

BOARD OF DIRECTORS

BOARD OF DIRECTORS | May 16-17, 2014

The full SCCA, Inc. Board of Directors met May 16 and 17, 2014 at the SCCA National Office. The complete minutes from that meeting will be posted in the next issue of Fastrack. The following rules recommendations from the CRB were voted on during the May meeting. No rule changes were submitted for B-Spec, Grand Touring, Improved Touring, Production, Spec Miata, or Super Touring.

Secretary Note: *For those wondering – After summary review of proposed rules changes, BoD typically handles the CRB rules recommendations in a single block vote. If there is discussion and/or controversy over any specific rule or rules, those are split out and voted on separately.*

Motion: Harris/Butler - Approve CRB rules recommendations as presented effective 1/1/2015; with letter 13555 effective 6/1/14. Approved 12-1. Against - McCarthy.

GCR

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

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

Note: Letter 13555 has been changed from the original publication for comment to reflect that displaying a waving white flag by the Starter is not mandatory.

American Sedan

1. #13213 – (April Fastrack – 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.

2. #13703 – (May Fastrack – 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.**

Formula/Sports Racer

FA

1. #13421 – (May Fastrack – 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.~~

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GCR

1. #13238 – (April Fastrack – 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.

Touring

T2

1. #13925 – (May Fastrack – 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 – (May Fastrack – 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.*

Motion: Harris/Butler - Approve Letter 13581, Window Straps, as presented. Not Approved. 1-8-4. For - Langlotz.
Against - Lindstrand, McCarthy, Zekert, Walsh, Patullo, Kephart, Helman, Butler. Abstain - Pulliam, Hanushek, Harris, Lewis.

GCR

#13581 – (May Fastrack – 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.*

Motion: Harris/Butler - Remove section 8.1.4 from GCR effective 6/1/14. Approved. 10-3. Against -Hanushek, Langlotz, Harris.

#13908 (Club Racing Board) 8.1.4 Rules Interpretation.

CRB recommends the removal of Section 8.1.4 from the GCR in its entirety.

Discussion around 8.1.4 Rules Interpretation. 8.1.4 is intended to provide a first court ruling on the compliance of a particular item or implementation of the rules for competitors before a car is built. The only other option is build it and weather the protest process to establish compliance. BoD discussed pros and cons on both sides of the issue.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 23, 2014

The Solo Events Board met by conference call April 23rd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Connors; Doug Gill of the National Staff; Brian McCarthy, 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 Items for 2015

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

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.”

Member Advisories

General

The SEB is recommending that the BOD approve Chris Robbins as the Southwest Division Solo Development Coordinator.

The SEB thanks Todd Farris for his service as SWDiv Solo Development Coordinator.

Per the SEB, the Hoosier A7 has met the availability requirements of Solo Rules Section 13.3.B and is thus eligible for applicable classes.

Safety

#13811 Throttle Checking Clarification

Tech Inspection workers are reminded that the preferred method of actuating the throttle (to check throttle return) is to use the accelerator pedal.

Formula Jr Workers

Regions are reminded that FJ entrants have many options for work assignments even though they aren't allowed to work staging, grid, start, finish, and course areas until they're 16 years old. These may include helping with: tech, site setup, mentoring other FJ entrants, safety, and registration & waivers. They can even help with timing & scoring as long as they are at least 12 years old or the timing vehicle is separated from the grid / course areas. Helping to run the event is a core component of SCCA Solo and FJ entrants shouldn't be excluded from that.

Street Modified

The SEB thanks Brian Karwan for his service on the SMAC.

Kart

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

Change Proposals

General

#14007 Sound Policy Proposal

The following separate rule change proposal is provided for member feedback: Change the third paragraph of Appendix I to read as follows:

“If a *driver in a* vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the

vehicle before his/her next scheduled run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed *to take his/her* next scheduled run. If the driver declines any “repair action” or the “repair” is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate “repair action” is completed before the next scheduled run). If the *driver in the* vehicle exceeds 100 dBA again on *any subsequent run, that run will be scored a DNF.*”

Also add the following: *“Modifications to the exhaust after the first run of the event is completed must be approved by the Chief Steward or representative.”*

Street Prepared

#13113 AWD Cars Move to ASP Comments

The SPAC has provided the following revised version of a previously-published proposal (#12415), for member review and comment:

Delete the following lines in **ESP**:

Eagle
Talon Turbo (all) (1989-99)
Mitsubishi
Eclipse Turbo (1989-99)
Subaru
Impreza WRX (non-STI) (2002-07)

Delete the following line in **ASP**:

Impreza GT, WRX, WRX STI (2008-13)

Add the following item in **ASP**:

Eagle and Mitubishi
Eclipse Turbo and Talon Turbo (1989-99)

And change the following line in **ASP**:

Subaru
Impreza WRX STI (2004-07)

to:

Subaru
Impreza WRX *all incl. STI (2002-14), Legacy turbocharged (2004-2014), Forester XT (2004-2014)*

Note: The SPAC has corrected year issues in the initial proposal as well as expanding the line to allow for greater update/backdate capability for Subarus.

Other Items Reviewed

Safety

#13821 Junior Kart Grid Comments

Thank you for your input in support of the FJ grid proposal

Kart

#13568 Tire Comments

Thank you for your input. Please see item #12430 April 14 Fastrack; the proposal has been withdrawn.

#13627 Wheel Comments

Thank you for your input. Please see item #12430 April 14 Fastrack; the proposal has been withdrawn.

Street

#13823 Wheel Offset Comments

Thank you for your comments regarding the wheel offset change proposal. This change has been recommended to the BOD (see #12693 in the April Fastrack).

#13873, 13837 Shock Allowance Comments

Thank you for your comments regarding the proposed change to 13.5.F.

#13974 128i Move to GS Proposal

Please see the response to letter 13850.

Street Touring

#13636 Treadwear Tire Comments

Thank you for your comments. In the interest of rules stability, the SEB does not wish to change the 200 TW requirement for Street and ST tires which will be effective 1/1/2015.

#13810, 13817, 13826, 13827, 13830, 13832, 13833, 13837, 13840, 13842, 13846, 13847, 13849, 13856, 13857, 13868, 13874, 13878, 13891, 13897, 13914, 13918 Oil Cooler Comments

Thank you for your comments.

Street Prepared

#12390, 12393, 12408, 12421, 12499, 12636, 13012, 13015, 13021, 13022, 13023, 13026, 13028, 13034, 13042, 13046, 13047, 13048, 13049, 13055, 13058, 13061, 13064, 13070, 13071, 13082, 13086, 13087, 13111, 13150, 13163, 13166, 13176, 13310, 13365, 13397, 13435 WRX Move to ASP Comments

Thank you for your comments. See item #13113 elsewhere herein for a related committee proposal.

Not Recommended

Street

#13829 Street R Classing Clarification

Per the SAC and SEB, no new cars will be classed in ASR thru HSR.

#13831 Steering Wheel Proposal

The SAC does not believe it is necessary to change the 13.2.D steering wheel allowances.

#13835 Wheel Proposal

Thank you for your input.

#13850 Focus ST Classing Clarification

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.

#13953 BMW E92 M3 ZCP Competition package

Please see the response to letter 13850 above.

#13984 BMW E46 Classing Proposal

Please see the response to letter 13850 above.

