

SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 25, 2014

The Solo Events Board met by conference call June 25th. Attending were SEB members Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, and Tere Pulliam of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2016**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Recommended Items for 2015

Per committee recommendation and with SEB concurrence, 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, via the form at www.soloeventsboard.com.

Street Touring

#12465 STS and STC Combining proposal

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

Street Prepared

#12392 Brake Allowance Proposal

Effective 1/1/2015 change 15.6.A to read as follows:

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

NOTE: This proposal was published in the February Fastrack. The SPAC believes there to be no downside to this change.

Member Advisories

Awards

The SEB is seeking nominations for the Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners may be found in Appendix L.V of the Solo Rules.

Safety

#14097 Photo/video drones at Solo events

Per the SEB, the following safety rule change is effective immediately upon publication:

Add new section 1.3.2.V as follows:

V. The use of unmanned aircraft systems (UAS's, i.e. drones) is not permitted at any event, unless (1) approved

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by event officials, and (2) the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of UAS's, and must provide at a minimum \$10M of primary coverage.

Street

#14112 Clarification on shock top hats

Earlier-year Miata shock absorber "top hats" are not permitted to be used on later model year cars in Street classes. There is no update/backdate allowance in the Street category.

Street Touring

#14084 Breather Tube Clarification

There are no provisions in the the ST rules for removing coolant hard lines or removing/substituting hood props.

Kart

The KAC is seeking additional members, particularly those with an active interest in Formula Junior. Interested members are invited to submit their qualifications in writing via www.soloeventsboard.com.

#13540 Electric Fuel Pump allowance Proposal

Engine manufacturer supplied electric fuel pumps are compliant per section 19.1.D.4, Other Engines.

Change Proposals

Street Prepared

#12542 Differential Bushing Proposal

Per the SEB, change Rule 15.8.D as follows:

Differential mount bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. ~~*The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.*~~

Also remove last two sentences of 15.2.D and the third and fourth sentences of 15.8.E.

Comment: This proposal brings these bushing requirements in line with the engine and transmission mount bushing requirements.

Kart

#12679 FJ Engine Allowance Proposal

The KAC proposes language for adding Briggs & Stratton Animal LO 206 motor for Junior classes, as follows:

Junior A

Add to section 19.2.A.1. b. Engines, effective 1/1/2015:

5. Briggs & Stratton Animal LO 206

A. Fuel: Gasoline only

B. Weight (LBS)275

C. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.

D. Motor must remain sealed as from manufacturer.

Junior B

Add to section 19.2.A.2. b. Engines, effective 1/1/2015:

7. Briggs & Stratton Animal LO 206

A. Fuel: Gasoline only

B. Restrictor: A specific throttle slide restrictor must be installed in the carburetor (0.520", 13.2 mm): Briggs & Stratton "Blue" slide, available from manufacturer.

C. Weight (LBS)250

D. Carburetor, clutch, and exhaust as supplied with engine by manufacturer.

E. Motor must remain sealed as from manufacturer.

#13962 JB Engine Allowance Proposal

Effective 1/1/2015, change 19.2.A.2.b.6 to :

6. Clone Motors (~~Regional Only~~)

A. Fuel: Gasoline

B. Weight (IBS):250

C. Motor must remain completely standard with the exception that the "governor" may be removed (*no modifications or changing of the flywheel, exhaust, carburetor, etc.*)

#14049 Junior Kart Classing Proposal

The KAC is seeking member feedback for allowing junior karts to compete in a higher level kart class, effective 1/1/2015. An example would be a JB compliant kart running in JA. The age restriction of the higher class would apply.

#14085 JA Minimum Weight Proposal

The KAC is seeking member feedback regarding raising minimum weights in JA and JB by 15lbs across all engine packages, effective 1/1/2015.

Not Recommended

Street

#14124 Case for +/- 1/2

Per the SAC: while increasing Street category wheel widths by 1/2" would help AP1 S2000's owners find a less expensive wheel, it would also effectively increase competition costs by making other car owners buy expensive custom wheels.

#14189, 14249 Focus ST move to DS

Please see the response to letter #14228.

#14214 Fiesta ST Move to HS Proposal

Please see the response to letter #14228.

#14228 Focus ST Move to DS 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.

Street Touring

#13502, 13511, 13767, 13942, 13948 New Cars in STU Comments

NR: The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

#13727 Boxster Classing Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#13927 RSX Move to STC Proposal

The STAC is not recommending moving the RSX at this time; the committee believes the car is appropriately classed

in STF.

#13936 Muscle Cars Move to STX Proposal

The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

#13944 Pony Cars Move to STX Proposal

The STAC is not recommending any changes to pony car classing at this time as the committee feels the additional tire allowances in STU are a better fit for most competitors.

#13986 370Z Move to STU Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#14010 350Z Move to STR Proposal

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#14046 C5 Z06 in STU Proposal

Per the STAC, the C5 Corvette Z06 exceeds the performance parameters of STU.

#14047 New Cars in STU Comments

The STAC would like to give the recent changes in STU time to develop before considering other changes to the class.

#14056, 14059, 14064 RSX Type S Move to STX Proposal

The STAC is not recommending moving the RSX at this time, the committee believes the car is appropriately classed in STF.

#14215 RX7 Classing Proposal

The STAC feels the FC RX7 is already competitively classed in STS.

Street Prepared

#12361 S2000 Classing Proposal

The SPAC does not feel that we have sufficient event results to justify a move at this point.

#12935 High HP FWD Cars Move to FSP Proposal

Thank you for your input. The SPAC is acutely aware of the common complaint regarding class proliferation in Solo. We do not recommend any additional classes at this time.

Kart

#13615 ICC Engine Allowance Proposal

The KAC feels at this time opening up KM to a seldom used engine configuration goes against the philosophy of the class.

#14025 Clone Kart Allowance Proposal

The KAC and SEB feel no new kart classes are necessary at this time.

Other Items Reviewed

Street Touring

#12064, 12065, 12066 Lower Control Arm Allowance Comments

Thank you for your input.

#12315 Control Arm Clarification

Thank you for your input.

#13497 2015 Subaru WRX STI Classing Proposal

The 2015 Subaru WRX STI is already classed in STU.

#13643, 13645 Treadwear Rating Comments

Thank you for your input.

#14073 Treadwear Rating Proposal

Thank you for your input.

#14157, 14159, 14166, 14170, 14172, 14175, 14220 Oil Cooler Comments

Thank you for your input. The oil cooler proposal was recommended to the BOD for approval (June Fastrack #12449).

Kart

#13637 Weight Comments

Thank you for your input. Please see the response to #13615

#13664 ICC Engine Comments

Thank you for your input. Please see the response to #13615

Handled Elsewhere

Street Touring

#11937 STU Allowance Proposal

Thank you for your input. The tire width change is not recommended. The lower control arm attachment change is addressed by item #12063 in the July Fastrack.

