

## BOARD OF DIRECTORS

### SCCA Board of Directors Minutes | January 28, 2013

The SCCA National Board of Directors met in Las Vegas prior to the SCCA National Convention at the South Point Hotel Wednesday, February 27 through Saturday, March 2, 2013. All Area Directors were in attendance : Lisa Noble, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Michael Lewis, Treasurer; R. David Jones, Robin Langlotz, Steve Harris, Brian McCarthy and Bruce Lindstrand.

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

The following guests participated: CRB, Jim Wheeler - Chairman, Bev Heilicher and Raleigh Boreen, SCCA Foundation Board, Heyward Wagner, Solo Communications Manager, John Bauer and Chris Blum, Club Racing Technical Department, SEB, Steve Hudson –Chairman., Angelo Trozzolo, Jeff Madden – Trozzolo Communications, Robert Harar CEO National Trade Productions.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Chairman Noble.

Noble presented an overview of the meeting's Agenda with a list of convention sessions the BoD needed to attend.

**MOTION:** To approve December BoD and January conference call meeting minutes. Walsh/Wannarka. Approved 13-0

### PRESIDENT'S REPORT – Jeff Dahnert

Dahnert notes there is a lot of activity in SCCA at this time. He emphasized the need to focus on communication to set clear expectations. The BoD was given a brief overview of his kickoff presentation noting the need for cultural change, strategic plan overview and financial results. Dahnert noted that SCCA Inc. had a positive net income reported with actual operating loss. It was noted that operating loss was budgeted due to approved spending on projects and programs. SCCA Inc. investment account has nearly doubled over past 5 years and debt to equity ratio is very good. We have dramatically reduced cost of insurance in all programs. Membership is up slightly for the first time in years. While there was a slight increase in membership year to year, there was no year-end falloff for the first time in several years.

### CLUB RACING – Terry Ozment

Ozment announced the addition of Chris Blum to the Club Racing Technical Staff. Club Racing is working on a program to provide on-line training for Alternative Driving Schools. This is at the mock-up stage now and the end goal is to expand this to roll out specific on-line training for other specialties.

Ozment will propose GCR language to clarify GCR 3.1.1.E dealing with event schedule changes for an upcoming BoD meeting. This will run thru normal CRB-GCR committee then to BoD approval for 2014. Schedule change issues will be addressed for Majors in supplemental regulations for the remainder of this year.

Ozment gave BoD an overview of 50th anniversary Runoffs event planning. Runoffs schedule has been published, additional volunteers are assisting various functions and specialties. Note: Club Racing VP option to invite celebrity drivers approved by BoD consensus for the 50<sup>th</sup> celebration.

Ozment reviewed the Runoffs "next venue" effort and status. Tracks were prioritized based on geography (East/West/Central) and driver favorite or iconic tracks. The stated goal is to announce track selection for a 2-3 yearperiod with those selected rotating around the country. Ozment has met with representatives from a short list of tracks and currently is in negotiations. The big challenge for SCCA will be the move to a different financial model with SCCA as a track renter. The lack of track promoter option impacts the overall budget and needs to be considered. Ozment will report back to BoD with a recommendation for the

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June BoD meeting for 2014 and 2015 Runoffs venues.

#### **FINANCE – Richard Ehret**

SCCA Inc posted a net operating loss for the year ending December 31, 2012 of \$27K. This is the first operating loss recorded since 2002 and was budgeted. The investment accounts appreciated 12% during the year. Positive variances were recorded in Membership, Club Racing and Solo sanctions. Additional expenses incurred were in the Majors pilot program, Majors rollout, and additional mailing expenses for SportsCar Magazine. All variances are well understood by the staff and board.

Ehret reported financial results from the subsidiaries: Pro Racing produced excellent results with a net income of \$125K exceeding budget by 27%. Enterprises suffered a net loss in 2012 of \$91K, substantially below budget projections.

Ehret discussed 2013 budget and acquiring Majors sponsorship. The 2013 budget projection is for a net operating profit.

Ehret also presented an overview of open or pending legal issues. No action required by the BoD at this time.

#### **PLANNING COMMITTEE REPORT – Bill Kephart**

Kephart noted the driving need for greater change and the required culture shift to accept and embrace change. Due to the large number of projects, the Planning Committee has created several sub-committees chaired by BoD members. They are directed to recruit a team from within the membership to research, develop and implement initiatives which will contribute to increased member satisfaction and increased participation. At this time, the sub-committees include: Strategic Plan, Majors Oversight, Barriers to Entry (BTE), and Region Support. There is some acknowledged overlap between BTE and Region Support. Committee chairs responsible for deliverables and coordinating overlap.

The committee presented the following structure as paths to the Runoffs. These paths provided via Majors as well as via Divisional Championships as promised. The result is that qualification for Runoffs invitation is participation as well as performance based.

**MOTION:** to approve the three distinct paths to the Runoffs for 2014 as written below. Creighton/Langlotz. Approved 13-0.

In 2014, there will be three distinct paths to the Runoffs:

##### U.S. Majors Tour

Earning an invitation to the Runoffs through the Majors has both participation and performance requirements in 2014.

**Participation Requirement:** All drivers must participate in a minimum of three separate U.S. Majors Tour event weekends and have a minimum of three individual race finishes, all in the same class.

**Performance Requirement:** One of the following:

- Finish in the top 10 of their Conference point standings in class
- Finish in the top 50% of National Point Standings (as in 2013)
- Achieve a point total in National Point Standings  $\geq$  the mid-point of the 2013 standings for that class (as in 2013)

##### Divisional

Divisions will determine their own Championship structure, including the point payout schedule and the events to be counted. Any Regional or Majors event may be used in the Championship structure, at the discretion of the Division. A Division's plan for its Championship must be submitted to SCCA Club Racing by July 1 of the preceding year. These plans will be reviewed to ensure they recognize the best in competition and accepted for the following year.

Runoffs invitations will be extended based on the following participation and performance criteria:

**Participation Requirement:** All drivers must participate in a minimum of four Divisional points weekends.

**Performance Requirement:** Finish in the top three positions in class point standings for all classes except SM and SRF where Top 5 will be invited.

If a Divisional Championship is not concluded at the time of the Runoffs, invitations will be extended to drivers meeting the requirements at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.

##### Defending Champion

As in the past, any defending, 2013 National Champion will receive an invitation to the 2014 National Championship Runoffs. The only exception to this is if the individual used a provisional (past or defending Champion) invitation for that class in 2013.

Kephart reported that there was consideration to support a proposed Formula Atlantic Majors series. This would be FA Majors

series run group included in a non-Majors weekend. The series would run 5-6 races and rent a run group from Regions on non-Majors weekends. Details and economics still to be worked out acknowledging that this may be a 2014 project.

John Walsh, Chairman of the Barriers to Entry Sub-committee reported that one of the BTE efforts is the SCCA Racing Experience as outlined in the December BoD minutes. BTE is actively looking for regions interested in holding SCCA race experience events. BTE team is currently working on developing guidelines to hold events that do not re-invent the GCR. BTE has also worked with TTAC to improve product and decrease complexity.

Dick Patullo, Chairman of the Region Support Sub-committee, explained the focus is on what regions need in the way of support to grow programs. Examples may be training, incentives, tools (mass mailers, web site templates, etc.) and improved communications between regions in other areas.

#### **MEMBER SERVICES – Colan Arnold**

Arnold reported SCCA Inc had 40,479 members at end of 2012, an increase over previous year and compared to a loss of over 1400 members in 2011. SCCA will continue to support the Formula SAE initiative started last year. Multiyear membership and competition license program have been well received and continue to grow. Arnold noted that Membership tracks areas of interest for new members and for the first time there is growth in Solo and other non-Club Racing areas as primary interest.

BoD asked Staff to consider process for how different reports can be created to drill down vs the standard graphs reported. BoD reminded to not directly task Staff but to work thru BoD Chair and Dahnert to get reports.

Arnold reported that a technology committee has been formed comprised of subject matter experts in the SCCA community and Topeka staff. The objective is to advise the SCCA Inc IT department on priorities and the best approach for large projects. Arnold noted that they are creating region website templates and would have a number of beta test regions participating using the web site template. BoD will see specific proposals for data warehousing project as well as other capital appropriation requests at a future date.

#### **MARKETING COMMUNICATIONS – Eric Prill**

Sponsorships were successfully renegotiated with BF Goodrich, Tire Rack, and SafeRacer. Multiple other sponsors are still in negotiations including specific sponsorship deals on Majors. There was a recent agreement to license the TransAm brand for a gaming company.

The April issue of SportsCar magazine will be the annual new member issue. Marketing has received generally good feedback on the new SportsCar format though there are some adjustments being made by editorial staff such as fine tuning colors, fonts, articles etc. BoD provided Dahnert and Prill with guidance and questions to resolve in negotiating a new SportsCar contract. Expectation is the new contract will be completed prior to June 2013 BoD meeting.

A new staff member, Chris Berg, has been hired to support marketing and will also support SCCA Pro Racing.

There is ongoing discussion around broadcast TV and webcast for Runoffs.

#### **SOLO AND RALLY – Howard Duncan**

2012 Regional participation numbers are up compared to 2011, Solo 4.8%, RallyCross 17.4% and RoadRally 1.6%.

We have committed to assist operationally with SAE 2013 student events in Michigan and Lincoln. Rally/Solo Staff and National Solo Field staff met to review program goals and focus on growth. The Rally/Solo team met with Trozzolo and reviewed SCCA branding efforts. The CPO (Chief Participation Officer) concept was met enthusiastically.

RallyCross is planning for 2013 National Championship event to be at Tulsa Motorsports Park again. A site search is underway for 2014.

The SEB is reviewing their Strategic Action Plan focusing on structure and goals. The first draft will be presented to the BoD later in Convention. The 2013 schedules for Pro Solo, Champ Tours and the new Match Tour Shootout were out and published before end of last year. There have been some changes as the US Navy pre-empted SCCA at one location and date (St George UT, May date, rescheduled for October).

There were no action items for the BoD from RRB, RXB, or SEB.

**MOTION:** To appoint Raymond Jason (resume on file and provided to BoD) to the position of Great Lakes Divisional Solo Steward, effective immediately. Harris/Kephart. Approved 13-0

The CRB met with the BoD discussed a proposal to add 2 new members to CRB. One addition fills a current vacancy and the other is the addition of a needed skillset. This will bring the total CRB members to eight. CRB Chairman Jim Wheeler proposed

to add David Arken and Kevin Fandozzi to CRB. Wheeler outlined why he wanted to expand the CRB and reviewed qualifications of both candidates.

**MOTION:** To appoint David Arken and Kevin Fandozzi to CRB effective immediately. Walsh/Butler. Approved 13-0.

Walsh presented an overview of the proposed rules changes recommended by the CRB.