Handled Elsewhere

Street

#13793 Street Wheel Clarification

Please see the response to #13745 elsewhere herein.

Street Touring

#12502, 12656 Oil Cooler Allowance Proposal

Please see item #12449 in the April Fastrack.

#13623 Fiesta ST Classing Proposal

Please see item #13244 elsewhere herein.

#13626 Fiesta ST Move to STC Proposal

Please see item #13244 elsewhere herein.

Street Prepared

#13520 Water Injection Allowance Proposal

Please see the response to item #13455 in the April Fastrack.

Tech Bulletins

General

Per the SEB, the following clarification is issued for Appendix I:

Change the second and third paragraphs to read as follows:

"If a *driver in a* vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement over 97 dBA.

If a *driver in a* vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate "repair action" is completed before the next scheduled run). If the vehicle exceeds 100 dBA again on the "second chance" run, the driver will be allowed another attempt as before to reduce the sound level. The Chief Steward or representative may approve a final "third chance" run after another remedy to reduce the sound level. If the limit is exceeded on the "third chance" run, the run will be scored a DNF."

Street

#13745 Wheel Clarification

Rule 13.4 does not allow you to mix and match wheel offsets. Please refer to the January Fastrack for a previous clarification to the rule.

#13851 Clarify letter #12693 - 6mm to 7mm proposal

Errors and Omissions: The previously-published form of a change proposal for item #12693 inadvertently did not incorporate a different change which had been made to the affected rule for 2014. It should have read:

Change 13.4.A to read as follows:

"A. It is the same width as standard and as installed it does not have an offset more than $\pm\frac{1}{4}$ " (~~$\pm 6.35\text{mm}$~~) 7mm from a standard wheel for the car. The resultant change in track dimensions is allowed."

Comment: The wheel industry has moved from using inch measurements to using millimeters for wheel offsets. Note that 13.4.B is not being changed.

Street Touring

#13244 Fiesta ST Classing Proposal

Per the STAC, add the following new listing to Appendix A:

STX

Ford

Fiesta ST

#13903 Ford Fiesta non ST Classing Proposal

Per the STAC, in Appendix A, Class STF, update the Fiesta non-ST listing to read as follows:

Ford

Fiesta (non-ST) (2011-~~14~~)

Street Prepared

#13608 Incorrect reference in Appendix A

In early 2014 electronic versions and all printed copies of the 2014 SCCA Solo Rules, the line at the end of SSP in Appendix A should be changed from:

See Section 51.1.C for update/backdate limitations.

to:

See Section **15.1.C** for update/backdate limitations.

#13609 Reference at end of Appendix C

In early 2014 electronic versions and all printed copies of the 2014 SCCA Solo Rules, the line at the end of CSP in Appendix A should be changed from:

See Section 14.1.C for update/backdate limitations.

to:

See Section **15.1.C** for update/backdate limitations.

Prepared

#13981 Sentra Classing Clarification

The PAC has provided a Tech bulletin to correct the Sentra item in Appendix A, E-Prepared: change this item

Sentra (1.6L, B13 chassis) (1991-94)

Alt cyl head: P/N 11041-H5704

to read:

Sentra (**2.0L**, B13 chassis) (1991-94)

Alt cyl head: P/N 11041-H5704

Comment: This corrects a typographical error in the Appendix A, E-Prepared listing for this vehicle.

CLUB RACING BOARD

Club Racing Board Minutes | May 6, 2014

The Club Racing Board met by teleconference on May 6, 2014. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and 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 Daniel Helman, Bruce Lindstrand, and Tere Pulliam, Board of Directors. The following decisions were made:

Member Advisory

None.

No Action Required

DSR

1. #13239 (Kyle Musch) Staudacher s06

Thank you for your letter. Please see the P1 spec line table in the latest GCR. The Staudacher is allowed with restricted wheel width. The engine restrictor is not required at 950lbs minimum and 1005cc maximum; otherwise see the P1 engine table.

GCR

1. #13567 (John Walsh) Racing Electric Vehicles

Thank you for your letter. Draft Supplemental Regulations and Safety Procedures have been developed. Any region wishing to include electric cars in their events should contact the National Office. Approval for pilot events will be on a case-by-case basis until these documents are field tested and submitted through the CRB normal process.

2. #13839 (Eric Heinrich) In Favor of Letter #13565 (Mechanical Protests)

Thank you for your support of letter #13565.

3. #13896 (Mick Levy) F&C Chief for Glen & CNY Region, Nat'l Starter

Thank you for your concern. The use of a waving white flag to indicate the last lap is discretionary.

4. #13920 (Liz Lowy) GCR 9.3.29A

Thank you for your letter. If Timing and Scoring determines that numbers are not legible, they can raise the concern to the Chief Steward for correction.

GT2

1. #13694 (Scotty B White) GT2ST 8300 OEM

Thank you for your letter. Please see the response to letter #13577, Technical Bulletin.

STU

1. #13233 (Jeremy Cron) Classify Nissan 240SX in STU

Thank you for your inquiry. The SR20DET engine is allowed in STU.

T1

1. #13822 (William Brinkop) Equalizing Touring and Grand Touring Cars

Thank you for your perspective. The CRB will consider it as we continue to monitor the performance of the class.

T2

1. #13954 (William Moore) SCCA Recently Submitted Letter #13706 May 4/07/2014 Fastrack Preliminary Minutes

Thank you for your request for clarification. "Similar" means "close." Please submit your comments through the CRB letter system at www.crbscca.com regarding WDYT letter #13706.

Not Recommended

FM

1. #13429 (Ben Ditson) FM Multiple Engine Builders

Thank you for your letter. The CRB believes it is in the best interest of FM as a class to continue with a single source sealed engine to prevent development and to ensure all engines fit within the specified horsepower output.

GCR

1. #13688 (Barry Kaplan) Three Digit Numbers

Thank you for your letter. Allowing 3 digit numbers was added to the GCR this year to facilitate Majors Event participants that wanted to reserve a number for all the Majors Events they were participating in. Recognizing that this would be a change for our Timing and Scoring workers to adjust to, requiring the first digit in a 3 digit number to be a "1" was intended to introduce 3 digit numbers in the least disruptive manner.

2. #13919 (Dennis Troemel) Camera Mounts

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

3. #13946 (John Walsh) DOM vs. ERW Tube for Roll Cages

Thank you for your letter. Roll cage rules are adequate as written.

GT2

1. #13700 (Filip Trojanek) Approval for 2005-2009 Mustang and GT500 in GT2/ST Class

Thank you for your letter. These Mustangs are classed in GT2, please see letter #13635, Technical Bulletin. They must meet existing GT2 or GT2/ST rules.

2. #13716 (Jason Berkeley) Allow Hoosier Trans Am Spec S100 Slick on GT2/ST Cars

Thank you for your letter. Former STO cars are required to run DOT tires.

3. #13928 (John Gary) Race Participant, National License Holder, GT2 Class

Thank you for your letter. The CRB feels the TA2 cars are classified correctly at this time and will continue to monitor their performance.

4. #13938 (Don McMillon) Fuel Cell in GT2

Thank you for your letter. Your car needs to comply with either the GT2 rules or the GT2/STO rules. Running GT2 requires the fuel cell and allows slicks. Running GT2/STO does not require a fuel cell but you must run DOT tires.

