

## CLUB RACING BOARD

### SCCA Club Racing Board Minutes | May 7, 2013

The Club Racing Board met by teleconference on May 7, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Tony Ave, 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; and Chris Blum, Club Racing Technical Services Assistant. 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

##### CSR

- #11309 (David Arken) SR1 Rules

The CRB submits the ruleset for SR1, requesting that the Board of Directors consider approval. This ruleset can be reviewed at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

##### DSR

- #11308 (David Arken) SR2 Rules

The CRB submits the ruleset for SR2, requesting that the Board of Directors consider approval. This ruleset can be reviewed at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

#### Spec Miata

- #11179 (Michael Collins) Playboy Cup ECU Clarification

Thank you for your letter. Change GCR 9.1.11.B.7.a.: The stock/unmodified ECU **with either the stock flash or the SCCA Pro (Playboy) flash** shall be used. [Note: possibility of a sealed unit from SCCA Pro.]

### WHAT DO YOU THINK?

#### Formula/Sports Racer

##### FV

- #10580 (Stevan Davis) GCR Errors and Omissions for FV Bodywork

The CRB seeks member input on the following clarification to the bodywork rule 9.1.1.9.E to change from "Any bodywork forward of the center of the torsion bar tubes shall have a maximum width of 31.75 inches (80.645cm)" to "Any bodywork forward of the center of the torsion bar tubes shall not extend outward beyond the centerline of the shock towers (maximum width of 31.75 inches or 80.645cm)." Your input is appreciated. Please submit your input through the CRB letter system at [crbscca.com](http://crbscca.com).

- #10581 (Stevan Davis) Addition to FV Rules to Define "Bodywork"

The CRB seeks member input on the following to help more clearly define bodywork for Formula Vee. Add to section 9.1.1.9, a new section, Q.: **Bodywork shall be defined as all panels external to the chassis/frame and licked**

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*directly by the air stream. This includes the floor pan. All bodywork shall be rigidly attached to the chassis and shall not move relative to the chassis while the car is in operation. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame.* This change is taken in large part from the FF/FC rule set with the addition of the beam reference in the last sentence. Please submit a letter with your responses through the CRB letter system at crbscca.com. Your input is appreciated.

### 3. #10585 (Stevan Davis) Add Wording to Allow Removable Head Surrounds

The CRB seeks member input on allowing removable head surrounds in FV with the following changes to section 9.1.1.9.G:

G. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel *with the exception of the steering wheel and/or an optional driver's head surround. Any removable head surround shall meet the following requirements:*

- 1. Padding should be of a suitable non-rebounding material and shall not extend more than 2 inches in front of the driver's helmet in the normally seated driving position. No portion can be directly in front of any part of the driver's helmet in the normally seated driving position. Padding shall not restrict vision to the sides of the car and must be easily removable by the driver and/or safety workers without the use of any tools.*
- 2. Removal instructions for safety workers are recommended. Constructors and drivers should consider removal difficulty should the car be inverted off course.*

Please submit a letter with your responses through the CRB letter system at crbscca.com. Your input is appreciated.

### **Spec Miata**

#### 1. #10118 (SCCA Staff) Review the Use of Marked Tires

SCCA requests input from the Spec Miata community regarding the possibility of starting races on marked tires that have been previously used in a qualifying session. SCCA has received input regarding some concern over the perception that a driver needs to "sticker up" for each qualifying and race session, thus increasing costs. Please submit a letter with your responses through the CRB letter system at crbscca.com. Your input is appreciated.

### **MEMBER ADVISORIES**

### **Spec Miata**

#### 1. #11310 (SCCA Staff) Spec Miata Engine Comparison Parts

To ensure that the SCCA Technical Staff has stock parts available for comparison purposes, Mazda will supply parts kits to SCCA's National office. These parts will include, but not be limited to, engine internal components.

### **NOT APPROVED BY THE CRB**

### **Formula/Sports Racer**

#### **CSR**

#### 1. #11152 (Mark Langer) SR2 Spec Line Request - Diasio D962R

Thank you for your letter. The CRB has reviewed the specifications for this car and find it is more suitable for the SR1 class. Please see the latest SR1 and SR2 revisions (5/10/2013) at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

#### 2. #11165 (Robert Schader) Modify Proposed SR1/SR2 Body Rules

Thank you for your letter. The SR2 overhang rules are in place to reduce aerodynamic effects and the rules are adequate as written.

#### **DSR**

#### 1. #10460 (Robert Kazen) Carry Over 900lb Weight Rule from DSR

Thank you for your request. Current DSRs have demonstrated performance on a par with the current CSR fields. In the proposed SR1 rules, all cars will have the same unrestricted aerodynamic rules which are an upgrade to the DSR rules and the potential of current DSR cars. The CRB has studied the performance potential of DSR and CSR and has visibility into the actual weights of both classes and has proposed weights consistent with those actual values. The performance of an unrestricted turbo-charged engine creates an imbalance in performance and it must be restricted for consistency in the class. The decision to limit the displacement of turbo-charged engines to 670cc

is consistent with balancing the HP potential within the class. With the implementation of SR1 in 2014 the CRB will monitor the performance of the class and will make performance adjustments as necessary.

## **SR**

1. #11158 (Mike Devins) Correction to Letter ID Number: #11157

Thank you for your letter. The location of the TIR is critical to predicting and controlling the HP output. The rule is adequate as written.

## **Grand Touring**

### **GTL**

1. #10457 (Warren Montague) Change SIR from 24mm to 24.5 for Toyota 3TC Motor

Thank you for your letter. The CRB assigns SIR sizes based on cross-flow vs. non-cross-flow and number of valves. The CRB does not distinguish between push rod and non push rod engines. The CRB has no plans to change these criteria.

## **Improved Touring**

### **ITR**

1. #11062 (Doug Chaplin) Classify 1986 Corvette Coupe in ITR

Thank you for your request. An analysis of this car indicates it exceeds the performance limits of ITR.

## **Production**

### **EP**

1. #11115 (Sam Neave) Allow Under Cutting of Valve Stems

Thank you for your request. Allowing undercutting of valve stems is a performance modification that may result in a substantial number of competitors replacing their existing valves at significant cost. Although undercut stem valves are readily available for many cars run in production, valves that do not have undercut stems are also available at little or no extra cost.

### **FP**

1. #11155 (Joe Walker) Reduce Weight of Lotus Super 7

Thank you for your letter. On longer tracks this car faces aerodynamic challenges. Reducing the weight will have little, if any, effect on the top speed of the car but will make it stop and corner better. Based on a comparison of its weight, engine size, etc. to other cars in class, this car is already very competitive on short to medium length tracks. The requested reduction will only add to the advantages this car has at the majority of tracks in the U.S.

## **Spec Miata**

1. #10286 (Dave Wheeler) Clarify Differential Wording for 90-93

Thank you for your request. The wording of the rule is adequate as written. The paragraph two lines above (9.1.7.C.3.d) specifies that 90-93 SMs may convert to the 94-05 differential: "The 90-93 Miatas may convert to the 94-05 differential assembly and must retain the 4.3 differential gear ratio from the 99-05 model years."

2. #10287 (Dave Wheeler) Allow Rolling of Fenders

Thank you for your letter. The current rule is adequate as written since it allows the inner fender lip to be rolled for tire clearance (9.1.7.C.a.): "It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance."

## **Touring**

### **T**

1. #10738 (Tim Myers) Allow Air Jacks for All Touring Classes

Thank you for your request. The CRB has no plans to include air jacks in Touring.

### **T2**

1. #10935 (William Moore) In T2, Allow Alternate Hood for Pontiac Solstice GXP

Thank you for your request. Alternate hoods are not permitted in Touring. The CRB has no plans to change this.

### **T4**

1. #10495 (Mark McCaughey) Allow Alternate Oil Pan on 00-05 Celica GTS

Thank you for your letter. The CRB and Touring Advisory Committee will look at alternate oil pans for possible implementation in 2014 for all Touring cars.

## **PREVIOUSLY ADDRESSED**

### **Formula/Sports Racer**

#### **FM**

1. #10416 (Loren Alberico) Do Not Open the Engine to Multiple Engine Builders

Thank you for your letter. Please see the response to letter #9155, December 2012 Fastrack Minutes.

### **Touring**

#### **T1**

1. #10971 (Club Racing Board) Body Work

Please see letter #11078, Technical Bulletin.

#### **T3**

1. #10503 (Tim Myers) Remove Euro Manifold Part #11 62 7 833 500 and 62 7 833 501 from

Thank you for your letter. Please see the response to letter #10502.