#### **GCR**

1. #9563 – (March Fastrack – Bob Clark) Competition Licensing Renewal Changes

Thank you for your letter. Change Appendix C, 2.2.B.: A licensed competitor may enter multiple cars in an event, but will earn license credit for only one entry for each race group per sanction number. A Novice Permit holder will earn license credit for only one race for each sanction number. A licensed competitor or a Novice Permit holder may enter one car in multiple groups or multiple cars in multiple groups, but will earn license credit for only one entry for each race group for each sanction number.

2. #10322 – (March Fastrack – Club Racing Board) Definition of “Ferrous”

In the GCR, Appendix F. Technical Glossary change: Ferrous - An metal alloy containing more than 50% iron. Non-ferrous - A metal alloy containing less than 50% iron.

#### **SPEC MIATA**

1. #9589 – (February Fastrack – David Wheeler) Allow Removal of Vibration Damper from 1.8 Pinion Flange

Thank you for your letter. Please add 9.1.7.C.3.f. The rubber vibration damper may be removed from the pinion flange on 1994 and newer differentials.

#### **TOURING**

1. #9943 – (February Fastrack – Mark McCaughey) In T4: Add Front Sway Bar to Toyota Celica GTS

Thank you for your request. Add to the specification line for Touring 4, Toyota Celica GTS 00-05: Front sway bar, Hotchkis Sport Front Sway Bar Part: SKU:22400.

**MOTION:** To approve the CRB rules package as presented. Letters 9563, 10322, 9589 and 9943. Effective 1/1/14. Walsh/Butler. Approved 13-0.

Wheeler reviewed the SR1/SR2 rules package progress. SR1 package is expected to be ready for member review in the March Fastrack. Good progress made on the FSRAC committee and sub-committees. There has been positive feedback on the GT2 revisions based on COTA March event entry count.

Tools for compliance checking were discussed. CRB will be discussing the option of making tools available for distribution and sale.

#### **GCR 8.1.4 Discussion**

This section is currently called “Compliance Review”. The wording in this section has changed several times over the past 5 years and there is some discussion and confusion over who and how a rules interpretation can be requested.

The current wording of the opening paragraph states “*A member may request a determination on the compliance of his vehicle or its components through the Club Racing Department.*”

**MOTION:** To change title of GCR 8.1.4 to “Rules Interpretation” and re-word the opening paragraph as follows:

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

Effective 1/1/2014. Creighton/Langlotz. Approved: 11 –0- 2 (Abstentions: Harris and Noble)

The Board conducted breakout sessions to review programs with the RoadRally, RallyCross and Time Trials boards.

#### **SCCA Foundation - Bev Heilicher and Raleigh Boreen**

The SCCA Foundation Board reported there is good synergy on Foundation Board and lots of progress. They reviewed the 4 Pillars of the Foundation and elements under each pillar:

**Programming** - Tire Rack Street Survival. The number of events increased in 2012 and there is an expected increase for 2013 as well. The TRSS Summit in 2012 after the SCCA National Convention was a great success and the plan is to repeat the summit in 2014 in a similar format.

**Historical Preservation** - The current SCCA historian, Pete Hylton is retiring. There is a need to locate a facility to store,

preserve and make available the SCCA archives. The Foundation board is currently investigating alternatives.

**Communication/Marketing/Brand Building** –Increasing public presence via website and SportsCar articles.

**Support for the Foundation** - Focus on 4 areas of fundraising; campaign drives, grants, donor gifts and donations. SCCA raffle was announced at Convention and the announcement of the raffle winner will be made at the 2013 June Sprints.

Foundation has had acting chair for last 18 months and requests assistance from the BoD to get a “name” for Chair for Foundation. The goal is to fill the position quickly with a highly public face.

R. David Jones, Director Area 7 submitted his resignation effective 3-March 2013. The SCCA By-laws allow the BoD to appoint a replacement. Dan Helman was the runner up in the recent Area 7 election and has agreed to complete the term if desired.

**MOTION:** To appoint Dan Helman as replacement director for Area 7 effective 4-March. Walsh/Kephart. Approved 12-0, Abstain Jones.

**BOARD STATEMENT:** The Board of Directors wish to thank R. David Jones for his many years of valuable contribution to SCCA and wish him well in the future.

Angelo Trozzolo and Jeff Madden of Trozzolo Communications Group presented a proposal to the Board of Directors with a focus on member communications and a component focused on national and local media relations. The BoD endorsed the proposal.

Robert Harar, CEO of National Trade Productions presented ideas around adding new elements to the SCCA National Convention that provide value to the membership.

The SEB met with the Board of Directors. Heyward Wagner presented online video demos for various Solo programs. The SEB noted their number 1 priority was assistance at National office level for site acquisition. The use of national office to “break the ice” with major corporations or FAA for airport access would be beneficial. The SEB noted that they had future meetings planned to discuss technical issues dealing with vehicle electronics (ABS, traction control etc.) in newer cars.

Meeting adjourns 5:00PM

# CLUB RACING BOARD

## SCCA Club Racing Board Minutes | FEBRUARY 27, 2013

The Club Racing Board met face-to-face at the National Convention, February 27, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Jim Drago, Peter Keane, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Chris Blum, Club Racing Technical Services Assistant; and Bob Dowie, consultant. Tony Ave and Kevin Fandozzi were absent. The following decisions were made:

### SUGGESTED RULES FOR 2014

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).

#### Formula/Sports Racer

##### FE

1. #9681 (Erik Skirmants) Add Optional Wickers/Gurney Flaps

Change GCR 9.1.1.1.6.g and 9.1.1.1.6.h:

g. 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. 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.*

h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications, *except as specifically noted herein*, are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.; digital level on the top surface of the lower rear wing must meet a minimum of -3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from Enterprises. No additional holes may be added. *Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .250" on one or both elements. The Gurney flap only, may extend beyond the parameters of the end plate. Maximum number of mounting locations is 5 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.*

##### SR

1. #10440 (Club Racing Board) Proposed Rules for SR1 and SR2 for 2014

The CRB and FSRAC submit the rule sets found at: <http://www.scca.com/clubracing/content.cfm?cid=44472> as the proposed rule sets for the SR1 and SR2 classes in 2014. Please send all feedback through the CRB letter system at [crbscca.com](mailto:crbscca.com).

### WHAT DO YOU THINK?

None.

### MEMBER ADVISORIES

None.

### NOT APPROVED BY THE CRB

#### Formula/Sports Racer

##### CSR

1. #10127 (Jim Downing) Elan DP02 Weight

Thank you for your recommendation; however, the CRB does not recommend the change to weight for this car, that you suggested.

## **Grand Touring**

### **GT**

1. #10423 (Club Racing Board) Not Recommended Portion of Letter #10117, Turbos in GT

Thank you for your request. The CRB has no plans currently to allow turbochargers in GT as this will cause more issues than it could fix.

### **GT2**

1. #10194 (John Cottrell) Tire rule GTA/TA 2 cars moving to GT2

Thank you for your letter. The CRB has no plans to mandate a "spec tire" for GT2.

## **Production**

### **FP**

1. #10390 (Bill Blust) Allow Access Panel to Sprite Mark I Trunk Area

Thank you for your request; however, it is contrary to the current rules with respect to external body modifications. Given the length of time this type of car has been raced without this modification, the necessity for the same is unclear.

## **Super Touring**

### **STU**

1. #10305 (Troy Benner) Classify Turbocharged 1991 Mazda Miata

Thank you for your request. Adding turbochargers to non-turbocharged engines is not within class philosophy. However, the CRB would like to point out to the submitter that the Mazda B6T engine, as used in the Mazda 323 GTX is essentially the 1.6 Miata engine with a turbocharger, and is compliant to the STU regulations as a possible swap. If the submitter is interested in using that engine and wants an alternate allowed turbo, please resubmit that along with details specifying on the desired alternate turbocharger.

### **ST**

1. #10223 (Ken Brewer) Since ST is the Place for IT Cars to Run Nationally...

Thank you for your request. The CRB is not interested in changing the rules for IT participation in Super Touring.

### **STL**

1. #8231 (David Mead) STL Engine Placement Restrictions

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

## **Touring**

### **T2**

1. #10345 (David Mead) Re-evaluate the Mustang GT and Boss Restrictor Change

Thank you for your concern. Recent data submitted from restrictor testing from the T2 class showed the Mustang outside the performance level for the rest of the class. Moving to the 2011 restrictor creates parity. Please see March 2013 Fastrack Technical Bulletin letter #9849.

### **T3**

1. #10198 (Tim Myers) Allow SPL Front and Rear Camber Links for Nissan 350Z/370Z

Thank you for your request. Mono Ball suspension bushings are not part of the T3 class rule set. Other parts that allow adjustment within philosophy will be considered.

2. #10202 (Tim Myers) Allow Nissan 370Z RC Brake Ducting Kit

Thank you for your request. The requested kit does not meet the current rules and will not be allowed. For additional information, please see the March 2013 Fastrack Minutes, letter #9959.

### **T4**

1. #10300 (Mark McCaughey) Add Cold Air Intake and Wheels to 00-05 Toyota Celica GTS Spec Notes

Thank you for your request. Current T4 rules allow aftermarket wheels. The CRB does not recommend a cold air intake for the Celica in T4.

## **PREVIOUSLY ADDRESSED**

### **Formula/Sports Racer**

#### **FC**

1. #10225 (Robert Wright) Radon RN10 F2000 Grandfathering

Thank you for your letter. Please see letter #10224 in the March 2013 Technical Bulletin.

2. #10278 (Philip Picard) Radon Rn10 Grandfathering

Thank you for your letter. Please see letter #10224 in the March 2013 Technical Bulletin.

## **FE**

1. #10228 (David Jackson) Supports #9681 (Erik Skirmants) Add Optional Wickers/Gurney Flaps  
Thank you for your letter. Please see letter #9681.

2. #10233 (Stan Hallock) Supports Gurney Flap  
Thank you for your letter. Please see letter #9681.

3. #10236 (Stephen Zamborsky) Supports Rear Wicker  
Thank you for your letter. Please see letter #9681.

4. #10237 (Bruce Allen) Opposes FE Gurney Flap Opinion  
Thank you for your letter. Please see letter #9681.

5. #10243 (Chip Valente) Don't Add Gurney Flaps  
Thank you for your letter. Please see letter #9681.

6. #10246 (Jim Adleberg) Responding to Request #9681  
Thank you for your letter. Please see letter #9681.

7. #10253 (Matthew Cutter) Opposes #9681 Gurney Flaps  
Thank you for your letter. Please see letter #9681.