5. #13940 (Don McMillon) Fuel Cell 2

Thank you for your letter. Your car needs to comply with either the GT2 rules or the GT2/STO rules. Running GT2 requires the fuel cell and allows slicks. Running GT2/STO does not require a fuel cell but you must run DOT tires.

ITR

1. #13533 (Jimmy Locke) Classify 1995 BMW M3 in ITR

Thank you for your letter. This car exceeds the performance envelope of ITR.

HP

1. #13901 (Phil Ellis) Reduce weight for VW Mk1 Rabbit by 100 Lbs to 1965 in H Prod

Thank you for your letter. Although the Mk2 Golf has potential advantages when compared to the Mk1 Rabbit, the Rabbit has its own potential advantages, such as a shorter wheel base and ease of weight removal that allows ballast to be added as desired. At present the Mk2 Golf is a sufficiently comparable car so that a 100 lb. reduction for the Mk1 Rabbit is not warranted.

STU

1. #13717 (Ryan Giddings) I Don't Know What Class

Thank you for your letter. An alternate turbo is not recommended for the 944 at this time in STU. Perhaps you may want to explore running the combination in Touring 1.

T1

1. #13987 (Igor Lyustin) 1992 Acura NSX Dashboard

Thank you for your request. Carbon dashboards are not consistent with the class philosophy.

T2

1. #13907 (John Shannon) Recent Tire Change 315 to 295

Thank you for your request. The CRB is not going to spec rain tires separately.

2. #13975 (Steve Coleman) 2012 Mustang Weight

Thank you for your letter. Other 2012 Mustangs are able to meet the minimum weight.

T3

1. #13378 (Marc Feinstein) Weight and Restrictor Change

Thank you for your letter. The car has shown potential in initial races. The CRB will continue to monitor its performance.

2. #13871 (Marc Feinstein) Audi S4 Weight and Restrictor

Thank you for your letter. The CRB does not recommend a change at this time and will continue to monitor performance levels in the class.

3. #13991 (David Mead) Allow Bushing Upgrade on T3 99-04 Mustangs

Thank you for your request. Bushing changes are not consistent with class philosophy in T3.

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.

FB

1. #14003 (Formula/Sports Racing Committee) FB Engine Controls

Change 9.1.1.G.4.C.: The stock *or factory racing* ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) may be used. Stand-alone aftermarket ECUs are not permitted.

Change 9.1.1.G.4.E.: Carburetion and fuel injection are unrestricted, *with the exception that the stock throttle bodies for a fuel injected engine must be used. Throttle plates, shafts and other mechanisms maybe removed, substituted and/or disconnected. No material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows.*

Change 9.1.1.G.5.: Inlet Restrictors

~~The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor at any time by publishing the requirements in Fastrack.~~ *Flat plate Intake Inlet Restrictors (FPIRs) shall be used on all engines as indicated in Formula B Restrictor Table below. The restrictors shall conform to the definition within Appendix F of the GCR. All restrictors shall be installed within 4 inches of the primary throttle shaft. There shall be one FPIR per cylinder. Restrictors may be mounted in any manner that does not reduce the intended effectiveness. All air for engine combustion processes shall flow through the restrictors.*

Formula B Restrictor Table

<i>Engine Make</i>	<i>Model</i>	<i>Years Produced</i>	<i>Restrictor Opening (mm)</i>	<i>Notes</i>
<i>BMW</i>	<i>R1000SS</i>	<i>2009-</i>	<i>38</i>	
<i>Honda</i>	<i>CBR1000RR</i>	<i>2008-2013</i>	<i>None</i>	<i>Must use stock unmodified velocity stacks</i>
<i>Kawasaki</i>	<i>ZX10</i>	<i>2010-2014</i>	<i>40</i>	
<i>Suzuki</i>	<i>GSXR1000</i>	<i>2007-2008</i>	<i>42</i>	<i>Baseline for Performance</i>
<i>Engines Introduced On Or Before 2012</i>	<i>All</i>	<i>-2012</i>	<i>42</i>	
<i>Engines Introduced On Or After 2013</i>	<i>All</i>	<i>2013-</i>	<i>38</i>	

FV

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

In the best interest of the class for the future, the CRB, with the help of the Formula Vee Ad Hoc Committee, recommends allowing the option of disc brakes for the 2015 racing season and beyond. Some of the link pin suspension pieces are becoming hard to find for the individual competitor and it is believed this change will make the class more attractive to a younger group.

The CRB thanks all the approximately 115 authors who wrote letters responding to both What Do You Think letters regarding this subject.

In 9.1.1.C.2., add: Minimum weight as qualified or raced, with driver: 1025 lbs; *1050 with cars equipped with disk brakes/ball joint beams.*

In 9.1.1.C.3.A., add:

12. VW Type 1 ball joint front suspensions may be used under the following conditions.

a. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the ball joint H-beam to permit attachment of the beam to the chassis, and other components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shocks and/or externally mounted anti-roll bar and shall perform no other function.

b. Front springs are unrestricted except that the front suspension lifting springs must be a continuous unit measuring 37.63" (+ or - .25") in length, and be completely housed internal of the torsion spring tubes. The trailing arm socket may be modified to allow a spring or anti-sway bar to be removed from the car without removing the trailing arm. At least 1 spring pack shall be retained as the primary spring media for the front suspension. Replacement of the torsion bar rubbers with spacers of another material is permitted. Coil over springs are not permitted.

c. Removal of the shock towers above the upper H-beam tube centerline is permitted.

d. The use of any direct acting tube type shock absorbers is allowed. 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" inboard of the center of the shock tower. The lower mounting point shall act through the standard mounting point on the trailing arm. Spring shock and linkage activated shocks are prohibited. Bump rubbers with a maximum length of 2 ½ inches may be used to protect the shock(s)/chassis from bottoming. Use of related bump rubber packing washers/solid spacers is free.

e. The use of any anti-sway bars, internal or external is permitted including external or internal mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Front sway bars may not be cockpit adjustable. Front suspension Z-bars are not permitted.

f. Installation of 1 ride height adjuster per spring constructed for use with standard VW spring packs allowing rotation of the spring back is allowed. No cockpit adjustment of ride height is permitted.

g. Removal of the brake backing plates is permitted.

h. Camber/caster eccentric adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber and toe settings are free.

i. Any ferrous wheel bearings that fit in the VW type 1 spindles and disk brake hubs without modification are allowed.

j. The steering column may be altered or replaced. Steering wheel is free and may be detachable. The pitman arm is free. Tie rods must attach to the spindle using the existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

Change 9.1.1.C.3.C.: Wheels *for link pin equipped cars* shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel (15) inch X 4.5J wheel within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip on). Hub cap clips shall be removed.

Add 9.1.1.C.3.D.:

D. Disk brakes are allowed under the following conditions:

a. Standard VW Type 1 disk brake components must be used, including any standard VW Type 1 original or aftermarket direct replacement brake caliper constructed of cast iron material. Front rotor minimum weight shall be 13.0 lbs each without wheel mounting studs. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel. This metal removal shall only be to allow wheel clearance.

b. Any type pad material may be used on the standard VW Type 1 brake pads.

c. Adapter plates may be fitted to allow mounting of front or rear brake caliper.

d. Cross drilling or grooving of rotors is not permitted.

e. Rear brake drum assemblies must be removed and replaced with one piece cast iron rear brake rotors with machined in rear axle splines. Caliper mounting is free. Minimum rear rotor weight is 15.0 lbs each without wheel mounting studs.

f. The car shall be equipped with a dual braking system operated by a single control. In case of failure at any point in the system, effective braking power shall be maintained on at least two wheels. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

g. Wheel mounting lug bolts may be replaced with studs.

h. All components must remain within the safety tolerances and minimum dimensions established by the component manufacturer.

