

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | September 10, 2014

The Solo Events Board met by conference call September 10th. Attending were SEB members Steve Hudson, Dave Feighner, Mark Andy, Mike Simanyi, Dave Hardy, Richard Holden, and Brian Conners; Doug Gill of the National Staff; Bruce Lindstrand, Terry Hanushek, and Steve Harris 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](http://www.soloeventsboard.com).

### 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 Solo Events Board. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### General

##### #12046 Cone Clarification

Change 7.9.1 as follows:

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

##### #14007 Sound Policy Proposal

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 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 **driver in the** vehicle exceeds 100 dBA again on **any subsequent run, that run will be scored a DNF.**”

#### Street Touring

##### #12063 Live Axle rear lower control arms

Replace 14.8.G.5 with the following:

***“The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.”***

#### Street Prepared

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#12063 Live Axle rear lower control arms

Replace 15.8.I.5 with the following:

*“The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.”*

## Prepared

#12419 E-Prepared/D-Prepared/G-Prepared Reorganizing Proposal (corrections)

The following corrected final version of the associated proposal contains fixes to errors which were inadvertently introduced in the prior published version during formatting. The corrected areas are shown in blue.

The SEB and PAC believe these changes will help improve the long term health of the Prepared Category.

The SEB and PAC do not anticipate re-evaluating EP participation until the 2018 season, in order to provide time for new EP competitors to join the class

The final version of these changes is as follows:

### **Overbore Allowance, Effective 1/1/2015**

- Change 17.10.H as follows:

“1. The block may be rebored no more than 0.0472” (1.2 mm) over standard, *unless otherwise specified in Appendix A.*”

### **Revision of E-Prepared, D-Prepared, and F-Prepared Weight Formulas, Effective 1/1/2015**

- Delete section 17.4.G, and change Section 17.4.H to read:

“For classes DP, *EP*, and FP, wheels up to 10” wide are allowed with no weight increase. Wheels greater than 10” wide will receive a 100 lb. increase.”

- Change section D-Prepared Appendix A weight formula to read:

Engines with *3 or 4 valves per cylinder and* displacement less than or equal to 1667cc: 1.06 x displacement (cc)

Engines with *3 or 4 valves per cylinder and* displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs

*Engines with 2-valves per cylinder: 1.00 x listed displacement (cc)*

*Engines with 2-valves per cylinder are permitted a displacement change of +10% via bore/stroke changes only and with the weight formula accounting for the increased displacement.*

*Weight Adjustments (lbs):*

*Solid Axle: -50lbs “*

- Change section E-Prepared Appendix A weight formula to read:

*“Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667cc: 1.06 x displacement (cc)*

*Engines with 3 or 4 valves per cylinder and displacement greater than 1667cc: 0.91 x displacement (cc) + 250 lbs*

*Engines with 2-valves per cylinder: 1.00 x displacement (cc)*

*Vehicles competing under Level 2 (Limited Prep) allowances: 1.00 x displacement (cc)”*

- Change section F-Prepared Appendix A weight formula to add:

*“Solid Drive Axle: -0.05 x displacement “*

Comment: The PAC & SEB believe these changes in the weight formulas will improve the competitive balance between small displacement and large displacement engines having different valve train configurations for eligible vehicles as well as provide some equalization between full prep and limited prep options in E-Prepared and solid drive axle vs. IRS rear suspension configurations.

### **Consolidation of G-Prepared, Effective 1/1/2015:**

- Eliminate class GP and distribute its contents as follows:

1. Move RWD vehicles to D-Prepared using DP allowances and weight formula as above.
2. Move Level 1 preparation FWD vehicles to E-Prepared, using EP allowances and the weight formulas as above.
3. Move Level 2 preparation FWD vehicles to E-Prepared, keeping their existing spec lines except that maximum track, wheel restrictions, and minimum weights will be removed. Wheels, minimum weights, and track requirements will follow the full preparation EP rules as modified above.
4. For EP, replace Civic 1.5 (1988-91) and CRX (1988-91) Limited Prep listings from GP with the following:

*"Honda*

*Civic, Civic Si, CRX, & CRX Si (1988-91)*

*1493cc*

*1.14/.098*

*Fuel Inj*

*Comp ratio to 11.0:1, valve lift to 0.390"*

*1590cc*

*29mm/25mm*

*Comp ratio to 11.0:1, valve lift to 0.390"*

### **Reorganization of E-Prepared, Effective 1/1/2015**

- Move piston-engined rear-wheel drive E-Prepared vehicles to D-Prepared. These vehicles will use the DP weight formula as above.

- Move rotary-engined rear-wheel drive E-Prepared vehicles to F-Prepared, These cars will use the FP weight formula as above, with alternate engines and Appendix A listed displacements as below:

*"Alternate engines - (displacement):*

*12A - (2292 cc)*

*13B, Renesis - (2616 cc)"*

Comment: The PAC & SEB feel that separating EP & DP by drive layout is an appropriate long-term vision for these classes, and that rotary-engined vehicles will benefit from the additional engine allowances that FP offers.

### **Modified**

#12389 Solo Vee Allowance Proposal

Modify C.6.a under Modified Class C in Appendix A, to read as follows:

"a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts. *Bolt pattern may be changed.*"

#11737 ABS and Traction Control in DM/EM

Effective 1/1/2015, change the first paragraph of Section 18 to read as follows:

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

### **Member Advisories**

#### **General**

The SEB will have a vacancy at the end of this year. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Awards**

The SEB is seeking nominations for Driver of the Year and Rookie of the Year. Descriptions of these awards, and lists of past winners, can be found in Appendix V of the Solo Rules. Nominations should be sent to [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Street**

#### #14519 Sway Bar Clarification

Per the SAC, the allowance in 13.7.A to add a sway bar (anti-roll bar) does not require that an existing OE sway bar be removed. It is legal to add a sway bar in addition to the OE part.