8. #10268 (Christopher Eveland) Yes to Erik Skirmants's What Do You Think (#9681)  
Thank you for your letter. Please see letter #9681.

9. #10285 (Dennis Sideri) Opposes 2014 FE Rule Proposal Change  
Thank you for your letter. Please see letter #9681.

10. #10317 (Wally Osinga) Opposes addition of Gurney Flaps to FE  
Thank you for your letter. Please see letter #9681.

## **Grand Touring**

### **GT2**

1. #9995 (Mike Halpin) New Chassis/Engine Combination  
Thank you for your request. This engine is already listed for use in GT2.

## **Production**

### **FP**

1. #10395 (Bill Blust) Request Weight Reduction of FP Spridgets by 50lbs  
Thank you for your request. This request is taken care of in letter #10338, Technical Bulletin.

## **Touring**

### **T4**

1. #10299 (Mark McCaughey) Add LSD Wording to 00-05 Toyota Celica GTS Spec Notes  
Thank you for your letter. LSDs are permitted in T4.

## **NO ACTION REQUIRED**

## **Formula/Sports Racer**

### **S2**

1. #10347 (Jeff Anderson) Allow Cam Upgrade in Fast Forward Aluminum Cylinder Head  
Thank you for your letter. Please see a future Fastrack with the 2014 SR2 rules. This combination is under consideration.

## **RESUMES**

1. #10257 (Steve Lathrop) FB Ad Hoc Committee  
Mr. Lathrop has been accepted on the ad hoc committee.

2. #10258 (Jay Novak) Volunteer for FB Ad Hoc Rules Committee  
Mr. Novak has been accepted on the ad hoc committee.

3. #10261 (Don Armenoff) Ad Hoc Committee  
Mr. Armenoff has been accepted on the ad hoc committee.

4. #10272 (Mike Beauchamp) FB Ad Hoc Committee  
Mr. Beauchamp has been accepted on the ad hoc committee.
5. #10303 (JEREMY HILL) AD-HOC COMMITTEE Resume  
Mr. Hill has been accepted on the ad hoc committee.
6. #10308 (Jerry Hodges) Request to Serve on the FB Ad Hoc Committee  
Mr. Hodges has been accepted on the ad hoc committee.
7. #10313 (George Dean) Request to Be Part of the FB Ad Hoc Committee  
Mr. Dean has been accepted on the ad hoc committee.
8. #10339 (Richard Franklin) FB Ad Hoc Committee Application  
Thank you for submitting your resume. The CRB will keep it on file.
9. #10340 (Dustin Wright) Resume for FB/F1000 Ad Hoc Committee  
Mr. Wright has been accepted on the ad hoc committee.
10. #10352 (Glenn Cooper) Resume for FB Ad Hoc Committee  
Thank you for submitting your resume. The CRB will keep it on file.
11. #10364 (Don Conner) Resume for FV Sub-Committee Member Request  
Thank you for submitting your resume. The CRB will keep it on file.

# CLUB RACING TECHNICAL BULLETIN

DATE: March 20, 2013  
NUMBER: TB 13-04  
FROM: Club Racing Board  
TO: Competitors, Stewards, and Scrutineers  
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 4/1/2013 unless otherwise noted.

## GCR

1. #8425 (Rob Burgoon) In section 6.5, replace in its entirety as follows:

### **6.5. RACE STARTS**

*note: In section 6.5, the field is defined as all segments.*

#### **6.5.1. The Grid**

- A. *The Chief Steward instructs the 5 minute and 1 minute warnings to be given to the grid, indicating the time remaining before the start of the pace lap. These signals must be plainly audible and/or visible.*
- B. *Engines should be started at or before the 1 minute signal.*
- C. *At or before the expiration of the 1 minute warning, the cars will be released to begin the pace lap.*
- D. *See 6.4.2. for additional requirements.*

#### **6.5.2. The Pace Lap**

- A. *One pace lap precedes all races, unless the Chief Steward authorizes an additional unscored pace lap.*
- B. *The pace lap may begin at a brisk pace, but must be sufficiently slowed before the start line to allow orderly grouping of the field. The actual speed immediately prior to the start is dictated by the types of cars, size of the field, and course layout. However, the standard SCCA start is a rolling start and not a flying start. The same official should brief the front row drivers before each race, preferably the Starter, under the direction of the Chief Steward.*
  1. *If a pace car is used, it will be positioned at the head of the pack, with emergency lights flashing. Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and the pole car will maintain the speed of the pace car before it pulled off track until the green flag. The front row drivers must be advised not to pass the pace car.*
  2. *If a pace car is not used, the pole car will pace the field complying with directions from the Chief Steward or his designee. The pole car will maintain a constant speed from the grouping until the green flag and shall not modify his speed approaching the flag stand.*
- C. *A car may not improve its position in the field after the cars are released from the grid for the pace lap.*
  1. *A car that improves its position relative to the field during the pace lap by moving forward, moving out of line, or passing before the green flag is displayed may be penalized for a false start. If a false start has occurred, and the race has been started, the driver(s) may be black-flagged and held in the pits or at the start line for up to 1 minute, and other penalties may also be imposed, as specified in Section 7.*
  2. *A car that fails to start with the pace lap or falls out of position during a pace lap relinquishes its grid position and may rejoin only at the back of the field.*
  3. *A car that is disabled and cannot keep the pace should not hold up the field. The driver must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line. Other cars may safely pass the signaling vehicle. The driver of a disabled car should seek assistance at the nearest corner station or pit at the first opportunity.*
  4. *When a car drops out of the pace lap(s), everyone in the column behind that car must close up behind the car in front; moving up under this circumstance is not considered improving position or passing under yellow.*

#### **6.5.3. The SCCA Standard Rolling Start**

- A. *The SCCA standard rolling start will be used at all SCCA races unless an alternate procedure has been approved by the Division's Executive Steward and is included in the event Supplemental Regulations.*
- B. *The Starter shall be safely located where the majority of the drivers in the field can clearly see him as they approach his position. He shall remain motionless, with the green flag hidden, and no other flags visible.*
- C. *The Starter will start the race by suddenly and continuously waving the green flag until all cars have passed the start line if the field is:*
  1. *At a constant low speed;*
  2. *Well bunched and in line; and*
  3. *Close enough to the Starter that the majority of the drivers can see the flag.*
- D. *Racing begins and passing may occur throughout the field when the green flag is displayed.*

#### **6.5.4. An Aborted Start**

- A. *The Starter will abort the start by displaying no flag and shaking his head in the negative if the field is not in good order, or if some drivers have improved their positions by moving out of line or by passing prior to the waving of the green flag. This advises the drivers to proceed on another pace lap. Drivers raise one hand to confirm that*

*the start is aborted.*

- B. *If the race is not started, another pace lap will be run. Depending on conditions, the pace car may overtake the field and resume its function. The front row drivers must be advised that the pace car may return to its position for the additional pace lap if there is no start.*
- C. *Any additional pace lap(s) following aborted start(s) are under double standing yellow flags at all stations, and are scored as race laps. Timing starts when the pole car crosses the timing control line, unless otherwise specified by the event Supplemental Regulations.*

#### **6.5.5. Split Starts**

- A. *Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.*
- B. *The Chief Steward will determine the class(es) in each segment. Segments will contain entire classes of cars, including those cars with no qualifying time. The class containing the car with the fastest qualifying time will be a part of the first segment. The cars assigned to each segment will be gridded by qualifying time, regardless of class.*
- C. *Each segment should be led by a pace car, if possible. A following segment should have the previous segment in sight on the longest straight.*
- D. *Split Starts*
  - 1. *Provided each segment is properly formed, each will receive a separate green flag.*
  - 2. *Drivers in each segment shall not improve their position until their respective green flag is displayed. Jump starts may be penalized.*
  - 3. *If the first segment receives a green flag, the race is considered to have begun for the subsequent segment(s) when they cross the control line, regardless of the flags displayed by the starter.*
  - 4. *The flags displayed by the starter have their normal meanings.*
  - 5. *If the first segment receives a green flag, but on track safety conditions require an immediate full course yellow, cars in subsequent segments should fall into single file grid order and make every effort to safely catch the back of the first segment.*
  - 6. *A driver in one segment who is unable to leave the grid when directed but is able to get underway before the first car in the next segment is released, may join the back of his segment at the direction of the Grid official. Otherwise, he relinquishes his grid position and will be held until the end of the last segment.*
- E. *A starting judge should be appointed for a split start.*

#### **6.5.6. Late Starters**

*After the field has left the grid, the Chief Steward may release cars that were not in position at the 1 minute warning to join the back of the pack either from the grid at the beginning of the pace lap or from the pit exit after the race has been started.*

In section 6.4, add the following note directly after the section title:

*"note: In section 6.4, the field is defined as all segments."*

### **Formula/Sports Racer**

#### **FC**

1. #10104 (John LaRue) Revision of Rule 9.1.1.6.c

In 9.1.1.B.4.c, remove the following:

*"Bodywork and rear spoiler(s) and any attached components except for suspension components shall not exceed a maximum width of 95cm (37.40 inches). No part of the bodywork, rear spoiler or exhaust system shall extend more than 100cm (39.37 inches) FF; 80cm (31.50 inches) FC behind the centerline of the rear axle nor exceed in height a horizontal plane 90cm (35.43 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage, fairings, and engine air box are not included in these restrictions. ~~Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal plane.~~ Allowances shall be made for radius of bodywork along primarily horizontal surfaces in this area. Undertrays and floorpans may extend laterally past cockpit sides, sidepods, and engine compartment enclosures, but only up to the 95cm (37.40 inches) maximum allowed width."*

#### **FA**

1. #10333 (SCCA Staff) Replace "Club Racing Technical Manager" with "Club Racing Board"

In FA, Table 2, Formula 3 car, change the notes as follows:

~~Club Racing Technical Manager~~ *Club Racing Board*

### **Grand Touring**

1. #10265 (Karim Alex Talbot) GT2/STO clarification

In GT2/ST, add the following language at the beginning of the GT2/ST section: *"Cars must comply with 2012 STO rules as stated in appendix K of the GCR."*

2. #10355 (GT Committee) 9.1.2.F.4.e.1

In GT, clarify section 9.1.2.F.4.e.1 as follows:

*"The passenger's side floor pan may be raised not more than ten (10) inches or a secondary floor may be installed at that level"*

to accommodate the installation of the exhaust system and muffler(s) provided such raising of the floor serves no other purpose. Exhaust may pass through the rear bodywork no higher than the rear axle centerline.”

