules.

BMod aero for Sports Racers has always been mostly based on the GCR Sports Racer aero. Thus, the P2 rules are also referenced here.

These GCR rules, subsections a through h, are therefore used as the lowest common denominator to list all the characteristics that define the two types of cars in both GCR sections. It reduces the opportunity to build or buy a ringer and maintains parity within the class.

[Footnotes: 1 - FA section 9.1.1.A.1 a-h pg. 267 of Jan 2014 GCR; 2 - SR P2 section 9.1.8.C.1 A-H pg. 738 of Jan 2014 GCR]

- A. Spec tires are not required.
- B. Minimum wheelbase of 80 in.

C. Sports Racers and All Open-Wheel Cars Including Formula Atlantics.

1. May use any automobile-based 2v/cyl engine up to 1300 cc, any 2-stroke motor up to 900 cc, any 4v/cyl or more engine up to 1005 cc.

Minimum weight with driver: 1020 lbs.

2. May use any 2v/cyl automobile-based production engines up to 1615 cc.

Minimum Weight with driver: 1110 lbs.

3. May use any 4v/cyl or more engine up to 1615 cc. May use any 2- stroke up to 1300 cc, Mazda 12A rotary with any porting and any carburetion. May use fuel injection without weight penalty as required by the GCR.

Minimum weight with driver: 1180 lbs.

4. May use any naturally-aspirated engine up to 3000 cc.

Minimum weight with driver: 1285 lbs.

5. GCR table weight penalties and other restrictions on engine preparation are not applicable.

(This has not been clearly stated in the past in BM, it has simply been assumed as well as misunderstood by some. Now it must be mentioned since there is a section on restrictors in P2 which is separate from its motor tables, and which must be overridden.)

6. Minimum rim width: none.

7. Maximum allowed rim width: 15 in.

8. Transmissions: No restriction on: mechanical shift sequence/pattern, use of transverse types (motorcycle transmission or similar), or number of gears in any vehicle. CVT are allowed only with 2-stroke snowmobile engines.

(Those who started with FF2000 or Atlantic chassis in some cases cannot call the chassis FS or F1000 because of the sole technicality that they do not meet the FS/F1000 cockpit dimensions. This therefore limits motors and transmission choices for some. That isn't believed to be logical or fair. FF2000 and FA are limited by the GCR to 5 forward speeds. Motors and transmissions are not open for all cars, no CVT, no transverse gears like a motorcycle. A S2000 Sports Racer, by comparison, has almost no limit on drivetrain since it can be called an ASR or P2 car without any dimensional problems.

Older DSRs would also have a problem without a rules change in BMod. CVTs are not listed yet in the P1/P2 transmission rules (no members requested them due to lack of interest). None of the 25 or 30 so older 2-stroke DSRs with CVTs can run now in P1/P2 if rescued from barns by Solo BMod competitors.

Opening up this rule for BMod cars simply allows more chassis than before to have a wide choice of good drivetrains. Otherwise it is an expensive and time-consuming modification to remake the tub.

Another part of the clarification of drivetrains is that the defining sections of the GCR for sports and formula cars stop at "H" before the transmission and engine GCR sections which follow.)

9. Minimum width for all cars shall be no less than 57" as measured at the narrowest end of the car at the tire outer sidewalls with a minimum 14 lbs. of tire pressure.

BMod Solo rules must override the 63" minimum width limit of P2 in 9.1.8.C.1.D.3 because at least 6 existing solo BMod cars are less than 63" wide. A lower limit must still be specified to prevent tiny Solo-only ringers from being built in the future. Example: Ultra low CG composite chassis at perhaps only 52" overall width. For BMod class parity, this rule is a general rule which also applies to Formula cars.)

10. All prohibited cost control items in P2 GCR 9.1.8.C.1.A apply to Formula cars as well as Sports Racers with the following Solo changes to the list:

a. All chassis/tub over 75% composite are allowed and incur no weight penalty unless under either 96" wheelbase or 64" rear sidewall-to-sidewall outside width (at least 14 psi), in which case add 50 lbs.

(This has a change from the exact P2 wording. The P2 rule in the latest GCR states: "1. Chassis fully composed of composite structural materials." [GCR 9.1.8.C.1.A, P2 Rules Restrictions] That has a loophole since one could potentially make a 99% composite chassis which would not be "fully" composed of composite material and thus not be prohibited or incur a penalty.

Also, this would result in larger cars not being penalized. The wheelbase and width dimensions that negate the composite tub weight penalty are in tune with the MAC's growth concept of helping larger cars

in BM.)

- b. Direct injection Allowed only in automotive engines.

(Direct injection is considered by many to be the next real game changer for achieving more HP with drivability in motorcycle engines and 2-strokes. However for automotive engines it may be hard to NOT have DI already present if one uses larger current generation, easy to source engines from junkyards. If DI were not allowed on those engines, it would be necessary to remove it from the motor. If DI becomes mainstream in the BMod motorcycle class motors, this restriction can be removed.)

- D. Formula 2000, classed in Formula Continental per GCR/FCS:
1. Minimum weight with driver: 1090 lbs.
 2. Rim width: unrestricted.
 3. Airfoil maximum size per Formula Atlantic rules.
- E. Aerodynamic restrictions for Sports Racers:
1. The total area when viewed from the top of **front and rear** wings shall not exceed 8 square feet. **Area calculation is of the airfoil element plan view and does not include side plates. Side plate size and element profile are unrestricted.**

(The intent of this rule is unchanged, but needed to be clarified to assure the current meaning that front and rear wings are both allowed and both contribute to the 8 sq ft total. P2 rules do not explicitly say front wings are allowed.)

- 2. Rear diffuser starting point permitted no further forward than 23" ahead of rear tire.**

(The fairest and least disruptive GCR solution to accommodate all SR cars current and future in BMod is to use the P2 underbody aero rules with an over-ride to the P2 diffuser starting point to allow diffusers that are already in use.

Possible gaming of the rule: *If the bottom of the main roll hoop was the reference point for diffuser location, this could be "gamed". On a new chassis build, one could attach the main hoop further forward and then angle it back at a steep angle. For example, the main hoop can be attached perhaps 12" further forward and then the hoop itself laid back as is done on many F500 cars. Instead, it is recommended to use a point 23" ahead of the OD of the rear tire. Using the leading edge of the rear tire as a reference is also used by the P2 GCR. The 23" dimension is based on the location (roll hoop to rear of tire) of a typical diffuser on the longest WB SRs currently in BMod. Then 1 additional inch was provided to cover additional variation.*

Formula Car diffuser/tunnel exit comparison :

It is necessary to discuss how this might impact the status quo between BMod Sports Racers and Formula cars. On a typical BM FA the starting point for the diffuser section of the tunnel is roughly in the same location as most DSR's. Some FA's in BMod have the starting point slightly further forward than that. We would actually expect the diffuser section to start farther forward on a FA vs. SR. The extra width with its attendant additional underbody area of the SR is assumed to be the equalizer for a Formula car's more cambered tunnel.