Taken Care Of

CSR

1. #12323 (Doug Schumacher) Dyno Sheet for Doug Schumacher's MSR

Thank you for your letter. Please see the response to your previous letter #12322, April 2014 Fastrack Minutes.

FC

1. #14035 (Kim Willcox) FC Comment

Thank you for your letter.

GT2

1. #14048 (Rick Maxwell) Class for World Challenge GT Car

Thank you for your request. Please see the response to letter #14005, Technical Bulletin.

ST

1. #13699 (Jim Stinehelfer) Potential Upgrade Path

Thank you for your letter. Please see letter #13680, What Do You Think.

STL

1. #14036 (Paul Seiferth) Change of Carburetor Rule for Mazda RX 7s

Thank you for your letter. Please see the letter #13680, What Do You Think.

T3

1. #13547 (David Muramoto) Spring Request for Nissan 350Z in T3

Thank you for your request. Please see the response to letter #13632, Technical Bulletin.

2. #13860 (Jason Ott) Amendment to BMW Z4M Coupe Request

Thank you for your letter. Please see the response to letter #13843, Technical Bulletin.

What Do You Think

STL

1. #13680 (Super Touring Committee) Allow 12A Rotary to Use Weber 2 bbl with 38mm Chokes

The CRB is considering alternate carburetors on a case by case basis in Super Touring for 2015. Please submit comments on this WDYT through the CRB letter system at www.crbscca.com.

STU

1. #13879 (Duncan Burke) Why Not Alternate ABS Systems in STU?

The CRB is considering changing the rules in STU to open ABS systems for all cars in 2015. Please submit comments on this WDYT through the CRB letter system at www.crbscca.com.

RESUMES

1. #13601 (Jonathon Becker) Resume for Jonathon Becker

Thank you for your resume.

CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2014

NUMBER: TB 14-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/30/2014 unless otherwise noted.

American Sedan

None.

B-Spec

1. #14067 (Club Racing Board) Add new spec line for the new Nissan Versa Note

In B-Spec, classify the Nissan Versa Note as follows:

B-Spec	Bore x Stroke (mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes:
<i>Nissan Versa Note (2013+)</i>	<i>78.0 x 83.6 1598</i>	<i>102.4</i>	<i>3.73, 2.05, 1.39, 1.03, 0.89</i>	<i>4.07</i>	<i>(F) 10.2 x 0.87 (R) 8.0 drum</i>	<i>2550</i>	<i>Nissan shock kit part number: TBD, Nissan spring kit part number TBD.</i>

Formula/Sports Racing

FA

1. #13428 (Lee Niffenegger) HPD K20 Power Up Spec Request

In section 9.1.1.A.2, add new section d as follows:

"d. Honda Civic (K20Z3) Engine for Swift 016 only

The following upgrades are allowed for the Honda Civic (K20Z3) as listed in the rules above for use in the Swift 016 only

a. General

- 1. No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Civic factory service manual, Honda PN 61SNA05 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.*
- 2. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.*
- 3. All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps maybe installed on the rubber coolant lines.*
- 4. No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.*
- 5. Only stock Honda manufactured gaskets and seals as specified in the Honda Civic factory service manual are permitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).*
- 6. For all Honda part numbers in these specifications, superseding part numbers are considered equivalent.*

b. Block

- 1. The only permitted cylinder block is Honda PN: 11000-RRB-810*
- 2. Honing of cylinders is permitted to a maximum diameter of 86.070 mm (3.3886 inches). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.*
- 3. Block must use stock main bearing caps, girdle and hardware as supplied.*
- 4. Minimum deck height from crank centerline: 211.95 mm (8.3445 inches).*

c. Crankshaft

1. The stock Honda Civic crankshaft, Honda PN: 13310-PRB-A00, must be used with no modifications allowed.
2. Minimum weight: 37.5 lbs. No pilot bearing or bushing.
3. Maximum stroke at piston: 86.1 mm (3.390 inches)
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Civic factory service manual.
5. The crank pulser must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
 - a. Minimum weight: 3.90 lbs.
 - b. Honda PN: 13810-RRB-A01.

d. Connecting Rods

1. Stock Honda Civic connecting rod must be used PN: 13320-PRB-A01.
2. Minimum connecting rod weight with cap and bolts: 580.0 grams (20.45 ounces).
3. Maximum connecting rod length center to center: 138.95 mm (5.470 inches).
4. Piston pin bore should be honed out to a diameter of 22.000 +0.005~+0.009 mm

e. Pistons

1. HPD supplied pistons, PN: 13100-FC4Y-A000 (kit of 4 with rings, pins, and circlips), must be used.
2. The use of oversize pistons is not permitted.
3. Piston dimensions and weights:
 - a. Maximum standard piston diameter, measured at approximately 6mm from the bottom of the skirt: 85.925 mm (3.3829 inches).
 - b. Centerline of wrist pin to crown maximum: 38.5 ± 0.15 mm (1.516 inches).
 - c. Maximum overall height from skirt to crown edge: 48.0 mm (1.89 inches).
 - d. Minimum weight: 325 grams (11.46 ounces).
 - e. Minimum weight of piston pin: 101 grams (3.56 ounces).
 - f. Combined minimum weight of piston, piston pin and circlips: 448 grams (15.80 ounces).
4. Piston rings must be as supplied in the piston kit. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
 - a. No modification of the piston is permitted for the installation of rings.
 - b. Ring groove widths.
 - Top ring groove: 1.22mm (0.0480 inches) +/- 0.01mm.
 - Middle groove: 1.22mm (0.0480 inches) +/- 0.01mm.
 - Oil ring groove: 2.82mm (0.1110 inches) +/- 0.01mm.

f. Cylinder Head

1. The only permitted heads are Honda PN: 12100-RBC-000.
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded, or to a service limit of 0.2mm (0.008 inches) based on a height of 140mm (5.511 inches).
3. The cylinder head may be ported, polished or machined for port matching purposes only, on the intake and exhaust. Any work done to the cylinder head must not reach beyond 1.00" into the ports.
4. Head gasket to be stock Honda Civic PN: 12251-RBC-004. Minimum compressed thickness of 0.70 mm +/- 0.05mm.
5. Valve guides may be machined flush with the port, or otherwise removed and replaced with a suitable alternative. Guide material is unrestricted.

g. Camshaft

1. The only permitted camshafts are PN: 14100-FC4Y-A000 (IN & EX set); must not be modified.
 - a. Timing chain Honda PN: 14401-PNA-004.
 - b. Cam Chain Case PN: 11410-RRR-A00
 - c. Pulley comp, crankshaft, PN: 13810-RRB-A01
 - d. Cam timing at 1mm after opening to 1mm before closing on center / VTEC lobes (+/- 5.0 degrees):
 - i. Exhaust:
 1. Open: 135 degrees ATDC
 2. Peak Lift: 280.0 degrees ATDC (total cycle) or 100.0 degrees BTDC (partial cycle degree wheel indication)
 3. Closing: 386 degrees ATDC (total cycle) or 26 degrees ATDC (partial cycle degree wheel indication)
 - ii. Intake
 1. Open: 2.0 degrees ATDC