Street Prepared

#12034 S2000 Move to CSP Proposal

Thank you for your input, please see the response to item #12361.

#12464 S2000 Move out of BSP Proposal

Thank you for your input, please see the response to item #12361.

#12540 Bushing Allowance Clarification

Please see the response to item #12542.

#12857 BRZ/FRS Classing Proposal

See the January Fastrack, item #10365, for initial classing information.

Kart

#14241, 14244 JA Minimum Weight Proposal

Please see item #14085; the KAC thanks you for your input.

#14243 JB Minimum Weight Proposal

Please see item #14085. The KAC thanks you for your input.

Tech Bulletins

Street

#14146 BMW E9X Classing Clarification

The following F-Street listing correction addresses the issue that the current listing leaves out the V8 versions of the later M3's. The SAC believes removing the 6-cyl reference will effectively include them.

BMW

3 Series (~~6-cyl~~, including M3; E46, E90, E91, E92, E93) (2000-13)

#14193 2006 Lotus Exige (NA) Clarification

The listings for the Lotus Exige variants in SS and SSR are corrected to read as follows:

SS

Lotus

Exige (non-supercharged) (2006)

SSR

Lotus

Exige (normally-aspirated) (2006)

#14208 370Z Classing Clarification

The C Street listing for the Nissan 370Z is corrected to read as follows:

CS

Nissan

370Z (non-NISMO) (2009-14)

Street Touring

#13710 Nissan 300ZX Classing Proposal

This Tech Bulletin is provided to update the STX 300ZX listing, which should read:

Nissan

300ZX (non-turbo) (1983-96)

#13904 Chevy Spark Classing Proposal

Per the STAC, add the following new listing to class **STF** in Appendix A:

Chevrolet

Spark

Note: The Chevrolet Spark may run in STF if it meets the height/track requirements of 3.1. It may need to be lowered and/or widened in order to accomplish this.

Also note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

#13988 Eclipse GT Classing Proposal

Per the STAC, add the following new listing to class **STX** in Appendix A:

Mitsubishi

Eclipse (2006-2012) (V6)

Note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

#14130 Mazda2 B-Spec sway bar

Add the following clarification to the Street Touring section of Appendix F:

Mazda 2 Anti-Roll Bar

The Mazda 2 B-Spec "sway bar" by Tri-Point Engineering is not a sway (anti-roll) bar as it does not meet the conventional definition.

#14206 Audi S5 Classing Proposal

Per the STAC, add the following new listing to class **STU** in Appendix A:

Audi

S5

Note: Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

Street Prepared

#13561 Lotus Evora S Classification Proposal

Change line in ASP from:

Lotus

Evora (non-supercharged) (2010-14)

to:

Lotus

Evora, *Evora S* (2010-14)

Note: this is an initial classing of the Evora S and is subject to the provisions of SR 3.2. Per SR 3.1 this car is not eligible for the 2014 Solo National Championships in this class.

Kart

#14242 Youth Steward's discretion for Rain Events

Clarify 2nd paragraph in 19.2.C with:

"Kart specific molded 'rain tread' tires of any durometer reading may be used at a rain event. *The tread pattern may not be modified.* Declaration of a rain event is at the discretion of the Youth Steward. *Once an event has been declared a rain event, it remains a rain event and rain tires or the class specified dry tires are permitted.*"

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 1, 2014

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

Member Advisory

None.

No Action Required

FB

1. #14230 (Randy Cook) Engine Intake Restrictor Proposal

Thank you for your letter. The CRB has worked with the FB Ad Hoc Committee over an extended period of time to provide a plan for the future of FB and the inclusion of new engines. The CRB believes this plan is manageable and in the best interest of the class.

P2

1. #13968 (Paul S Ricco) Quad 4, 4 -Valve Classification Request

Thank you for your letter. The Olds Quad 4 engine is currently listed in the P2 engine table in the end of GCR section 9.1.8.C.1 and separately in section 9.1.8.E. Section E had previously shown the Quad 4 as P1 but that was an error in the header. Please see the P2 ruleset for any other applicable specifications.

GCR

1. #14004 (Tobin Schuster) Car Number Identification

Thank you for your letter. If Timing and Scoring determines that numbers are not legible, they can raise their concern to the Chief Steward for correction. Please see previous response to letter #13920, June 2014 Fastrack Minutes.

2. #14034 (Bob Coury) Full Competition License Renewal Requirements

Thank you for your inquiry. If you have successfully completed one sanctioned race of a multi-sanctioned weekend, then you have fulfilled your license renewal requirement credit for the weekend. Yes, you can run two race weekends in one calendar year to fulfill your two year license renewal.

GT2

1. #14136 (Wayne Graham) Response to My Letter #12014

Thank you for your letter.

2. #14204 (Andrew Chartrand) Glass T-Top Removal or Modify?

Thank you for your letter. Yes you must run securely mounted solid roof panels of the same dimensions after the required removal of the glass panels.

ST

1. #13452 (RYAN SAARI) Classify the 2013 Subaru WRX in Touring

Thank you for your inquiry. The car is currently classified in STU.

T4

1. #14253 (Stan Czacki) 07/01/14 Tech Bulletin - Preliminary

Thank you for your letter. The CRB will continue to monitor the performance of this car.

Not Recommended

AS

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

The CRB and American Sedan Advisory Committee do not recommend this proposal at this time.

The CRB thanks the below authors for their input:

Thomas Himes (13939), Steve Nitkowski (13950), Mark Muddiman (13952), Eric Ritchie (13955), Scott Sanda (13957), Jack Martin (13961), Scott Olsen (13973), Tim White (13976), Mark Wheaton (14009), David Venhaus (14021), and Dylan Olsen (14023)

B-Spec

1. #11752 (Chris Capaldi) Allow the Use of Mazda 2 B Spec Rear Sway Bar for Ford Fiesta

Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

2. #11855 (Chris Capaldi) Allow Use of 4.25 Final Drive in Ford Fiesta

Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

3. #11901 (Joel Lipperini) Competition Adjustment for Honda Fit

Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

4. #12668 (Jake Lewis) Allow Mini Cooper Adjustable Camber Arms

Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

5. #13347 (chi ho) Honda Fit Rear Subframe

Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

6. #13548 (Bobby Beyer) Add Part to Toyota Yaris Allowance

Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

7. #13690 (Chris Kisner) Rear Sway bar for Ford Fiesta

Thank you for your request. The CRB and the Manufacturers' Committee do not recommend this change.

8. #14187 (Brian Kelm) Weight Reduction for Ford Fiesta

The CRB and Manufacturers' committee do not recommend this change. The Fiesta is shown to be a front running car in 2014 WC races.

9. #14222 (Eli Villa) Adding Another Suspension Package

The CRB and Manufacturers' Committee do not recommend this change. The parts are currently available from Kinetic motorsports. The only elements required from them are the shock package, sump pan, and restrictor to keep costs to a minimum.