The main difference in tunnels is that FA is limited to 51.18" wide tunnels overall, no matter how wide the rest of the car is. Sports Racer tunnels can grow with the width of the car.)

3. The current GCR ~~GSR/DSR 45% flat bottom rule and all other~~ **P2 underbody** aero specifications shall also apply to **all Sports Racers** ASR and production cars as recognized in DM/EM running in BM as Sports Racers.
4. **Production cars** running in BMod must have the tires as viewed from above at least half covered. Cycle fenders may be used to comply with a Sports Racer classification.

- F. Aerodynamic restrictions for Formula Atlantic (all open-wheel in BM) shall follow the 2013 Club Racing **FA** GCR with the following Solo® allowances:

(FA qualifier must be added to the GCR reference here or one may think that the aero associated with a particular subclass of Formula car has to be used.)

1. Wings and all other aerodynamic devices front and rear may match but shall not exceed Sports Racer **P2 GCR** maximum height (45.25" per **P2 GCR 9.1.8.C.1.D.2 Bodywork height**).

("P2" qualifier must be added to the GCR reference here because "DSR" aero no longer exists in the GCR. The proper section is now 9.1.8.C.1.D.2 Bodywork height.)

2. Front wing width may match but shall not exceed overall front width as measured at the tires. Rear wing width shall not exceed the Club Racing FA specs with the exception that endplate Gurney lips are not included. Endplate Gurney lips shall not exceed 2.75" additional width per side and shall not deviate more than 10° from vertical. ***Wing elements shall not be permitted between the front wheel centerline and a line 9.5" behind the rear wheel centerline. The rear wing element assembly maximum plan view fore-aft dimension shall not exceed 27.5".***

(This forward dimension closes an actual loophole in the GCR which failed to prevent wings from being placed without an area limit anywhere on the car. The reason this loophole exists is because it would not be a noticeable advantage for road racing at higher Reynolds numbers. This number is in line with all Formula cars currently in BMod as well as with existing road race FAs. The reason for writing the rear limit using 2 dimensions instead of one is to allow some fore-aft adjustability while still controlling size and potential extra element abuse at about 8.27 sq. ft.)

3. Side pod or other parts not considered chassis are not required to attach or stay above a line situated 1 cm above the chassis bottom (this is an exception to GCR 9.1.1.A.1.g.10).

4. Flexible ground sealing is permitted on cars 66" wide or more at the rear tires and which also meet a weight of 1180 lbs.

G. — Formula S - Must weigh appropriate Solo® DSR weight if engine size is within DSR class limitations. FS shall run to the appropriate Formula Atlantic rules if engine is larger than allowed in DSR. All cars must prepare to Formula Atlantic aerodynamic rules as specified above in F.

(Explanation of removal of current G: This section referring to Formula S cars is redundant and unnecessary. A FS is just like any other Formula car in BMod -- it has to meet FA general specs and aero and it has to weigh enough to meet the minimum weight for whatever engine someone decides to install. The FS GCR itself has no requirement of its own for engine type, size, transmission type, or bodywork. Thus elimination of reference to FS in the Solo rules does not eliminate FS-type cars from BMod.)

Other Member Items Reviewed

Street

#13550 Wheel Clarification

Please refer to item #12898 in the January Fastrack for the Street +/- 1" wheel clarification.

#13590, 13602 Paddle Shifter Comments

Thank you for your feedback.

#13631 BMW 2 Series Classing Proposal

The BMW 2 series was classed in the April Fastrack.

Street Touring

#12492 Street Touring P Proposal

Thank you for your input.

Not Recommended

Safety

#13283 Helmet Allowance Proposal

Thank you for your comments. The SSC believes the rule is adequate as written.

Modified

#13414 Aero Allowance Proposal

The MAC is not in favor of the member's proposals regarding underbody aero in BM. The subject of BM aero and P1/

P2 compatibility is addressed by a proposal elsewhere herein. Please see the relevant item under "Change Proposals"

#13468 Motorcycle Engines in DM Allowance Proposal

The MAC is not in favor of allowing non-automotive engines in classes which are philosophically based on production automobiles and thus are viewed as appropriately constrained to automotive-type powerplants. In addition, the committee is reluctant to make such a major change to DM, which is presently considered at a healthy level of participation and whose competitors have repeatedly emphasized a concern for rules stability.

#13605 Comments on Stock Tub D/E Mod Traction Control/ABS--#11737

The MAC is not in favor of the member's request to permit unlimited ABS and TC in DM and EM. The committee feels that maintaining rules stability, and in particular refraining from expanding high-cost allowances which become must-haves, is a priority for these classes.

Street

#13535 2014 Volvo S60R Classing Proposal

Please see the response to item #13685

#13541 Tire Clarification

The SAC and SEB have no control over how a tire is marketed.

#13542 Tread Depth Clarification

Per the SAC, the tire exclusion list would be used for tires having grossly non-uniform tread depths.

#13587 Porsche 968 w/ Club Sport Classing Proposal

Please see the response to item #13685

#13642 HS/GS Classing Proposal

Please see the response to item #13685

#13650 Mazdaspeed 3 Move to GS Proposal

Please see the response to item #13685

#13653 Oil Cooler Allowance Proposal

This change is not considered consistent with category philosophy.

#13684 E46 Non M Classing Proposal

Please see the response to item #13685

#13685 Porsche Carrera 996 & 997.1 (Non GT3's) Classing Proposal

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

#13687 Scion IQ Classing Proposal

The use of motorsports catalog parts in Street is not in keeping with the category philosophy.

Street Modified

#13506 Porsche Allowance Proposal

The SMAC believes that Porsches are correctly classed in SSM.

Street Touring

#12510 ST Class Proposal

Regions are free to create their own classes to meet demand. Some regional programs have been successful with catch-all street tire classes, such as the CST class in southern California.

#12631 Tire Proposal

Thank you for your input.

Handled Elsewhere

Prepared

#13820 CP Wheel Comments

The PAC thanks the member for the feedback. This proposal (#12423) has been recommended for submittal to the BOD for the 2015 rules, as noted in the April 2014 Fastrack.

Street

#9920 Shock Controllers

Please see the response to letter #12809 elsewhere herein, which clarifies the electronic shock rule.