2. *Peak Lift: 135 degrees ATDC*
3. *Closing: 264 degrees ATDC (total cycle) or 96 degrees BTDC (partial cycle degree wheel indication)*
2. *Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.*
3. *Cam lobe heights:*
 - a. *Exhaust PRI (front): 33.40 mm*
 - b. *Exhaust MID: 35.30 mm*
 - c. *Exhaust SEC (rear): 33.40 mm*
 - d. *Intake PRI (front): 33.75 mm*
 - e. *Intake MID: 36.20 mm*
 - f. *Intake SEC (rear): 34.20 mm*
4. *Maximum valve lift measured at the retainer:*
 - a. *Exhaust PRI (front): 8.00 mm*
 - b. *Exhaust MID: 12.2 mm*
 - c. *Exhaust SEC (rear): 8.00 mm*
 - d. *Intake PRI (front): 8.50 mm*
 - e. *Intake MID: 13.50 mm*
 - f. *Intake SEC (rear): 9.50 mm*
5. *Valve Duration above 1mm measured at the retainer (+/- 5 degrees):*
 - a. *Exhaust PRI (front): 202.0 degrees*
 - b. *Exhaust MID: 250.0 degrees*
 - c. *Exhaust SEC (rear): 202.0 degrees*
 - d. *Intake PRI (front): 202.0 degrees*
 - e. *Intake MID: 262.0 degrees*
 - f. *Intake SEC (rear): 210.0 degrees*

Valve rockers must not be modified in any way.

- a. *Honda PN: 14620-PNA-040 Arm Assy, rocker.*

1. *The VTEC system must be stock. The VTEC activation valve must be stock. Honda PN: 15810-PRB-A03.*
2. *The timing chain tensioner may be replaced with a suitable aftermarket alternative, but must remain as a ratcheting, adjustable type (no solid tensioners allowed)*

h. Valves

1. *OEM valves must be as used in the Civic.*
2. *Dimensions*
 - a. *Inlet PN: 14711-PRB-A01, Exhaust PN: 14721-PRB-A00*
 - b. *Maximum diameter:*
 - i. *Inlet: 35.15mm*
 - ii. *Exhaust: 30.15mm*
 - c. *Maximum overall length:*
 - i. *Inlet: 109.10mm*
 - ii. *Exhaust: 109.00mm*
 - d. *Minimum stem diameter:*
 - i. *Inlet: 5.445mm*
 - ii. *Exhaust: 5.420mm*

4. *Valve location or angle must not be moved.*

5. *Reshaping of the valves is strictly prohibited.*

Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts or a suitable equivalent. Guide material is unrestricted

i. Valve Springs

1. *HPD supplied valve springs, seats, and retainers (Titanium) must be used PN: 14700-FC4Y-A000 (set of 16 springs, seats, and retainers).*
 - a. *Valve spring seat load should be approximately 92 lbs.*
2. *Valve spring shims are not permitted*

j. Compression Ratio

1. *The maximum compression ratio is 12.7:1 ± 0.2.*

k. Intake Manifold and Fuel System

1. *The intake manifold and throttle body assembly must be used as delivered from HPD.*
2. *Intake manifold may be machined for the purposes of port matching only. Any work done to the intake manifold must not reach beyond 1.00" into the ports*

3. *The fuel rail and fuel injectors must be stock Honda Civic OEM parts (Fuel Injector PN: 16450-RBB-003, Fuel Rail PN: 16220-RAA-A01).*

I. Fuel Pump

1. *Fuel pump is unrestricted*
2. *Fuel pressure regulator is unrestricted*
 - a. *Fuel pressure should be 58 ± 3 PSI*

FM

1. #13410 (Moses Smith) FM Alternator

In Section 9.1.1.E.5.A, change the language as follows:

"Alternators, *Moses Smith Racing P/N 080-120*, (~~P/N 3A2T4167 Mitsubishi 65 Amp or P/N A5T41474 Mitsubishi 60 Amp~~) shall be in working order and not modified in any manner. Belt tension shall be within the factory tolerance."

P1

1. #13790 (David Locke) Minimum height of side pods between front and rear wheel openings

In section 9.1.8.B.1.C, add new section 11 as follows:

"The outermost surface of the body between the front and rear wheel openings must have a minimum height equal to the height of the front axle centerline."

P2

1. #13612 (Eric O'Brien) Request Change to Engine Table

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

"Yamaha 2002 and older w/ carbs not restricted."

GCR

1. #13970 (SCCA Staff) Fuel Cell Specifications

In Section 9.3.27, change the language as follows:

"All safety fuel cells *bladders* shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications."

Grand Touring

GT1

1. #14005 (Jim Taggart) Allowing FIA European GT3 cars in GT1

In GT1-ST, classify the FIA GT3 cars as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Aston Martin Vantage GT3 (2012)</i>	<i>5956</i>	<i>3020</i>	<i>2 x 41.5 mm</i>	<i>FIA GT3 homologation</i>
<i>Audi R8 LMS Ultra GT3 (2010-2014)</i>	<i>5200</i>	<i>3050</i>	<i>2 x 49 mm</i>	<i>FIA GT3 homologation</i>
<i>BMW Z4 GT3 (2010-2013)</i>	<i>4017</i>	<i>3000</i>	<i>70 mm</i>	<i>FIA GT3 homologation</i>
<i>Dodge Viper GT3R (2012+)</i>	<i>8414</i>	<i>3060</i>	<i>2 x 40</i>	<i>FIA GT3 homologation</i>
<i>Ferrari 458 GT3 (2011+)</i>	<i>4497</i>	<i>3000</i>	<i>2 x 43</i>	<i>FIA GT3 homologation</i>
<i>Lamborghini Gallardo GT3 (2013)</i>	<i>5212</i>	<i>2950</i>	<i>2 x 47</i>	<i>FIA GT3 homologation</i>
<i>McLaren MP12C GT3 (2013 +)</i>	<i>3799</i>	<i>2950</i>	<i>2 x 36mm 1.50 bar</i>	<i>FIA GT3 homologation</i>
<i>Mercedes Benz SLS GT3 (2011+)</i>	<i>6208</i>	<i>3100</i>	<i>2 x 36 mm</i>	<i>FIA GT3 homologation</i>
<i>Porsche 997 GT3 R (2013+)</i>	<i>3998</i>	<i>2925</i>	<i>65 mm</i>	<i>FIA GT3 homologation</i>

GT2

1. #13577 (Connie Bogan) Dodge Viper, incl Comp Coupe. Include stock OEM motor for 8300
In GT2/ST, Dodge Viper, incl Comp Coupe, ACR/ ACR-X, classify the 8300 OEM as follows:

GT2/ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl Comp Coupe, ACR/ ACR-X	8300 OEM	3400		Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.

2. #13635 (James Rogerson) Inclusion of Mustang FR500S in club racing.

In GT2/ST, Ford Mustang Challenge, change the notes as follows:

"Must be prepared to World Challenge GTS rules dated ~~01/25/2011~~ 11/16/2011. Competitor must have Ford factory FR500S specifications in their possession."