FA

1. #14151 (Ahsen Yelkin) 2.5L MZR/Ford Duratec Engine

Thank you for your request. The CRB does not recommend these changes at this time.

2. #14152 (Ahsen Yelkin) Ford Duratec 1615cc Engine

Thank you for your letter. The CRB does not recommend this weight change at this time. The rules are adequate as written.

FM

1. #14284 (Ritchie Hollingsworth) Lower Control Arm Camber Rod End Size Change

Thank you for your letter. Moses Smith Racing is currently working on a solution to this problem that should be available very soon. There is a concern that changing one part will cause an issue with other parts and they are working to make sure all parts in the assembly are properly matched for the application.

FST

1. #14205 (William Bonow) Change Class Status on FST to Majors Eligible

Thank you for your letter. The CRB does not recommend FST as a Runoffs-eligible class at this time. The CRB will continue to work with the Board of Directors on active class management for current and future Runoffs-eligible classes.

P1

1. #14200 (Richard Cottrill) 670 CC Super Charger

Thank you for your letter. Please provide to the CRB the type of supercharger, the boost to be used, and the data that supports your request for a 48mm inlet restrictor, and the CRB will consider adjusting the size of the restrictor.

P2

1. #13625 (Mark Pfeffer) Sports Racer P2 Aerodynamic Rules for Older Non-Spec Line Cars

Thank you for your letter. With the reorganization of the Sports Racer classes, almost all P2 competitors have had to make modifications to their cars. The CRB does not believe the changes you listed are unreasonable and many others have been able to make the same changes without issues. The rules are adequate as written.

GCR

1. #14234 (David Mead) Runoffs Participation Requirements

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

GT2

1. #14226 (Brad Fincham) Vehicle Technical Entry

Thank you for your letter. Engine intake (twin turbo V8) exceeds GT specification allowances.

GT3

1. #14180 (Bud Reichard) Mazda 12B/13B Peripheral Port

Thank you for your letter. The CRB believes that the Mazda 13B in GT3 is correctly classed with a 37mm SIR at 2250 lbs. The CRB will monitor on track performance.

GTL

1. #14129 (Mark Ward) Engine Request

Thank you for your letter. GT is based on manufacturer identity and this type of allowance would not be in the best interest of the GT/manufacturer relationship.

STU

1. #14294 (Andrie Hartanto) Transmission Cooler Ducting to Rear Bumper

Thank you for your request. The CRB does not recommend allowing body modifications outside of those already permitted in the current rules.

T2

1. #14256 (John Buttermore) Performance Balancing Request for T2 Corvettes

Thank you for your request. We will continue to monitor the performance of this car.

T2-T4

1. #14203 (Steven Glaab) Engine Damper Allowance

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

T4

1. #14032 (Dave Wheeler) Allow MX 5 Cup Roll Cage in T4

Thank you for your request. The MX5 Cup car is currently classified in T3 and the CRB will monitor its performance. Allowing the MX5 Cup roll cage in T4 is against T4 class philosophy.

2. #14160 (Greg Vandersluis) Weight Reduction

Thank you for your letter. The CRB will continue to monitor the performance of this car.

3. #14263 (BRIAN PRICE) SPRINGS AND RESTRICTOR FOR T4 RX8

Thank you for your request. The CRB will continue to monitor the performance of this car. The springs are available from Mazdaspeed.

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.

FV

1. #14415 (Club Racing Board) FV Disc Brakes

Change 9.1.1.C.2: 2. Weights and Dimensions

Minimum weight as qualified or raced, with driver: 1025 lbs; *1050 for cars equipped with disk brakes and/or ball joint front beams.*

Add 9.1.1.C.3.A.12: *12. VW Type 1 ball joint front suspensions may be used under the following conditions.*

a. Disc brakes shall be used on the front axle.

b. 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.

c. Front spring(s) are unrestricted except that the front suspension lifting spring(s) must be a continuous unit measuring 37.63" (+ or - .25") in length, and be completely housed inside the torsion spring tube(s). 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 springs are not permitted.

d. Removal or substitution of the shock towers above the upper H-beam tube is permitted.

- e. The use of any direct acting tube type shock absorber(s) 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 OEM 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" may be used to protect the shock(s)/chassis from bottoming. Use of related bump rubber packing washers/solid spacers is free.
- f. 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.
- g. Installation of 1 ride height adjuster per beam tube, constructed for use with standard VW spring packs allowing rotation of the spring back, is allowed. No cockpit adjustment of ride height is permitted.
- h. Removal of the brake backing plates is permitted.
1. Camber/caster eccentric adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber and toe settings are free.
 2. Any ferrous wheel bearings that fit in the VW type 1 spindles and disc brake hubs without modification are permitted.
- k. The steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism shall be a standard Type 1 VW steering gearbox or direct replacement. 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: 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.

Change 9.1.1.C.4.B.: B. These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Any master cylinder(s) may be used. *Cockpit adjustable brake bias bars are permitted.*

Add 9.1.1.C.4.D.: *D. Any link pin disk brake conversion is allowed under the following conditions.*

1. Spindle and brake caliper must be ferrous metal.
2. The "5 wide" wheel adapters shall be made from ferrous metal or aluminum.
3. Rotor must be ferrous metal, non-floating, single piece hat and rotor design and shall not be cross drilled, grooved or scalloped.
4. Total weight of all parts outboard of the front trailing arms, less wheels and tires, must not be less than 28 lbs per side.
5. Wheel mounting lug bolts may be replaced with studs
6. All components must remain within the safety tolerances and minimum dimensions established by the component manufacturer.

GT2

1. #14077 (Pete Peterson) Weight Increase with No SIR

Thank you for your letter. Add 9.1.2.F.4.I.:

I. GT2 Rules Concerning Alternate Weights and SIRs.

1. *Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty.*

T3

1. #14216 (David Mead) Rear Control Arms for 1999-2004 Mustang GT

Thank you for your request. Add to the specification line notes for the T3 99-04 Mustang: *Steeda 555-2002 rear control arms are allowed.*

Taken Care Of

B-Spec

1. #10029 (Jason Isley) Toyota Yaris Suspension Kit

Thank you for your request. Please see the response to letter #12883, December 2013 Fastrack Technical Bulletin.

2. #11897 (Steve Taake) Removal of Front Windows Request for B-Spec

Thank you for your request. This is included in the current GCR.

3. #11898 (Steve Taake) Removal of Front Door Panels Request for B-Spec

Thank you for your request. This is included in the current GCR.

4. #12056 (Club Racing Board) Mazda 2 calibration Weight Balance

Thank you for your request. Please see the response to letter #11958, Technical Bulletin.

5. #13487 (Bobby Beyer) Yaris B-Spec Suspension

Thank you for your request. Please see the response to letter #12883, December 2013 Fastrack Technical Bulletin.