Tech Bulletins

Prepared

#11948 Porsche 914/6 Classing Clarification

The PAC recommends the following clarification in Appendix A, F-Prepared:

Under Porsche, clarify

914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl)

to read:

914-6 (2.0L, 2.5L, 2.7L, & 2.8L 6-cyl *air-cooled*)

The PAC notes that at the time the engine allowances were grandfathered into F-Prepared from the Club Racing GCR, the available alternate engines were only air-cooled. This clarification accommodates these air-cooled engines, while excluding modern engines (i.e. water-cooled, direct-injection, variable valve timing, etc) that were not originally envisioned by the alternate engine allowance.

Street

#13616 Camaro Clarification

The response to item #12802 in the March Fastrack should have read as follows:

Per the SAC, the following new listing, effective immediately upon publication, is added for the new Camaro **Z28** in A Street:

Chevrolet

Camaro Z28 (2014)

#13646 Focus Classing Clarification

In Appendix A class HS change

Focus (non-ST) (2013-14)

to

Focus (*except ST 2013-2014*)

Comment: The current form of the HS listing of "**Ford Focus (non-ST) (2013-14)**" excludes the 1999-2012 years, in which there was a 2007 ST.

#13670 Altima 4 Cylinder Move to HS Proposal

Errors and omissions: Effective immediately the Nissan Altima GS listing should be changed to read...

Altima (V6) (2002-14)

In conjunction, add the following HS listing:

Altima (4 cyl) (2002-14)

CLUB RACING BOARD

Club Racing Board Minutes | April 1, 2014

The Club Racing Board met by teleconference on April 1, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, and Pam Richardson, secretary. Also participating were: Todd Butler and Steve Harris, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Technical Assistant, Club Racing; and Dick Patullo, Board of Directors. The following decisions were made:

Member Advisory

None.

No Action Required

GCR

1. #13591 (Kyle Disque) Restrictor Display on Side of Car
Thank you for your letter.

IT

1. #13759 (Vaughn Cooper) What Class Can I Run 1986 Mazda RX7 Turbo?
Turbocharged cars are not permitted in IT. The car is eligible to run in STU. Please review rules for compliance in STU.

ITA

1. #13592 (Jack Hanifan) Support of Letter #12904
Thank you for your letter.

ITB

1. #13536 (Gregg Ginsberg) Support for Letter #12904 (Move VW 16V to ITB)
Thank you for your letter.

ST

1. #13808 (Gautam Chauhan) I Am Sure About Myself
Thank you for your letter. The SCCA would gladly welcome you to Club Racing.

T2

1. #13532 (Angelo Zarra) T2 Camaro Strut Camber Plate and Shock Mount
Thank you for your letter. Slotted (camber) plates are open in T2 for strut suspensions. Part #CPL-Camaro-5-F-Rce1 is permitted without being uniquely specified in the rules. See letter #13925 for the recommended portion of this letter.

T3

2. #13603 (James Leithauser) Request for Input
Thank you for your letter. The stock brake issues on the VW GTI are well documented. A stock VW upgrade allows this car to be on par with other brake systems common in T3. The data collected from the GTI with this upgrade indicates close parity with the T3 field.

Not Recommended

AS

1. #13799 (Jeff Werth) Straight Cut Gear Weight Penalty
Thank you for your letter. The CRB prefers to make competition adjustments based on the SCCA data loggers. Since the CRB was unable to use the data loggers on a dog ring AS car at the 2013 Runoffs, the CRB does not have sufficient data to make a change.

FA

1. #12674 (Keith Grant) Carbon Rotors in FA
Thank you for your letter. Member input did not indicate that a rule change is needed at this time.
2. #13363 (Mark Tosa) Volkswagen Engine Homologation
Thank you for your letter. The F3 engine packages are classified in FS in SCCA Club Racing, and at this time will not be included in Formula Atlantic. This engine package is unlikely to be competitive with the current FA engines and including them would not benefit the class as an engine choice. The F3 chassis are welcome and encouraged to run in FS as long as the chassis meet all SCCA safety requirements.

FV

1. #12759 (Stephen Saslow) FV Spec Tires

Thank you for your letter. This issue was discussed in the recent past. Member input did not favor a spec tire for FV.

P1

1. #12404 (Chuck Voboril) Where Are the Currently Raced 900cc 2-strokes and CVTs?

Thank you for your letter. Please provide the year and name of your chassis, along with its wheelbase, track, and wheel sizes, and the CRB will consider adding a specification line to the P1 Specification Line Cars Table.

2. #13675 (Jeffrey Lederman) Gaps between Fenders and Bodywork

Thank you for your letter. The CRB believes the rule is clear as written. Competitors should make sure their cars are compliant with the rules.

3. #13712 (Brian Roberts) Compliance to 9.1.8.B.1.C.4 - Minimum Body Width

Thank you for your letter. GCR 9.1.8.B.1.C.4. requires that the minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires. The rule is adequate as written and compliance is required.

4. #13713 (Brian Roberts) 9.1.8.B.1.C.2 - Cycle-Type Fenders

Thank you for your letter. GCR 9.1.8.B.1.C.2. requires that fenders shall be firmly attached to the bodywork with no gap between body and fender. The rule is adequate as written and compliance is required.

S2000

1. #12770 (Jeff Anderson) Reinstate S2000 for Laguna Runoffs

Thank you for your letter. For 2014 and forward, sports racer classes S2000/CSR/DSR have been reclassified as P1 and P2. Existing S2000 cars are now classified in the P2 rule set. Please see the latest GCR for the complete rules and watch Fastrack news for any updates.

GCR

1. #13733 (Dan Miklovic) Fire Extinguisher Decal

Thank you for your letter. The current rule is adequate as written. The CRB supports you covering the "E" decal when running SCCA events, in the event that you have a fire extinguisher only in your car.

GT1

1. #13613 (Thomas Turner) Turbo Charging

Thank you for your request. Turbochargers have been introduced into GT via the STO consolidation and will only be allowed on a case by case basis on GT2/STO type cars. GTCS wording does not need to be altered.

GT2

1. #13651 (Pete Peterson) GT2 Tire Rule Change

Thank you for your request. There is an adequate supply of GT2 size tires from various manufacturers without creating a new size allowance rule.

2. #13691 (Mark Ruden) Use of Transmission Spacer in GT2

Thank you for your request. GTA cars must conform to GT2/TA2 rules as published.

ITA

1. #13655 (David Bowman) Re-classify the Dodge Neon

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

ITS

1. #13624 (Willie Phee) Wheel Width in ITS

Thank you for your letter. The ITS wheel width rules are correct as written.

HP

1. #13551 (Mike Ogren) Tire Considerations

Thank you for your letter. Although the number of manufacturers supporting Production racing has decreased, at present there is no serious problem with the availability of racing tires that this proposal would address. The CRB will continue to monitor this issue.

2. #13557 (Andrew Wright) Leave Lotus Seven in HP with Ford 997 Motor

Thank you for your request. The performance potential of this car with the 997 motor warrants its re-classification in FP.