**GT2**

1. #9753 (Ron Bond) Include Panoz GTWC in a national class  
In GT2, classify Panoz GTWC as follows: (See Attachment)

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Panoz GTWC	N/A	2DR	RWD	107.6	Cars must be prepared to Panoz GTWC specifications. Wheels: (F) 18x10 (R) 18x11. Track (F) 64.0 (R) 67.8. Any tire with a diameter of 17" or 18" may be used provided the tire does not exceed a maximum cross section width of 11.5" in the front and 12.5" in the rear; or may use conventional GT2 tires and wheels per GTCS 9.1.2.F.4.c.10. Internal modification to stock Penske 7500 shocks are permitted. Shock seals are not required. Brakes are unrestricted. Front and rear anti-roll bars are unrestricted. Shock and springs are free, transmission type and ratios are free, differential gear ratio only is free (all GT2 transmission rules apply), roof vents allowed per GTCS.

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (Liters)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
FORD V8	OHV	89.45-100.38 x 89.9	4.6L	Alum, Crossflow	2	Fuel Injection	2880	Fresh air intake air cleaner housing Panoz #GTS9-3348 allowed. Must comply with Panoz GTWC engine requirements available at <a href="http://www.scca.com/clubracing/content.cfm?cid=44722">http://www.scca.com/clubracing/content.cfm?cid=44722</a> .

2. #10217 (Milton Grant) Remove SIR from 2.4ltr Toyota Celica motor  
In GT2, remove SIR requirement from all engines 2500cc and smaller.

**GT3**

1. #9928 (Bill Davis) Classify Pontiac Sunfire  
In GT3, classify the Pontiac Sunfire as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Sunfire GT	NA	2dr	FWD	104.0	

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	86.0 x 94.6	2198	Alum, Crossflow	4	31mm SIR	2280	
LE5 Ecotech	DOHC	88.9 x 89.03	2210	Alum, Crossflow	4	31mm SIR	2280	GM racing block #XGB615 and cylinder head #XGBH614 allowed.
	DOHC	88.9 x 94.6	2349	Alum, Crossflow	4	31mm SIR	2345	

**Note:** Disenfranchised small bore GT2 cars will be allowed classification in GT3 “In GT2 spec” on a case by case basis but will be classified with the appropriate SIR and GT3 weight + 150 lbs. to offset any advantage in the wider wheel/tire, track and wing width. Max wheel/tire 16.0”. Cars must have a GT2 logbook issued prior to 1-01-2013

**Improved Touring**

None.

**Production**

1. #10060 (Anthony Bushika) Classify the 1995 Volkswagen Jetta  
In FP, Classify 1995 Volkswagen Jetta as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Volkswagen Jetta (93-98)	2	1995 * 2045 **2095	4 Cyl. SOHC	3.248"x3.654"	121 c.i.	Iron	Alum	(I) 1.555" (E) 1.295"	Fuel injection	97.3"	62.4"/61.7"

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm) (in.)	Brakes Alt.: mm/(in.)	Notes:

Volkswagen Jetta (93-98)	15x7	5	(F) 10.12" disc (R) 8.94" disc		Comp. Ratio limited to 12.0:1, Valve lift limited to .500". Can use stock fuel tank if stock rear bumper and bumper support structure is retained.
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2. #10315 (Kevin Ruck) Correct Various Integra & Civic Brake Specs

In EP, correct brake specifications as follows:

Acura Integra GSR (94-00) level 2 prep Factory Spec @ all 4 wheels front 10.32" vented disc and rear 9.41" solid disc.

In FP, correct brake specifications as follows:

Acura Integra 1600 (86-89) Factory Spec @ all 4 wheels front 9.53" vented disc and rear 9.41" solid disc.

Acura Integra (90-93) front 242mm 10.32" vented disc and rear 239mm 9.41" solid disc.

Honda Civic Del Sol Si (93-94) Factory Spec @ all 4 wheels Front 10.32" vented disc and rear 9.41" solid disc.

Honda Civic Si (88-91) level 2 prep front 240mm 9.49" vented disc and rear 180x30mm 7.09x 1.50" drum, alt rear brake 9.41" solid disc.

Honda Civic EX VTEC SOHC (92-95) Honda Civic EX (92-95) Factory spec @ all 4 wheels 10.32" vented disc 7.91" solid disc.

Honda CRX Si (88-91) level 2 prep Factory spec @ all 4 wheels front 9.49" vented disc and rear 7.09"x 1.50" drum, alt rear brake 9.41" solid disc.

**EP**

1. #9360 (Bill Lamkin) Track correction

In EP, correct track specifications for Mazda Miata 99-02 as follows:

58.4"/59.4" to 59.9"/60.9".

2. #10001 (Jason ISLEY) Classify the Scion FR-S

In EP, Classify the Scion FR-S as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Toyota scion FR-S 2013	2	2400 * 2460 ** 2520	4 Cyl. DOHC	3.386"x3.386"	121.9 c.i.	Iron	Alum	(I) stock (E) stock	Fuel injection	101.2"	64.1"x64.9"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Toyota Scion FR-S 2013	18"x8"	6	(F) 11.6" vented (R) 11.4" vented		Comp. Ratio limited to 12.5:1, Valve lift limited to 500".

3. #10396 (Prod Committee) Classify Subaru BRZ in EP

In EP, classify Subaru BRZ as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Subaru BRZ 2013	2	2400 * 2460 ** 2520	4 Cyl. DOHC	3.386"x3.386"	121.9 c.i.	Iron	Alum	(I) stock (E) stock	Fuel injection	101.2"	64.1"x64.9"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Subaru BRZ 2013	18"x8"	6	(F) 11.6" vented (R) 11.4" vented		Comp. Ratio limited to 12.5:1, Valve lift limited to 500".

**FP**

1. #10338 (Harold Flescher) Reduce the weight of the 1275cc Spridget by 100 pounds

In FP, reduce weights as follows:

Austin-Healey Sprite Mk. I, II, III, IV. MG Midget Mk I, II, III, IV & 1500 1275@1630 1275@ 1580

Triumph Spitfire Mk. III and Mk. IV & 1500 1296@1660 1296@ 1620

**HP**

1. #10053 (Jason Stine) Reduce the Weight of the 948cc AH Sprite and MG Midget by 50 lbs.

In HP, Reduce the weights of the HP level 1 Austin Healey Sprite and MG Midget 948cc as follows:

1500 lbs-1450lbs

## Super Touring STU

1. #9037 (Eric Heinrich) Clarify 9.1.4.G.1. paragraph 2 (intake manifolds)  
In section 9.1.4.G, change the section as follows:

1. Alternate engines may be used, if the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in the United States. Vehicles delivered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine).

2. The chosen engine must retain its original cylinder head and intake manifold. Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered. The long block assembly of the alternate engine must remain within the engine compartment with no modifications, however the firewall may be modified to provide clearance for intake manifolds and/or engine accessories. It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine. If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.

*1. Alternate engines may be used, provided:*

*a. the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in the United States.*

*b. Vehicles delivered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine).*

*c. The chosen engine must retain its original long block, subject to STCS prep allowances.*

*d. The long block assembly of the alternate engine must remain within the engine compartment with no modifications, however the firewall may be modified to provide clearance for intake manifolds and/or engine accessories.*

*e. It is permitted to use the OEM intake and throttle body from either the chassis or the installed engine.*

*e.1 Regardless of intake chosen, the total number of throttle bodies must remain the same.*

*e.2 If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.*

*f. Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers.*

Please re-number 2-21 of section G.

## American Sedan

None.

## Spec Miata

1. #10358 (SM Committee) Increase throat depth allowance on 1.8l heads

In section 9.1.7.C.1.f.4, change the maximum throat depth column specification in the table for 1.8l engine as follows:

~~9mm~~ **12mm**

Move the table from section 9.1.7.C.1.f.4, to 9.1.7.C.1.f.3.

## Touring

1. #9844 (Mike Ogren) Standardize the MX 5 tire sizes.

In T4, Mazda MX-5/ Miata Sport (99-00), change the tire size as follows:

~~195/50~~ **205/50**

## B-Spec

None.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 21, 2013

The Solo Events Board met by conference call February 21st. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Lisa Noble of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

Comments regarding items published herein should be directed via the website [www.sebscca.com](http://www.sebscca.com).

## CHANGE PROPOSALS

### Stock

#### #9275 BMW E36 Move out of DS Proposal

Per the SAC, the following listing changes for BMW models in DS and GS are published for member comment, effective 2014.

#### DS

##### BMW

128i & 135i (2008-13)

335i (2007-13), 335i xDrive (2007-13), 335d (2009-11)

3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)

#### GS

##### BMW

2002 (all)

318i & 318is (1991)

318ti (1995-99)

325e (eta engine)

*325i, 325is (1987-91), & 325ix (1988-91)*

*3 series (6-cyl E36 except M3), (1992-99)*

Comment: The committee believes this effectively moves the E36 non-M3 models from DS to GS.

### Street Touring

#### #10218 Watts Link Proposal

The STAC and SEB would like member feedback as regards allowing alternate differential covers, for solid axle cars via adding a new **14.8.G.6** as follows:

*“Differential covers and attaching hardware may be replaced.”*

### Street Prepared

#### #9982 Crossfire Classing Proposal

The SPAC feels that the SRT-6 model should stay in BSP. The N/A Crossfire does appear to be a good fit in DSP and

thus the committee recommends the following for member comment:

Change the Crossfire BSP line listing from:

Crossfire and Crossfire SRT-6

to

Crossfire SRT-6

and add:

*Chrysler*

*Crossfire (NOC)*

to DSP.

#### #9315 200SX SE-R Move to FSP Proposal

Per the SPAC, move the '95-'99 Nissan Sentra and 200SX SE-R to FSP. Specifically, remove the following lines

*200SX SE-R*

*Sentra (2.0L) (1995-99)*

from DSP and add them to FSP.

#### #9935 GT500 Classing Proposal

Per the SPAC, reclass the S197 Mustang GT500 from its current listing in ESP (via the S197 line) to ASP. Specifically, add a new line line to ASP as follows:

*Mustang S197 GT500 (2007-13)*

Comment: The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this proposal.