#### **T4**

1. #10496 (Mark McCaughey) Allow Oil Pan for 05-06 Corolla XRS

Thank you for your letter. Please see the response to letter #10495.

2. #10977 (Mike Scornavacchi) In T4, Change Weight for Mazda MX5

Thank you for your request. Please see letter #10505, Technical Bulletin.

## **NO ACTION REQUIRED**

### **Formula/Sports Racer**

#### **CSR**

1. #10529 (Miri Swan) SR1 Proposed Rules

Thank you for your letter. The current DSRs have demonstrated performance on a par with the current CSR fields. In the proposed SR1 rules all cars will have the same unrestricted aerodynamic rules, which is an upgrade to the DSR rules and the potential of current DSR cars. The 45% and 1 inch maximum tunnel depth have been removed from the former DSR cars. The CRB has studied the performance potential of DSR and CSR and has visibility to the actual weights of both classes and has proposed weights consistent with those actual values.

The CRB has studied the performance of DSR/CSR cars at different tracks and believes the proposed SR1 engine rules and weights balance the different performance potentials taking into account the advantages of each and how and where they have advantages and disadvantages.

The performance of an unrestricted turbo-charged engine creates an imbalance in performance and it must be restricted for consistency in the class. The decision to limit the displacement of turbo-charged engines to 670cc is consistent with balancing the horsepower potential within the class and limiting the number of options to balance.

2. #10555 (Michael Major) SR2 Proposed Rules Change

Thank you for your request. The word flat is not an engineering term and is not measurable unless specific engineering terms are applied to limit the deviation to a number which can be measured from a defined reference. Additionally a tolerance of "0", would be an unreasonable requirement, the total deviation of 25.4mm from lowest to highest point relative to the reference plane is considered to be within the fabrication capabilities of amateur car builders. The current DSR rules are less restrictive than proposed SR2 rules. Although the same statement of intent is used in the SR2 rules the interpretation will be more strictly enforced and if creative loop holes are found they will be addressed and closed.

3. #11163 (Eric Wallgren) SR2 Minimum Width Clarification

Thank you for your letter. Please see the 5/10/2013 revisions for the proposed SR2 rules at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

## DSR

1. #10473 (Stan Clayton) Suggested Correction for the Cheetah in SR2

Thank you for your letter. The CRB is currently reviewing specification lines and adjustments will be made as data from manufacturers are made available.

**Letters 2 and 3 below should see the 5/10/2013 revisions for the proposed SR2 rules at:** <http://www.scca.com/clubracing/content.cfm?cid=44472>.

2. #10474 (Stan Clayton) Allow 1835cc Max Displacement VW Supervee in SR2

Thank you for your letter.

3. #10478 (Diana Dyckman) Add SR2 Spec Line for Beasley M2 and FF-based DSR cars

Thank you for your letter.

4. #10480 (Martin Nygard) SR2 Proposed Rules

Thank you for your letter.

For, 9.1.8.A.3.a.1, 9.1.8.A.3.d.3, 9.1.8.A.3.d.11, 9.1.8.A.3.e.2, 9.1.8.A.3.h.2, 9.1.8.A.3.k.1.j, please see the 5/10/2013 revisions for the proposed SR2 rules at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

For 9.1.8.A.3.d.7, the passenger space will not be opened for additional usage beyond the current proposed rules.

For 9.1.8.A.3.e.1, in the proposed SR2 rules the area in front of the trailing edge of the front tire is unrestricted and therefore front diffusers are permitted.

For 9.1.8.A.3.i, the passenger space will not be opened for additional usage beyond the current proposed rules.

The SR2 Engine Table and the SR2 Spec Line Cars Table are under review.

5. #10481 (Robert Kazen) Clarify 900 lb Minimum Weight Rule

Thank you for your request. The current DSRs have demonstrated performance on a par with the current CSR fields. In the proposed SR1 rules all cars will have the same unrestricted aerodynamics rules, which is an upgrade to the DSR rules and the potential of current DSR cars. The CRB has studied the performance potential of DSR and CSR and has visibility to the actual weights of both classes and has proposed weights consistent with those actual values.

SR1 has few restrictions and limitations and is the premier sports racing class. As such, competitors are free to make decisions on the use of advanced technologies such as carbon brakes. Not all front running DSR's use carbon brakes and instead choose conventional systems. With the implementation of SR1 in 2014 the CRB will monitor the performance of the class and performance adjustments made as necessary.

**Letters 6 through 12 below should see the 5/10/2013 revisions for the proposed SR1 and SR2 rules at:** <http://www.scca.com/clubracing/content.cfm?cid=44472>.

6. #10491 (Doug Piner) Clarification on New SR2 Proposed Rules

Thank you for your interest in the new SR2 class. The proposed rules have no restrictions on body work materials.

7. #10966 (Stan Clayton) Request for Clarification of the SR2 Rules

Thank you for your suggestion.

8. #10969 (Stan Clayton) Request for Clarification of SR2 Rule 9.1.8.A.3.d.1.

Thank you for your suggestion.

9. #10997 (Stan Clayton) Correction to SR2 Rules

Thank you for your letter.

10. #11055 (Bruce Funderburg) SR2 Rules Proposal

Thank you for your letter.

11. #11130 (Barney Powers) Grandfather Inclusion

Thank you for your request. The CRB has reviewed the specifications for this car and find it is more suitable for the SR1 class.

12. #11168 (Richard Cottrill) Keeping Supercharging in DSR /CSR

Thank you for your request.

## **FV**

1. #11073 (Michael Varacins) Ad-hoc Committee Proposal

Thank you for your letter. Please see letters #10580 and #10581.

## **S2**

1. #10511 (Mark Schue) SR2 Proposal Feedback

Thank you for your letter. Question 1. The SR2 rules allow automotive engines to use any manual transmission up to 6 speeds. See section 7.1.7. Questions 2 and 3: Please see the 5/10/2013 revisions for the proposed SR2 rules at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

**Letters 1 through 3 below should see the 5/10/2013 rules revisions for the proposed SR1 and SR2 located at:** <http://www.scca.com/clubracing/content.cfm?cid=44472>.

## **SR**

1. #10475 (John Edgell) Add OMS to Spec Line Cars Table under SR2 Rules

Thank you for your letter.

2. #10477 (Wayne Briggs) Add the Beasley B-2 to SR2 Spec Line Group

Thank you for your letter.

3. #11157 (Michael Devins) Rule Suggestions for SR-1 and SR-2

Thank you for your request.

**Louvers and tire visibility** - Please see latest rules revision.

**Cockpit opening** - Please see latest rules revision.

**Intake restrictors** - The rules are adequate as written, location of the TIR is critical for performance control.

**Balance Pipes** - The rules are adequate as written, balance pipes are not vacuum ports which clearly operate on vacuum devices.

## **Grand Touring**

### **GTL**

1. #10859 (Kyle Krueger) In GTL, Allow Ducting to Heat Exchanger from Underside of the Car

Thank you for your letter. GCR 9.1.2.F.c.4 clearly explains what may be placed in the trunk area, how it may be exhausted, and where the intake ducts may be placed. Specifically, to answer your question, if your "heat exchanger" is a water radiator, then there is no provision for that being mounted in the trunk area. NACA ducts or any other duct work are not allowed in the floor for the transfer of air.

## **Production**

### **EP**

1. #11106 (Sam Neave) Clarify the Word "Type" Pertaining to Valve Springs

Thank you for your request. The rule is adequate as written. In this case, "type" would include any coil type spring that operates in the same manner as the stock spring.

## **Super Touring**

### **ST**

1. #11197 (Greg Amy) Engine Swap Rules Clarification

To clarify the STL rules, the CRB has determined that the Integra Type R intake manifold is part of the Type R engine package and is not compliant for STL.

### **Spec Miata**

1. #9742 (David Wheeler) Remove 15# Weight Penalty for +0.010" Pistons

Thank you for your request. The CRB will review this rule at end of the season. No action is required at this point.

2. #10264 (James (Jim) Graffy) Spec Tire for 2014

Thank you for your letter. The CRB is referring your letter to the Board of Directors for discussion as the subjects you mention are the purview of the Board of Directors.

### **Touring**

#### **T**

1. #9641 (John Slinkard) STO Re-Request for Turbo

Thank you for your inquiry. Since STO no longer exists, should anyone wish this modification to be considered for Touring 1, there should be an appropriate letter submitted.

#### **T3**

1. #10502 (Tim Myers) Remove Header Allowance for M3 that has Moved to T3

Thank you for your request, however, the "header" that is used on this engine is a "catalytic converter delete" exhaust manifold that was approved for the M3 in T3.