GTL

1. #13841 (Ricardo Velez) Add Honda Civic year1996-2000

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

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Honda Civic Hatchback	1996-2000	2DR	FWD	103.2	

In GTL Cars, classify the Honda Civic Coupe as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Honda Civic Coupe	1996-2000	2DR	FWD	101.3	

2. #13863 (Blake Meredith) Classify the Honda D15b7 engine

In GTL Engines-Honda, classify the Honda Civic DX engine as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs.)	Notes
D15b7	SOHC	75.0 x 84.5	1493	Alum, Crossflow	4	Fuel Injection.	1895	Comp. Ratio limited to 11.0:1, Valve lift limited to .390". Valve size: (I) 29.0mm (E) 25.0mm, drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a,e,f,g,h,l for permitted limited prep level 2 build specs.

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

STU

1. #13882 (Don Walker) World Challenge Mazda MX-5

In STU, classify the Mazda MX5 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda MX5 (2005-)	2489	2500	Must meet SCCA World Challenge VTS dated 1/15/2013. Must meet STCS Ride Height.

Touring

T1

1. #13508 (Touring Committee) Look at restrictor size for Lotus Evora
In T1, Lotus Evora GT4, change the weight as follows:

~~2800~~ **2900**

2. #13861 (Scotty B White) T1 Parity for Viper and Corvette

In T1, Chevrolet Corvette, change the spec lines as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Chevrolet Corvette	5665 OEM	3250 3225	78mm Flat Plate	OEM LS6. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L),
	5665 5967 OEM	3300 3250 3250 3300	65mm Flat Plate 78mm Flat Plate	GM LS1, LS6 Stock OEM LS2. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	
	6162 OEM	3275 3350	67mm flat plate	Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.	
	6162 7011 OEM	3350 3400 3350 3450	61mm Flat Plate 60mm Flat Plate or 40mm SIR	GM LS3 Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	
	7011	3400 3450	53mm flat plate	GM LS7	

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

(2) ~~37~~ **43mm Flat Plates**

In T1-Limited, Chevrolet Corvette C6 Coupe (05-10)/ Grand Sport (10-12), change the weight as follows:

LS2: 3300 Add 50lbs. for larger wheels and/or tires

LS3: 3400

In T1-Limited, Chevrolet Corvette Z06 (2006-2012), change the weight as follows:

~~3350~~ **3450**

In T1 Ford, change the spec lines as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird ("Cobra Jet" engine)	5000	3360 3300			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
Ford 5.0 "Cammer" / Coyote engine		3550		"Boss" intake manifold permitted	
Ford Mustang/ Thunderbird (Boss 302 & Coyote)		3450 3425		Allow Laguna Seca intake manifold and throttle body. OEM independent rear suspension is permitted	

T2

1. #13723 (BILL CAPOGEANNIS) SUSPENSION PARTS REQUEST FOR 98-02 CAMARO/FIREBIRD

In T2, Chevrolet Camaro SS (98-02) and Pontiac Firebird (98-02), add the notes as follows:

"Torque arm, panhard bar, and panhard bar relocation brackets from Unbalanced Engineering allowed."

2. #13798 (Steven Glaab) Corvette Camber Clarification

In T2, Chevrolet Corvette C-5 incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the tire size notes as follows:

Max. camber: (F) ~~-3.5~~ (R) -2.5 with GM suspension pkg.

In T2, Chevrolet Corvette C6 Coupe (05-10)/ Grand Sport (10-13), change the tire size notes as follows:

Max. camber: (F) ~~-3.5~~ (R) -2.5 with GM T1 Performance suspension pkg.

In T2, Chevrolet Corvette Z06 (06-12), change the tires size notes as follows:

Max. camber: (F) ~~-3.5~~ (R) -2.5 with GM T1 Performance suspension pkg.

T3

1. #13632 (Rob Hines) Springs for T3 350Z

In T3, Nissan 350Z 03-08, track/touring/standard Nismo, add the notes as follows:- Add to notes:

"Springs up to 700 #/in allowed front and rear."

2. #13843 (Jason Ott) MZ4 weight reduction

In T3, BMW Z4 M Coupe (2007), change the weight as follows:

~~3500~~ 3450

3. #13990 (David mead) Remove 100 lbs penalty for 99-04 Mustang HR springs

In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the notes as follows:

"H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) *allowed* permitted at 3400 lbs."

T4

1. #13960 (Ralph Porter) modification of track

In T4, BMW Z4 2.5L (03-05), change the track width as follows:

~~1473/1524~~ 1500/1550

2. #13989 (David mead) aluminum driveshaft with no additional weight.

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

"An Aluminum driveshaft is allowed at a 25lbs weight penalty."

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Kent Carter vs. SOM, COA Ref. No. 14-06-MW

May 1, 2014

FACTS IN BRIEF

At the conclusion of the Saturday Sprint Race for Spec Miata at the Green Country Grand Prix Majors event held at the Hallett Motor Racing Circuit on April 5, 2014, Kent Carter (SM, #91) filed a protest against Erik Stearns (SM, #97) alleging violations of GCR Sections 6.11.1 A, B, C and D (On Course Driver Conduct) for on-track, car-to-car contact. Mr. Carter alleged that Mr. Stearns made avoidable contact after Turn One on lap 13, causing Carter to spin and damage his car. Mr. Carter eventually rejoined the race and was scored as a finisher. Mr. Carter also alleged other incidents of contact with his car by Mr. Stearns prior to that of lap 13.

The Stewards of the Meeting (SOM) Larry Svaton, Rick Kosdrowski, Ralph Woodard and Dan Miklovic, Chairman, heard testimony, reviewed witness statements and viewed multiple videos. The SOM considered the evidence and upheld Mr. Carter's allegation that Mr. Stearns had initiated the contact. The SOM penalized Mr. Stearns by moving his finishing position to last in class.

Mr. Carter is appealing the decision of the SOM based on his perceived lack of severity of the penalty imposed.

DATES OF THE COURT

The National Court of Appeals (COA), Tom Hoffman, Jeffrey Niess and Rick Mitchell, Chairman, met on April 22 and 29, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Kent Carter received April 15, 2014.
2. Official Observers Report and related documents received April 18, 2014.
3. Email from Dan Miklovic received April 19, 2014.
4. Video provided by Mr. Carter and two videos provided by the SOM, received April 29, 2014.

FINDINGS

In his appeal letter, Mr. Carter alleges that the penalty imposed by the SOM was "an inadequate penalty for a demonstrated infraction of [2014 GCR] 6.11.1." He also alleges that the penalty imposed was a "violation by the SOM of the 2014 Penalty Guidelines." To support his claim, Mr. Carter provided the appropriate reference from the Guidelines concerning On Course Driver Conduct.

The members of the COA individually and collectively reviewed all the related documents and the videos that were provided. It is clear to the COA that the SOM not only considered the 2014 Penalty Guidelines, but in fact, exceeded them. For contact in which both cars continue, the applicable Guideline suggests a one or two position penalty. Based on their evaluation of the evidence, the SOM moved Mr. Stearns from 3rd to 12th place on the final results (last in class). The SOM also asked the Majors Series Chief Steward to convey their concerns to all drivers, and those who participated in the remaining races were observed by the appropriate officials.

The Court of Appeals re-emphasizes that the Penalty Guidelines are just that – guidelines – and are minimum penalties.