SM

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

The Club Racing Board wishes to thank the authors below for their feedback on this What Do You Think. The majority of responses did not recommend adding 2006 and newer MX5 cars to SM. Therefore, the CRB does not recommend this proposal.

Dennis Mathias, 13266; Ben Anderson, 13267; Rich Hoyer, 13268; Michael Lo, 13269; Brian Bhidinelli, 13272; Kyle Webb, 13273; Rob Burgoon, 13274; Jason Daoust, 13275; Sean Hedrick, 13276; Marc Cefalo, 13281; Mark McCallister, 13282; Gale Corley, 13284; Lee Thomas, 13285; Ed Gilfus, 13286; Dave Wheeler, 13288; David Levin, 13289; Will Schrader, 13293; Mike Ogren, 13294; David Schroeder, 13295; Paul Redante, 13297; Neil O'Rourke, 13298; Mark Drennan, 13299; Kent Carter, 13301; Bruce Wilson, 13306; Robert Myles, 13307; Taylor Ferranti, 13318, John Costello, 13319; Scott Malbon, 13323; William Keeling, 13329; John Rucker; 13431.

STL

1. #13598 (Brian Price) Restrictor Plate on the Mazda RX8 in STL

Thank you for your letter.

2. #13679 (Rich Walke) Weight Adjustment for Mazda 13B

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

T4

1. #13667 (Christopher Childs) FRS/BRZ weight

Thank you for your request. The CRB does not recommend this change at this time. The car is at process weight. Please race the car to determine if further changes are necessary.

Recommended Item for 2014

1. #13908 (Club Racing Board) Remove 8.1.4 from GCR Effective 6/1/2014

The Club Racing Board recommends the removal of 8.1.4 from the GCR in its entirety. The CRB requests that this become effective 6/1/2014.

8.1.4. Rules Interpretation

~~To obtain a determination of the compliance of a vehicle or component without filing a formal protest, a member may request such a ruling through the Club Racing Department.~~

~~A. Upon receiving a request, the Chairman of the Stewards' Program will convene a review committee. The committee will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The review committee will convey their decision to the member, and notify the Chairman of the Stewards' Program, who will then forward the decision to the appropriate parties.~~

~~B. The Court of Appeals will consider the request and the committee's decision. The member may submit additional evidence to the CoA after receiving the review committee's decision. In its review, the CoA will consult with the Club Racing board for expert technical testimony prior to determining the compliance of the item(s) in question. The CoA will render their decision to the member, and the Chairman of the Stewards' Program.~~

~~C. Penalties or penalty points will not be assessed in the event of a negative ruling.~~

~~D. A non-compliant ruling will be published; a compliant ruling will not be published. Court of Appeals decisions on technical compliance are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.~~

~~E. The fee for this service is \$300. A portion of the fee may be refunded at the discretion of the Court of Appeals.~~

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. #13703 (American Sedan Committee) Dry Sump for Chevrolet Camaro SS (10-13) Restricted Preparation

Add to the specification line for the Chevrolet Camaro SS (V8) (10-13) Restricted Preparation: Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 17 x 8. Installation of Full Preparation brakes requires the use of 17 x 8 wheels. 54mm flat plate restrictor required. **ARE Dry Sump Kit #LS3-3Y permitted.**

FA

1. #13421 (Matthew Miller) Delete Dynamics Suspension DSSV Damper Requirement for Swift 016

Thank you for your letter. The internals of the Dynamic shocks on the Swift 016 in FA are already "open" and competitors are free to use whatever internals they want. The CRB recommends removing the requirement to use the specific Dynamic brand canister to give the option of a less expensive shock package.

In FA, Swift 016, remove from the notes as follows: ~~Shock absorbers must be Dynamic Suspension Model DSSV.~~

GCR

1. #13581 (Rick Henschel) 9.3.55 Window Straps

Thank you for your request. Please add to 9.3.55 stating: *The 1 inch wide portion of the rear window strap shall be mounted parallel with the plane of the rear window.*

2. #13622 (Terry Ozment) Remove BOD approval of Tow Fund

Change Appendix B, Section 1.6.G.5.: Tow Fund Assessment - ~~Board of Directors authorized~~ A fund to be distributed to entrants in the Runoffs. Upon conclusion of a US Majors Tour race, the organizing region will remit immediately to the SCCA the funds specified ~~by the Board of Directors~~ *on the event audit form* per paid entrant in Runoffs eligible classes only for a fund ~~authorized by the Board of Directors~~ to be distributed to entrants in the Interdivisional Championship events.

T2

1. #13925 (Club Racing Board) Recommended Portion of Letter #13532

Add to the notes for the Chevrolet Camaro SS 1LE (10-14): *ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed.*

T4

1. #13662 (Joe Cooley) Allow 2009-12 RX8 Hubs on 2006-08 and 2009-13 MX-5 Miata

Thank you for your request. Add to specification line for Mazda MX5 06-08, 09-13: *2009-2012 Mazda RX8 front hubs allowed.*

Taken Care Of

AS

1. #13292 (Kevin Smith) Lexan windows in American Sedan

Thank you for your letter. In their March 5-9, 2014 meeting, the Board of Directors approved letter #12478.

FA

1. #13008 (Jeffrey Garibotti) Pro Mazda Engine

Thank you for your letter. Please see the response to letter #12947, Technical Bulletin.

2. #13362 (Mark Tosa) Opel Engine Homologation

Thank you for your letter. Please see the response to letter #13363.

3. #13364 (Mark Tosa) Renault Engine Homologation

Thank you for your letter. Please see the response to letter #13363.

4. #13573 (Brett Carmine) FA Brake Rules

Thank you for your letter. Please see the response to letter #12674.

FC

1. #13360 (Club Racing Board) Formula Continental

The CRB thanks all authors who submitted a response to this What Do You Think.

P1

1. #13714 (Brian Roberts) Complete Letter to the CRB

Thank you for your letter. Please see the responses to letters #13711, #13712, and #13713.

GCR

1. #13330 (Todd Butler) Support for Letter #13039

Thank you for your support. Please see the response to letter #13039, Technical Bulletin.

2. #13346 (Lans Stout) Letter #13039

Thank you for your support. Please see the response to letter #13039, Technical Bulletin.

3. #13648 (Robert Hudson) Definition of Finisher

Thank you for your letter. Please see April 2014 Fastrack, Technical Bulletin, letter #13358.

4. #13657 (Anne Kumor) Conflict in GCR Regarding

Thank you for your letter. Please see the response to letter #13358, April 2014 Fastrack Technical Bulletin.

5. #13705 (Dave Wheeler) 1 Lap to Go, White Flag

Thank you for your letter. Please see the response to letter #13555, April 2014 Fastrack Minutes.