### **RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: May 20, 2013  
NUMBER: TB 13-06  
FROM: Club Racing Board  
TO: Competitors, Stewards, and Scrutineers  
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications  
All changes are effective 5/31/2013 unless otherwise noted.

## GCR

None.

## Formula/Sports Racer

### CSR

1. #9960 (Jay Messenger) ESR performance upgrades for development to SR2 inclusion

In CSR, section 9.1.8.F.6, change the language as follows:

6. Bodywork

~~NO MODIFICATIONS ALLOWED (except as specified). If any seal, label, stamp is missing the parts must be returned to Enterprises for resealing.~~ *Modifications to bodywork as supplied by Enterprises only allowed as noted herein.*

a. Bodywork *shape* shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.

i. Enterprises windscreen P/N: WM137000 is allowed.

*j. The front splitter overhang may be increased a maximum of 4 inches and this piece may be manufactured by the car owner. Any front splitter end plates may be added with a maximum forward length equal to the front splitter length and a maximum rearward length to the front of the front tire fender opening. Front splitter end plates (fences) may not have a height of more than 5 inches above the splitter top surface and may not extend below the splitter bottom surface.*

*k. The front bodywork air inlet may be partially or fully covered but must follow the contour of the existing body shape.*

*l. SCCA Formula Enterprise rear wings may be used provided they are used as a complete unit specified by SCCA Enterprises with the exception of the transmission mount which may be manufactured by the car owner. "Gurney" flaps are allowed on either wing configuration with a maximum of ½" height.*

*m. Any rear wing end plate is allowed measuring the following maximum dimensions: 12" horizontally and 17" vertically, maximum 204 square inches. Rear wing end plates must not vary from flat more than ½" and may be attached to the rear bodywork by any means within the wing end plate dimensions. Maximum end plate height is 3" above the highest part of the rear wing including the "Gurney" flap and the rear edge may not be more than 2" past the trailing edge of the rear wing.*

*n. Side pod air evacuation openings behind the front wheel on the outboard side of the body may be partially or totally covered by any flat panel that follows the contour of the body. The side pod inlet opening for this air evacuation cavity behind the trailing edge of the front tire may be partially or totally blocked by any panel.*

*o. Engine bay floor area between the side pod floor and the existing engine floor may be blocked off with any flat panel(s) that does not protrude rearward past the rear axle centerline. These panels must be contiguous with the exiting lower surface of the engine floor and side pod floor.*

*p. Rear bodywork section (engine bay cover including rear fenders) may be modified so that it may be removed in no more than 3 pieces. No modifications may be made to the external surface licked by the airstream other than fasteners and must maintain the original shape of the bodywork as supplied by Enterprises. Additional underbody support brackets are open.*

In CSR, section 9.1.8.F.8, change the language as follows:

b. Front Springs: ~~600 lbs. ±25 lbs. Part # WM203008. Wire size shall measure .360" ±.005".~~ *are open.*

Rear Springs: ~~1000 lbs. ±25 lbs. Part # WM203009. Wire size shall measure .410" ±.005".~~ *are open.*

### FM

1. #10283 (SCCA Staff) Consistency of Tire Marking Rules

In GCR section 9.1.1.E.14.A, change as follows:

~~A competitor shall start the race on the same set of tires (meaning the original four) used in the qualifying session. It is the responsibility of the competitor to ensure their tires are marked appropriately for the qualifying and race sessions. It is recommended that~~

~~regions offer these services at a central location and at a standardized time, preferably at Tech.~~

*A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to, during, or immediately after a qualifying session.*

B. Any change of tires during or between a qualifying session shall automatically result in all previous times being disallowed.  
Re-number items A-G

**FC**

1. #10420 (Sandy Shamlan) Please Clarify Zetec engine coil in FC

In GCR section 9.1.1.B.16, add a new section as follows:

*w. Ford OEM coil P/N 988Z12029A or any other single OEM type replacement coil is allowed.*

**Grand Touring**

**GT**

1. #11079 (SCCA Staff) Allow World Challenge Corvette C6 Body work in Gt1/St/GT2

In GT1-ST, Corvette, add to the notes as follows:

*World Challenge body work for C6 Corvette*

*Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH) (p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH) (p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter*

In GT2-ST, Cadillac CTS/CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Fiero, Pontiac Firebird, Pontiac GTO and Pontiac Solstice, add to the notes as follows:

*World Challenge body work for C6 Corvette*

*Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH) (p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH) (p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter*

2. #11137 (GT Committee) GTL spec page maintenance

In GTL, make the following changes to BMC thru Rover Group:

<b>GTL Cars - BMC thru Rover Group</b>								
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes			
Austin-Healey Sprite	NA	2dr	RWD	80.0				
MG Midget	NA	2dr	RWD	80.0				
Mini Cooper	NA	2dr	FWD	80.2	<i>1) Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82.                  2) Reduce by 100 lbs with original suspension and 10" wheels.                  3) Front and rear body seams may be removed.                  4) Full flat bottom floors are permitted.                  5) Rear valance panel may be removed or modified.                  6) Rain gutters may be modified.</i>			
Austin America	NA	2dr	FWD	93.5				
BMW Mini	2002-	2dr	FWD	97.1				
Triumph Spitfire	NA	2dr	RWD	83.0	<i>Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82</i>			
<b>Engines - BMC thru Rover Group</b>								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>mini</i>	OHV	62.992 x 76.2	948	Iron, non-Crossflow	2	Unrestricted	1160	RWD Mini (all) add 50 lbs.
<i>mini</i>	OHV	70.6 x 61.91	970	Iron, non-Crossflow	2	Unrestricted	1185	<del>RWD Mini (all) add 50 lbs. Reduce by 100-lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce aluminum cylinder head part #99003.843 allowed.</del>

<i>mini</i>	OHV	70.6 x 68.26	1071	Iron, non-Crossflow	2	Unrestricted	1280	RWD Mini (all) add 50 lbs. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce aluminum cylinder head part #99003.843 allowed.
<i>mini</i>	OHV	64.516 x 83.82	1098	Iron, non-Crossflow	2	Unrestricted	1330	RWD Mini (all) add 50 lbs.
<i>Triumph Spitfire</i>	OHV	69.34 x 76.2	1147	Iron, non-Crossflow	2	Unrestricted	1530	RWD Mini (all) add 50 lbs.
<i>mini Sprite / Midget</i>	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Iron, non-Crossflow	2	Unrestricted		RWD Mini (all) add 50 lbs. Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce aluminum cylinder head part #99003.843 allowed.
<i>mini Sprite / Midget</i>	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Alum. Crossflow	2	Unrestricted 24.5mm SIR 24.5mm SIR  Unrestricted 24.5mm SIR 24.5mm SIR		See all notes above. Pierce 7 port alum. crossflow cylinder head part #99003.849 is allowed. Mini Spares 8 port alum. Crossflow cylinder head part #C-AHT346 is allowed.
<i>Triumph Spitfire</i>	OHV	73.66 x 75.997	1296	Iron, non-crossflow	2	Unrestricted	1680	
<i>Triumph Spitfire</i>	OHV	73.66 x 87.376	1493	Iron, non-crossflow	2	25mm SIR	1895	
<i>BMW MINI W10B16</i>	SOHC	77.0 x 85.8	1598	Alum. Crossflow	4	23.5mm SIR	1950	

#### 4. #11460 (GT Committee) GT1/ST and GT2/ST tire wording

In Appendix K, section P.1, add the language as follows:

"Tires must conform to 9.3.45, GT1/ST & GT2/ST Tire make/size are free, DOT tires are not required."

In GT1/ST, add to the category spec line note as follows:

"GT1/ST Tire make/size are free, DOT tires are not required."

In GT2/ST, add to the category spec line note as follows:

"GT2/ST Tire make/size are free, DOT tires are not required."