The COA finds that the decision of the SOM was within their authority as was the penalty imposed.

The Court also notes that the two (2) penalty points which should have been automatically assessed to Mr. Stearns' competition license per 2014 GCR 7.4.A.6., were not assessed. The COA has asked the National Office to make this correction and add two (2) points to Mr. Stearns' license.

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. Mr. Carter's appeal fee will be returned less the amount retained by SCCA.

TIME TRIALS ADMINISTRATION COUNCIL

TTAC Minutes | May 14, 2014

Participants:

Brian McCarthy (BoD), Chuck DeProw, Craig Farr, Dave Deborde, Deanna Flannigan, Jerry Cabe, Kent Carter, Matthew Yip, Robin Langlotz (BoD), Roy Mallory, Todd Butler (BoD)

Old Business:

Letter log review – no new letters

New Business:

Identifying TT growth opportunities

TTAC Operations

- Refocus following Rules Re-Write
- Reorganization
 - Request specifics from BoD – McCarthy
 - Create subcommittees similar to Club Racing
 - Rules created by current TTAC members – Divisional Level
 - Program Managers - Regional Level
 - Administration
 - Reviewing Supps
 - Overseeing programs
 - Identify Regional issues
 - Raise issues to TTAC
 - National Consistency
 - Program Administration

RALLYCROSS BOARD

RallyCross Board Minutes | May 7, 2014

The RallyCross Board (RXB) met via conference call on May 7. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were John Walsh, BOD Chairman, Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan from the National office.

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

Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley reported that no incident reports had been submitted to the Safety Committee in the last month.
- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that the RallyCross forums are now operating properly, where submissions can be made until June 15 for 2015 rules proposals. Hyatt requested that the information be linked from the RallyCross Facebook page. Only a few submissions have been proposed thus far, and comments have been sparse.
- National Championship Committee (Warren Elliott): Elliott reported that he has made plans to travel to the National Championship site to familiarize himself with the site. In his discussions with the Region, he has been impressed with the amount of equipment available for course management at the event. Elliott also reported beginning to fill Chief positions.
- Marketing Committee (Ron Foley): Foley reported that he is continuing to work on a RallyCross email newsletter, but that his contact on the matter is very busy. He would like to publish and distribute an email newsletter similar to what RoadRally is currently distributing.

Foley will put together a promotion timeline to facilitate press releases leading up to the National Championship in October. He wants to give the Marketing Department adequate lead time for any press releases. Howard Duncan suggested distributing a list of potential subjects to the RXB and National staff to provide feedback on the proposed press releases.

- RallySprints Committee (Keith Lightfoot): Lightfoot reported that little progress has been made towards completing a set of rules for RallySprints. He will put together within a few days a one-page proof of concept outline for the BOD to review at their meeting next week.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a well-attended Divisional RallyCross Stewards (DRXS) meeting in April. The DRXS are pleased that the forums are working again. They discussed the registration changes for the National Championship, which the feedback on was positive. Also discussed was the proposed requirement of Regions to offer all National classes. The DRXS had no problem with the concept and agreed that the rules should be made clear on the matter.

Old Business

- "What is RallyCross" video (Keith Lightfoot): Lightfoot distributed a rough cut of the video prior to the meeting. Preliminary feedback was positive, but Lightfoot would like additional feedback to quickly finalize the project.
- Operations manual: Hyatt reported having about half of the job descriptions needed to complete the manual. He requested that the remaining descriptions be submitted in the next week or two.
- Court of Appeals update: Hyatt confirmed a partial Court of Appeals but is continuing to search for a competitor member and alternate for the court. His focus is to find qualified individuals. He hopes to have all appointments completed soon.
- Production-based vehicle definition: As an ongoing discussion of the definition of a production-based vehicle within RallyCross, the RXB discussed a request received from a member to allow CrossKarts at RallyCross events. Allowing this type of vehicle would be a major departure from the current philosophy of RallyCross. The RXB will request more information in the form of a summary packet and request that the member to speak to the RXB at the next meeting in June.

New Business

- Recruitment: Hyatt requested that the RXB actively seek out and motivate those competitors with a good knowledge of RallyCross who aren't already being used in Regions and Divisions to step up and become involved in the management of RallyCross. He stressed the need to have long-term replacement plans for both RXB members and DRXS.
- Rally tires in RallyCross: The RXB discussed the challenge that RallyCross competitors have purchasing rally tires, as

generally the large tire dealers do not carry and manufacturers don't import rally tires. Howard Duncan has approached tire dealers and manufacturers in the past and found that the number and variation of rally tires requested by competitors in RallyCross make it an unappealing business model. The RXB will continue to search for good sources of rally tires for RallyCross.

Next meeting: June 4, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Road Rally Board Minutes | May 6, 2014

The RoadRally Board met by conference call on May 6, 2014; meeting called to order by Rich Bireta at 7:30 pm CST. In attendance: Rich Bireta, chairman, Jeanne English, Chuck Hanson, Sasha Lanz, Clarence Westberg, Len Picton; Not in attendance: Deena Rowland from the National Office, BOD liaisons Peter Zekert and Tere Pulliam. The April minutes were approved (Chuck/Sasha/pass).

Bruce Gezon has resigned from the RRB and as Rules Committee liaison and as National points keeper effective May 6. He will retain responsibility for lifetime points and is willing to continue to procure the annual awards. Jeanne will take over as Rules Committee liaison, Chuck will take over as National points keeper.

Front Burner Items:

- 1) April RRB Meeting action items
 - a. Agenda out by May 2 (Rich) DONE
 - b. April minutes in FasTrack (Jeanne) DONE
 - c. Planning Calendar updated and posted (Jeanne, Deena) DONE
 - d. Revise insurance language in safety checklist, reply to Detroit (Chuck) DONE
 - e. Inform Clyde Heckler that his letter was discussed and decisions made (Rich) DONE
 - f. Draft formal RRB response to Heckler / Minor letter (Bruce) DONE
 - g. Publish response to Heckler/Minor letter (after May meeting) Open
 - h. Return of Heckler/Minor claim fee (Deena) DONE
 - i. New Safety Steward Manual posted (Deena) DONE
 - j. WDC Region Rally Textbook posted (Deena) Open
- 2) RReNews
 - a. Kudos and much appreciation to Cheryl Babbe for another great issue. Several folks commented positively on the SCCARoadrally Yahoo! group and Rich has heard positive comments from several members of the community complimenting this issue.
- 3) RRRs Errors and Omissions
 - a. Article 20.E – change the two references to 20.E to 20.D. Exact wording is in the Dropbox. Motion to approve: Jeanne/Chuck/pass. Chuck will post to the SCCA Forum, the Yahoo list, and send to Cheryl for RReNews.
- 4) RFOs Technical Bulletin
 - a. Bruce drafted a Technical Bulletin amending Chapter 24.B.6 of the RFOs in response to Clyde Heckler's letter; it adds this sentence: ***The claims committee shall never consider or use a contestant's opportunity to recover from a course error as a reason to deny an otherwise valid claim.*** Document is in Dropbox; move new sentence to the end. Motion: adopt the technical bulletin as amended with the additional sentence. Jeanne/Sasha/approved. Rich will put the new version in the Dropbox, SCCA Forum, RReNews, and Yahoo group (Chuck will do this one).
- 5) 2014 Coker Tire Challenge
 - a. Jeanne has volunteered to act as Chairperson/Liaison; Chattanooga Region has stepped up to be the host region; Howard Duncan has told Rich that SCCA is willing to forgo the sanction fee; hotel just about locked up; get rooms quick [hotel update: it will be The Chattanooga Hotel (a AAA 4-Diamond hotel) at \$139 a night; wait for registration code before making reservations]
 - b. Publicity plan. Jeanne received an email from Philip Royle (*SportsCar*) looking for information; she sent him what she had.
- 6) Rules for Organizers Update (Bruce)
 - a. Status update? Bruce told Rich at the Madison rallies that Ron Ferris had completed the RFO revision; Rich has received a copy of it, will forward it to us to look over for next month's meeting
- 7) Reorganizing the Toolbox
 - a. Draft outline is in the DropBox (Len); Len wanted a conference call meeting with Deena and the SCCA IT people to discuss the reorganization of the Toolbox, but it hasn't happened yet. Len wants list of 2013 rallymasters, to add to his 2012 list, and to share with Dave Head; Jeanne will send her list to Len.
- 8) 2013 Championship Season Status
 - a. 2013 Tour and Course Results status (Bruce)
 - b. 2013 Plan B – Bruce has resigned as points keeper, Chuck will take this over
- 9) 2014 Championship Season
 - a. When should the next Planning Calendar be published? As stated last month, the plan is for an update once a month; next update soon.