6. #13971 (Kyle Keenan) Kia Rio Restrictor

Thank you for your request. Please see the response to letter #13967, Technical Bulletin.

7. #13972 (David Daughtery) 2014-2015 Versa Note in B-Spec

Thank you for your request. Please see the response to letter #14067, June 2014 Fastrack Technical Bulletin.

8. #14008 (Richard Kulach) Classification Request for 2014 Nissan Versa Note

Thank you for your request. Please see the response to letter #14067, June 2014 Technical Bulletin.

9. #14079 (John Cooper) Measurement Issues in B-Spec

Thank you for your letter. Please see the response to letter #14061, Technical Bulletin.

FA

1. #14016 (Mark Tosa) Opal Engine Proposal

Thank you for your letter. Please see the response to letter #14015, Technical Bulletin.

FST

1. #14223 (William Gray) Changing FST from a Regional Only Class to Majors

Thank you for your letter. Please see the response to letter #14205.

2. #14338 (Charles Singletary) Class Status Change

Thank you for your letter. Please see the response to letter #14205.

T4

1. #14132 (Tony Lopez) Mazda RX8 in T4

Thank you for your letter. Please see the response to letter #14125, Technical Bulletin.

2. #14269 (Izzy Sanchez) T4 Concerns

Thank you for your letter. Please see the response to letter #14125, Technical Bulletin.

3. #14270 (Tony Lopez) T4 Balance Support

Thank you for your letter. Please see the response to letter #14125, Technical Bulletin.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2014

NUMBER: TB 14-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2014 unless otherwise noted.

American Sedan

1. #14128 (Jim Wheeler) Trim and Molding

In 9.1.6.D.7.i, add new section 5 as follows:

"All exterior and interior trim, grills, moldings, vents, badges, and screens may be removed. Resulting holes may be covered."

B-Spec

1. #11635 (Jonathan Stocum) suspension part number change for Ford Fiesta

In B-Spec, Ford Fiesta (4-dr) (11-12), change the notes as follows:

Suspension Kit: ~~#M-FR3-FASB~~ **M-FR3-FAEB**

2. #11958 (Club Racing Board) Balance Performance of Mazda 2

In B-Spec, Mazda 2 (11-12), change the weight as follows:

~~2350~~ **2480**

3. #12544 (Chi Ho) Min Weight Adjust to car in class

In B-Spec, Mini Cooper (07-10) and Mini Cooper (2011-) Change the notes as follows:

~~33mm~~ **32mm** Flat Plate Restrictor.

4. #13167 (James Kurtz) Information needed regarding GCR 9.1.10.37

In B-Spec, Mazda 2, add the notes as follows:

Mazda reflash part #0000-10-2001 allowed.

5. #13332 (Perry Richardson) Allowing 2013 and up models.

In B-Spec, Mazda 2, change the spec line as follows:

Mazda 2 (11-12) **14**

6. #13949 (Jason Isley) top speed limiter bypass

In B-Spec, Toyota Yaris (07-12), add the notes as follows:

Speed sensor may be disconnected.

7. #13967 (Morgan Peetz) Kia B Spec Restrictor Change

In B-Spec, Kia Rio 5-door (2012) change the weight and restrictor as follows:

~~35~~ **37mm** ~~2500~~ **2525**

8. #14173 (Eli Villa) 2014 Kia Rio Submission

In B-Spec, Kia Rio 5-door (2012), change the spec line as follows:

Kia Rio 5-door **/LX** (2012)

9. #14279 (Club Racing Board) Reduce Fiat 500 weight

In B-Spec, Fiat 500 (2012), change the weight as follows:

~~2280~~ **2230**

Formula/Sports Racing

F5

1. #14301 (Jack Walbran) Request for Competition Adjustment for 4-cycle Engines

In F500, Honda CBR600RR, Suzuki GSXR600 and Yamaha R6, change the restrictor as follows:

~~32~~ **30** mm Flat Plate Intake Restrictor

FA

1. #13618 (Seth Ravndal) Please add Honda B-16 to engine table

In FA, classify the Honda B-16 engine as follows:

Spec Line	Engine Series	Max Displ. (cc)	Max. Valves/ Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
O.	Honda B16	1600	4		NA	1160

2. #14015 (Mark Tosa) Renault Engine Proposal...New CRB Letter
In FA, Formula 3 car, change the spec line as follows:

Car	Engine	Wheel Width (in) +/- .060	Aero	Transmission	Weight	Notes
FIA Formula 3 cars	1600-VW (non-Crossflow head) or 1635cc-Volkswagen with carbs (no restrictor). FI with 37mm restrictor located between cylinder head and butterfly All FIA compliant engines years 1997 to 2008. Engines must be run per FIA spec. with 30mm required restrictor	(F) 9 Min. (R) 10 Min.	See-FA-Rules	Up to 5 Forward Gears, Limited Slip Differential (sequential Carries a 25 lb Weight Penalty)	See Table 1	NOTE: Any other classified engine must be approved by the SCCA Club Racing Board on a case by case basis. All block and crankshaft allowed with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max Cars must run per FIA spec for year and model of chassis. Competitor must carry and be able to present year specific FIA rules to tech. upon request. Cars must meet all SCCA safety requirements including roll structure.

3. #14150 (Ahsen Yelkin) 2.3 L MZR/Ford Duratec Engine
In FA, Classify the Ford Duratec/Mazda 2300 as follows:

Spec Line	Engine Series	Max Displ. (cc)	Max. Valves/ Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
N.	Ford Duratec/ Mazda	2300	4	Maximum compression 14.0:1 Maximum Displacement 2296	32mm	1345

FE

1. #13905 (Robin Shute) Rule Clarification - Wicker bill (Gurney flaps) on Front wing

In section 9.1.1.1.6.g change the language as follows:

"The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from Enterprises. Any modification to these parts, except as specifically noted herein, is strictly forbidden. The main wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement. Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the ~~wing element~~ **front wing secondary elements only, not the wing main plane**. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .500". Maximum number of mounting locations on front flaps is 2 on each flap and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted."

FF

1. #13828 (Joe fisher) Wrist pin clarification

In sections 9.1.1.B.12.e, add section 6 as follows:

6. Wrist Pins are unrestricted provided that:

A. weight is 115 +/- 2 grams.

B. No modification is made to the piston for the installation of the wrist pins

In section 9.1.1. B.13.e, add the language as follows:

W/rings & pin:485 grams

Weight of Pin: 115 +/- 2 grams

Wrist Pins are unrestricted provided that:

No modification is made to the piston for the installation of the wrist pins

P1

1. #13629 (Matt Graham) Clarify turbocharger engine specification.

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

"On turbocharged and supercharged engines, only one turbocharger or supercharger unit shall be used, and all air shall pass through a single inlet restrictor."

2. #13630 (Matt Graham) Adjust FPIR for 1615cc Engine Stohr, West, et al.