#### #9961 Differential Allowance

After further discussion the SPAC has concluded that a differential cover allowance for independently suspended vehicles is beyond the scope of our initial intent to allow lateral locating devices for solid axle vehicles. Reworded language, added as a new subsection 15.8.1.6 in the solid axle allowances, is proposed to be:

*“Differential covers and attaching hardware may be replaced.”*

### Modified

#### #9231 Aero Clarification

Add to 18.1.F.3.d:

*“Splitter endplate mounting location may be at the outside lateral end or inboard of the outside lateral end of the splitter. Additional mounting plates or strakes may be added inboard of the endplates but these must be no larger than the endplates.”*

Change 18.1.F.3.d to read:

*d. Front splitters are allowed but must be installed parallel to the ground (within +/- 1 inches fore to aft). ~~Splitters may not be wider than, nor extend more than 6” forward of, the top-view outline of the car.~~ The splitter must be a single plane with the top and bottom surfaces parallel, with an overall height of one inch or less. The leading edge of the splitter may be rounded (the radius area may extend backwards no more than the splitter thickness). The bottom of the splitter may attach to the belly pan but is not required to do so.*

*Also add new subsections as follows:*

*e. A front splitter and its associated features shall not function as a diffuser.*

*f. An OE splitter which does not conform to these requirements may be used unmodified on the original make and*

*model.*

Change 18.1.F.3.b to read as follows:

b. The spoiler may not be wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. *Fore to aft curvature or deviation of the rear spoiler shall not exceed 10".*

#### #9616 FM Weight Proposal

The MAC recommends the following listing change proposal:

In Appendix A, under Modified Class F, change A.4 to read as follows:

"4. Minimum weights with driver

<i>Kawasaki 440</i>	<i>725 lbs</i>
<i>AMW engine</i>	<i>800 lbs</i>
<i>Rotax 493 and 494 engines</i>	<i>800 lbs</i>
<i>Rotax 593 engine</i>	<i>850 lbs</i>
<i>600 cc motorcycle engines</i>	<i>875 lbs</i>
<i>Wheelbase of 73" or less:</i>	<i>Subtract 25 lbs"</i>

Also change A.7 as follows:

7. F5 cars may utilize the Rotax 593 engine, 1999 and up (bore: 76 mm; stroke: 65.8 mm) using 38mm Mikuni roundslide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM ~~with minimum weight with driver of 850 lbs~~. Such engines must use inlet tract restrictors (Cometic gasket #MA0242SP1020A), one in each tract immediately after the carburetor. Use of the 2003 and up "HO," "SDI," "RS," and "E-TEC" 593 variants is not permitted.

Note: the bulk of the changes above provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc motorcycle engine listing. The weights for the AMW and Rotax engines have not changed. The weight for the 440 engine is reduced by 25 lbs.

### **MEMBER ADVISORIES**

#### #10056 Fuel Clarification

This topic has been previously addressed by an item (#9305) which was recommended to the Board of Directors and published in the February Fastrack.

#### #10343 BFG Rival Clarification

The SEB has reviewed section 13.3 of the Solo Rule Book with regards to tire eligibility, specifically, the question of 13.3.B and the words "by April 30". It is clear to the SEB that the language used in this section is ambiguous and fails to communicate the intent of 13.3 in a concise manner to our suppliers and our competitors. We must take responsibility for the fact the rule is poorly written. The SEB will submit a new draft of 13.3 for member comment. Well respected members and advisory committees of the Solo community differ in their interpretation of this section.

The SEB has communicated with BF Goodrich and there is high confidence they will meet tire size/diameter requirements for the 2013 Solo schedule. We want the membership to know the use of these tires in competition prior to April 30th is not a rules violation. It is in the best interest for all involved to give guidance now.

The BFG Rival tire will be eligible for National Solo Events immediately and will remain eligible for 2013 provided section 13.3 is met in its entirety by April 30, 2013.

### **TECH BULLETINS**

#### **Errors and Omissions**

Per the MAC, correct 18.1.F.7, third sentence as follows:

A roof spoiler up to the maximum of 7.5" is allowed an area of up to **56** square inches for each endplate; a trunk spoiler up to the maximum of 10" is allowed up to 100 square inches for each endplate.

Comment: this value was inadvertently not updated when the maximum spoiler dimension was changed from 4 to 7.5

inches.

### **Street Touring**

#### **#10090 Spring Clarification**

Per the STAC, modify 14.8.A to include bellows:

Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, *bellows*, etc.) and except as noted herein, must use the original spring attachment points.

Comment: The STAC does not feel that carbon fiber bellows springs are consistent with the current Street Touring philosophy. This change clarifies that a carbon fiber bellows spring is distinct type of spring.

### **Modified**

#### **#9231 Aero Clarification**

Per the MAC, the following clarification items are issued:

A diffuser, as allowed by 18.1.F.5, is permitted to extend up to 25" forward of the rear bumper or bodywork, whichever is rearmost. Underbody panel material may be removed for diffuser fitment, but material removal should be minimized and shall serve no other purpose than diffuser fitment. All such modifications must still comply with other applicable rules, such as 18.1.B.1 and 18.1.F.2.

Radiator hot air may be ducted through the top of a hood opening, provided the ducting and accompanying hood modifications do not violate 18.1.F.1 and 18.1.F.2.

### **NOT RECOMMENDED**

### **Street Touring**

#### **#10027 Master Cylinder Brace Allowance Proposal**

The STAC believes this change would be inconsistent with class philosophy.

#### **#10323 370Z Nismo Classing Proposal**

The STAC believes this vehicle exceeds the performance parameters of the class.

#### **#9875 Federal 595RS-R Exclusion Proposal**

Per the STAC, after review this tire meets the requirements of 14.3.A.

#### **#9980 Center Clearance Hole Modification Allowance Proposal**

The STAC believes this change would be inconsistent with class philosophy.

#### **#10002 Catalytic Converter Location Proposal**

The STAC believes the current restrictions on catalytic converter location in 14.10.E are appropriate.

#### **#10093 VW TDI Move to STF Proposal**

The STAC believes this vehicle exceeds the performance parameters of STF.

#### **#10221 Tread Depth Proposal**

The STAC believes the current rule on tread depth (14.3.C) is appropriate as written. Possible updates to this rule are under consideration by the SEB.

#### **#10334 Differential Allowance Proposal**

The STAC believes the current restrictions on limited slip differentials for AWD vehicles are appropriate.

### **Street Prepared**

#### **#10082 Gear Treatment Proposal**

The SPAC believes the use of this process is contrary to Street Prepared philosophy.

#### **#10255 Aftermarket Hardtop Allowances Proposal**

Please see the previous clarification for letter #9604, in the February Fastrack. To reiterate, there is no requirement to

run with the hard top in place. A non-conforming hard top can be removed temporarily during the driver's competition runs. The committee and SEB do not consider the possibility of inclement weather to be sufficient justification for allowing this modification.

#### #10091 Spring Clarification

A bellows spring is distinct type of spring, different from a coil spring. As such, it is not a substitute for a coil spring under 15.8.A

#### #9316 Rules Process Proposal

The timing required for publication, member input and review, SEB recommendation, and BOD review for approval does not allow for this change in the process.

#### #10312 Course Viewing Proposal

The SEB appreciates and shares the member's concern regarding the need to avoid pavement surface problems which can damage cars. We will remind designers and officials to be more aware of these issues.

#### #10363 Class Limitations Proposal

The SEB does not feel it would be appropriate to be constrained by a specific per-category limit on the number of classes.

### **OTHER MEMBER ITEMS REVIEWED**

#### **Stock**

##### #9787, 9840, 10274 Boss 302 to FS Comments

Thank you for your input and information. The committee and SEB continue to review member feedback on this topic.

##### #8996 Official Classification

The SAC cannot make a recommendation on this classification request without specific year, make, and model information for the actual vehicle in question.

##### #10133 Class Combining Proposal

Thank you for your input.

##### #10328 BFG Compliance Clarification

See the response to item #10343.

#### **Street Touring**

##### #9973, 9974, 9977, 10000, 10037, 10266, 10270 BMW Z in STR Comments

Thank you for your input. The SPAC and SEB are continuing to review feedback regarding this classing change.

##### #10260 370Z Classing Comments

Thank you for your input.

##### #10146 Tire Proposal

The STAC thanks the member for the input and the information.

##### #10201, 10219, 10241 E85 Comments

Thank you for your input.

##### #10244 New ST Class Proposal

Thank you for your input. The STAC and SEB continue to monitor the appropriateness of the classing structure.

##### #10297 AWD Differential Comments

Thank you for your input.

##### #10234 VW TDI in STC Clarification

The bumping order was updated to reflect the ordering of the PAX/RTP indexes. Appendix B is provided as a

recommended option for Regional events only; however, Regional programs are free to do as they wish in this regard.

#10329 BFG Compliance Clarification

See the response to #10343.

**Street Prepared**

#10203, 10204, 10240, 10254, 10263, 10295 Differential Cover Comments

Thank you for your input, see the response to item #9961.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 3-4, 2013

The Solo Events Board met at the SCCA National Convention March 3-4. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Brian Connors, and Dave Hardy; Howard Duncan, Doug Gill and Brian Harmer of the National Staff; Heyward Wagner. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

Comments regarding items published herein should be directed via the website [www.sebscca.com](http://www.sebscca.com).

## CHANGE PROPOSALS

#9526 Age Exception for KM

The following rule change proposal is submitted for member review and comment.

Replace 4.1.A with:

Drivers must be SCCA members. *A Weekend Membership meets this requirement.*

Drivers *in all categories except Kart* must possess a currently valid automobile driver's license or permit. *Driving license or permit restrictions must be followed.* If those restrictions require a passenger and the event allows a passenger, that passenger must be either a parent / legal guardian or an instructor who meets the restriction requirements. Instructors must have the written permission of the driver's parent/legal guardian (either signed at the event or notarized) to ride as a passenger.

*Kart Modified (KM) drivers that do not have a driver's license or permit must meet the following prerequisites:*

- 1. Minimum age is 15 years old.*
- 2. Have approval of the event Chairman and event Solo® Safety Steward.*
- 3. Participated in at least four National Solo Events in Formula Junior A (JA).*

*Formula Junior drivers, regardless of license status, must follow the minimum age restrictions per section 19.2.*

*The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver, including the ability to prevent a driver from completing their runs provided a full refund is given.*

Stock Category Changes

**Preamble** – Over the last several years the sport has seen a consistent and ongoing decline in the participation in the Stock Classes. After months of deliberation, the SEB has concluded that the cause of the decline cannot be traced to a single factor, but rather is indicative of a category formula that is no longer meeting the needs of much of our membership. We believe that there needs to be a category that is easily accessible to newcomers to the sport, while also supporting a highly competitive environment for our most dedicated members. We also believe that for this environment to exist we must have a ruleset that is reflective of the needs of modern vehicles. Automobile manufacturing, government regulation, and advances in suspension design have created the safest, most comfortable vehicles the industry has ever seen, and we believe that the current ruleset is not reflective of that reality. We have been monitoring the situation for several seasons and have spent a considerable amount of time undertaking a major rewrite of the ruleset with the following tenets in mind:

The category ruleset must address our Core Values in the following ways:

1. The available allowances should create a diverse field of cars. The allowances should also reverse some of the built in limitations that prevent cars from performing on the autocross course.
2. Consumable items should have a "cost per run" that fits with the expectations of our members.
3. The ruleset should be forward looking so that vehicles produced during the coming years can compete in a manner that our membership expects.