### **Street Touring**

The SEB is anticipating vacancies on the STAC. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Street Modified**

The SEB is anticipating vacancies on the SMAC. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Change Proposals**

#### **Street Touring**

##### #14332 94-01 Acura Integra in STX Proposal

Per the STAC, the following listing change proposal is submitted for member review and comment:

Change Appendix A classification from STC to STX: 1994-2001 Acura Integra (Non-Type R)

#### **Street Prepared**

##### #13934 Jensen-Healey Move to FSP Proposal

The SPAC requests member feedback on the following changes to Appendix A:

Remove the following line from CSP:

Jensen-Healey

Add the following line to FSP:

Jensen-Healey

#### **Modified**

##### #13862 Proposed B Modified Changes

The MAC is modifying its recommended implementation date for the pending B Modified rules change proposal to *1/1/2016*, in order to have time to review and evaluate the implications of recent competitor input including that received at the Solo Nationals. It is anticipated that an updated version of the proposal will be published in the coming months, and that it will be recommended to the SEB for referral to the BOD for 2016 once it has been finalized.

Additional issues which are in work:

- possible prohibition of CVT's
- wing constraints for Formula cars
- underbody aero constraints

##### #14819 B Mod Request for Input re: Direct Injection

In light of the changes to 2-stroke motors as a result of fuel injection in general and direct injection in particular, the MAC and SEB would like the opinion of members on possible revisions to the BM rules to maintain future equity between 2-stroke and 4-stroke engine options, or to exclude 2-stroke engine options from the class.

## **Other Items Reviewed**

### **General**

#13569 Section 12 Definition Comments

Thank you for your input.

#14192, 14489 CAM Comments

Thank you for your input.

#14245 Sound Policy Change Proposal Comments

Thank you for your input. Item #14007 has been revised and is being recommended to the BOD.

#14362 High Pressure Cylinder Clarification

Section 1.3.2.M of the Solo rules requires a guard which protects the gauge and regulator assembly in addition to the valve.

### **Street**

#14480 Morgan Roadster 3.0 V6 Classing Proposal

Please see the response to letter #14550.

#14549 Cayman S Move to AS Proposal

Please see the response to letter #14550.

#14550 Mini Cooper S Classing Proposal

Thank you for your input. The SAC and SEB will be publishing a final set of 12-month reclassifications for certain models in next month's Fastrack.

#14564 Discontinued Tire Allowance Proposal

The discontinued tire allowance was previously addressed in the September Fastrack.

#14610 Cayman/Boxster Classing Proposal

Please see the response to letter #14550.

### **Street Touring**

#14167, 14255, 14437, 14532, 14540 STC move to STS Comments

Thank you for your input. Please see item #12465 in the August Fastrack.

## **Not Recommended**

### **General**

#14576 Umbrella Usage During Course Walks Proposal

The SEB does not view this change as necessary.

### **Street**

#14436 Wheel Allowance Proposal

Option package conversions must be complete (see 13.0); partial conversions are not allowed. The SAC does not believe a change in this rule is necessary.

#14522 Wheel Width Proposal

The SAC and SEB do not wish to modify the wheel width allowance at this time.

#14548 Wheel Width Proposal

Per the SAC, allowing competitors to increase wheel width would cause that modification to become a "must have" for all competitors. This is not in line with the current philosophy of the category.

## **Street Touring**

### #13996 STX Wheel Width Allowance Proposal

The STAC feels that additional wheel width allowances for AWD cars in STX are not needed at this time.

### #14262 ST Radiator Allowance Proposal

The STAC feels additional radiator allowances are not in line with current category philosophy.

### #14307 370Z Allowance Proposal

The STAC feels that the additional aero features on the Nismo version of the 370Z are significant enough to warrant exclusion at this time.

### #14320 ECU Proposal

The STAC is not in favor of any ECU rule changes at this time.

### #14345 ECU Comments

The STAC is not in favor of any ECU rule changes at this time.

### #14431 SST Class Proposal

Thank you for your input. The SEB and STAC are not in favor of adding a class.

### #14574 Engine Cover Allowance Proposal

The STAC is not in favor of metal engine cover removal.

## **Street Prepared**

### #14057 Nissan 1984-1989 300ZX Classing Proposal

The SPAC does not feel that there is a more appropriate place for this car to be classed, and does not recommend a change.

### #14297 Metal Bushing Allowance Proposal

The SPAC feels that the current bushing allowances are sufficient.

### #14323 Sunroof Removal Proposal

The SPAC feels that this change does not fit the class philosophy.

### #14348 Alternate Material Clarification

The SPAC feels that this proposal falls well outside the Street Prepared category philosophy.

### #14500 Parking Brake Allowance Proposal

The SPAC feels that this proposal does not fit within the category philosophy.

### #14539 Move pre-2011 V6 mustang from ESP to FSP

Per the SPAC, moving the S197 V6 Mustangs has the potential to impact update/backdate options for current ESP competitors, and the SPAC feels that FSP is not a significantly better classification for them.

## **Prepared**

### #14276 G Prepared Allowance Proposal

Thank you for your input. Please see item #12419.

### #14354 Inner Roof Panel Removal Proposal

The PAC believes that 17.1.B provides a competitor adequate means (specifically, notching) for installing a roll cage close to the outer roof skin. The PAC thanks the member for their letter.

## **Handled Elsewhere**

## **Street Touring**

#14306 Live Axle comments

Thank you for your input. Please see item #12063.

#14302, 14309, 14372, 14527 Live axle Comments

Thank you for your input. Please see item #12063.

#14366 Nismo 370Z Classing Proposal

Please see item #14307.

### **Street Prepared**

#13137 BMW E9X M3 Move to BSP Proposal

This subject was covered by proposal #12572 as published in the September Fastrack.

### **Tech Bulletins**

#### **Street**

#14438 Battery Box Clarification

Add to Appendix F under STREET CATEGORY CLARIFICATIONS: "*The plastic Lotus Elise battery cover may be considered to be a "loose item" in reference to rule 3.3.3.B.1 and may be removed during competition.*"

#### **Street Prepared**

#13610 Audi A4 Classing Proposal

Per the SPAC, add new listing to Appendix A as follows:

ASP

Audi

*A4 (2008-14)*

#14002 2014 Camaro Z28 Classing Proposal

Per the SPAC, update the line in the Appendix A, class ESP, which currently reads:

Camaro (2010-13)

to read

Camaro (2010-~~2014~~) (*non-ZL1*)

#14118 2014 Mazda 2 and F Street Prepared classification

Per the SPAC, add new listing to Appendix A as follows:

FSP

Mazda

*Mazda2*

#14368 Colt, Mirage, Summit Classing Proposal

Errors and Omissions: Per the SPAC, remove the following redundant listings from ESP (the cars are correctly classed in FSP):

Dodge, Mitsubishi, & Eagle

Colt & Mirage (1984-88)

Colt, Mirage, & Summit (1989-92)

Colt, Mirage, & Summit (1993-96)

Mirage (1997-2002)

#### #14508 911 Classing Clarification

Per the SPAC, change the following line in Appendix A, SSP, as follows:

From:

Porsche

911 Turbo (AWD) (2001-13)

To:

Porsche

911 Turbo, *Turbo S* (AWD) (2001-13)

Note: this is an initial classing of the Turbo S model.