In P1, Stohr or West or Spreads Homologated before 1/1/2014 ASTRA Homologated after 1/1/2014, change the Restrictor as follows:

37mm **35mm**

3. #14199 (Richard Cottrill) wheel base and track spec lines

In P1, Spec line F and G, change the spec line as follows:

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor (unless otherwise noted restrictors are Flat Plate Intake Restrictors)
F	Stohr or West or Spreads Homologated before 1/1/2014 ASTRA Homologated after 1/1/2014	<i>Stohr/West</i> 97in <i>Astra 101in</i> <i>Spreads</i> 104in	<i>Stohr/West</i> 56in <i>Astra 64in</i> <i>Spreads</i> 62in	1125lb Max engine displacement 1615cc, Suzuki Hayabusa based engine only.		NA	37mm
G	Stohr or West or Spreads Homologated before 1/1/2014 ASTRA Homologated after 1/1/2014	<i>Stohr/West</i> 97in <i>Astra 101in</i> <i>Spreads</i> 104in	<i>Stohr/West</i> 56in <i>Astra 64in</i> <i>Spreads</i> 62in	1075lb Max engine displacement 1455cc, Suzuki Hayabusa based engine only		NA	40mm

4. #14318 (Club Racing Board) P1 SIR/TIR Errors and Omissions

In Section 9.1.8.B.1.J.3, change the language as follows:

"Where a carburetor or fuel injection restriction is specified, a flat plate restrictor, *venturi*, SIR or TIR is required through which all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, shall pass. *SIR and TIR installations are per the Technical Glossary requirements.* Where intake restrictors (*excluding SIR and TIR*) are specified, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. Restrictors shall be a minimum of 0.060" thickness and of the specified diameter. SIR location is unrestricted so long as all SIR criteria are met."

P2

1. #13537 (Michael Reuper) Proposal for 2-stroke engine restrictors for P-2

In P2 Engine Table, add the spec lines as follows:

	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Req'd Restrictor Flat plate except as noted up to 70in / 70in-78.74in width	Min. Weight(Lbs)	Notes
A.3	2 cycle	905	NA	Not required	1000	Maximum 2 cylinders
A.4	2 cycle	855	NA	Not required	1000	AMW opposed 4 cylinder engine, 68.0mm bore x 58.5mm stroke,

2. #14149 (Sean Williams) Quad 4 in P2

In P2, Olds Quad 4, change the Max. Valve / Cyl. as follows:

2 4

GCR

1. #13985 (David Gomberg) Length of Course (Track) Not Specified

In appendix B, 1.4.1.E change the language as follows:

"A complete description of the event, including *course* length and types of sessions and races, the classes of cars eligible, and the race groups (See AppB.1.4.2)"

2. #13994 (David Gomberg) Annual Inspections Expiring During a Race Weekend

In Section 5.20.14, add the language as follows:

"A car must have full and complete Annual Technical Inspection by a tech inspector holding either a Divisional or National license once a year (12 months). If the car passes the inspection, the tech inspector enters the date of the safety harness expiration in the Vehicle Logbook; he then stamps, decals, or inscribes approval; dates and signs the Vehicle Logbook. The driver's safety equipment does not have to be inspected at the same time the car is inspected, but it must be inspected by or at the driver's first

race of each calendar year. *An Annual Tech expiring on a race weekend is valid for the full weekend.* (See 9.2.20.A)”

3. #14235 (GCR Committee) Race Credit - Add Language to GCR App. C, 2.2.A.4.

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

*“Events resulting in a DNS or **DQ from a race. At multi-race events, successful completion of another race(s) is acceptable on the same weekend.**”*

Grand Touring

GT1

1. #14344 (SCCA Staff) FIA GT3 car notes

In GT1-ST, change the spec line notes as follows:

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

2. #14357 (SCCA Staff) GT1 C7 Corvette

In GT1-ST, classify the 6162cc Corvette engine as follows:

GT1-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Corvette	<i>6162</i>	<i>3100</i>		<i>GM LT1</i>

GT2

1. #13203 (Club Racing Board) Class C7 Corvette

In GT2-ST, classify the 6162 cc Corvette engine as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Corvette	<i>6162</i>	<i>3250</i>	<i>68mm Flat Plate</i>	<i>GM LT1</i>

GT3

1. #14163 (Brett Whisenant) Fuel Tank usage for GT3

In section 9.1.2.F.3.b, add the language as follows:

“A safety fuel cell complying with GCR Section 9.3 Fuel Cell Specifications, shall be installed. All fuel cell vents shall incorporate

check valves to prevent fuel spillage. Dry break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork. *The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (e.g. frame rails). Spec line allowances will be added on a case by case basis.*

Improved Touring

ITA

1. #14094 (Joe O’Gorman) 1994 Mazda protégé LX classing
In ITA, Mazda Protégé LX (90-93), change the spec line as follows:
Mazda Protégé LX (90-93 **94**)

ITS

1. #13836 (Raymond W. Peterson) Weight Calculation
In ITS, BMW 325i/is (87-91), change the weight as follows:
2750 2710

Production

EP

1. #12630 (Jesse Prather) Remove weight and add rods for EP MX5
In EP, Mazda MX-5 (06-11), change the weight as follows:
2300 2250
***2358 2306**
****2415 2367**

The request for alternate rods is contrary to class philosophy and such rods are not required to make the car mechanically sound. Thus this portion of the request is not recommended.

Spec Miata

None.

Super Touring

None.

Touring

T1

1. #13931 (John Tecce) Porsche Cayman - Touring 1
In T1, Porsche Cayman (05-13), change the spec line as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
Porsche Cayman (05-13)	3600 3800	2875 2800 2900		<i>Must meet OEM specifications</i>	

2. #14156 (Chris Edens) T1 Mazdaspeed Miata
In T1, Mazda MX-5 Miata MazdaSpeed, add the engine notes as follows:
“Garrett GT3076 **and GT2554** turbo allowed.”

3. #14158 (rob bodle) Mustang Cammer Engine
In T1, Ford 5.0L “Cammer”, change the weight and engine notes as follows:
3500 3350 ~~“Boss” intake manifold permitted~~

4. #14339 (ken stout) Where do we fit in?
In T1, classify the Scion FR-S as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>Scion FR-S</i>	2500	2750	<i>41mm TIR required</i>	<i>Precision Turbo PTB205-5558B allowed</i>	

T2

1. #14058 (Touring Committee) Add Porsche Carrera S
In T2, classify the Porsche Carrera S as follows:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Porsche Carrera S (06-08)</i>	<i>99 x 82.8 3824</i>	<i>2355</i>	<i>18 X 8.5 (F) 18 x 11 (R)</i>	<i>255 (F) 315 (R)</i>	<i>3.82, 2.20, 1.52, 1.22, 1.02, 84</i>	<i>3.44</i>	<i>(F) 330 x 34 Vented (R) 330 x 28 Vented</i>	<i>3275</i>	<i>65mm flat plate restrictor required</i>

2. #14331 (SCCA Staff) T2 Ford Mustang (05-10) Spec line notes

In T2, Ford Mustang (05-10), add the notes as follows:

2005-2010 Mustang GT 4.6L may be converted to 2011-2012 5.0 liter specifications *with 62mm Flat Plate Restrictor*;

T3

1. #14251 (Marc Feinstein) Audi S4 and S5 competition adjustment

In T3, Audi S4 (10-11), Audi S4 (12-14) and Audi S5 (13-14), change the weight and notes as follows:

~~3600~~ *3675*

S Tronic Transmission permitted at ~~3650~~ *3725*

~~43mm~~ *46mm* flat plate restrictor.