#### GT2

##### 1. #10075 (Cheyne Daggett) Add former STO Ford's to GT2

In GT2-ST, add the following to the spec lines:

<i>Ford Mustang/Thunderbird</i>	<i>4600</i>	<i>2380</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>
<i>Ford V6</i>	<i>4000</i>	<i>2800</i>		<i>Rotrex C38-81 supercharger permitted.</i>
<i>Ford 5.0L "Cammer" engine</i>	<i>5000</i>	<i>3000</i>		<i>"Boss" intake manifold permitted.</i>
<i>Ford 5.0L "Coyote" engine</i>	<i>5000</i>	<i>3000</i>		<i>"Boss" intake manifold permitted.</i>
<i>Ford Mustang Challenge</i>	<i>4600</i>	<i>3300</i>		<i>Must be prepared to World Challenge GTS rules dated 01/25/2011.</i>
<i>Ford Mustang/Thunderbird (pushrod)</i>	<i>5000</i>	<i>2550</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>
<i>Ford Mustang/Thunderbird (Boss 302)</i>	<i>5000</i>	<i>3100</i>		<i>Allow Laguna Seca intake manifold and throttle body. OEM independent rear suspension is permitted.</i>
<i>Ford Mustang/Thunderbird</i>	<i>5400</i>	<i>2790</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>
<i>Ford Mustang/Thunderbird</i>	<i>5800</i>	<i>3000</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

2. #10117 (David Finch) Improve performance of 944 four cylinder to new GT2 V6 standard  
In GT2, classify the 3300cc Porsche motor as follows:

note: additional requests are addressed in letter #10423 in Fastrack Minutes.

**Engines - PORSCHE**

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	104.0 x 88.0	2981	Alum. Crossflow	4	Unrestricted automotive type	2040	
	<i>DOHC</i>	<i>105.0 x 94.0</i>	<i>3300</i>	<i>Alum. Crossflow</i>	<i>4</i>	<i>Unrestricted</i>	<i>2080</i>	

3. #10847 (Tom Patton) In GT2, remove restrictor from sunbeam tiger.

In GT2 Engines, Sunbeam 4265cc and 4728cc, change the notes as follows:

~~“A restrictor plate between the carburetor and plenum is mandatory for cars running the 390cfm carburetor: 0.060” flat steel or aluminum plate with four (4) 1.15”~~

**GTL**

1. #10527 (Richard Barlow) In GTL, allow alternative roll cage spec for Triumph Spitfire 129

In GTL cars, Triumph Spitfire, add to the notes as follows:

*“Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82.”*

**Improved Touring**

None.

**Production**

1. #11359 (SCCA Staff) Allow trim pieces to be removed.

In GCR section 9.1.5.E.9.a.12.e, clarify the language as follows:

“Windshield wiper system can be modified, substituted or removed. Holes created in the body by the removal of these components can be covered. *Any interior or exterior trim pieces may be removed.*”

**FP**

1. #10354 (Curtis Wood) In FP, please eliminate 32mm choke and allow alternate manifolds

In FP, Fiat 124 Sport Spider (-1977), change the notes as follows:

“Allow (2) 40 IDF w/ ~~32mm~~ *36mm* choke(s) @ 1965 lbs.”

**HP**

1. #10479 (John Treney, Jr) Request matching weight reduction for the Prep Level 2 Spridget

In HP, Austin-Healey Sprite Mk I, II, III, IV MG Midget (all) (1275), change weights as follows:

1500, ~~\*1539~~, ~~\*\*1578~~ *1475, \*1512, \*\*1549.*

2. #10810 (Ron Bartell) In HP, remove weight from Spridgets as follows:

1630 *1605*

3. #11031 (Tom Feller) In HP, reduce weight of 1296cc level 2 Spitfire Weight.

In HP, Triumph Spitfire 1296cc level 2, change the weight as follows:

1615, ~~\*1655~~, ~~\*\*1696~~ *1590, \*1630, \*\*1670*

In HP, Triumph Spitfire 1296cc level 1/2, change the weight as follows:

1760 *1735*

**Super Touring**

None.

**American Sedan**

None.

**Spec Miata**

None.

**Touring**

**T1**

1. #9987 (Barry Vincion) Reduce the weight on the 5733 max displacement for back to 2950

In T1, Cadillac CTS/ CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Fiero, Pontiac Firebird, Pontiac GTO and Pontiac Solstice, change the weight as follows:

6178cc ~~3450~~ **3335**

2. #10271 (david mead) Allow Honda K series engines in T1 S2000

In T1, Honda S2000, change the maximum displacement as follows:

~~2000/2200~~ **2400**

3. #11078 (SCCA Staff) Allow World challenge body work for C6 Corvette

In T1, Cadillac CTS/CTS-V, Chevrolet Camaro, Chevrolet Corvette, Pontiac Fiero, Pontiac Firebird, Pontiac GTO and Pontiac Solstice, add to the notes as follows:

*World Challenge body work for C6 Corvette*

*Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH) (p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH) (p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter.*

4. #11136 (David Mead) Asking for Mustang/Tbird classification with 2013 Cobra Jet engine

In T1, classify the Ford Mustang/ Thunderbird as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ford Mustang/ Thunderbird ("Cobra Jet" engine)</i>	<b>5000</b>	<b>3260</b>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

5. #11235 (Club Racing Board) Correct Viper parity

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

8300cc: ~~3420~~ **3550**

8400cc: ~~3520~~ **3650**

6. #11236 (Club Racing Board) Ferrari 430

In T1, Ferrari 430, change the weight as follows:

~~3380~~ **3500**

7. #11237 (Club Racing Board) correct BMW engines

In T1, BMW E46 M3, add the following engine options as follows:

T1	Maximum Displacement	Minimum Weight	Restrictor	Notes
BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.
	<b>4000</b>	<b>3200</b>		
	<b>5000 (V8 only)</b>	<b>3500</b>		

**T2**

1. #11004 (John Baldwin) In T2, Reduce the weight of the 05 STi

In T2, Subaru Impreza WRX STi (03-07), change the weight as follows:

~~3400~~ **3300**

2. #11160 (SCCA Staff) Correct the tire/wheel allowance on the 10-13 Corvette spec line  
In T2, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13), correct the weight as follows:  
3400 Add 50 lbs. for larger wheels ~~and/or tires~~

### T3

1. #11114 (Tim Myers) Remove restrictor 370z and leave weight same (3400)  
In T3, Nissan 370Z (09-13) 370Z NISMO Edition (09-11), change the notes as follows:  
"2 - ~~47mm~~ **52mm** flat plate restrictors required."

2. #11134 (david mead) Cold air intake and weight reduction for 2012 v6 mustang  
In T3, Ford Mustang V6 (11-13), add to the notes as follows:  
*Cold air kit #JLT CAI-FMV6-11 permitted.*

### T4

1. #10505 (Greg Vandersluis) In T4, monitor performance of Mazda MX-5  
In T4, Mazda MX-5 (06-08), change the notes as follows:  
MX-5 cup handling package permitted with a ~~400-lb~~ **50 lb** weight increase.  
In T4, Mazda MX-5 (09-13), change the notes as follows:  
MX-5 cup handling package permitted with a ~~400-lb~~ **50 lb** weight increase.

2. #10563 (Bill Seifert) In T4, allow alternate wheels for 99 civic SI  
In T4, Honda Civic Coupe Si (99-00), change the wheel width as follows:  
~~45x6~~ **15 x 7**

### B-Spec

None.

# TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | May 8, 2013

## Participants:

Great Lakes	Jerry	Cabe
Central	Tony	Machi
Southwest	Kent	Carter
Northern Pacific	Dave	Deborde
Southern Pacific	Roy	Mallory
Northeast	Matt	Yip
Southeast	Craig	Farr
Midwest	Chuck	Deprow
SCCA STAFF	Deanna	Flanagan
BOD LIAISON	John	Walsh
EXEC. STEWARD LIAISON	Robert	Horansky

## Reports

- Status of temporary leadership position (Roy Mallory)
- Approval of past minutes (April - approved/seconded by Tony/Craig)
- Report from safety committee (No action reported)
- BOD report (John Walsh)

## Old Business

- Letter log activity – discussed utilization
- Discussion regarding PDX rule changes  
Result was PDX rules submission to Risk Management for review
- Final PDX rules expected by 5/20 for submission to BOD

## New Business:

- Discussed concepts of anticipated changes to CT, TT, HC and “Operational” rules
- Discussed next steps and other barriers for PDX
- Reminder of “Event” reports

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | April 24, 2013

The Solo Events Board met by conference call April 24th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo and Bruce Lindstrand 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.soloeventsboard.com](http://www.soloeventsboard.com).

## RECOMMENDED TO THE BOD

The following subjects will be recommended to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board.

### **Kart**

#9526 Age Exception for KM

Replace 4.1.A with:

*A. 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.*

Also add the following new section:

*19.1.H Minimum age requirement is 15 years old to participate in KM.*

Note: The logic behind this is licensed 15 year old drivers can race heavily modified cars just based on what state they reside in, and the KAC believes they present less of a danger in a kart. It's common in national karting organizations to allow 15 year olds to race wheel to wheel in shifter karts.