#### Street Touring

##### #14107 Classing 2014 Ford Fiesta 1.0 ecoboost

Per the STAC, add and update the following new listings in Appendix A:

Add in STC:

Ford

*Fiesta (1.0T)*

In conjunction, in STF change the Fiesta listing to read as follows:

Ford

Fiesta (non-ST, *NA*) (2011-~~14~~)

##### #14523 MR2 SuperCharged Classing Proposal

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

STR

*Toyota MR2 Supercharged (1988-1989)*



# CLUB RACING BOARD

## CLUB RACING BOARD MINUTES | September 2, 2014

The Club Racing Board met by teleconference on September 2, 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; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

### Member Advisory

#### **FM**

1. #14563 (Darryl Wills) Clarification of Alternator Rules

Thank you for your question. Over the years, as cars were built or replacement alternators were sold, different "Manufacturer" part numbers were used depending on who actually manufactured the alternator even though the parts were identical. To end the confusion, the alternator must meet physical, dimensional, and functional specifications as opposed to just a manufacturer part number. Moses Smith will group all approved alternators regardless of manufacturer under Moses Smith Racing P/N 080-120. A memo from Moses Smith Racing is being sent to all registered drivers.

#### **ST**

1. #14700 (Super Touring Committee) Seeking Resumes

The Super Touring Advisory Committee (STAC) is seeking resumes for a new member. Please submit your resume through the CRB letter system at crbscca.com.

### No Action Required

#### **FM**

1. #14533 (Ritchie Hollingsworth) 5/8" Camber Rod Ends

Thank you for your letter. Per GCR 9.1.1.11.h, this is already permitted.

#### **GT2**

1. #14397 (Amir Haleem) Hugely in Favor of Letter #14077

The CRB thanks you for your letter.

2. #14516 (Steven Streimer) 2010-2013 997 Porsche Cup/IMSA Spec

Thank you for your letter. To answer your question: The CRB is not considering this action at this time.

#### **STL**

1. #14671 (Chris Spring) Honda/Acura B18C5 (Type R)

Thank you for your inquiry. Per GCR 9.1.4.2.B.3, "1 inch port matching allowance-factory or otherwise is prohibited."

### Not Recommended

#### **AS**

1. #14572 (Cheyne Daggett) 2011-13 RP Mustang GT

Thank you for your request. Alternate transmissions are not permitted for Restricted Preparation AS cars. This goes against the philosophy of restricted preparation and the CRB has no plans to change this.

#### **FA**

1. #14390 (Kevin Kloepfer) Alternate Engines for the Swift 016

Thank you for your letter. The CRB does not recommend this change at this time. Given the dyno information supplied, the CRB believes this engine would be very difficult to equalize with the current 2.3 already allowed in the 016 and with all of the other car/engine combinations in FA.

#### **FC**

1. #14542 (Arthur E. (Art) Smith) FC Rod Rule Update

Thank you for your letter. The CRB does not recommend this change. The rule is adequate as written.

#### **FV**

1. #14634 (Club Racing Board) FV Brakes

The CRB has withdrawn letters 13326 and 14415 referencing FV disc brakes for 2015.

The CRB wishes to thank the below authors for their feedback.

William Ross (#14116), R. Douglas McKie (#14144), Tom Kenney (#14145), Russ Stalvey (#14298), Dennis Andrade

(#14367), Charles Turner (#14447), Robert O'Connor (#14448), Douglas McKie (#14449), Barry Shelton (#14450), William Bonow (#14452), Sherman Engler (#14454), Thomas Galuardi (#14455), Sandy Thalheimer (#14457), Jonathan Weisheit (#14458), Bruce Fuchiwaki (#14464), Paul Whitworth (#14466), Nicholas Galuardi (#14468), Greg Rice (#14469), Thomas Pape (#14471), Dennis Andrade (#14485), James Kleinklaus (#14502), Mark Fosberry (#14511), Mark Filip (#14512), Harry White (#14513), Tom Kenney (#14514), Colin Lawrence (#14515), Jon Van deCar (#14517), Paul Faford (#14534), Lucien LeBlanc (#14543)

### **GCR**

1. #14441 (Peter Olivola) Real Time Pit Data Capture

Thank you for your request. Many classes currently prohibit data acquisition with telemetry. While it may be an expensive technology, policing the use is beyond the capability of the SCCA. The rules are adequate as written.

### **GT2**

1. #14411 (Mark Ruden) Appeal Use of Aluminum Heads GTA>TA2>GT2

Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

2. #14412 (Mark Ruden) Head Porting GTA>TA2>GT2

Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

3. #14413 (Mark Ruden) Use of 8

Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

4. #14414 (Mark Ruden) Valve Components Free GTA>TA2>GT2

Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

5. #14420 (Robert Lentz) #14077 (Pete Peterson) Weight Increase with No SIR

Thank you for your request. The CRB will monitor the performance gains of this rule change and make corrections as required.

6. #14424 (Mark Ruden) Increase Wheel Size GTA>TA2>GT2

Thank you for your request. The CRB has no plans to modify Appendix L at this time and will continue to monitor the performance of all GT2 cars.

7. #14456 (Tom Patton) GT2 Traditional Cars w/SIR Unrestricted Plus Weight

Thank you for your request. The CRB will monitor the performance gains of this rule change and make corrections as required.

### **GTL**

1. #14389 (Joe Harlan) LP VW 1780 Engine

Thank you for your request. At this time, only HP limited preparation spec engines without an SIR requirement are being considered for GTLite.

### **STL**

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

Thank you for your request. Alternate manifolds are not part of the STL philosophy.

2. #14174 (Paul Seiferth) Older RX7's Running a Weber Carburetor

Thank you for your request. The CRB has no plans to make this change at this time.