2. #14277 (Touring Committee) Change restrictor size for Acura TL

In T3, Acura TL SH-AWD (10-13), change restrictor as follows:

~~65~~ *60mm*

3. #14361 (SCCA Staff) Classify the WRX in T3

In T3, classify the Subaru WRX as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Subaru W R X (2012-2014)</i>	<i>99.5 x 79.0 2457</i>	<i>2624</i>	<i>17x8</i>	<i>245</i>	<i>3.17 1.88 1.30 0.97 0.74</i>	<i>3.90</i>	<i>(F) 326 (R) 316</i>	<i>3250</i>	<i>Whiteline 24mm front and 22mm rear sway bars allowed. STI Brembo brake package allowed. Max F/R spring rate 500 lb/in. 36 mm Turbo inlet restrictor required.</i>

T4

1. #14000 (Mark McCaughey) Add previous SSC Toyota Celica GT to Celica GTS spec line

In T4, Toyota Celica GTS (00-05), change the spec line and notes as follows:

Toyota Celica GTS/*GT* (00-05)

Notes: *If GT car is used, all specs must meet GTS spec line.*

2. #14019 (Lee Niffenegger) Add 2014 model year to 2012-2013 Civic Si

In T4, classify the 2014 Honda Civic Si as follows:

T4	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
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Honda Civic SI 2014	87 x 99 2354	2620 (2 door) 2670 (4 door)	18x7	235	3.27, 2.04, 1.43, 1.07, .83, .65	4.75	(F) 300 x 25 Vented (R) 260 x 9 Vented	3125	The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N51410F23SA00) allowed.
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3. #14041 (david mead) 2005+ Mustang Differential
 In T4, Ford Mustang V6 (05-10), add the notes as follows:
Auburn 542023 , or Detroit 912A316 limited slip allowed.

4. #14125 (david mead) Mazda RX8 Concerns
 In T4, Mazda RX8, change the tire size as follows:
 245 225

COURT OF APPEALS

Judgment of the Court of Appeals Juan Pineda vs. SOM, COA Ref. No. 14-07-NP June 10, 2014

FACTS IN BRIEF

At the conclusion of the Sunday Sprint Race for Spec Miata at Thunderhill Raceway Park on May 18, 2014, Assistant Chief Steward, Richard Templeton, filed a Request For Action (RFA) with the Stewards of the Meeting (SOM) to investigate car to car contact on the last lap between Turn 15 and Start/Finish between Joe Rombi (SM #48) and Juan Pineda (SM #34).

The Stewards of the Meeting (SOM), Robert Hatcher and Mary Lou Robson, Chairman, heard testimony, reviewed witness statements and viewed Mr. Pineda's video. The SOM considered the evidence and determined that Mr. Rombi caused the contact. The SOM penalized Mr. Rombi by moving his finishing position back 3 positions in class.

Mr. Pineda is appealing the decision of the SOM based on new video evidence that shows Mr. Rombi's actions were more severe than initially determined by the SOM.

DATES OF THE COURT

The National Court of Appeals (COA), Laurie Sheppard, Jeffrey Niess and Rick Mitchell, Chairman, met on June 3 and 10, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Juan Pineda containing video links received June 2, 2014.
2. Official Observers Report and related documents received June 2, 2014.
3. Email from Dick Templeton received June 6, 2014.
4. Email from Mary Lou Robson received June 6, 2014.

FINDINGS

Mr. Pineda supplied a video not available to the SOM. His opinion is that this new video shows the severity and intent of Mr. Rombi's action. The video was taken by a car following the two cars in question and clearly shows the incident. The video shows Mr. Rombi recovering from contact with another car and making three moves left toward Mr. Pineda forcing him off the course before contacting him. The move to the left is not the normal setup for a left hand corner. There were no other cars around to cause Mr. Rombi to go left from the normal line and into Mr. Pineda. The SOM found Mr. Rombi failed to avoid physical contact (2014 GCR 6.11.1.A.) The COA agrees. The COA also finds Mr. Rombi guilty of 2014 GCR 6.11.1.C, "Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room".

DECISION

The SCCA Court of Appeals upholds the decision of the SOM. The Court of Appeals modifies Mr. Rombi's penalty by adding a Probation of four (4) race weekends which will begin when Mr. Rombi surrenders his competition license to the National Office. This additional penalty will place a total of three (3) automatic points against Mr. Rombi's competition license. Mr. Pineda's appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

Judgment of the Court of Appeals
Jeff Beck vs. SOM, COA Ref. No. 14-08-GL
June 17, 2014

FACTS IN BRIEF

During the post-race tech inspection after the Race of Champions Group 1 (SRF) race on Saturday (5/31/2014) at the Mid-Ohio Sports Car Course, Jeff Beck (SRF #31) was found to have a possible non-compliant throttle body. Following a Request For Action (RFA) by Chief Steward C.J Dunias, the Stewards of the Meeting (SOM) met, heard testimony, viewed the suspect part and rendered a decision that Mr. Beck had violated GCR Section 9.1.8.C.25.C (No porting, polishing...). The SOM penalized Mr. Beck with both a disqualification from his second place finish in Race Group 1 and a three (3) race probation in which his race car must pass tech inspection at all SCCA events during the probation period.

Mr. Beck is appealing the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Tom Hoffman, Jeffrey Niess and Rick Mitchell, Chairman, met on June 10 and 17, 2014 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Jeff Beck received June 2, 2014.
2. Written summary of the Beck matter (including pictures of the throttle body from Mr. Beck's car) from Larry Dent, Chairman of the SOM, received June 5, 2014.
3. Official Observers Report and related documents received June 6, 2014.
4. Additional pictures of 3 randomly selected throttle bodies taken from SRF race cars in Portland, Oregon during the SCCA Rose Cup Races, collected by a member of the COA on June 15, 2014.
5. Testimony from Erik Skirmants, President and CEO SCCA Enterprises, by phone conference on June 17, 2014.
6. Testimony from Mike Davies, Technical Director, SCCA Enterprises, by phone conference on June 17, 2014.