- 10) Significant changes to Road Rally Championship (Chuck)
 - a. Chuck has provided a reorganized proposal which was released for public comment on both Yahoo and RReNews with comments due May 31. Dave Head has posted a substantial list of comments and complaints on Yahoo, several of which were misinterpretations of the proposal. A response has been posted pointing out how the proposal actually handles the concerns. Cheryl has privately told Chuck that she has a better proposal, and he asked her to send it to us. (It was posted to the SCCA Forum earlier today.) No other comments received, and none specifically addressed to the RRB; there is still until the end of the month for opinions.
 - b. What about Cheryl's proposal? She posted it on the SCCA Forum. One main goal is to have a calendar by 11/1/14 for 2015 season; her plan is strictly for nationals, with only double national weekends; regionals and any additional nationals don't count toward the championship; this program will be easier to promote. The RRB discussed it at length, saying that it contains some thought-provoking ideas, with a strong component of promotion.
- 11) Official Observer Reports (Nationals) (Bruce)
 - a. The recent National events in Pittsburgh highlighted some procedures in the sanction process to which we need to adhere. They are detailed below:
 - b. At the time of sanction, the Rally Department (Deena) should send an electronic copy of the RRRs and RFOs to the Official Observer at least a week prior to the event with a cover note to the Official Observer highlighting their responsibility as described in Chapter 7 and Appendices C and D. Chuck commented that this is a significant change to current procedures in that most organizing committees do not announce the Official Observer and Claims Committee appointments until the opening of Registration on Friday evening; this would require that committees provide the names to the Rally Dept. more than a week in advance; and then what if the person(s) can't make it to the event at the last minute. Perhaps the requirements for the OO and CC need to be in the RRRs because that is the one document that ALL competitors are required to have and be familiar with. Suggested by others: a packet for the Official Observer, with applicable pages of the RFOs.
 - c. The Rally Department (Deena), as part of their post-event duties, need to ensure that Official Observer's reports are submitted to RRB (as already listed at the top of the OO form).
 - d. When looking at the revised RFO proposal (item 6.a above), evaluate it for requirements and procedures.
- 12) Road Rally Publicity
 - a. Where, what and who?
 - b. Background: There need to be activities which make the sport of road rallying more visible to members of the SCCA and the general public. The RRB should not take on the promotion of individual events, but there should be a more organized and concerted effort to raise the visibility of the sport. Where should this promotion be done? (e.g. Yahoo forum, SCCA web site, Facebook, ...) What items should be included? (National events, national results, signature events). Who should be responsible for executing this publicity and promotion?
 - c. RRB responses: What to put? Jeanne – upcoming events, Clarence – agrees; Rich – a paragraph or two highlighting signature events; Clarence – has anything been submitted lately? No. Rich will write a blurb about CAST in Stone for SCCA website. Rich to Clarence – are you still doing a Facebook page? Clarence -- yes, it's sort of like a storefront, where you put up things that are interesting. Sasha mentioned Sccaforums.com (this is *not* the current SCCA Forums), which didn't catch on (it predated Facebook). Rich – we need a press release on scca.com/rally about RReNews.
- 13) 2015 Potential Signature Events
 - a. JRRC (Jay Nemeth-Johannes proposal) – multi-day event; he has submitted an updated proposal for us to look at
 - b. Coker Tire Challenge
- 14) New business, open forum
 - a. Road Rally Town Hall via conference call? Given that we don't have good rally attendance at the convention, should we have a conference call Town Hall meeting? Who to invite? How to do it? No PIN necessary. Sasha and Len both said we should at least give it a try. Rich will look into setting it up for late summer.
 - b. Motion to revise the Audit Form to specifically require that the audit include a set of Official Results. No second, no vote. Does there need to be a fine for failure to include results, or is it sufficient to say that an audit isn't recorded until the results are submitted and just go with the existing fine for late filling of an audit? [This is in response to Item 8.b. above] Chuck will revise the results form to say to send results to both him and Deena, separately from the Audit form.
 - c. Rich forwarded an email from Doug Shepherd with a suggestion for regionals with awards at various experience steps; Chuck was generally in favor; Len asked who would keep the points; Rich said maybe we put the burden on the contestant, have them show results that he or she has achieved the necessary results.
- 15) Pick your "one RRB-task" this month:
 - a. Jeanne – get minutes done sooner

- b. Clarence – link to RReNews
- c. Sasha – contact Eileen Waters again about press release
- d. Len – add 2013 rallymasters to his list
- e. Rich – read RFO, talk to Deena about a phone conference town hall
- f. Chuck – get up to speed on points

Meeting adjourned 9:29 pm CDT

Next meeting June 3, 2014, via telephone conference.

Respectfully submitted,
Jeanne English, RRB Secretary

ROAD RALLY TECHNICAL BULLETIN

Road Rally Technical Bulletin - Rules For Organizers - Effective May 6, 2014

The RoadRally Board has amended the following portion of Chapter 24 B after a review of the Claim's Committee inappropriate actions during the 2014 Steel Haul National Rally. No change will be made to the Official Results but the claimant's fee shall be returned. The italicized bold portion shall be considered to be a permanent change to the RFOs until such time that a new edition containing this amendment is published.

6. The vast majority of claims received by Claims Committees revolve around the interpretation of route instructions or their conformity to the SCCA RRR or the GI's. In resolving claims of this nature, the claims committee should interpret the language of the route instruction or regulations in the normally accepted sense. Laborious, obscure, or illogical reasoning in an effort to find some justification for rejecting a claim has no place in the SCCA *RoadRally* program. If it is concluded that a disputed route instruction is erroneous or contrary to the SCCA RRR or GI's, and this error could reasonably have affected the contestant's score, the proper course of action for a claims committee is to discard the leg rather than to make an individual adjustment in the claiming contestant's score. ***The claims committee shall never consider or use a contestant's opportunity to recover from a course error as a reason to deny an otherwise valid claim.***

Approved by RRB, May 6, 2014

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/>