### **T1**

1. #14433 (Chris Edens) T1 Mazdaspeed Miata

Thank you for your request and inquiry. The TIR is to restrict the amount of air entering the turbocharger. The CRB does not recommend a change at this time.

2. #14604 (Chris Edens) T1 Mazdaspeed Miata

Thank you for your request. Existing aftermarket body kits were approved to allow the crossover of World Challenge cars. The CRB does not recommend additional aftermarket body kits for T1, in order to maintain current touring philosophy and to keep T1 from moving closer to GT or Production.

## T2

1. #14524 (William Moore) 2014 Camaro SS 1LE T2

Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance in the class.

## T4

1. #14528 (Mark McCaughey) Weight Reduction for Toyota Celica GTS/GT (00-05)

Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance in the class.

2. #14529 (Mark McCaughey) Add Header to Toyota Celica GTS/GT (00-05)

Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance in the class.

3. #14530 (Mark McCaughey) Weight Reduction for Toyota Corolla XRS (05-06)

Thank you for your request. The car is competitive as classed. The CRB will continue to monitor performance in the class.

## **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](http://www.clubracingboard.com).

## FF

1. #14645 (Formula/Sports Racing Committee) FF and FC: Disallow Fans for Radiators

Thank you for your letter. The CRB recommends eliminating the use of cooling fans in FF and FC cars so cooling systems are not developed into aerodynamic systems in these cars. Make the below changes:

Kent/Cortina: Change 9.1.1.12.q: q. Cooling System Cooling system is unrestricted. Any radiator, ~~fan~~, water pump and drive belt permitted. Pump/~~fan~~/generator/*alternator* drive belt: Unrestricted. *Cooling fans are not allowed.*

Honda Fit: Add 9.1.1.14.o.5.: *5. Cooling fans are not allowed.*

Pinto: Change 9.1.1.15.y.y. Pump, ~~fan~~, and generator/*alternator* drive pulleys are unrestricted. *Cooling fans are not allowed.*

Zetec: Change 9.1.1.16.q. and .t.:

q. A liquid cooling system is mandatory, but radiator and water pump are unrestricted. *Cooling fans are not permitted.*

t. Pump, ~~fan~~, and generator/*alternator* drive pulleys are unrestricted.

## FV

1. #14731 (Formula/Sports Racing Committee) Aftermarket Rods for FV

Thank you for your letter. The CRB recommends allowing alternative connecting rod, Crower part #SP93280B in FV. This part is available from any Crower dealer.

Change GCR 9.1.1.C.5.C.6.: 6. Connecting rods with bolts and small end bushing minimum weight = 425.0 grams. *Crower part #SP93280B is allowed as a direct replacement connecting rod but must meet the same minimum weight requirement as the OEM part.*

## SRF

1. #14566 (SCCA Staff) SRF GEN3 Proposed Language

The SRF rules proposed language for 2015 is posted at:

<http://scca.cdn.racersites.com/prod/assets/SRF-SRF3%20Fastrack.pdf>

Please provide your feedback through the CRB letter system at crbscca.com.

## GT2

1. #14636 (Grand Touring Committee) Updated Language for Letter #14077, August 2014 Fastrack Minutes

Letter #14077 original language:

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.*

Add additional language at the end of original language: *This weight penalty is to be added prior to any “add-on” penalties, such as sequential shifting, IRS, etc.*

**T1 and T2**

1. #14481 (Carl Fung) T1 and T2 Stock Wheels Clarification

Thank you for your letter. In the T1 Limited Prep C5 and T2 C5 Specification lines, change the wheel section: ~~Stock Z06 wheels allowed~~ *OEM 10.5 REAR Z06 wheels may be used on the front or rear axle.*

**T2**

1. #14546 (William Moore) T2 Battery Weight, 9.1.9.2.D.1.g.3

Thank you for your request. Change 9.1.9.2.D.1.g.3.: 3. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size and weight *within 10% of OEM weight.*

**T4**

1. #14575 (Steven Christopher) 2006-2014 MX5 for T4

Thank you for your letter. In T4, combine specification lines for Mazda MX-5 (06-08) and Mazda MX-5/Club Model (09-13) into one specification line for Mazda MX-5 (06-14) as shown below.

| T4                       | Bore x Stroke(mm)/ Displ. (cc) | Wheelbase (mm) | Track F & R (mm) | Wheel Size(in.)/ Mat'l.  | Tire Size (max) | Gear Ratios  | Final Drive | Brakes (mm)                                       | Weight (lbs) | Notes:   |
|--------------------------|--------------------------------|----------------|------------------|--------------------------|-----------------|--|-------------|---|--------------|--|
| Mazda MX-5 (06-08)       | 87.38 x 83.06<br>1999          | 2329           | 1491 /<br>1496   | 16 x 7<br>17 x 7<br>Alum | 225             | 3.14, 1.89,<br>1.33, 1.00,<br>0.81 or 3.82;<br>2.26, 1.64;<br>1.18, 1.00;<br>0.83                      | 4-10        | (F)289.6<br>Vented Disc<br>(R)279.4<br>Solid Disc | 2600         | The following items must remain stock unless permitted below: Catalytic converters, shock/struts/ springs (including mounts), original wheels <del>(06-13 factory wheels are allowed)</del> , and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners); convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed. |
| Mazda MX-5 (09-06-13 14) | 87.4 x 83.1<br>2000            | 2330           | 1491/<br>1497    | 17x7<br>Alum             | 225             | 3.82, 2.26,<br>1.64, 1.18,<br>1.00,<br>0.83 / 0.79<br>Or<br>3.14, 1.89,<br>1.33, 1.00,<br>0.81 (5 spd) | 4.10        | (F)290 Vented<br>Disc<br>(R)280 Solid<br>Disc     | 2600         | The following items must remain stock unless permitted below: Catalytic converters, shock/struts/ springs (including mounts), original wheels <del>(06-13 factory wheels are allowed)</del> , and transmission differential. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. MX-5 cup handling package permitted with a 50 lb weight increase: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed  |

**Taken Care Of**

**FB**

1. #14373 (Jerry Hodges) Inlet Restrictors

Thank you for your letter. Please see the response to letter 14003, May 2014 Fastrack.

**T4**

1. #13477 (David Mead) 2001-2005 Miata Header and Cat Delete

Thank you for your letter. Please see the response to letter #13067, September 2014 Fastrack Minutes.