FINDINGS

After reviewing the associated information and pictures of Mr. Beck's throttle body, as well as pictures of three (3) additional throttle bodies, it is apparent that Mr. Beck's throttle body has abrasions on and around the "step" and the "step" within the throttle body lacks the sharp edge visible on the comparison throttle bodies. In addition, the impounded throttle body was tested on an engine dynamometer by SCCA Enterprises. Expert testimony from SCCA Enterprises, who were in control of the part, supported the COA's opinion that the throttle body was tampered with and the abrasions found within the throttle body were not typical of the part as it came from SCCA Enterprises.

The COA considered each of Mr. Beck's points as outlined in his appeal.

1) Mr. Beck asserted that GCR Section 9.1.8.C.25.C applies only to cylinder heads and exhaust ports. The COA references GCR Section 9.1.8.C.6.a which states that "No modifications are allowed...This includes...engine management components".

2) Mr. Beck asserted that the throttle body "was part of a race car that had passed previous tech inspections". The COA references GCR Section 5.9.2.B. "The technical inspection does not ensure, certify or warrant that the vehicle or any part of it is...ultimately compliant..." This would include previous technical inspections of Mr. Beck's car.

3) Mr. Beck asserted that the sharpness of the "step" within the throttle body "is a subjective decision". The COA references its own visual comparisons, the findings of the SOM and the testimony of both Mr. Skirmants and Mr. Davies. The COA believes that Mr. Beck's throttle body demonstrates a "purposeful intent to modify the part." The COA again references GCR Section 9.1.8.C.6.a which states that "No modifications are allowed..."

4) Mr. Beck asserted that the part, as is, does not give a 'discernible' performance difference over other throttle bodies.

The COA references GCR Section 8.3.3. "A claim that non-compliant item(s) offer no performance advantage has no influence on any ruling." However, while moot, it is of noteworthy interest to the COA that when SCCA Enterprises tested Mr. Beck's throttle body on an engine dynamometer against non-modified throttle bodies, Mr. Beck's throttle body demonstrated a significant performance improvement. The improvement was greater than the horsepower variance allowed by Enterprises (the sole SRF engine builder) when they re-build an SRF motor.

5) Mr. Beck asserted the part in question is "very old" and "years of handling" may account for the loss of the "sharp aluminum edge". The COA believes that the abrasions within the throttle body appear purposeful and could in no way be caused by normal wear and tear. Only air passes the throttle body and cleaning the part would require no more than a solvent and a rag.

DECISION

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

TIME TRIALS ADMINISTRATION COUNCIL

07/09/2014

➤ Participants:

Brian McCarthy (BoD), Chuck DeProw, Craig Farr, Dave Deborde, Dick Patullo (BoD), Heyward Wagner, Kent Carter, Matthew Yip, Robin Langlotz (BoD), Roy Mallory

➤ Old Business:

- Rollbar Requirements
 - Acceptable as written
 - Consider clarifying rationale for existing language
- Multi-Year Time Trials Licensing
 - In-review with Member Services

➤ BoD Report:

- Robert Clark, formerly of Honda
 - Assuming President role with SCCA Pro Racing
- Request suggestions for filling TTAC vacancies
 - Rocky Mountain
 - CENDIV

➤ New Business:

- Gambler's Edge Hill Climb
 - Requesting SCCA sanction and insurance
 - Attempting to work with event organizers
 - Response sent detailing requirements for consideration for SCCA approval
- Safety Committee
 - Create guidelines for Track Inspections
 - Use Road Race Track Inspection Guidelines for direction

➤ Actions:

- Request Road Race Track Inspection seminar for TTAC members and TT Track Inspector license holders

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | July 2, 2014

The RallyCross Board (RXB) met via conference call on July 2. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Tere Pulliam, BOD liaison, and, for special reports to the RXB, Steven Warren and Mark Walker.

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

Steven Warren report on CrossKarts

Steven Warren addressed the RXB with a proposal to include CrossKarts in RallyCross and RallySprints. A CrossKart is a single-seat, motorcycle engine-powered vehicle that has high horsepower and is extremely fast. It is considered a relatively economical vehicle at a cost of \$5,000 to \$8,000. The RXB agreed to pursue an exhibition or trial event and will forward specifications to Risk Management for their approval.

Mark Walker report on the RallyCross National Championship

Mark Walker, Regional Liaison for the RallyCross National Championship, reported that site layout plans for the event are underway. The site has the distinct benefit for RallyCross in that it has a dirt track and plenty of dirt-working equipment and expertise if needed. The site surface resists rutting very well as it has a very hard base under about 1 to 2 inches of lighter soil. The high clay content does make for a slippery when wet but also helps course durability. Walker assured the RXB that there would not be any surface issues from having a National Challenge event two weeks prior to the Championship event. An area information packet will be posted soon with a list of area amenities including lodging, dining and fuel access.

Committee Reports

- RallyCross Safety Committee (Ron Foley): Foley reported that no incident reports were submitted during the past month.
- RallyCross Rules Committee (Keith Lightfoot): Lightfoot reported that the rules proposals received during the submission period are being compiled by the Rules Committee and will be posted for member comment during the period of August 1 to September 15.
- National Championship Committee (Warren Elliott): Elliott reported on his visit to the RallyCross National Championship site and confirmed much of Walker's report about the site. The site is not as big as the Tulsa site but should provide plenty of usable acreage. Elliott did see the course in wet conditions and confirmed its greasy and slippery nature. He reported that it dried out quickly and provided very good traction when dry. He did not see any rutting issues at the site. Plans are to have the two Saturday courses set on Friday with the Sunday course being a combination of the two Saturday areas. The Region plans to barbecue for the Friday night welcoming party. A dinner and Town Hall will be provided on Saturday night at nearby Parker's Smokehouse. Elliott continues to look for a Chief of Grid and may make some changes to the already confirmed list of chiefs.
- Marketing Committee (Ron Foley): Foley reported good progress on the official RallyCross National Championship program. It will include letters from Matt Cox, Nebraska Regional Executive, and Steven Hyatt, RXB Chairman. The logo for the event has been completed.
- RallySprints Committee (Keith Lightfoot): Lightfoot reported that the Committee is working to finalize the rules for RallySprints. The next step is to confirm suitable sites for a few pilot events. Hyatt encouraged the Committee to continue its efforts in moving the concept forward.
- Divisional Steward Liaison (Keith Lightfoot): Lightfoot attended the Divisional RallyCross Stewards (DRXS) meeting in the place of Stephen Hyatt. About two-thirds of the DRXS were in attendance. Discussion items included the upcoming National Challenge schedule and a recap of completed National Challenge events. Also discussed was the equal application of rules and regulations among all the National Challenge events.

Old Business

- East / West Championship events (Blakely): Discussion was tabled, as Howard Duncan was not able to be on the conference call.