6. #13731 (Howard Robbins) Comments on Proposed Rule Change

Thank you for your letter. Please see the response to letter #13555, April 2014 Fastrack Minutes.

GT2

1. #13672 (Robert Lentz) Do Not Support Requested Front Wheel/Tire Request

Thank you for your letter. Please see response to letter #13651.

T1

1. #13682 (David Mead) Require Restrictor Size Be Added to Weight on Side of Car

Thank you for your request. Please see the response to letter #13509, March 2014 Fastrack Minutes.

T4

1. #13575 (Steven Zink) Aluminum Drive Shafts for 2005-9 Mustangs

Thank you for your request. Please see the response to letter #13571, Technical Bulletin.

What Do You Think

AS

1. #13858 (American Sedan Committee) Engine Dry Sump Systems for American Sedan

The Club Racing Board submits the following proposal for engine dry sump systems for all American Sedan cars to be effective 1/1/2015, if approved by the Board of Directors. Please send your comments on the proposal through the CRB letter system at www.crbscca.com.

1. Pump shall have a maximum of 3 stages and have a body no longer than 9 inches. The pump shall have a maximum of 2 lines sucking from the pan and a maximum of 1 line providing pressure to the motor. Sections should be no greater than 1.5". Straight cut gear pumps may be used. All cars installing an engine dry sump system may remove the stock oil pump.

2. Pan shall not have holes or kickouts. Each chassis should limit the size of the pan that can be installed. (Goal is to not to create additional significant windage (aka performance)). Pans shall be of steel or aluminum construction.

Should there be either dimensional or volume restrictions to ensure not creating additional performance?

3. System must suck out of the pan, not out of the lifter galley.

4. No greater than 12 AN fittings anywhere within the engine dry sump system.

5. Mounting of tanks/location open, vent to outside from tank (probably through floor) and NOT in the driver's compartment.

6. Recommend an 11-12 quart tank.

7. Permit cogged pulley/belt for pump. Would need to add a rule for RP cars installing an engine dry sump system that RP cars can mount an additional pulley or configuration of pulleys to accommodate the pump.

8. Breather hole in one or both valve covers minimum size, 7/8"/AN 10 and the breather must be operational. RP cars would be allowed alternate valve covers to accommodate this requirement. RP cars would be permitted to substitute a PCV valve for the breather rule.

9. If the community wants it or it makes sense, some AS cars might have a spec system or some spec parts.

T2

1. #13706 (William Moore) 2014 Camaro SS 1LE T2

The Club Racing Board seeks your input on the proposal below. Please send your responses through the CRB letter systems at crbscca.com.

Beginning 1/1/15, for T1, T2, and T3, do you want to allow a light weight battery?

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2014

NUMBER: TB 14-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2014 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FA

1. #12947 (Telo Stewart) Pro Formula Mazda Engine Builder - Speed Source

In FA, Pro Star Mazda, change the spec line as follows:

Car	Engine	Wheel Width (in.) +- .060	Aero	Transmission	Weight	Notes
Pro Star <i>Formula</i> Mazda	Mazda rotary - Sealed Ren-esis with Pro Star Mazda Fuel injection and a 70 mm throttle body	Pro Star Mazda specified series wheels (F) 9 (R) 11	See Table 3	6 spd sequential transmission with open differential. Traction control is allowed. Spec Gear Ratio Stacks (no mixing) apply. Pro Star Mazda Gear Stacks: Stack A: 1st-12/29, 2nd-15/30, 3rd-15/25, 4th-19/27, 5th-20/25, 6th-19/21. Stack B: 1st-12/29, 2nd-17/30, 3rd-19/27, 4th-18/22, 5th-24/26, 6th-24/24.	1325	Front Wing - Angle of attack for the front wing (main plane) is fixed. Front wing flaps may be adjusted within the range provided from an original STAR Mazda endplate. Secondary wing flaps may not be altered from STAR Mazda original part. Rear Wings - May be adjusted to include the following: Angle of attack of the lower element. Note: Rear wing endplates must be adjusted to within +/- 5 deg of vertical as measured at the trailing edge of the endplate. All current and past Pro Star Mazda rear wing configurations are permitted. No gurney tabs. ECU and Shocks shall be sealed as provided by Star Mazda. Engine shall be sealed by the Star Mazda approved engine builder, CER Inc., <i>Speed Source</i> or Daryl Drummond Enterprises, Inc.

P1

1. #13628 (Matt Graham) Clarify Carburetor Rules for 2-stroke engine in P1.

In P1 Engine Table, spec line C, add the notes as follows:

Balance tubes not allowed. One Carb per cylinder

2. #13711 (Brian Roberts) CN cars, allow diffusers

In Section 9.1.8.B.1.B.4, add the language as follows:

FIA Technical Regulations for Productions Sports Cars - Group CN, Appendix J, Article 259-2011, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C,

3. #13816 (Club Racing Board) P1 2 Cycle Errors and Omissions

In P1 Engine Table, spec line C, add the notes and restrictor as follows:

Notes: *Restricted Venturi Size*

Req'd Restrictor: ~~FBD~~ *43mm*

P2

1. #13676 (Mark Brandt) IIRs for S2 spec Pintos

In P2 engine table, spec line F, add the restrictor notes as follows:

Pinto: Restrictor not required

GCR

1. #13039 (Hans Gutmann) Vintage GCR

In the Vintage GCR, Appendix Z Roll Cages, change the language as follows:

Roll cages are required in all **production** cars registered with the SCCA after Jan. 1, 1979: **model year 1973 or later**. There is no requirement for cars registered before 1979 **from model year 1972** or earlier to have roll cages; however, members are encouraged to install roll cages in "older" cars where satisfactory installation can be achieved. Specific installations are subject to approval by the Technical and Safety Inspector at each event. ~~These revised specifications apply to automobiles registered/ manufactured after 1/1/84.~~

2. #13735 (Terry Ozment) First lap white flag

In Section 6.1.1.E, change the language as follows:

".....In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day **unless another flag is already on display** to indicate the location of the flagging station."

Grand Touring

GT2

1. #13689 (Mark Ruden) Use of Ford 9

In appendix L, 4.8.7.2.1, add the language as follows:

All cars must utilize a commercially available quick change **or Ford 9**" rear end.