**What Do You Think**

## AS

### 1. #14570 (Cheyne Daggett) Coilovers for All Cars in AS

Should coilovers be allowed for all AS cars? Please send your comments through the CRB website at crbscca.com.

## FE

### 1. #14578 (Erik Skirmants) Member Input on FE Tire Rule - 9.1.1.I.13.a-d

The CRB is seeking member input on a proposal to eliminate the following sections of the FE tire rules that require counting and marking tires on a race weekend. The proposal would still require all cars to run the same specified Hoosier tire they run now, rule 9.1.1.I.13 would remain in place.

Sections 9.1.1.I.13. a-d proposed to be eliminated

~~a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.~~

~~b. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.~~

~~c. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.~~

~~d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.~~

Note: This is a time-sensitive issue with planned implementation for 2015. Please submit your feedback as soon as possible through the CRB letter system at crbscca.com.

## STL

### 1. #14472 (Kirk Knestis) Consider Differences Between Sports Cars and Touring Cars in STL

Instead of adding more weight to all rear-wheel drive cars, the CRB is considering a performance equalizer in STU and STL specifically for "sports cars", as opposed to standard "touring cars".

The definition of "sports cars" includes such features as:

1. Engine location (front, front-mid, rear-mid, rear),
2. Number of doors,
3. Suspension design,
4. Overall dimensions, and/or
5. Manufacturer-published interior volume.

Among the equalizers being considered are (for sports cars) are:

1. Smaller tire section width,
2. Additional weight(with or without reducing overall class base weights), and
3. Restrictors.

The CRB would like membership input on the general idea, as well as thoughts on definitions/characterization of a sports car and suggested performance equalizers. Please send your feedback through the SCCA letter system at crbscca.com.

## RESUMES

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: September 20, 2014

NUMBER: TB 14-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/1/2014 unless otherwise noted.

## American Sedan

1. #14692 (American Sedan Committee) Holley 600 Specifications

In section 9.1.6.D.1.c.1.b, add the language as follows:

"Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. No venture (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Any butterfly attach screws can be used. Carburetors may be modified to allow "four corner" idle adjustment. *The below specifications may be used with a Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862, to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here). It is not permitted to alter as-delivered dimensions to either the minimums or maximums listed below. All dimensions listed below are in inches."*

*Venturi Bore Primary, 1.248-1.252*

*Venturi Bore Secondary, 1.310-1.314*

*Booster Outside Diameter at parting line, .626-.630*

*Booster Outside Diameter at top and bottom, .614-.618*

*Booster Inside Diameter, .442-.446*

*Booster leg pin gauge, .117*

*Booster length, .720 (+ or -) .010*

*Booster cross leg width, .220-.226*

*Throttle Bore Primary and Secondary, 1.561-1.562*

*Combined Throttle Shaft and Plate, Primary, .2075-.2205*

*Combined Throttle Shaft and Plate, Secondary, .2240-.2370*

*Boosters must be shaped as shown below:*



## B-Spec

1. #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-~~2014~~)

## Formula/Sports Racing

### P1

1. #14652 (David Arken) Data Collection P1, P2, FB

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

All FB Sports Racing cars competing in Majors *and Runoffs* races must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data Box.

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

All P1 Sports Racing cars competing in Majors *and Runoffs* races must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data Box.

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

All P2 Sports Racing cars competing in Majors *and Runoffs* races must have the AIM part #DNKTKPFSOL5 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo Data Box.

## GCR

### 1. #14613 (Paul Gauzens) Change 9.3.12. CAMERA MOUNTS for Safety Reasons

In section 9.3.12, change the language as follows:

The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or recording unit that weighs more than 8 oz shall be secured at a minimum of 2 points on different sides of the camera body. ~~neither of the attachments may be elastic or plastic~~ *Suction cups or elastic mounts are not permitted.* If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not contact the driver.

## Grand Touring

### GT1

#### 1. #14484 (SCCA Staff) FIA GT3 car identification

In GT1, FIA GT3 cars, change the language as follows:

*Cars must pass SCCA World Challenge Tech and have World Challenge Dog Tag fixed to vehicle.*

### GT2

#### 1. #14445 (Andrew Chartrand) Honda Engines

In GT2, classify the Honda KA20A2 and KA20A3 engines as follows:

| Engine Family         | Engine Type | Bore x Stroke (mm) | Disp. (cc)  | Head Type              | Valves / Cyl. | Fuel Induction                      | Weight (lbs) | Notes                   |
|-----------------------|-------------|--------------------|-------------|------------------------|---------------|-------------------------------------|--------------|-------------------------|
| <i>KA20A2, KA20A3</i> | <i>DOHC</i> | <i>87.0 x 90.7</i> | <i>2157</i> | <i>Alum, Crossflow</i> | <i>4</i>      | <i>Unrestricted automotive type</i> | <i>2040</i>  | <i>VTEC not allowed</i> |

#### 2. #14446 (Andrew Chartrand) Honda K24A Engine

In GT2, classify the Honda K24A engine as follows:

| Engine Family | Engine Type | Bore x Stroke (mm) | Disp. (cc)  | Head Type              | Valves / Cyl. | Fuel Induction      | Weight (lbs) | Notes |
|---------------|-------------|--------------------|-------------|------------------------|---------------|---------------------|--------------|-------|
| <i>K24A</i>   | <i>DOHC</i> | <i>87.0 x 99.0</i> | <i>2354</i> | <i>Alum, Crossflow</i> | <i>4</i>      | <i>Unrestricted</i> | <i>1950</i>  |       |

### GTL

#### 1. #14388 (Joe Harlan) R16 engine request

In GTL, classify the Nissan R16 engine as follows:

| Engine Family               | Engine Type | Bore x Stroke (mm) | Disp. (cc)  | Head Type                          | Valves / Cyl. | Fuel Induction                                    | Weight (lbs) | Notes   |
|-----------------------------|-------------|--------------------|-------------|------------------------------------|---------------|---|--------------|---|
| <i>R 1 6 (Limited Prep)</i> | <i>SOHC</i> | <i>3.43 x 2.63</i> | <i>1596</i> | <i>Iron or Alum, non crossflow</i> | <i>2</i>      | <i>(2) auto type side drafts w/32mm choke(s).</i> | <i>1950</i>  | <i>Comp. Ratio limited to 12.0:1. Valve lift limited to .450". Valve size: (I) 41.9mm (E) 33.0mm. Drysump and alternate connecting rods allowed. Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for permitted limited prep level 2 build specs.</i> |

## Improved Touring

None.