- CrossKarts: The RXB discussed the CrossKart proposal from Steven Warren and agreed the most important aspect of allowing such a vehicle in RallyCross is ensuring the safety of the drivers and course workers. Hyatt will meet with Howard Duncan in the following week to discuss those safety aspects and how they might apply to sanctioning and insurance purposes.

New Business

- Mid-year review (Hyatt): Hyatt requested an email from each RXB member summarizing the current state of RallyCross: how we are doing, what we are doing well, where we need to be before the end of the year, and plans for 2015. Hyatt will compile those emails for a discussion at the next RXB meeting.
- National Challenge events – participation levels, event schedules and rules compliance (Lightfoot): Lightfoot discussed with the RXB whether or not the format for National Challenge events should be changed to encourage better attendance. RXB agreed that in order to draw more participants to events they need to be better promoted and made more special than being a longer Regional event. Lightfoot suggested a conference call with the organizers of the 2014 National Challenges at the end of the year to get feedback on practices that work and those that don't. Hyatt suggested having a 2015 National Convention session that addresses promoting events and boosting event attendance.

Next meeting: August 6, 2014

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes July 8, 2014

The RoadRally Board met by conference call on July 8, 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, Deena Rowland from the National Office, BOD Liaisons Peter Zekert and Tere Pulliam. The June minutes were approved (Chuck/Sasha/pass).

Reminder: Rich will be off the grid (daughter's wedding) July 11 through 25.

Front Burner Items:

- 1) June RRB Meeting action items
 - a. WDC Region Rally Textbook posted (Deena) DONE
 - b. Revise RFOs (Rich) DONE
 - c. Toolbox reorganization on web site (Deena) DONE
- 2) RReNews
 - a. Kudos and much appreciation to Cheryl Babbe for another great issue.
 - b. The latest Sports Car had a sidebar pointing to this issue on page 14, above Lisa's column.
- 3) 2014 Coker Tire Run (Jeanne)
 - a. Status Report - Registration on the Coker Tire Challenge website is up (or should be by the time you read these minutes); Janice Strawbridge of Chattanooga Region is the event chairman; hotel reservations can be made via the registration site; RR Safety pre-check will be in August; things are finally coming together.
 - b. The latest *SportsCar* contains a feature article on this upcoming event; thank you Rick Beattie for a very nice article.
- 4) Rules for Organizers Update
 - a. No action planned for July. Review July 8 draft for discussion in August. (July 8 draft includes changes discussed at June meeting). June 2 draft is also in the DropBox for those who want to see the detail of changes made by Ron Ferris. We will discuss at our August call.
- 5) Championship Season Status (Chuck)

2013 Tour and Course Results status: the 2013 Course and Tour results were released in draft form; they were posted to the Yahoo group yesterday. One minor problem with the Course results has been identified. Deena will post the files to the SCCA website as provisional. The deadline for questions and revisions is July 31 – respond to Chuck Hanson directly (dtcgh@att.net); standings will be declared official August 1.

2014 Points standings release: substantial progress is being made, the biggest issue is Sportsman classifications/experience points (Chuck says – “I should be strung up by my thumbs for suggesting this point standings procedure for 2013 and beyond”). The plan is to have a first draft posted at the Indy nationals July 18; thereafter, publish an update the first of every month.

- 6) 2014 Championship Season (Jeanne)
 - a. The next Planning Calendar will be published by the end of the week
- 7) Road Rally Publicity
 - a. Shortly after the last meeting, Cheryl was successful in getting Reece White to update the scca.com/rally news items. We'll continue to submit items for keeping this area updated.
- 8) Town Hall Proposal
 - a. Deena reports that 40 phone lines are available in the SCCA system, but weekday scheduling is difficult; Rich may use another outside service.
 - b. Our meeting next month is on August 5; we will schedule the Town Halls for Tuesday, August 12, focusing on Regional issues, and Thursday, August 21, focusing on National issues; if there is extra time at either, there will then be open for any topics.
- 9) Significant changes to Road Rally Championship (Chuck)
 - a. Comments were due at end of May: the two proposed plans had one major difference – whether to combine the current Tour and Course championships or keep them separate, comments received about this were split about 50/50. Chuck says that the 2015 proposals extremely transparent, so that competitors can figure out for themselves using Lifetime Points and the list of past championship winners (both in RRRs) whether they are still in Sportsman class; either of the 2015 proposals is significantly easier than the Experience Based classes, and is totally feasible for the points keeper.
 - b. Cheryl Babbe's proposal for NRRRC series of events.
Continue discussion from June: Rich said that the consensus from the June meeting seems to be that there is not much enthusiasm; he does see the advantage of having a set schedule of events which is more easily promotable by SCCA, but has concerns about getting enough committees to do these

events. Sasha thinks that each point taken separately is fine, but to put them all together is unlikely to happen. Chuck commented that he doesn't see how such a series would appeal to the new competitors that we are trying to attract because National events are perceived to be both too difficult and too long; biggest weakness in going back to an all National series is to appeal to regional people to make the jump. Clarence sees us going nowhere but in circles; trying to use nationals to build regional programs is backwards; we don't have a set of requirements, or even a goal – we need a defined goal. Rich - in summary, the points are good, but we don't think the proposal as a whole can be done, at least not this year.

10) New business, open forum

- a. *SportsCar* Calendar info for Yucatan is incorrect; it is a regional not a national. Deena said she will see about getting it fixed, but there is a long lead time for the magazine.
- b. Where do we go from here?
 - i. Regional Rulebook: Clarence commented that a number of rules appear only on forms, e.g., social rally definition, that a rallymaster must be an SCCA member, that for nationals need to submit a flyer and general instructions with the sanction application. Rich asked, building on what Clarence said, what we should do to strengthen and grow the regional program; Clarence suggested that we break out the parts of the RRRs that are mandatory for regionals and them publish separately; this would state that local rules would cover following the course, controls, and other things; Jeanne to try to do this, with Clarence's help; Len said that he had tried doing this and when he got to twenty pages he stopped. Rich asked that we look at our forms, see if anything on them should be in the 2015 RRRs.
 - ii. What can we, as the RRB, do to increase Regional programs and participation? Len said that the Regional Development Committee questionnaire showed we need to make things simpler, make things cheaper, come up with ways to get experienced competitors to become rallymasters.

11) Pick your "one RRB-task" this month:

Jeanne – minutes, and work on regional rulebook

Sasha – working on his July 19 rally

Clarence – working with Chippewa Valley Sports Car Club to start a regional program

Chuck – 2014 point standings, and work on his upcoming National rallies

Len – find a replacement for Steve Gaddy as a rallymaster

Rich – set up Town Hall conference calls, correspond with Cheryl

Deena – post whatever needs to be posted, especially the 2013 standings; fix Clarence's *SportsCar* listing

Meeting adjourned at 9:30 pm CDT.

Next meeting August 5, 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/>