GTL

1. #13559 (Lee Niffenegger) Add 2011 - up Honda CRZ Bodywork to GTL and GT3 categories

In GT3 Cars, classify the Honda CRZ as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
CRZ	2010-14	3DR	FWD	95.9	

In GTL Cars, classify the Honda CRZ as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
CRZ	2010-14	3DR	FWD	95.9	

Improved Touring

ITA

1. #13419 (Eric Maynard) 2000-2005 Mitsubishi Eclipse RS/GS 4 Cylinder

In ITA, classify the Mitsubishi Eclipse GS/RS as follows:

ITA	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:
Mitsubishi Eclipse RS/GS (00-05)	4 cyl SOHC	86.5 x 100.0 2351	(I) 33.0 (E) 29.0	10.0:1	100.8	16	3.58, 1.95, 1.38, 1.03, 0.82	(F) 256 x 24 Vented Disc (R) 262 x 10 Solid Disc	2700	

ITB

1. #13574 (Matt Wolfe) Mazda MX-3 Classification Request and Update Inquiry

In ITB, classify the Mazda MX-3 as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Mazda MX-3 RS 1.6L (94-96)	4 Cyl DOHC	78.0 x 83.6 1597	(I) 31.0 (E) 26.2	9.0:1	103.2	15	3.42, 1.84, 1.29, 0.972, 0.775	(F) 257x 22 Vented Disc (R) 251 x 9 Solid Disc or 200 Drum	2230	

2. #13686 (Ricardo Velez) Add Toyota Corolla AE92

In ITB, classify the Toyota Corolla AE-92 Sedan and Corolla SR5 as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Toyota Corolla AE-92 Sedan/ Corolla SR5 (1987-92)</i>	<i>4 Cyl DOHC</i>	<i>81.0 x 77.0 1587</i>	<i>(I) 30.0 (E) 24.5</i>	<i>9.5</i>	<i>95.7</i>	<i>15</i>	<i>3.17, 1.90, 1.31, 0.97, 0.82</i>	<i>(F) 238 x 18 Disc (R) 200 Drum</i>	<i>2150</i>	

ITS

1. #13492 (SCCA Staff) Classify 5 speed transmission for the 06 MX-5

In ITS, Mazda Mx-5 (2006), change the spec line 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:
Mazda MX-5 (06-09)	4 Cyl DOHC	87.4 x 83.1 1998	(I) 35.0 (E) 30.0	10.8:1	91.7	17	3.76, 2.27, 1.65, 1.19, 1.00, 0.84 OR <i>3.136, 1.888, 1.330, 1.000, 0.814</i>	(F) 290 x 22 Vented Disc (R) 280 x 10 Solid Disc	2740	

Production

EP

1. #13558 (Kevin Ruck) Re-evaluate EP

In EP, Honda Prelude Si VTEC (1993), change the Weight and Notes as follows:

~~2730~~ *2425 *2798 2486 **2867 2546*

Comp. Ratio limited to ~~10.0:1~~ *12.0:1*, Valve lift limited to ~~.300"~~ *.500"*

Spec Miata

1. #13932 (SCCA Staff) Rescind allowing painted intake manifolds

In section 9.1.7.C.1.k.1, remove the allowance to paint the intake manifold 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~~. Injectors must be stock Mazda OEM parts, correct for the model year of the car. All air entering the intake tract shall pass through the fuel injection air inlet."

Super Touring

STU

1. #13805 (Joseph Dillard) Nissan SR20DET

In STU, classify the Nissan SR20DET engine as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Nissan SR20DET</i>	<i>2000</i>	<i>Chart -2mm</i>	

Touring

T1

1. #13647 (Igor Lyustin) Acura NSX 3.5L Turbo restrictor

In T1, Acura NSX Turbo and Acura NSX Turbo World Challenge, change the restrictor as follows:

~~40mm~~ *45mm*

2. #13692 (Scotty B White) Allow 1.50 spacer for blade clearance for Viper

In T1, Dodge Viper, incl. Comp Coupe, ACR/ ACR-X, add the notes as follows:

A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the Flat Plate Restrictor definition is allowed.

T3

1. #13926 (Club Racing Board) Driveshaft for Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), add the notes as follows:

Aluminum driveshaft is allowed.

T4

1. #13571 (Lynne Griffiths) Allow Aluminum Driveshaft for V6 Mustang

In T4, Ford Mustang V6, (05-10), add the notes as follows:

Aluminum Drive shaft is allowed at 25lbs weight penalty.

2. #13681 (David Mead) add previously classed SSC RSX to RSX Type S spec line

In T4, Acura RSX Type-S (02-06), change the spec line title as follows

Acura ~~RSX~~/RSX Type-S (02-06)

COURT OF APPEALS

Judgment of the Court of Appeals
Willie Mullins vs. SOM, COA Ref. No. 14-05-SE
March 14, 2014

FACTS IN BRIEF

At the SARRC event held at the Sebring International Raceway on February 9, 2014, Ron Stanley (SPO, #10) filed a protest against Willie Mullins (SPO, #51) alleging violations of GCR sections 6.11.1 A, B, and D (On Course Driver Conduct) for on-track, car-to-car contact. Mr. Stanley alleged that Mr. Mullins made avoidable contact shortly after the start, causing Mr. Stanley to spin and damage his car.

The Stewards of the Meeting (SOM) Norm Esau, Al Wicht, Chuck Shapiro, and Sandy Jung, Chairman, heard testimony and reviewed witness statements. The SOM considered the evidence and upheld Mr. Stanley's allegation that Mr. Mullins had initiated the contact.

The SOM imposed a penalty of Reprimand plus loss of one position in class with automatic assessment of two (2) penalty points against Mr. Mullins.

Mr. Mullins is appealing the decision of the SOM.

DATES OF THE COURT

The National Court of Appeals (COA), Laurie Sheppard, Tom Hoffman, and Rick Mitchell, Chairman, met by conference call on March 14, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Willie Mullins and accompanying video received February 17, 2014.
2. Official Observers Report and related documents including written statements from Mr. Stanley, Mr. Mullins, and three additional witnesses dated February 27, 2014.
3. Email from Sandy Jung received February 27, 2014.

FINDINGS

In his appeal letter, Mr. Mullins alleges that Mr. Stanley accelerated immediately upon seeing the green flag, but after Mr. Mullins pulled to the left and fell in behind, Mr. Stanley slowed suddenly. This slowing caused Mr. Mullins to make unavoidable contact with Mr. Stanley's rear bumper resulting in Mr. Stanley spinning off track. To support his claim, Mr. Mullins provided a video that had not been made available to the SOM.

The members of the COA reviewed the proffered video and all the documentation listed above. The Court did not see in the video any attempt to take evasive action. It is the finding of the COA that the video does not support the contention that the contact was unavoidable.

As Mr. Mullins notes in his appeal letter, per GCR 6.11.1.A: "Drivers are responsible to avoid physical contact between cars on the race track."