## Production

None.

## Spec Miata

None.

## Super Touring

### STL

#### 1. #14624 (adam jabaay) Gear Set Clarification

In Section 9.1.4.2.C.2, add the language as follows:

Either the original transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (i.e., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety; any OEM gear sets (*drive and driven gear pairs*) that fit w/o any modifications to gears, shafts, and/or case are

permitted.

## **Touring**

### **T3**

1. #14475 (SCCA Staff) Lotus Exige and Elise Notes

In T3, Lotus Exige S/ S220/ Elise SC (07-10) and Lotus Elise (05-10), change the spec line notes as follows:

~~An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed.~~ The floor may be modified to facilitate the rollcage mounting points. ~~The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces.~~ The factory roll hoop shall be replaced with a single continuous hoop.



# Court of Appeals

## JUDGEMENT OF THE COURT OF APPEALS

Darryl Wills vs. SOM - COA Ref. No. 14-01-RO

September 8, 2014

### FACTS IN BRIEF

On September 3, 2014, Dennis Dean, in agreement with the SCCA, filed a Request for Action (RFA) to modify the schedule of the 2014 Runoffs in the following manner: "Move the FM race from 11:30 on Sunday to a combined race with FE at 1:30 on Saturday. Move F5 from a combined race with FF at 10:30 on Friday to an individual race at 11:30 on Sunday".

The Stewards of the Meeting (SOM), Kathy Barnes, Scott Bowman and Kenton Jones, Chairman, held a hearing in which they requested and reviewed comments from affected parties, and upheld the RFA to change the schedule. The revised schedule was sent to all affected competitors along with instructions on how to appeal this decision. Mr. Wills is appealing the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met on September 7 and 8 by Conference Call to review, hear and render a decision on the appeal.

### DOCUMENTS RECEIVED AND REVIEWED

1. Appeal email from Darryl Wills, received September 5, 2014.
2. E-mail statement from Terry Ozment, Vice President Club Racing SCCA, to the COA, received September 7, 2014.
3. Various emails received by the SOM from affected parties.
4. RFA from Dennis Dean, Chief Steward 2014 Runoffs, dated September 3, 2014.

### FINDINGS

Mr. Wills states in his appeal that the Chief Steward violated and overreached the intention of GCR 8.1.2. in order to circumvent the deadline of August 29, 2014 for schedule changes to the 2014 Runoffs per the Supplemental Regulations (SR). While GCR 8.1.2. allows the Chief Steward to file an RFA for suspected breach of the GCR or the Supplemental Regulations, it does not apply in this circumstance as the change of schedule does not constitute a breach of the GCR nor the Supplemental Regulations.

The Chief Steward could have changed the schedule at his sole discretion up to August 29, 2014-per SR 6.1. After that date, provisions in the GCR apply. The Chief Steward applied GCR 5.12.3.A. in submitting the RFA to request the SOM change the schedule. Per GCR 5.12.1.A.6. , the SOM are allowed to change the schedule. Further, SR 6.1. allows the SCCA to modify the schedule based on the number of entries. This change was requested by the SCCA to better balance the groups based on the number of entries in each class.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The Event Schedule as revised on September 5, 2014 will remain as published. Mr. Wills' appeal fee, less the administrative fee retained by SCCA, shall be returned.

## **JUDGEMENT OF THE COURT OF APPEALS**

Michal P. Karpinski vs. SOM - COA Ref. No. 14-10-NP

September 9, 2014

### **FACTS IN BRIEF**

On May 25, 2014, Michal Karpinski competed in the U.S. Majors Tour Sprint Race at Pacific Raceways. Mr. Karpinski's car was found non-compliant in post-race impound with GCR 9.1.2.F.3.b. (Fuel Cells) and 9.1.2.F.3.c. (Windows). Assistant Chief Steward Lauri Burkons wrote a Chief Stewards Action (CSA) assigning a penalty of Disqualification. Mr. Karpinski was notified at 5:05 PM. Mr. Karpinski did not protest this CSA or his Disqualification. As car modifications would not have been possible at the track, Mr. Karpinski withdrew from the Monday (5/26/2014) feature race and left the track on 5/25/2014.

Several days after the event, Mr. Karpinski received via U.S. Postal Service (USPS) a second Chief Stewards Action Notification dated 5/26/2014 citing violation of 8.3.3. (Actions Against Cars) and amended on 6/1/2014 to cite the GCR violations above instead. The second notification was signed by Series Chief Steward R.J. Gordy and indicated a penalty of "Did Not Finish (DNF) for this race and Loss of Accrued Series Points" for the GTL class. Mr. Karpinski is appealing this second notification of additional action taken against him.

### **DATES OF THE COURT**

The SCCA Court of Appeals (COA) A.G. Robbins, Laurie Sheppard and Rick Mitchell, Chairman, met on September 9, 2014 by Conference Call to review, hear and render a decision on the appeal.

### **DOCUMENTS RECEIVED AND REVIEWED**

1. Appeal letter from Michal Karpinski, received September 3, 2014.
2. Official Observers Report and related documents received September 3, 2014.

### **FINDINGS**

Mr. Karpinski cites several process violations in his appeal letter, including actions taken outside of normal time limits, duplicative actions for the same violations, and lack of timely notification. Moreover, the COA observes that Mr. Karpinski was not afforded the opportunity to protest the CSA because of the late notification via USPS. However, per GCR 8.4.1. (Right to Appeal) appeals may only be made against a decision or penalty imposed by the Stewards of the Meet (SOM) or by a review committee. While Mr. Karpinski may have a valid grievance, his proper course of action would be to file a Protest against the Series Chief Steward's Action as per GCR 8.1.4. (Protests).

Toward that end, the COA refers this matter to Mr. Ken Jones, Executive Steward for the Northern Pacific Division, SCCA, and requests that he convene a new SOM court to hear and render a decision on Mr. Karpinski's complaint. If Mr. Karpinski is not satisfied with the decision made by that court, he retains his right to appeal the decision and the COA will then hear the matter.

### **DECISION**

The Court of Appeals refers this back to the division for a SOM hearing. Mr. Karpinski's appeal fee will be held by SCCA pending a SOM decision and possible appeal. If there is no appeal of the SOM decision, Mr. Karpinski's appeal fee will be returned in full.