### **Street Prepared**

#9228 Alfa Romeo Move to FSP Proposal

Move *from D Street Prepared to F Street Prepared*

*Alfa Romeo*

*1600 Coupes & Spiders (all)*

*1750 & 2000 Coupes & Spiders(all)*

Note: The SPAC has received all positive feedback for this proposal.

## CHANGE PROPOSALS

### **Street Prepared**

#9922 84-87 CRX/Civic Move to FSP Proposal

Remove the following lines from CSP:

*Civic (1.5L) (1984-87)*

*CRX (1.5L) (1984-87)*

Also change the associated FSP line from:

Civic & CRX (1.3L) (1984-87)

To:

Civic & CRX *(1984-87)*

#10281 Electrical/Ignition Clarification

Add to 15.9.E as follows:

E. Wiring harnesses may not be removed in whole or in part. Wiring connectors for emissions control devices are considered part of the harness, not part of the emissions control system, and may not be removed. *Connectors may be changed for compatibility with allowed aftermarket components such as ignition coils. Pigtailed may be used.*

#10294 Clutch Allowance Proposal

Change 15.10.O as follows:

O. Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder is permitted, ~~but this does not allow non-original methods of clutch actuation (e.g., pull-type versus push-type).~~

#10402 Porsche 924 Move to FSP Proposal

Remove the line below *from DSP* and add it *to FSP*:

*924 (Audi engine)*

#10970, 10991 Neons on Same Line Proposal

Combine the lines in FSP from:

Neon (all) (1994-99)

Neon (2000-05)

To:

*Neon (1994-05)*

## Kart

#8535 Proposals for Spec Honda and Modifying Weights

The SEB prefers to publish this KAC submittal as two distinct proposals, as follows:

Weight Increase proposal

Add to the first sentence of 19.1.A.4 as follows:

4. Minimum weight for entrants in 125cc shifter karts is 385 lbs. as raced including driver, *except where noted elsewhere herein*, regardless of driver gender or class entered.

Modify minimum weights for KM as follows:

Modified Moto, add new last sentence to 19.1.D.1: *Use incurs a 10 lbs weight increase.*

Modified Moto, non-OE ignition penalty (per last sentence of 19.1.D.1.f.2): reduce by 5 lbs (to *20 lbs penalty*)

KZ (ICC) penalty (per last sentence of 19.1.D.2): reduce by 5 lbs (to *20 lbs penalty*)

Other Engines (per 19.D.3): No change.

Comment: The KAC has recognized that the demographics of the KM class have changed and the weights of

drivers are increasing. Also, modern kart chassis are increasing in weight because of more advanced brake and safety components. The KAC believes a weight of 395 lbs for Mod Moto w/OE ignition properly catches the sweet spot of the class and that a weight of 415 lbs for the faster engines packages is more equitable and is consistent with the senior karting classes in the wheel to wheel karting marketplace.

#### Spec Honda Engine proposal

Rename current 19.1.D.3 19.1.D.4 and add new 19.1.D.3 as follows:

*19.1.D.3 Spec Honda (stock). Engine must be OE 1999-2002 Honda CR125R. All parts within the years specified may be interchanged and all components must remain stock and unmodified except as noted below. Karts with Spec Honda engines may run with a 10 lbs weight reduction.*

*a. Cylinder/Head. In addition to the years specified above, the 1997-98 cylinders are allowed. The stock power valve assembly may be removed and replaced with power valve plugs. Sealant may be used with aftermarket plugs. External spot finishing of the mounting flanges under the retention nut is allowed. No other modification of the cylinder, including re-Nikasil, is allowed.*

*Head must remain stock with no modification except that the external water outlets may be modified for cooling hose connections and the engine/frame mounting boss may be removed.*

*b. Piston. The Piston assembly must be stock except that wrist pin clips may be replaced and the bottom of the piston ring may be lapped.*

*c. Transmission. The original OE 5 speed transmission may be used or the CR125R OE 6 speed from 1994-96 only (kit motor) may be substituted. No additional modifications to the transmission components are allowed.*

*d. Crankshaft. Polishing of the main journals is permitted to allow for slip fitting of the crankshaft. No other modifications are allowed.*

*e. Intake/Reeds. The intake assembly (intake boot, reed cage assembly) must be 1999 OE CR125R only, with no modifications. No other years of Honda parts or aftermarket parts are allowed. Reeds are open and reed stiffeners are allowed.*

*f. Ignition/Stator/Fly Wheel. Only the 1999 OE CR125R CDI box, coil, stator and flywheel are allowed. No modifications to the ignition components including wiring are allowed, except wiring between the stator and CDI may be lengthened for mounting purposes only. Ground, lead, and spark plug wires of the coil may be replaced. Any static advance of the ignition timing due to modification, misalignment, or improper assembly of the electrical/mechanical parts is not allowed. Adjustments in static ignition timing are allowed only within the range provided by the slots in the unmodified OE timing plate. The timing plate may be modified, but only if an external restricting timing plate that is recognized by national karting sanctioning bodies is installed which limits movement within stock specification.*

*g. Carburetor / Intake. Only 38.6mm PWM or PWK Keihin carburetors are allowed. No modifications are allowed except needle, pilot, or main jet may be replaced. Modifications for 'pump around' (twin pump floatless recirculation system) are allowed.*

*h. Engine Cases. Kick start boss may be machined and the kick start hole may be plugged. A hole may be drilled/tapped in the reed cage area for a fuel pump pulse line.*

*i. Exhaust. The exhaust pipe must be on the following list, which may be updated at any time:*

*RLV R4*

*RLV R2*

*RCE T3*

*Hi-tech 125*

*Pro Circuit SK-1*

*Exhaust flange may be replaced, but must be equal in length to the OE flange. No exhaust spacers allowed. Silencer is required, but may be of any origin.*

*j. Gaskets/sealants. Aftermarket gaskets are allowed but must be the same OE dimensions including thickness. Normal use of sealants on gaskets and the outer part of engine seals is allowed.*

Comment: The current rules of the KM class reflect the state of affairs of the shifter kart world from the late 1990s and early 2000s. Beginning in 2005, the shifter kart marketplace has slowly moved away from modified Moto and ICC engines, and embraced a spec Honda engine package per the above. This less modified engine has the advantage of lower purchase and maintenance costs. The KAC is concerned that without an allowance

for this engine, over time KM may not keep current with the karting marketplace. The KAC feels that a 10 lb weight break as compared to modified Moto is appropriate given the lesser performance. Rules compliance will be handled via the normal Solo rules and procedures.

#### #11138 Change to allowable bolt on weights

Change 19.1.A.5 to :

5. All non-structural weights must be affixed to the kart, seat, or driver in such a way as to prevent the weight from becoming separated from the kart/driver or moving freely during competition runs. For bolted-on weights, a 5/16 inch (0.3125", 8mm), Grade 5 or higher bolt must be used along *with an oversized washer to prevent the weight from pulling through the seat*, with a locking nut, pinch nut, double nut, or safety wire. No more than **5 10** lbs of weight per bolt may be used. In addition to bolted-on weights, this also allows weights to be placed on the driver underneath a suit, to be placed inside the seat liners/inserts, and to be used with quick change mechanisms, thus facilitating addition and removal of weight during driver changes. Arm or wrist weights are prohibited. Ballast weights may not be mounted to nerf bars or moving parts.

### **MEMBER ADVISORIES**

#### **Stock**

The SEB thanks Mike Johnson and Sam Strano for their service to the Club as members of the SAC.

### **TECH BULLETINS**

#### **Stock**

##### #10458 Prius C Classing Proposal

Clarify the current Prius class listing in HS as follows:

Prius (*ALL*)

to include the Prius C.

##### #10845 2013 Cadillac ATS Classing Proposal

Add new listings effective upon publication, as follows:

In GS: *Cadillac ATS 2.5L (2013)*

In DS: *Cadillac ATS 2.0L (2013)*

In BS: *Cadillac ATS 3.6L (2013)*

#### **Street Prepared**

##### #9949 Fuel Cell Clarification

Due to changes in GCR Time Trial rules, the SPAC would like to clarify that an SP vehicle is required to have a Level 3 Track Trials or Level 4 Hillclimbs roll bar if a fuel cell is installed, as follows:

Change 15.2.K.3 to read "The car meets all applicable *Time Trials Level 3 Track Trials or Level 4 Hillclimb* safety standards, including those for rollover protection and the installation of a fire extinguisher."

### **NOT RECOMMENDED**

#### **Stock**

##### #10624 Nissan GT-R Classing Proposal

Thank you for your input. The SAC feels the Nissan GT-R's performance levels are not appropriate for SS at this time.