DECISION

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

TIME TRIALS ADMINISTRATION COUNCIL

Time Trials Administration Council Minutes | April 9, 2014

Attendees

Brian McCarthy, Craig Farr, Dan Helman, Dave Deborde, Deanna Flannigan, Jerry Cabe, Kent Carter, Robin Lanlotz, Roy Mal-lory, Tere Pulliam

Reports:

BoD Report - None

Old Business:

Letter log review - None

New Business:

Convention Issues

Review of Convention activities

- Positive feedback to Town Hall and RE “Grow, Grow, Grow” meeting
 - Regions looking to re-start Time Trials programs
- TTAC restructureCurrent structure doesn’t seem to require fixing without further BoD direction
- Research/discuss structure examples:
 - Model after CRB – remove Regional/Divisional representation within Council
 - Gather input from events and stewards to streamline the rules
 - Follow new SOLO direction

AFFF fire suppression system

- Wording in TTR must be updated for approval

Future Growth

- Reno Division
 - Promoting SCCA format for new regional program
 - Competing with For-Profit programs (less bureaucracy)
- Comparing SCCA Time Trials events to other programs
 - What differentiates SCCA from other groups
 - Timing
 - Open Wheel cars

TTAC Official Form correction, review of necessary licensing and training

- Strike language referring to TTR for upgrades

National car class standards

- None

Increased TTSC involvement

Other items as necessary

RALLYCROSS BOARD

RallyCross Board Minutes | April 2, 2014

The RallyCross Board (RXB) met via conference call on April 2. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

Nebraska Region Report

Matthew Cox, Regional Executive from the Nebraska Region, reported to the RXB on the progress of site and Region preparations for the 2014 RallyCross National Championship in Greenwood, Nebraska. Dirt work and leveling have been completed at the site. Seeding a cover crop will be done as soon as feasible. Reservations have been made for a Saturday night banquet at nearby Parkers Smokehouse. Lodging will be available at Mahoney State Park for hotel, cabin and camping opportunities. Nebraska Region will also manage the Friday practice courses based on previous Solo National experience. The Region is planning surface preparations and maintenance at the event, which will include course watering and possibly packing and grooming equipment. The Region will coordinate with the National office for an official Facebook page for the event. Further preparations and reports will continue through the summer.

Committee Reports

RallyCross Safety Committee (Ron Foley): Foley reported on one incident report received that involved lug nut failure that led to a wheel coming off. The Safety Committee will take no further action. Foley also briefly discussed another incident that has not yet been reported with an incident report. The Safety Committee will address it when a report is submitted.

RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that rules submissions are on track for a June deadline. With the problems with the RallyCross forums Lightfoot requested a rules submission reminder be posted at the SCCA RallyCross Facebook page. The RXB briefly discussed a couple of submissions received so far in 2014.

National Championship Committee (Warren Elliott): Elliott reported that the 2014 Supplemental Regulations have been completed and posted at the SCCA website. The National Challenge schedule is nearly complete with only one remaining Division to schedule their Challenge event.

Marketing Committee (Ron Foley): Foley discussed with the RXB the possibility of publishing an email newsletter for RallyCross that would be emailed to those of the membership who have expressed interest in RallyCross. Such a newsletter should complement other general communication to the RallyCross community.

RallySprints Committee (Keith Lightfoot): Lightfoot expects an updated set of rules before the next RXB meeting. The plan is to have two levels of events—RallySprint 1 (similar to a large RallyCross) and RallySprint 2 (similar to a small stage rally). Plans are to have a pilot program for 2014 and start a full program in 2015. Howard Duncan requested that the rules be finalized in time for the upcoming BOD meeting in order to get the 2014 pilot program underway as soon as possible.

Divisional Steward Liaison (Stephen Hyatt): Hyatt reported having a good Divisional RallyCross Stewards (DRXS) meeting in March with 7 of 9 DRXS and 3 assistants in attendance. One major discussion item in the meeting was concerning more open discussion (Town Hall) sessions at the National Convention.

Old Business

“What is RallyCross” video (Keith Lightfoot): Lightfoot reported that the required additional footage for the “What is RallyCross” video has been gathered. This should allow the completion and release of the video within the next month or two.

Operations manual: Tabled. Hyatt requested that all job descriptions be submitted to him at least one week prior to the next RXB meeting.

National class structure at Regional events: The RXB continued to discuss the issue of Regions that do not offer the National class structure, which can dissuade competitors from outside Regions and excludes the event results from TripleCross Award eligibility. Hyatt will request further feedback from the DRXS on a requirement for Regions to offer all National classes at their events.

Court of Appeals update: Tentative appointments for the 2014 Court of Appeals were made at the National Convention in March. Prior to a formal announcement, Hyatt will make the necessary contacts to confirm those appointments.

National Championship growth: The RXB discussed how to promote early registration and to ensure a successful 2014 Rally-Cross National Championship while managing the potential growth.

Motion: Entries for the 2014 RallyCross National Championship will be capped at 125. Starting June 1 to June 15, 2014, only prior national champions, TripleCross winners and 2013 Divisional champions may register for the 2014 event. Starting June 16, 2014, anybody can register at a discounted price of \$115.00. After Aug 31, 2014, the amount will be the regular price of \$140.00. Hyatt/Lightfoot. PASSED.

Production-based vehicle definition: Tabled.

New Business

SCCA President hired: Howard Duncan summarized some of the changes coming with the announcement of Lisa Noble being named SCCA President. She has already created a new department to focus on member relations and started on a complete revision of the website. The changes should coordinate well with the direction of the RXB by focusing on the entry-level components of growing the program.

Supplemental Regulations deviation: The RXB received a request from a National Challenge organizer to deviate from the Supplemental Regulations requiring a physical random draw for grid assignments and use a computerized random assignment.

Motion: Allow the organizer to deviate from the National Supplemental Regulations as requested. Lightfoot/Foley. PASSED 5-0-1. Hyatt absent.

Next meeting: May 7, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Road Rally Board Minutes | April 8, 2014

The Road Rally Board met by conference call on April 8, 2014 (rescheduled from April 1); meeting called to order by Rich Bireta at 7:30 pm CST.

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

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

Thank you Cheryl Babbe for the March eNews; Rich particularly enjoyed the article from Ian and Lorrie Holmes.

Front Burner Items:

- 1) 2014 SCCA Convention
 - a. Impressions? Roses? Thorns?

Rich thought the convention was good, he liked meeting several REs that he had not met before. Jeanne thought that the facilities not as good as Las Vegas as far as meeting locations and food options. Bruce felt that the meetings seemed crammed in, not allowing attendance at other meetings; Howard said that was at least partially because the schedules originally had SCCA meetings starting in the morning and then the MSX opening at noon, but things changed. Rich asked if next year's convention will be in Charlotte again, Howard said yes, but the schedule will be reconfigured, it will be Feb 19-22, 2015, again in conjunction with MSX. Sasha thought that our sessions went well, with good comments from attendees, he found it easier to meet and interact with people than in the past; Chuck said there was confusing schedule information. Clarence said he was just happy to survive.