# TIME TRIALS ADMINISTRATION COUNCIL

## TTAC Minutes 09/10/2014

### ➤ Expected Participants:

Chuck Deprow, Dave Deborde, Jerry Cabe, Kent Carter, Matthew Yip, Roy Mallory, Brian McCarthy

### ➤ Reports:

#### BoD Report

- Prospective new members – submit to BoD (see below)
- Solo Nationals
  - Solo Trials event
    - Approx. 25 participants

### ➤ Ongoing Business:

#### Letter log review

#### TT Safety Committee

- Request action for:
  - Track Inspection Guidelines
  - FIA seat mount specifications
- Very limited participation on Conference Calls
- Determine current role in TT program as a whole

#### Convention topics

- Success stories - testimonials

#### Training Committees

- Driving Instruction
  - Provide syllabus for Training in Reno Region
- Track Inspection
- Car Classifications for future National Time Trials Series

#### Self stated medical

- Submitted to Risk Management for review and submission to BoD

### ➤ New Business:

- Prospective Member – Rocky Mountain Division
  - Jason Brandt
- Prospective Member – CENDIV
  - Tony Machi
- Overlapping & Competing Programs
  - Club Racing
    - PDX & Time Trials
    - Club Racing Experience
  - Solo
    - Solo Trials
- National Time Trials Program
  - Car classification challenges

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | September 11, 2014

The RallyCross Board (RXB) met via conference call on September 11. Attending were Stephen Hyatt, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Ron Foley and Keith Lightfoot. Also in attendance were Brian McCarthy and Tere Pulliam, BOD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

### RallyCross National Championship Planning

Lightfoot distributed a proposed set of Supplemental Regulations for the RallyCross National Championship. The schedule for the event this year will be based on the 2013 schedule. There likely will be no changes to the traditional run groups or run order. Tent size for the event will be the same as in 2013. Plans for an event t-shirt will be expedited through Shirts 101. An updated event site map will be requested from the Nebraska Region. The remainder of planning will be conducted through email and phone calls.

### Strategic Planning Session

The RXB conducted a strategic planning session for the RallyCross program. Based on past strategic plans the RXB needs to continue to improve communication with its membership. The event statistics to this point of 2014 indicate that there are more RallyCross events being held but with fewer entries per event. Additionally, it was determined that prior approved advertising has yet to be implemented. The session discussion produced the following list of goals that the RXB will focus on over the next 12 months:

- Opening the possibility of a Divisional Series in place of a single Divisional Championship event for those Divisions who might benefit from it
- Possible Super Challenge events where the National office would provide full support in the form of the SCCA trailer and staff
- Additional marketing and incentives in an effort to increase the number of entries per event at a Regional level
- Creation of a Best Practices Handbook to provide Regional RallyCross programs with a guide to organizing more successful events
- Grow middle management to streamline the replacement of RXB members and Divisional RallyCross Stewards
- Rulebook simplification and reorganization to create a more inviting and easier-to-use rulebook

Next meeting: October 8, 2014

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## Minutes from Road Rally Town Hall August 13, 2014

Town Hall convened via phone conference at 7:00 pm CDT by RRB Chairman Rich Bireta. All Road Rally Board members Len Picton, Sasha Lanz, Clarence Westberg, Chuck Hanson and Jeanne English were in attendance, as well as Deena Rowland from the national office; there were 14 other people on the call.

Rich made opening remarks:

- Announced that the 2013 championship points are final.
- Thanked the team that completed them: Chuck Hanson, Jay Nemeth-Johannes, Gary Patrick, Bob DeMeritt, Clyde Heckler, and Richard Wetzel
- Acknowledged and thanked Bruce Gezon for serving as Points keeper for 8 years
- Announced upcoming RFO revision, thanking Ron Ferris for his work
- RReNewsletter - Thanked Cheryl Babbe for her initiative and work.
- Recommended redistribution at events, and asked for contributions.
- State of the Sport
  - Modest growth in 2013, on track for 2014
  - 1650+ entries, 143 events
  - (37 of 115 Regions) 32% have some sort of road rally program
  - (14 of 115 Regions) 12% have a strong rally program

Rich opened the floor to comments, starting by asking the group about whether to continue the waiver of the \$5 Weekend Membership fee. Cheryl asked if the WM fee could be used for rally in some way. Rich replied, maybe for rallymasters. This led to Len asking what can be done to encourage new rallymasters from among qualified people.

Cheryl asked about having a tiered membership, which would make it more economical to join and thus easier to be a rallymaster; perhaps \$35 = \$25 national, \$10 regional; not get all SCCA benefits. Rich mentioned that this has been suggested before, but the BOD has not acted on it; he will discuss this at the next RRB meeting. Rich also said that a team for LOL qualified for a 2013 year-end award running as weekend members; they were asked if they would like to join SCCA to actually get the award, they said no because it was too expensive; this information was forwarded to Howard Duncan at the national office.

Cheryl asked what the status of the regional handbook is. Jeanne replied that it is getting there; that the purpose of it is to list the minimum requirements for a regional event. Cheryl suggested that perhaps it could be an appendix in the RRRs.

Jeanne asked if any of the attendees were planning on attending the USRRRC besides herself – Chuck said he would be there.

Rich said that the RRB has been focusing on growing the regional programs, but there have been few requests for help; what do you need? Sasha said we need more rallymasters, but he doesn't know how national can help with that. Albert Weaver said that we might get more rallymasters if we address a rally-only membership; he also said that working with car clubs seems to help. Chuck said that his biggest problem is not getting rallymasters, but finding someone who can do PR to get good attendance – can national do anything? We probably need someone in the local region to step up and be the 'PR guru'. Rich mentioned that Patrick Strong put together a 'How to Publicize your Event' manual that is in the Toolbox on the rally page of the SCCA website. Rich has a local guy, Dan, who increased attendance by raising awareness among local marque clubs, others need to find someone to do this; Dan may be able to help Chuck, Rich will check.

Rich said that the proposal for 2015 changes is posted on the SCCA forum; Cheryl made a proposal, too, which is also on the SCCA forum.

Mike Thompson asked about lowering the minimum number of controls for national events. Rich said that the only way to survive is to make them attractive to regional folks, and if that means fewer controls, maybe starting later, then so be it.