##### #11101 Neon Move to HS Proposal

Thank you for your input. The SAC feels the Neons are classed appropriately at this time.

##### #11053, 11057, 11058 FRS/BRZ Move to GS Proposal

After a great deal of discussion the SAC feels that the Toyota FRS and Subaru BRZ are classed appropriately in CS

at this time.

### **Street Prepared**

#### #10144 Bumper Cutting Allowance Proposal

The SPAC believes that the current allowances for brake ducting are appropriate. The committee feels that this proposal would be against the philosophy of the category.

#### #10975 Airbag Removal Allowance Proposal

Steering wheel airbag removal has a clear objective which is to install a better steering wheel. There are many potential issues regarding trim fitment after bag removal, competitive balance, and even the feasibility of removing some cars' airbags. The SPAC feels that the airbag rule should not be changed.

#### #10993 Wheel/Tire Allowance Proposal

The SPAC believes that the open wheel/tire rule has served the membership well.

#### #11001 Roll Center Allowance Proposal

The SPAC does not believe that this change reflects the class philosophy.

### **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#### #9744 Stock and RT classing Proposal

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal was published in a prior Fastrack (May).

#### #10463 Shock Allowance Proposal

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal has been published (May Fastrack).

#### #10493 Street Tire Comments

Thank you for your input. The SAC and SEB have discussed the various allowances, and Version 2 of the Street proposal has been published (May Fastrack).

#### #10767 Mini Move to GS Proposal

Thank you for your input.

#### #11063 S2000 CR Move to AS Proposal

Thank you for your input.

#### #11065 Wheel Allowance Proposal

Thank you for your input. This change is not felt to be consistent with current Stock category philosophy, but a relevant allowance does appear in the current version of the Street category proposal.

#### #11103 Tire Depth Clarification

This request is covered in the most recent published version of the Street category proposal.

### **Street Prepared**

#### #9986 SPAC Application

The SPAC does not currently have a vacancy, but we appreciate the interest shown to serve the membership. Another request will be published in Fastrack when we are again looking for members to serve on this committee.

#### #10216, 10220, 10222, 10226, 10227, 10275, 10282 Alfa Move to FSP Comments

Thank you for your input. The subject proposal is being recommended to the BOD.

#### #10397 Fuel Cell Clarification

Thank you for your input. See the response to #9949 elsewhere in this Fastrack.

#10571 BSP Proposal

Thank you for your comments.

#10523 Differential Cover Comments

Thank you for your input. We appreciate your insightful comments.

#10525 Differential Covers Comments

Thank you for your input.

#10923 Street & LPSP Comments.

Thank you for your comments. An updated version of the proposal appears in the May Fastrack.

#10974 Wheel and Aero Allowance Proposal

Thank you for your comments. Please see the response to #10993.

**Kart**

#9953 KM Age Comments

Thank you for your input. The subject proposal is being recommended to the BOD (see #9526).

#10392 KM Ladies Weight Proposal

Thank you for your input. The subject proposal is being finalized and is expected to be recommended to the BOD.

# SOLO EVENTS BOARD

## SOLO EVENTS BOARD | May 11-12, 2013

The Solo Events Board met in Kansas City May 11-12. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Connors; 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.soloeventsboard.com](http://www.soloeventsboard.com).

## MEMBER ADVISORIES

The SEB is seeking nominations for the Solo Cup and Driver of Eminence awards; descriptions of these awards and lists of prior winners may be found in Appendix K of the Solo Rules.

## TECH BULLETINS

### Stock

Errors and Omissions: Chevrolet Sonic

The listing of the Chevrolet Sonic should be removed from the Stock exclusion list, since the car is now classed in HS.

## CHANGE PROPOSALS

### Street Category Proposal Update

The SEB thanks the membership and the SAC for the additional feedback that has been provided in response to to Version 2 of the Street Category proposal. Changes to the proposed ruleset have been made in response to this input, as follows:

- The new camber allowances (the formerly-proposed 13.8.F) have been removed. This means that the 2013 suspension rules will remain in place.
- The Street Touring rules are being clarified in conjunction with the Street rules update, in order to retain the present Stock-based allowance which permits exhaust exit relocation.

In addition, the SAC has provided an initial draft of proposed Appendix A listings for the Street Category; this is provided below for member review and comment. A summary of the proposed Appendix A contents is as follows:

SS - Current SS minus C5Z06/C6 & Vipers. Added S2000 CR. Added some exclusion list cars like the BMW Z8, Chevrolet Corvette ZR1 (2009-13), Dodge Viper (NOC), Mustang Boss 302 Laguna Seca (2012-13) & Ford Mustang Cobra R.

AS - Current AS plus C5Z06, C6, Vipers from SS. Minus C5 non-Z06 and BMW 1M Coupe, Z4 Coupe & Roadster.

BS - Current BS plus C5 non-Z06, and BMW 1M Coupe and Z4 Coupe & Roadster. Z0K/MSR/Boxster up from CS.

CS - Current CS minus MSR/Z0k/Boxster and slower cars moved to ES

DS - Current DS minus rwd cars moved to FS

ES - Current ES + 99-05 Miata, MR-2 Spyder, Z3, M-Coupe/Roadster from CS

FS - Current FS plus RWD cars from DS.

GS - All current GS/HS cars combined

Items which were reviewed regarding updates to the Street proposal included the following: 9744, 10463, 10493, 10923, 11063, 11105, 11107, 11111, 11116, 11117, 11120, 11124, 11126, 11128, 11131, 11133, 11142, 11144, 11145, 11146, 11161, 11164, 11170, 11178, 11180, 11181, 11184, 11187, 11188, 11190, 11192, 11194, 11195, 11196, 11198, 11199, 11200, 11201, 11203, 11204, 11206, 11207, 11208, 11209, 11210, 11211, 11212, 11214, 11216, 11219, 11220, 11222, 11223, 11226, 11228, 11230, 11231, 11234, 11239, 11241, 11242, 11247, 11250, 11251, 11252, 11254, 11262, 11263, 11268, 11270, 11271, 11275, 11277, 11279, 11284, 11286, 11287, 11288, 11289, 11291, 11292, 11294, 11297, 11300, 11301, 11302,

11303, 11304, 11305, 11306. Additional and later-arriving items were also reviewed and will be listed in the next Fastrack.

The SEB expects to recommend this version of the Section 13 allowances to the BOD for implementation in 2014.

The implementation plan remains as follows:

2014:

- Street Category will compete with full National status using the on-car designation "S". **Appendix A will be considered new classifications and subject to the 12 month reclassification window listed in 3.2, as of the date on which the new listings take effect (1/1/2014)**
- Street-R Category will compete with full National status using the on-car designation "SR". Appendix A will be unchanged from 2013. The allowances and Appendix A listings will remain unchanged from those of the 2013 Stock category.

2015:

- Street-R Category will be limited to a single class, SSR, and will consist of only those cars listed in the 2014 Appendix A for Super Street-R.

**The latest version of the Street category ruleset proposal is 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, 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. Molded tread depth of 7/32" or greater as specified by the manufacturer.
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 falls 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 tires 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. 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 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.

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.

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 a single anti-roll bar 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.

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.

### **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.
- C. Ignition settings may not be adjusted outside factory specifications.
- D. No changes are permitted to electronic engine management systems or their programming.
- E. 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.

*F. Tire Pressure Monitoring Systems may be disabled. Altering the signal to the TPMS is permitted.*

*G. On cars without the ability to turn off Electronic Stability Control / Traction Control from the factory, modifications to the car to achieve a defeated ESC / TC are permitted. These modifications are limited to altering the inputs to the Stability / Traction Control processor (ie, removing fuses, unplugging yaw / steering angle sensors, altering the signals, etc) and may serve no other purpose. Any codes or error lights resulting from ESC / TC modifications are permitted.*

### 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 *exits the car in the original location and* meets the requirements of Sections 3.5, 3.3.3.B.15, and Appendix I where applicable. *Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations.* 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.

I. 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 accompanying proposed Street Touring changes are as follows:**

Change 14.3:

**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.~~

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.~~

~~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:~~

~~Pirelli P-Zero Corsa~~

Change 14.10.D as follows:

D. Exhaust manifolds, headers, and downpipes may be replaced with alternate units. *Exhaust exit may be relocated provided it meets the requirements of 3.3.3.B.15.* Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. Alternate oxygen sensors, including heated, are permitted. These allowances do not permit relocation of the catalytic converter. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mounting brackets which serve no other purpose are considered part of the exhaust components.