- 2) 2014 Coker Tire Challenge
 - a. Publicity plan. (Sasha)
 - b. Event report (Jeanne/Bruce)

Jeanne said that we need publicity to be out now, to build interest; if we wait too long, event will not be successful. Both Chuck and Cheryl talked to Philip Royle (SportsCar editor) at the convention about getting the information into SportsCar, using primarily the article that was in the February RReNews. Rich asked Sasha to check with Cheryl about progress on this. Insurance for the event – the Coker folks will require that we comply with their limits; we will have a form for contestants to send to their insurance agent about obtaining the higher limits for the duration of the event. The Coker Tire Challenge website does not yet have information about this year's event, but it will be virtually identical to last year, including the Rally Rules (although the adjustments for SCCA cars is not in place). Jeanne will send Deena information, such as the link to the Coker Tire Challenge website, for posting.

- 3) Minimum Liability Insurance Requirements
 - a. Inconsistent limits in the RRR versus the Safety Steward Handbook.

The RRR limits are correct, we are (have) changed the SS Handbook and checklist to agree with the RRRs. Howard said that we don't need to see proof, but have contestants sign at registration that they warrant that they have the required minimums; Chuck will draft a memo to registrars about this.

- 4) Reorganizing the Toolbox
 - a. Draft outline is in the DropBox (Len)

Len created an outline of items in toolbox in the order that a rallymaster would need them to use for a rally; he would like our comments next two weeks. Len will then contact Deena to get it updated on the website.

- 5) Placing the WDCR Rally School Textbook in the Toolbox
 - a. Len has the Textbook ready, Rich has converted it to pdf that Deena will post
- 6) GTA-Only Safety Steward Handbook (Sasha)
 - a. Review and vote to approve

Sasha put the revised handbook in the Dropbox; as per our discussion last month it is essentially two handbooks, TSD and GTA, with both checklists at the end; Sasha will move the TSD checklist to the TSD portion, and the GTA checklist to the GTA portion, and fix the insurance reference.

Motion: approve the Safety Steward Handbook with the changes listed above. Sasha/Chuck/approved

- 7) 2013 Championship Season Status
 - a. 2013 Tour and Course Results status (Bruce)

Bruce has nothing new to report.

- 8) 2014 Championship Season
 - a. When should the next Planning Calendar be published?

Jeanne will have a new one tomorrow; the plan is to have an updated calendar every month.

- b. Event Reports: March Nationals (Arizona, Steel Cities) (Chuck)

Chuck said that attendance at both was at or above recent history. The AZB rallies had 2 new teams; Chuck commented that

Dave Jameson (rallymaster on Saturday) violated the .10 mile rule for Class S, that some of the streets in one section had rocks and bushes which made them hard to identify as roads; Rich asked if there was anything that would cause denial of future sanctions, Chuck answered no and added that Jameson said that 'he was too old to do another one'. Chuck reported that the Saturday Pittsburgh rally had four claims, and that the Sunday rally had an unsafe control location; of the claims, two were on the same situation that occurred on two different legs (filed by two different teams); one claim was allowed, the other was not; the reason given for denying the claim was that 'the contestant should have been able to recover'; both Jeanne and Bruce said that they thought that both legs should have been resolved the same way, and that 'should have been able to recover' is not a valid reason to deny a claim. The RRB received a letter from Clyde Heckler about this situation, and Rich asked how should we respond; Bruce suggested that we say we agree with his letter, and that we should refund his \$25 claim fee (although Clyde did not ask for that); Rich asked Bruce to draft a response to rally community, saying that 'being able to recover from a problem is not a reason to deny a claim' and referencing the RRRs and/or RFOs; Rich will contact Clyde saying that we agree with his letter.

9) Significant changes to Road Rally Championship (Chuck)

- a. Chuck has provided a reorganized proposal, identified as version 6 in the Dropbox
- b. Release for public comment?

Motion: that Version 6 of the 2015 Rule Proposal be approved as an "intent to make rules" and submit it to the membership with the request that we have comments back by May 31, 2014, so we can then vote at our June meeting. Discussion: L asked if this was unanimously agreed on by the NEC, answer yes from Chuck; Jeanne asked if combine the series was off the table, answer yes for now; Bruce asked if it will affect scoring, answer not known at this time. Chuck/Bruce/approved with Bruce voting nay.

New business, open forum.

- 1) Letter from Clyde Heckler re: guidance on leg discards.

See item 8.b. above

2) Dave Teter has resigned as keeper of the Lifetime Points and has given the records to Bruce; Bruce is willing to take on the job, saying that he gets all results anyway; no objections.

3) Bruce asked about road rally not being on/in SCCA media, that we are not 'front of mind' with people at headquarters. Rich said that it seems that road rally gets overlooked at headquarters; Howard has offered a meeting to discuss mutual expectations. Bruce said that Howard and Deena are the only people in Topeka who have responsibility for RoadRally, that Howard needs to be our Champion, and Bruce feels that Howard isn't doing that. Deena said that all in headquarters were holding their breath to see what would happen with a new SCCA president being appointed, and that she says that Lisa Noble (new president) will always have an honest answer, and that she is aware of the problem. Rich agrees with Bruce, that if marketing and membership are to be aware, Howard needs to step up. Bruce said that especially this year we need support for the USRRC/Coker Tire Challenge. Rich views it as dealing with an underperforming employee that we approach them with a list of objectives that they have to meet; what do we expect? Bruce suggested that anything that is clubwide mention road rally, that road rally be in the SCCA calendar; we need a June or July article in SportsCar about the upcoming USRRC. Rich said that we augment that with more obvious things. Jeanne said that for SportsCar we need to get the info to them, or we will never have anything published. Bruce asked Sasha if we have an active publicity committee, is Dave Head doing things? Sasha replied that Eileen Waters will write an article about the USRRC/Coker Tire Challenge that we can then modify slightly for different uses. Clarence said that he has no expectations of headquarters, that if we want something to be done we have to do it ourselves. And what about using social media (YouTube, Facebook, Twitter)? Clarence is doing Facebook updates, but we need to start using all of these.

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

Clarence asked what the purpose of this is, are there still tasks to be done? Rich said that his intent was to get everybody to do something, and not do nothing.

Sasha – work with Eileen to get the press release out; edit safety steward handbook; contact Cheryl and Phil about SportsCar

Jeanne – minutes; send Deena USRRC info; letter about Coker insurance; update Planning Calendar

Bruce – write letter about claims committee issues

Len – finish his two tasks

Clarence – get hold of Wendy Harrison about the Indy rally webpage

Chuck – get in touch with Wendy, Ted, Andy, about webpage; insurance letter to send out to registrars

Rich – get agenda out earlier

Meeting adjourned 9:30 pm CDT

Next meeting May 6, 2014, via telephone conference.

Respectfully submitted,
Jeanne English, RRB Secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

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/>