We believe the underlying reason that members love this sport is that they "want to have fun with cars!" We want this

ruleset to broaden the base of cars and people who can do this within the SCCA's Solo program.

With that in mind, we propose the following update to Section 13 of the Solo Rules. Highlights include the use of high performance street tires (140 treadwear in 2014, 200 treadwear in 2015), a reduction in the shock absorber allowance (2 adjustments, no remote reservoirs beginning in 2015), an opening of the camber allowance (additional camber allowed via camber plates, camber bolts, and slotted struts), an opening of the wheel allowance (OE diameter plus or minus 1"), and an opening of the swaybar allowance (changes permitted to both bars). These changes are proposed as a way to make the category more relevant to today's cars and today's enthusiasts, while keeping the core concepts of vehicles that are easy to prepare and easy to live with in normal street usage. You will also notice that we changed the name from "Stock" to "Street". This change reflects the fact that these cars aren't actually as delivered off the showroom floor, something that has caused confusion in the past.

In addition to the proposed changes to Section 13, you will also find accompanying changes to Section 14 and Section 15. Section 14 changes are limited to housekeeping – some allowances in Section 14 have been moved to Section 13, and thus removed from Section 14. Section 15 has similar housekeeping, but also a new rule – 15.12, which allows for cars prepared to the Section 13 rules to run as Street Prepared "Limited Prep" with R-comp tires and remote-reservoir shocks. This is intended to give current Stock category competitors who have invested in higher end shocks and/or prefer driving on R-comp tires a place to keep running their car with no changes needed. Limited Prep car classifications will be included in an upcoming FasTrack.

With these rule changes, car classifications for Section 13 cars may also change in many cases. An updated version of Appendix A will be published for member comment in an upcoming FasTrack. In order to make sure we have the ability to correct any mistakes made in such a large reorganization, the entire affected sections of Appendix A will be considered new classifications and subject to the 12 month reclassification window listed in 3.2

The proposed changes to Section 13, shown with revisions in its entirety, are as follows:

### **13. STREET CATEGORY**

Cars running in *Street* Category must have been series produced with normal road touring equipment capable of being licensed for normal road use in the United States, and normally sold and delivered through the manufacturer's retail sales outlets in the United States. A Canadian-market vehicle is eligible for *Street* Category if it is identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A.

A member may request classing for any car models not specifically listed in *Street* Category, provided that vehicle was produced in quantities of at least 1,000 in that Model Year.

A car will remain eligible for National events through the end of the 30th calendar year after the manufacturer-designated model year of the car. This eligibility limitation applies only to the *Street* classes.

Except for modifications authorized below, *Street* Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Any other modifications or equipment will place the car in Street Touring®, Street Prepared, Street Modified, Prepared or Modified Categories as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be identical except for 13.2.A (comfort and convenience) allowances and the resultant car must meet all requirements of this Section. These requirements are not met by simply pulling a fuse to disable a feature which distinguishes one model from another.

Alternate parts listed in a factory parts manual are not authorized unless their use is specifically referenced in the factory service manual or in a service bulletin for the specific model.

See Sections 3.8 and 8.3.1 for documentation requirements.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, *fuel caps*, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material etc.), are

used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, differential covers, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original.

Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative. Parts available as replacements through the dealers parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in *Street* Category, except as specifically provided elsewhere in these rules.

Specific vehicle classifications are located in Appendix A of these rules.

### 13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, ~~holes for brackets to mount shock absorber remote reservoirs, holes for driver restraint mounting~~, etc.). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

### 13.2 BODYWORK

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops". Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®), but does not allow the removal of the original mirror. ~~"Grounding kits" specifically designed to support sound systems are permitted but may serve no other purpose.~~

B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Hood straps or fasteners may be added.

~~D. Any fuel tank cap may be used.~~

~~E. Windshields may be folded (but not removed) provided the required mechanism is standard equipment.~~

~~F. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

D. Alternate shift knobs are allowed.

E. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Section 3.3.3.B.1, Safety Inspection Requirements.

F. Roll Bars and Roll Cages

1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.

2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.

G. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation

of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 4 bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars are not allowed.

H. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

I. Tow bar brackets may be installed but may serve no other purpose.

J. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.

### 13.3 TIRES

*Tires must be designed for highway use on passenger cars. Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design. Tires must meet the following requirements to be eligible for use in Street category. No tire model will be eligible for competition until it meets all requirements of 13.3. Tire models not meeting the requirements by April 30 are not eligible for competition until after the National Championship of that year.*

#### A. Specifications

- 1. Effective 1/1/14 - Minimum UTQG tread wear rating of 140*
- 2. Effective 1/1/15 - Minimum UTQG tread wear rating of 200*
- 3. Minimum specified tread depth of 7/32".*
- 4. Listed in a current year or prior 2 years of the "Tire Guide" and/or "Tread Design Guide"*
- 5. Department of Transportation (DOT) approval.*

*B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National events.*

- 1. Tire availability - Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.*
- 2. The tire must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.*
- 3. The Tire Model must have tires available in at least 4 rim diameters and at least 6 sizes which meet these requirements.*
- 4. Material Change - Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign resets the requirement for eligibility described in section 13.B.*
- 5. Discontinued Models - A tire model which was previously allowed by these rules continues to be compliant until the end of the calendar year following the year in which it fails to meet 13.3.B.1, 2, or 3. For example, if a tire model below the required 4 rim sizes in June of 2013, the tire model retains eligibility until 12/31/2014.*
- 6. Reintroduction - Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of 13.3.*

#### C. Other

- 1. Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Competition. OE tires must meet all requirements of 13.3 to be eligible for National Competition.*
- 2. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.*
- 3. No recap / retread may be used.*
- 4. The tire must not appear on the following list, which may be altered at any time by the SEB upon notification*

of membership:

No tire models are currently listed

### 13.4 WHEELS

Any type wheel may be used provided it complies with the following:-

1. It is the same width as standard, and as installed it does not have an offset more than  $\pm 1/4$ " from the standard wheel for the car. The resultant change in track dimensions is allowed.

*2. Wheel diameters may be increased or decreased 1" from the standard part.*

Wheel spacers are permitted, provided the resultant combination complies with the offset requirements of this section. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Tire pressure monitoring sensors (TPMS) may be removed.

*Centerlock / Spline Drive / Knockoff type hubs may be converted to lug type hubs, provided the resultant combination complies with the offset requirements of this section.*

### 13.5 SHOCK ABSORBERS

A. The make of shock absorbers, struts, and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted. The following restrictions apply:

1. No more than 2 separate external shock damping adjustment controls are allowed. This permits the use of shocks which originally came with more than two external adjustments, which have been converted to double-adjustables, only if the additional adjustment controls have been permanently disabled (e.g., via welding, epoxying, grinding off). Gas pressure adjustment is not considered a damping adjustment.

2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers *except as allowed by 13.8.F*. Aftermarket strut housings are allowed provided that they meet the Street category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.

3. Adjustable spring perches are allowed, but the spring loadbearing surface must be in the same location relative to the *shock mounting points hub* as on the standard part. Shims may be used to achieve compliance.

4. The fully extended length must be within  $\pm 1$ " of the dimension of the standard part.

5. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed.

*6. A strut's lower integral mounting bracket, for attachment to the upright or spindle, may be slotted for purposes of camber adjustment provided it attaches to the standard location and there is no material change in ride height. Any resulting change to the position of the strut centerline is allowed.*

*7. Effective 1/1/15: External / remote reservoir shocks are not permitted other than standard equipment. This includes those attached via flexible lines, as well as 'piggyback' style.*

B. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing.

For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.

C. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the

minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

1. The enlarged hole must remain concentric with the original configuration.
2. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
3. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OEM as an assembly. This includes drilling out and/or removal of the metal sleeve.

D. A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened for the purpose of installing non-standard shocks. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted for the purposes of installing non-standard shocks.

E. A hole may be added through the bodywork to route the reservoir and hose to a remote mounting location. Such holes may serve no other purpose. *This allowance expires 1/1/15.*

F. A hole may be added to an interior body panel to provide access to the adjustment mechanism on an allowed adjustable shock absorber. The hole may serve no other purpose, and may not be added through either the exterior bodywork or a strut bar. Interior panels are defined to be those pieces which cover the interior of the vehicle (including the trunk area) and are accessible from inside the vehicle. They do not include structural panels, such as wheel wells or inner fenders, which may also be accessible from inside the car but which actually form part of the body of the vehicle.

### 13.6 BRAKES

A. The make and material of brake linings may be changed.

B. Substitution of clutch and brake hydraulic lines with solid metal or braided metal is allowed on all cars manufactured before model year 1992.

C. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

### 13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of anti-roll *bars* and supporting hardware (brackets, endlinks, bushings, etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.

B. Substitution, addition, or removal of anti-roll bars may serve no other purpose than that of an anti-roll bar.

C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted.

### 13.8 SUSPENSION

A. Standard, as defined herein, suspension springs must be used. They may not be cut, shortened, or collapsed. *Cars with swing axle suspension may be lowered sufficiently to achieve no more than two degrees of negative camber at rest and may use a camber compensator.* Spring perches may not vary from the OE shape within the working part of the perch.

B. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the stock components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual *or these rules.*

C. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

D. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory

parts as per Sections 12.4 and 13.0.

E. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

*F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Caster changes resulting from the use of camber plates are permitted.*

*G. Camber bolts may be installed providing these parts use the original, unmodified (except as allowed by 13.5.A.6) mounting points. Caster changes resulting from the use of camber bolts are permitted.*

### 13.9 ELECTRICAL SYSTEM

A. The make of spark plugs, ignition coil and high tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

~~B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.~~

B. Ignition settings may not be adjusted outside factory specifications.

C. No changes are permitted to electronic engine management systems or their programming *except as allowed by 13.9.E.*

D. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Section 3.3.3.B, Safety Inspections Requirements. It may serve no other purpose.

*E. Traction Control / Electronic Stability Control and Tire Pressure Monitoring Systems may be disabled.*

### 13.10 ENGINE AND DRIVE TRAIN

A. The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.

B. Engines may be re-bored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

~~C. Rotating and reciprocating parts may not be balanced.~~

~~D. Port matching is not allowed.~~

C. Any part of the exhaust system beyond (downstream from) the header/manifold or catalytic converter, if so equipped, may be substituted or removed provided the system meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type as per Section 13.0.

Exhaust hangers which are bolted or welded on the car are considered part of the body and may not be

changed or removed.

D. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

E. The installation of water expansion tanks is allowed. The installation of oil catch tanks is allowed provided the function of the PCV system is not altered.

F. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

G. Silicone replacement hoses are permitted as alternate components provided they meet the requirements of Section 13.0 with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.

~~K. A device for locking out reverse gear may be used.~~

~~L. Limited-slip differentials, transmission and differential ratios, clutch mechanisms, and carburetion, fuel injection or supercharger induction systems must be standard as herein defined.~~

H. Any oil or grease, including synthetic, is permitted.

~~N. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.~~

~~O. Electronic traction and/or stability control systems may be turned off or disabled, as long as this does not require connection to an external system, removal of any part, or the substitution or modification of any part.~~

The proposed changes to Section 14 are as follows:

Replace the current 14.3 with:

### 14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions:

~~A. Tires must be mass-produced standard production tires designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.~~ (This allowance moved to the Street Category)

A. Tires *shall* have section widths up to and including the following:

STF, STC, STS, STR (AWD) – 225 mm

STX (AWD), STU (AWD) – 245 mm

STR (2WD) – 255 mm

STX (2WD) – 265 mm

STU (2WD) – 285 mm

~~C. Tires must have a minimum UTQG treadwear rating of 140 and a minimum molded tread depth greater than 7/32" as manufactured.~~ (This allowance moved to the Street Category)

~~D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.~~ (This allowance moved to the Street Category)

~~Pirelli P-Zero Corsa~~

In 14.8, remove the following:

~~14.8.C. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.~~ (This allowance moved to the Street Category)

~~14.8.F. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Section 14.5.B. Caster changes resulting from the use of camber bolts are~~

~~permitted.~~ (This allowance moved to the Street Category)

Add new subsection 14.5.C:

14.5.C - A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

The proposed changes to Section 15 are as follows:

Replace current 15.3 with:

### **15.3 TIRES**

Tires must meet the eligibility requirements for *Street Category with the exception of 13.3.A.1, 13.3.A.2, and 13.3.A.3.*

The list of non-eligible tires in *Section 13.3.C.4* is replaced with the following list, which may be altered at any time by the SEB upon notification of membership.

No tire models are currently listed.

Remove the following:

~~15.8.F. The following allowances apply to strut-type suspensions: Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted but the center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted. (This allowance moved to Street Category)~~

~~15.8.G -- Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted. (This allowance moved to Street Category)~~

Add new subsection 15.5.E:

*15.5.E - A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.*

Add new section 15.12:

### **15.12 LIMITED PREP CARS**

*Cars which meet the preparation requirements of Section 13 (Street) can run as Limited Prep Street Prepared cars with the following additional allowances:*

A. 13.5.A.7 (restriction on remote reservoirs) and 13.5.A.1 (limit to 2 adjustments) do not apply. A hole may be added through the bodywork to route a remote / external reservoir and hose to a remote mounting location. Such holes may serve no other purpose.

B. Tire allowances are per 15.3.

*Cars will be designated as eligible to run as Limited Prep cars in Appendix A by the notation (LP) next to the Appendix A listing.*

Other proposed related changes are as follows:

Modify 3.3.3.B.6:

3.3.3.B.6) Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e., exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at ~~any time during the start of~~ competition. ~~For categories other than Prepared and Modified, tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.~~

## **TECH BULLETINS**

### **Kart**

#9713 World Formula Starter Removal

Per the KAC, add to Section 19.2.A.1.b.3 (Formula Junior A World Formula Engine) as follows:

*E. Starter motor and bracket may be removed only if B&S #555702 starter cover insert is used in its place. Alternate cover Mikes Kart Stands #KS06FC is allowed.*

Also add to Section 19.2.A.2.b.4 (Formula Junior B World Formula Engine) as follows:

*F. Starter motor and bracket may be removed only if B&S #555702 starter cover insert is used in its place. Alternate cover Mikes Kart Stands #KS06FC is allowed.*

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | March 2, 2013

The RallyCross Board (RXB) met at the National Convention in a split session on March 1 and 2. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were Brian Harmer and Sandi Brown from the National office.

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

The following points were discussed:

- Online Safety Steward Training: The RXB discussed options for the development of a Safety Steward Training webinar. It would be developed from the current PowerPoint presentation and include additional notes and video examples. Target audience would be both new safety stewards and renewals.
- “Super Divisionals” concept: The RXB, along with the National office, is considering adding National office support to four of the better attended Challenges from the previous year. Support would include having the National staff and trailer at the event.
- Capital improvements: The RXB discussed other possible expenditures to improve the program and agreed to the following three items: 1) surface preparation for the 2013 National Championship event, 2) a canopy/kiosk at the National supported events to serve as a driver’s center, and 3) a monitor for displaying results in the driver’s center.
- MotorsportsReg for Challenge events: The Divisions are encouraged to take advantage of the National office MotorsportsReg account for registering entrants for their Challenge events. Although the details could vary between Divisions, the hope is for more uniformity among the events.
- Sunroof nets: Article 6.3.D of the RallyCross Rules currently reads “Sunroofs must be fully closed unless vehicle is equipped with a net at the opening and/or the driver is wearing arm restraints.” The RXB discussed and agreed to release an errors and omissions to change Article 6.3.D to “Sunroofs must be fully closed.”
- Vehicle allowances: With member interest in certain UTV and Formula Cross vehicles, the RXB discussed the appropriateness of such vehicles within RallyCross as it relates to the current RallyCross Rules. The RXB agreed that the issue is not pressing but that the current RallyCross Rules wording for vehicle allowances should be addressed.
- Methanol injection: The RXB received an inquiry about the use of methanol injection. The RXB agrees that it should not be approved for use at RallyCross events. A corresponding technical bulletin will be released.
- Generally unpaved surfaces: The RXB has been questioned about the eligibility of RallyCross events being conducted on paved surfaces. Within Article 1.1 of the RallyCross Rules it reads, “Events will generally be held on an unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners.” The RXB agrees that while an event may be run on varied surfaces, which may include pavement, it is not the intention of the SCCA that a RallyCross event should be conducted on only pavement. To clear up any possible confusion, an errors and omissions will be released to correct Article 1.1 to read, “Events will be held on a generally unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners.”
- National Supplemental Regulations: The RXB agreed that the National Supplemental Regulations should not be changed for 2013. The only possible change from 2012 might be the removal of the word “verbally” in regards to communicating course changes to competitors.
- Maximum penalty: The RXB discussed the use of a maximum penalty per run that would be applicable at National events. It was agreed that more data is needed and that input from the membership would be warranted. A forum post will be posted asking for member comment about the concept.
- New incident forms: New incident report forms, green cards and instructions will be required in 2013. All old forms and green cards need to be thrown away. The National office will email the new forms with instructions to the RXB. Hyatt will forward the information to the Divisional RallyCross Stewards, who can then forward it to their Regions.
- Committee status:
  - Safety Committee: Doctor reported that the goal for the Committee is to address Safety Steward training, an instructor procedure and a renewal procedure. He is currently evaluating the Committee composition.
  - Rules Committee: Elliott reported that the Committee is currently fully staffed.

- National Championship Committee: Blakely reported that the Committee is currently fully staffed.
- Marketing Committee: Foley reported that he needs more Committee members and would like to find those with writing talent to assist in articles for *SportsCar* and other publications.
- Court of Appeals: Hyatt reported that the Court of Appeals currently consists as it was in 2012. He requested that at the next meeting the RXB address the possibility of changing members of the Court of Appeals for 2013.
- More awards: Hyatt requested that the RXB address the possibility of adding additional RallyCross awards for National Convention presentation. Discussion will ensue at the next RXB meeting.
- UTV tires: Blakely requested revisiting of the issue of UTV tires being used at RallyCross events. He stated that UTV tires are not rated for use on automobiles and could pose a safety hazard. It was agreed that the Rules Committee could address the issue again with input from Doug Gill, Solo Technical Manager.
- Debeaded tires: The RXB discussed the relationship between course condition and driver choices relative to the issue of debeading. The RXB is looking to remove subjectivity from the equation. It was recommended that when a vehicle experiences a de bead a Safety Steward check the air pressures in the other three tires recording the tire pressure data for (safety) research purposes. Doctor will create a template for recording tire pressures and other relevant information at events.

Next meeting: April 3, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | February 28, 2013

The RoadRally Board met at the SCCA Convention on February 28, 2013; meeting called to order at 1:08 pm PST.

In attendance: Chairman Rich Bireta, Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton via phone, Deena Rowland from the National Office. Not in attendance: Howard Duncan from the National Office, Board of Director Liaisons Bruce Lindstrand and R David Jones.

February minutes approved (Chuck/Sasha/passed).

Old Business - General Road Rally/Regional Development:

1. 2013 Road Rally Rules: completed and posted on the SCCA website.
2. Road Rally Planning Calendar (aka Jeanne's calendar) at [www.scca.com/rally](http://www.scca.com/rally): still working, with Howard's help, to get it posted in an easier-to-find place on the SCCA RoadRally web page.
3. 2014 USRRC Invitations for Proposals: Jay Nemeth-Johannes submitted a proposal for a weeklong event involving several regions, he is willing to chair it and do one day, still in exploratory stage. Rich will write response to Jay thanking him for his interest and giving him the green light to see what he can put together, and get back to us in several months; Chuck will talk to Jay about other options, perhaps two or three days instead of a full week, possible route Michigan Upper Peninsula, or maybe a southern route; what about fun things to do? Other comments: Clarence said the USRRC needs a theme or community tie-in; Bruce wondered whether Great Race would be agreeable to a combined event with one of their regional events.

Meeting with Board of Directors:

Rich and most of the RRB members met with a few members of the BOD, including our liaisons, Thursday morning. Several items were addressed:

1. The \$5 Weekend Membership fee is being suspended for one year, effective Feb 26, for road rallies. The WM information still needs to be collected, but not the fee. This should help when we are putting on rallies with non-SCCA clubs, it lets them know we are willing to work with them.
2. The 90 minute time limit for Social Rallies has been removed. This should make it easier to put on more events. Rich will post both of these items, and Len will send to his RM list.
3. The BOD suggested that we implement changes as we see necessary, with need no wait to for their specific approval (however, this does not change how we do rules changes that significantly alter competition, which still need to be put out for public comment)

Meeting suspended Thursday at 1:55 pm, to be resumed Friday at 1:00 pm.

Meeting reconvened Friday, March 1, at 1:34 pm PST.

A number of issues were discussed:

1) Master clock (Article 16.J. and I.): Clarence said that to be fair to all contestants, the master clock should not be allowed to be cable- synced by contestants. The RRRs say to use WWV, and that a master watch or shortwave radio time signal be available to contestants. Have the clock where routes are handed out; put the manner of setting the clock in the event general instructions; the committee should make its best attempt to set to WWV. There will be no cable syncing to master clock or any other official clock.