**The accompanying proposed Street Prepared changes are as follows:**

Change 15.3:

**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.

**Other associated proposed changes:**

Modify 3.3.3.B.6 as follows:

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.~~

Add new Section 20 as follows:

## **20. STREET-R CATEGORY**

*This category exists to combine the highest performing Street Category cars with the highest performing DOT legal tires. All rules mirror those of Section 13 (Street Category) with the following exceptions:*

### **20.1 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.*

### **20.2 Wheels**

*Any type wheel may be used provided it is the same width and diameter 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. 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.*

### **20.3 Participation Requirement**

*Effective 1/1/15. If in two consecutive Solo National Championships, class SSR fails to achieve attendance of 35 total participants in Open and Ladies, the class will be eliminated the following year.*

**The draft proposed full Street Category Appendix A listings are as follows:**

### **STREET CATEGORY**

The following make/models are not eligible for the *Street* Category:

- Audi R8
- BMW 325 M-Technic
- BMW M3 Lightweight
- Callaway Corvette
- Chevrolet Camaro SS and Pontiac Firebird WS6 (Level 1 & Level 2 suspension packages) (4th gen) (1993-2002)
- Ferrari 355 & 360
- Ferrari (NOC)
- Ford GT
- Lamborghini (NOC)
- Lotus Elan M100
- Lotus Elise SC (2008-11)
- Lotus Exige S & S/C (2006-11)
- Lotus Sport Elise (2006)
- MINI Cooper S JCW (2002-05)
- Mercedes Benz Black Editions
- Nissan GT-R (2009-13)
- Oldsmobile 442 HO W-41 (Sports package option)
- Pontiac Firebird Firehawk
- Porsche 911 GT2 (2002-05)
- Porsche 911 Turbo AWD
- Porsche 911 GT3 RS (997)
- Porsche 996 Turbo
- Saleen Mustang S/C

Excluded from *Street* for reasons of stability per Section 3.1:

- Dodge Caliber (non-SRT)

Fiat 500 (non-Abarth)  
GEO Tracker/Suzuki Sidekick  
Jeep CJ series  
MINI Countryman  
Nissan Juke  
Suzuki Samurai  
Scion xB (2004-06)  
Scion iQ

**Super Street (SS)**

Audi  
    TT RS (2012-13)  
BMW  
    Z8  
Chevrolet  
    Corvette ZR1 (2009-13)  
Dodge  
    Viper (NOC)  
Ford  
    Mustang Boss 302 Laguna Seca (2012-13)  
    Mustang Cobra R  
Honda  
    S2000 (CR)  
Lotus  
    Elise (non-SC) (2005-11) (see Appendix F)  
    Evora S (2011-13)  
    Exige (normally-aspirated) (2005)  
Mercedes Benz  
    AMG NOC  
Porsche  
    911 (997 chassis)  
    911 GT3 (997 chassis, non-RS)  
    911 GT3 (996 chassis)  
    911 Turbo (930 chassis) (1974-89)  
    Boxster S (2009-13)  
    Boxster Spyder (2012)  
    Cayman R (2013)  
    Cayman S (2009-14)  
Tesla  
    Roadster (all) (2008-13)

**A Street (AS)**

Cadillac  
    XLR  
Chevrolet  
    Corvette (C6 chassis, non-ZR1) (2005-13)  
    Corvette Z06 (C5 chassis) (2001-04)  
    Camaro ZL1 (2012-13)

Dodge

Viper (non-ACR) (2008-10)  
Viper GTS (1996-2005)  
Viper R/T (1992-2003)  
Viper SRT-10 (2003-07)

Ford

Mustang Boss 302 (Non-Laguna Seca) (2012-13)  
Mustang Shelby GT500 (2007-13)

Lotus

Esprit Turbo (1996-2004)  
Evora (non-supercharged) (2010-11)

Mazda

RX-7 (Turbo) (1993-95)

Porsche

911 (996 chassis) (1998-2005)  
Boxster S (2005-08)  
Boxster (non-S, non-Spyder) (2009-13)  
Cayman (non-R, non-S) (2009-13)  
Cayman S (2006-08)

**B Street (BS)**

Acura

NSX

Audi

RS4  
RS5 (2010-13)  
RS6 (C5 chassis) (2003-04)  
S4 (2010-13)  
S5 (2008-13)  
TTS (2009-13)

BMW

1 Series M Coupe (2011-12)  
M Coupe & Roadster (2001-02)  
M5 (2004-10)  
Z4 Coupe (2006-08) & Roadster (2002-13) includes M versions

Chevrolet

Corvette (C4 chassis, all) (1984-96)  
Corvette (C5 chassis, non-Z06) (1997-2004)

DeTomaso

Pantera  
Mangusta

Honda

S2000 (non CR)

Jaguar

XKR Coupe

Maserati

Coupe (2002-07), Spyder (2002-07), & GranSport (2004-07)

Mazda

MX-5 Miata (MSR) (2007)  
Mercedes-Benz  
C32 AMG (2002-04)  
CLK55 AMG (2001-06)  
SLK32 AMG (2002-04)  
SLK350 (2005-13)  
SLK55 AMG (2005-11)  
Mitsubishi  
Lancer Evolution (2003-13)  
Nissan  
NISMO 370Z (2009-13)  
Pontiac  
Solstice GXP (2007-09)  
Solstice (NA, Z0K) (2006-09)  
Porsche  
911 (993 chassis, non-turbo) (1995-98)  
Boxster S (986 chassis) (2000-04)  
Boxster (non-S) (1997-2008)  
Cayman (non-S) (2005-08)  
Saleen  
Mustang (N/A)  
Saturn  
Sky Redline  
Shelby  
Cobra (all)  
Subaru  
Impreza WRX STI (including Special Edition) (2004-13)  
Toyota  
Supra Turbo (1993½-98)

**C Street (CS)**

BMW  
M3 (E30 & E36 chassis) (1988-91 & 1995-99)  
Chevrolet  
Corvette (1963-82)  
Chrysler & Plymouth  
Prowler  
Ferrari  
308 & 328  
Jaguar  
XKE  
Jensen  
Jensen Healey  
Lotus  
7 & 7A  
Eclat  
Elan (RWD)  
Elan +2

- Elite (1216cc)
- Elite 2+2
- Esprit (non-turbo)
- Europa
- Maserati
  - BiTurbo
- Mazda
  - MX-5 Miata (not including 2007 MSR) (2006-13)
  - RX-7 Turbo (1987-91)
  - RX-8
- Mercedes-Benz
  - SLK
- Morgan
  - Plus 8
- Nissan
  - 300ZX Turbo (1990-96)
  - 350Z (all) (2003-09)
  - 370Z (2009-13)
- Pontiac
  - Solstice (non-GXP, non-Z0K) (2006-09)
- Porsche
  - 356 Carrera (4-cam)
  - 911 (non-turbo, NOC)
  - 911 Club Sport
  - 914 (all)
  - 928 (all)
  - 944 (16v)
  - 944 Turbo (all)
  - 968
  - Carrera 2 & Carrera 4 (964 chassis)
- Saturn
  - Sky (2006-09)
- Scion
  - FR-S
- Subaru
  - BRZ
- Toyota
  - MR2 Supercharged
  - MR2 Turbo
- TVR
  - 8-cyl & V6

**D Street (DS)**

- Acura
  - Integra Type R
- Audi
  - A3 quattro (3.2L V6, AWD) (2006-09)
  - A5 (2008-13)

S4 (2000-03)  
TT Quattro (AWD)  
Chevrolet  
Cobalt SS (2.0L Turbo) (2008-10)  
Eagle  
Talon Turbo (AWD)  
Mazda  
MazdaSpeed3  
MazdaSpeed6  
MINI  
Clubman S  
Clubman S JCW (2009-13)  
Cooper S  
Cooper S Coupe (2013)  
Cooper S Coupe JCW (2013)  
Cooper S JCW (2006-13)  
Mitsubishi  
Eclipse Turbo (AWD)  
Lancer Ralliart (2009-13)  
Saab  
9-2X Aero (2.0L Turbo)  
Subaru  
Forester 2.5XT  
Legacy 2.5GT (2005-12)  
Impreza WRX (non-STI)  
Volkswagen  
Golf R (2012-13)  
R32 (Golf chassis)

### **E Street (ES)**

Alfa Romeo  
2000 Spider  
2000 GTV  
BMW  
M Coupe & M Roadster (1996-2000)  
Z3 (1996-2002)  
Datsun  
2000, 240Z, 260Z, 280Z, 280ZX (non-turbo)  
Dodge  
Charger Turbo  
GLH Turbo  
Fiat & Bertone  
X1/9 (all)  
Mazda  
Mazdaspeed Miata (2004-05)  
Miata (1.8L) (1994-2005)  
Miata (1.6L)  
RX-7 (non-turbo, all)