Rich asked what if the requirement for a year-end award is to be a rallymaster for a regional event. Chuck said he likes the idea, but is might be hard for those living where there is no regional rally program.

Rich – see you at next meeting, on Thursday, August 28; please send Rich an email if you are planning on attending, so he can get you an access code.

The Town Hall was adjourned at 8:28 pm CDT.

Submitted by Jeanne English, RRB secretary

## Minutes from Road Rally Town Hall August 28, 2014

Town Hall convened via phone conference at 7:10 pm CDT by RRB Chairman Rich Bireta. Road Rally Board members Len Picton, Clarence Westberg, Chuck Hanson and Jeanne English were in attendance; there were 16 people on the call.

Rich made opening remarks:

Welcome to the 2<sup>nd</sup> Town Hall

Announced that the 2013 championship points are final.

Thanked the team that completed them: Chuck Hanson, Jay Nemeth-Johannes,

Gary Patrick, Bob DeMeritt, Clyde Heckler, and Richard Wetzel. The 2014 interim standings will be posted at upcoming events and will be delivered to the SCCA website and RReNews on Sept 2; going forward, standings will be updated monthly

Acknowledged and thanked Bruce Gezon for serving as Points keeper for 8 years

Announced upcoming RFO revision, thanking Ron Ferris for his work

RReNewsletter - Thanked Cheryl Babbe for her initiative and work.

Recommended redistribution at events, and asked for contributions. If you enjoy RReNews, please drop her a line with positive feedback. Having this outlet is especially important since we lost the 'on Rallying' column in *SportsCar*.

Moment of silence for Dave Teter, who died in July. Cheryl Babbe, who is a member of the SCCA Hall of Fame selection committee, suggested that we should nominate Dave Teter for the Hall of Fame; she said that it is important that the RR community submits letters detailing why he should be selected, not just saying 'I agree' with someone else's letter.

State of the Sport – every year put together a participation study

Modest growth in 2013, on track for 2014

1650+ entries, 143 events

(37 of 115 Regions) 32% have some sort of road rally program

(14 of 115 Regions) 12% have a strong rally program

Solicitation for Road Rally Board members for 2015, the National Events Committee, and the

Rules committee; if you are interested in any of these positions, let Rich know.

Len: Review of work done by Regional Development Committee – first thing was to contact Deena to get list of sanctions for the past year and a half, then get the email addresses of the rallymasters and send them a questionnaire asking what we can do to help. Responses were few, and most were to reduce costs and paperwork. The RDC interviewed RMs from successful Regions by phone and asked them what they thought made their programs successful then took their list and advised other regions of these elements to success. The \$5 Weekend Membership fee has been waived, and mandatory TAs have been eliminated rallies (although any committee that wants to use them can do so). After that, not much has happened. If any of you have suggestions and or additional ideas please let the RDC committee know.

Rich opened the forum for questions and concerns:

Chuck: 2015 Proposed rules changes:

1. The current Championships (i.e. 2007 – 2014) have created more perceived impediments to new people entering the series than were removed:

a. The Experience Classes sort of removed a perceived impediment by allowing less experienced competitors to compete against each other, rather than competing directly against the Grand Masters.

b. On the other hand, the removal of limits on how many events can be run in the pursuit of the "magic" ten wins imparts the perception of a massive requirement of time and money to pursue a Championship. Partly, this is due to a mistaken perception that you have to acquire 100 points to win the Championship.

c. Another perceived impediment is the requirement that you have to acquire 50 points minimum to qualify for any National Award. (which goes back to the time and money investment, and is most relevant to competitors from Regions with emerging programs because it means they have to travel.)

2. Both 2015 proposals attempt to rectify those impediments by:

a. Deleting the 50 point minimum to qualify for a National Award allowing more competitors programs to qualify without travel.

b. Retaining the Sportsman Class for people testing the waters of National competition with a minimum of two years eligibility in the Class; i.e. two National Championships in the Class before getting bumped out. (No Championships and / or no Lifetime points means that you can remain a Sportsman forever.)

c. Establishing a 50 point maximum requirement for a Sportsman Class Championship, which again reduces the time / money commitment required.

d. Establishing limits on how many events may be entered to get the "magic five (or ten) wins," which again reduces

the time / money commitment required.

e. And the April proposal retains separate Championships in all three categories; i.e. Course, Tour, and GTA (Course and Tour Championships are combined in the May proposal). Make your preferences known to the RRB because they are seriously split on this subject!

3. Neither proposal places any NEW restrictions or requirements on Regional programs!

4. Both proposals recognize that the role of a National program is to provide a pathway for competitors to grow with their skills (which is something that “competitors” just want to “do!” i.e. to test themselves against others who are perceived to be “better” than themselves.)

5. The purpose of including Regional events in the National Championship structure is let Regional competitors compare themselves against other Regional competitors and to determine for themselves when, or if, they want to extend their programs. It is an “invitation,” not a “summons.”

Cheryl said that she personally questions the amount of time involved for keeping track of regional points for the national standings, not sure it is worth the time. Chuck responded that those saying they are not interested in the national program are generally the rally program chairmen, and are being elitist; tracking regional points allows region people to go run in other regions if they want, and see how they are doing compared to other people. Cheryl disagreed, saying it's not really relevant to her members, that things are different (rules, number of events, etc). Jay Nemeth-Johannes said he is desperately trying to grow a local program, and that making the national program more visible works against him since his competitors are interested in local things, not national; he's also trying to promote region versus region, e.g. Milwaukee vs LaCrosse vs Detroit; thinks the goal should be building local programs and THEN go to national. Rich said 'well-said', that most would likely agree.

Cheryl asked if the NEC is considering changing the style of rallies, the level of 'trapness'. Chuck agreed with Cheryl, that many events are way too complicated. Jay said that we are looking at two very different audiences. Rich said that it is up to the individual organizers to set the level of difficulty, participation in nationals is a problem that seems to defy an answer today.

Any more comments re 2015 rules? None

Jeanne: Plug USRRC / Coker Tire Challenge – we need people to attend! It's going to be a really nice event – come on out and run!!

Cheryl: re RReNews - welcomes constructive criticism and any comments. Anyone want to write an article? All are welcome. She knows people are reading it, but doesn't hear much back.

Rich – thanks to all for attending.

Town Hall adjourned at 7:55 CDT.

Submitted by 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 website 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/>