2) Class S (Article 11): Bruce listed the rally classes – E: anything goes; S: stock odometer and/or stand alone GPS of any precision neither of which inputs to the calculating device; L: in between, GPS can be inputted directly to the calculating device or manually such as to a B box (Curta with B box = L; using stand alone GPS or stock odo = S). Rules Committee has not officially looked at this. Bruce will send this to the Rules Committee (then public comment). Motion: adopt these class definitions, send to the Rules Committee for final wording, get final wording back, post for comments. Bruce/Chuck/ passed.

3) Number of sanctioned events (Article 4): Proposal to restrict sanctioning of events to no more than 40 pts in a 7 day period per series. (There are a number of past examples where rally weekends would not have conformed to this.) In other words - have a maximum of 4 rally equivalents (10 pts) within a 7 day period per series in a region (e.g. 2 course rallies Fri, 2 tours Sat, 2 tours Sun). Motion: Within 7 day period, do not sanction rallies in any region with more than 4 rally equivalents within a single series. Bruce/Jeanne/passed (4/3). Effective Date 3/1/13. (no rallies currently scheduled for 2013 season are affected.)

4) Time Allowances (Article 21.A): We found out that the use of TAs is not required by Risk Management; one school of thought says that TAs are appropriate for tours but not for course rallies (too much abuse of them, and they cause traffic congestion at intersections); what about a sanction exception for their use? Motion: delete mandatory TAs, effective April 2. Chuck/Len/motion tabled; Bruce will come up with wording that conforms to the RRRs, 'Redefining TAs'.

Break 2:53 pm

Reconvene 3:05 pm

- 5) RRB Backlog – 2013 Top 5 Work items; table.

#### Committee Reports - General Road Rally/Regional Development

##### Publicity Committee:

1. Sasha met with Rick Myers, to find out how we can get access to WM data to send out rally flyers and for Cheryl to send newsletters. Last year said he could do it easily, just ask for what we want. This year he says he can't do that, but is happy to deliver the data, for us to sort as needed. Rick trusts us to be good stewards of the data. The data has not improved since 2010, the number of bad records has not improved; Sasha is looking for regions, types of events, dates of events; Rick will try to take action to get the missing data. Sasha would like a volunteer to take on this job to sort data, and respond to requests for data for specific items from the WM data. Weekend Members put in a separate data base from regular members. Bruce – redesign the WM form? Sasha will write up something for us.
2. Cheryl will be putting out a road rally newsletter. Len has been sending things to RMs, should he call it a newsletter? Send the info to Cheryl? For now, send to both Cheryl and RMs. Items include things that work in specific regions. Regions want publicity, help getting in touch with other groups. Get a list of media contacts from SCCA, give to individual RMs.
3. We are still wondering what to do about an 'all rallies, all clubs' calendar. Sasha suggests using the MotorSportsReg website, if you join as a car club, the 'calendar only' portion is free. Bruce asked if there might be a fee later. Not clear. It will be hard to get everyone to use it, and it doesn't accomplish having SCCA be leader. The rally community needs to be a whole community, with a calendar that all can share. Deena will ask people to put their event on MSR when she receives calendar requests and/or sanction requests (Sasha will give her what to say).
4. Re your Area of Interest (not called primary interest) is not necessarily gone from your member profile page, as long as you have checked the box; good idea to check your own profile.
5. Scoobapalooza – SCCA is now involved. Ron Ferris is doing a Sunday morning (June 16) event that will start after his National course rally, with all getting to lunch at the same time; if it goes well, we can do it in other parts of the country.
6. Clarence is our new communications person (Facebook/twitter). (Good job posting during our convention sessions!)
7. Chuck talked to Philip Royle, *SportsCar* editor, about having more rally articles in *SportsCar*; he is willing to do two more articles; if we have appropriate event, he will send a reporter and photographer. Results are no longer being published, per Paul Pfanner, publisher.

Regional Development Committee (RDC): Len did a survey of rallymasters and compiled the results of the survey. As a result of that: the WM fee has been suspended; we are working on contacts with other clubs, tailoring events for them; divided regions into those that already have programs and those that don't. For those that have no program, and those that only do 1 or 2 rallies a year – what can we do to help? Bruce said that marque clubs are one of the keys, although there is sometimes local resistance, should they be contacted at national level (e.g. Subaru which has won the Manufacturer's award for the past 9 years)? On our events, we can offer a best of marque award. Perhaps local groups can give us contact names/numbers. Should we put a request on the SCCA Forum that we want to contact other clubs?

##### National Events Committee:

1. Clarence reported that Howard Duncan proposed 4 levels of rally, adding divisional rallies back in to mix; that regionals not count for points; count best 3 out of 5 (or whatever), non-declare if you want; divisionals be a step up with higher requirements than regionals, run to the RRRs; merge tour and course. This is not to be done immediately, it is OK for the NEC to continue to work on this, flesh it out.
2. Chuck recommends basing classes on experience rather than equipment, and dividing the upper class of masters. Do we eliminate one car classes, perhaps by strength of field?
3. Should we change the competition year to the calendar year?
4. Should the USRRC be a stand-alone event, not part of the national series?

Rules Committee: the Rules Committee has been relatively inactive; now, with a number of things being proposed, they are willing and ready; there are 3 issues currently being worked on: Class S, master time, limitations on the number of rally equivalents in a specific time period (see item 3 under 'A Number of Items Were Discussed' above).

And speaking of committees, who is on them?

Publicity – *Dave Head*, Sasha Lanz, Bruce Gezon

Newsletter - Cheryl Babbe

Regional Rally – *Len Picton*, Patrick Strong, Rich Bireta

National Events – *Clarence Westberg*, Bob DeMeritt, Dave Weiman. Mike Thompson

Rules – *Bruce Gezon*, Dave Teter, Jim Friedman, Mike Thompson,

RRRs – Dave Kolb

Mentoring (Mentors on Call) – *Chuck Hanson*, Jeanne English, Bruce Gezon, Rich Bireta (more mentors welcome)

Which members of a rally committee have to be SCCA members – sanction app lists chairman, rallymaster, and safety steward; not listed anywhere else. More on this later.

Closing comment from Rich – This convention is 180 degrees different (in a good way) than last year; this year we have taken advantage of available time for face-to-face meetings.

Meeting adjourned at 6:04 pm PST.

Next meeting April 2, 2013, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

# ROAD RALLY BOARD

## ROAD RALLY TOWN HALL MINUTES | March 2, 2013

The RoadRally Town Hall at the SCCA Convention was convened on March 2, 2013, at 9:16 am PST.

Chairman Rich Bireta welcomed guests, and introduced the RRB members and Deena Rowland and Howard Duncan from the national office.

Any questions or comments?

John Emmons, LOL: Can you explain the National Events Committee? What do they do? Answer: Too much time on our conference calls was being spent on the national program and not on growth issues. To free up time, the NEC was created; its members are Clarence Westberg, Dave Weiman, Bob DeMeritt, and Mike Thompson. They receive date requests, review and approve sanction requests, interact with the rules committee, and report monthly to the RRB; it seems to be working.

Chris Regan, New England: What is the RRB doing with its newfound time? What are the top things to do? Ans: Grow the road rally program at the grass roots level, take actions that make rallies easier, more fun, more visible; make it happen. Rich showed a chart with list of items to do – some done, some still need to be done (will be posted).

Scott Belivieu – New England: What is the length of social rallies? Ans: The 90 minute maximum time has been removed, so there is no time limit (be reasonable).

The \$5 Weekend Membership fee has been suspended for a year for road rallies (but still fill out the information for the national office).

Safety steward items to be worked on: requirements for GTA events, instructor training, modernize the form.

SCCA.com/rally: we are deleting outdated, non-rally items and adding press releases; we are trying to position the Road Rally Planning Calendar (Jeanne's calendar) in an easy to find place.

Bruce Bettinger, Wichita: Is anything being done about combining the rules for course and tour, so there is only one set of rules? Ans: The RRB updates its strategic plan every year, including rules changes to the national program; simplifying the rules is something that needs to be done, but it's a long process. Bruce B: It's hard to introduce the RRRs to newcomers.

Cheryl Babbe, Arctic Alaska:

1. I request that one of the RRB members respond to emails, at least to say email received, thank you. Ans: Rich agrees that the RRB could do better job on this, even if we say thank you but we are not going to pursue it at this time.

2. Social rallies, which cost a flat \$20 per event versus \$7.50 per car, will cause a hit to rally income; what if we change the name to regional rally, and then have championship rallies? Ans: The 'social' name is to remove the financial aspect to putting on events. Sasha: The RRB is talking about 4 levels - National, Divisional, Regional, and Social (proposed by Howard Duncan)

Rich: The Board of Directors would like Road Rally program to succeed and grow. The primary measurement is the number of events and number of participants. Howard: The viability of the RR program is important to the BOD; the length change for Social rallies is seen as tool to expand breadth of program; in 2014 there may be further insurance and fee changes, but for now just increase numbers. Rich: Met with BOD members Thurs morning and the message they said was 'do what you need to grow the program, don't wait for us, do what you need to do'.

Chris Regan, New England: It's more of a step program, it only goes so far; as the program grows, then step up to regional level.

3. There is a barrier to entry to SCCA; there is no national presence of rally. Howard: Barrier to entry is a BOD project, are there things we can do to ease the pathway for all SCCA programs (although club racing has many barriers)? Rich: we have to look at 'growing the program'

Bruce Bettinger: Do we have a tracking system for incoming emails, concerns? Ans: Not through the SCCA tracking system, but through our own system.

Mike Toombs, Finger Lakes: When is the suspension of the \$5 WM effective? Ans: Feb 26, and remember that we still need to collect the data; strong vote of approval of the WM program. Does anybody use a term other than rally that may gather some attention rather than 'rally for the vote' or 'rally to save the whales'? Use 'road rally' not just 'rally'.

Sasha (RRB): On the SCCA website, we need to remove word 'race' from any connection with 'rally'. Rich: How about 'where do you want to compete, not race'? Howard said he tried to get that.

Cheryl Babbe: At earlier meetings with REs and the BOD, she asked how many have run an SCCA rally? Lots. How many have

run in last 12 months? Very few. She suggested that they go back to their regions, and see who is doing it, work with them, etc.  
Rich: This is proof of rally being an entry to SCCA; he sent out letters to all REs about setting up rally programs. David Van Tassel, South West Virginia said he was here because of Rich's letter.

Rich: Thank you to Cheryl for taking on the Road Rally newsletter, we are all looking forward to the first issue.

Meeting ended 10:20 am PST

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

50th 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

40th 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/events/index.cfm?eid=4495>

**EVENT CALENDAR:** <http://www.scca.com/events/>