Morgan  
Plus 4, 4/4

Pontiac  
Fiero (V6)

Porsche  
924 Turbo (Audi engine) (1979-81)  
924S  
944 (8v)

Shelby  
Charger GLH-S (1987)

Sunbeam  
Tiger

Triumph  
TR-8

Toyota  
MR2 Spyder  
MR2 (non-turbo) (1985-95)

TVR  
4-cyl & inline-6  
V8  
V12

### **F Street (FS)**

AMC  
AMX  
Javelin (V8)

Audi  
S4 (V8) (2004-09)

BMW  
128i, 135i & 135is (2008-13)  
335i & 335is (2007-13), 335i xDrive (2007-13), 335d (2009-11)  
3 series (6-cyl E30, E46, E9X except M3) (1984-1993, 1999-2013)  
5 series (NOC)  
6 series coupe  
8 series coupe (all)  
M3 (E46 chassis) (2001-06)  
M3 (E90/92/93 chassis) (2008-13)  
M5 (1988-93)  
M5 (2000-03)

Buick  
Regal & Grand National (Turbo V6)

Cadillac  
CTS  
CTS-V

Chevrolet  
Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)  
Camaro SS (incl. 1LE) (2010-13)  
Camaro (V8, NOC)

Camaro (V6) (2010-13)  
 Corvette (1953-62)

**Chrysler**  
 300 & 300C (2004-13)  
 300 (incl. SRT8) (2010-13)  
 Crossfire  
 SRT-6 (2005-06)

**Datsun**  
 280ZX Turbo

**Dodge**  
 Challenger (all) (2008-13)  
 Magnum (2005-08)  
 Magnum SRT8 (2006-08)  
 Ram SRT10 (2004-06)  
 Stealth Turbo

**Ford**  
 CrownVictoria  
 Mustang V6 (2011-13)  
 Mustang (V8, NOC)  
 Mustang Cobra (2003-04)  
 Mustang GT (2010-13)  
 Mustang Mach 1 (2003-04)  
 Mustang Shelby GT (T82 & 54U factory option package only) (2007-08)  
 Mustang SVT Cobra  
 Thunderbird (V8 & V6 Supercharged)

**GMC**  
 Syclone  
 Typhoon

**Hyundai**  
 Genesis Coupe (4-cyl Turbo) (2013)  
 Genesis Coupe (V6) (2010-13)

**Infiniti**  
 G35 Coupe  
 G35 Sedan  
 G37 Coupe  
 G37 Sedan  
 Q45

**Jaguar**  
 X Type (3.0L) (2002-08)  
 XJ (1998-2013)  
 XJ-S (1976-96)  
 XK8 (1997-2006)  
 S-Type (6-cyl)  
 S-Type R  
 Sedans (12-cyl)

**Lexus**  
 IS 250 (2006-13)  
 IS 300  
 IS 350 (2006-13)

IS F (2008-13)  
GS400  
SC400 (1992-2000)

Lincoln  
LS (V8 sedans)  
Mark VIII

Mercedes-Benz  
C280 (2001-07)  
C300 (2007-13)  
C320 (2001-05)  
C350 (2007-13)  
C36 AMG  
C63 AMG (non-Black Series) (2008-13)  
CLK  
E55 AMG

Mercury  
Capri (V8)  
Cougar (V8 & V6 Supercharged)

Mitsubishi  
3000 GT Turbo

Nissan  
300ZX (non-turbo) (1990-96)  
300ZX Turbo (1984-90)

Pontiac  
Firebird (V8, NOC)  
Firebird Trans Am & Formula (WS6, base car only, including GM-installed 1LE) (1998-2002)  
G8 (V8 & NOC) (2008-09)  
GTO (2004-06)  
Trans Am Turbo (V-6)

Shelby  
GT350 (1965-70)  
GT500 (1967-70)

Tesla  
Model S (2012-13)

Toyota  
Supra (non-turbo) (1993-98)  
Supra Turbo (1987-92)

Triumph  
Stag  
V8 sedans, pick-ups, and sedan-derived convertibles NOC

### **G Street (GS)**

Acura  
CL  
Integra (1986-89)  
Integra (incl. GS-R) (1990-2001)  
Legend  
RSX incl. Type S

TL (all)  
 TSX  
 Vigor  
 Alfa Romeo  
 164 (non-S) (1991-93)  
 1300  
 1600  
 1750 & 1750 GTV  
 2000 (4-door sedans)  
 GTV V6  
 Milano  
 Sedans (NOC)  
 AMC  
 Gremlin (4-cyl & 6-cyl)  
 Spirit (4-cyl & 6-cyl)  
 Audi  
 80 & 90 (all)  
 100 (non-S4)  
 4000 (all)  
 200 Turbo quattro  
 5000  
 A3 (FWD) (2006-13)  
 A4 (V6 & 4-cyl Turbo)  
 A6  
 A8 & V8 quattro (AWD)  
 Quattro Coupe (Turbo)  
 S4 (100 CS chassis) (1992-94)  
 TT (non-quattro/FWD) (2000-06)  
 TT 2.0 Turbo (non-quattro/FWD) (2008-12)  
 Austin  
 Mini (all)  
 Austin-Healey  
 100/4  
 100/6  
 3000  
 Sprite (all)  
 BMW  
 1600  
 1800  
 1800ti  
 1800 TiSA  
 2000 CS Coupe  
 2002 (all)  
 318 (NOC)  
 318i & 318is (1992-98)  
 318i & 318is (1991)  
 318ti (1995-99)  
 320  
 325e (eta engine)

325i, 325is (1987-91), & 325ix (1988-91)  
3 series (6-cyl E36 except M3), (1992-99)  
7 series (6-cyl)

Buick

Reatta

Cadillac

Catera

Chevrolet

Aveo

Beretta (NOC)

Camaro (inline-4 & inline-6)

Camaro (V6) (1980-2002)

Chevette

Cobalt (2.2L, all) (2005-10)

Cobalt Sport (2.4L) (2008)

Cobalt SS (2.4L) (2006-07)

Cobalt SS (2.0L SC) (2005-07)

Corvair

Cruze

Malibu (all) (2008-13)

Nova (4- & 6-cyl, RWD) (1962-79)

Nova (FWD) (1986-88)

Sonic (2012-13)

Spectrum (all)

Sprint (all)

Vega & Cosworth Vega

Volt (2012-13)

Chrysler

300M (1999-2004)

Cirrus (V6)

Conquest Turbo

Laser

PT Cruiser (non-turbo) (2001-2010)

Sebring

Daewoo

4 and 6-cyl models

Datsun

1200

1500 & 1600 Roadsters

210 & B-210

310 & 310 GX

510

610

710

810

F10

Dodge

024 (1.7L)

Avenger

Caliber SRT4  
Challenger (2.6L)  
Charger (non-turbo, FWD) (1981-87)  
Colt (1600, FWD)  
Colt (1.8L 16v) (1993-94)  
Colt (1.4L & 1.5L, FWD)  
Colt (RWD)  
Colt Turbo (1984-88)  
Colt Turbo (16v)  
Conquest Turbo  
Daytona IROC R/T  
Daytona  
Dart (FWD) 2013  
GLH (non-turbo)  
Intrepid  
Lancer  
Neon (1995-05)  
Omni (1.7L & 2.2L)  
Rampage (2.2L)  
Shadow  
Spirit  
SRT-4 (Neon chassis)  
Stealth (non-turbo)  
Stratus

Eagle

Summit (1.8L 16v) (1993-96)  
Summit (non-turbo, NOC)  
Summit Turbo (16v)  
Talon (16v non-turbo)  
Talon Turbo (FWD)

Fiat

124 (all)  
128  
131 (Mirafiori)  
500 Abarth (2012-13)  
850 (all)  
Brava  
Strada

Ford

Aspire  
Contour  
Cortina (all)  
Escort (all)  
EXP (all)  
Festiva  
Fiesta (2011-13)  
Fiesta (1976-80)  
Five Hundred  
Focus

Fusion  
Mustang (Inline-4 & Inline-6)  
Mustang II (4-cyl & 6-cyl)  
Mustang (4-cyl Turbo & V6) (1979-93)  
Mustang (V6) (1994-2010)  
Mustang SVO  
Pinto  
Probe (1989-97)  
Taurus (NOC)  
Taurus SHO (1989-99, 2010-13)  
Tempo  
Thunderbird (1989-97)  
ZX-2 & Escort ZX-2 (incl. SR)

#### General Motors

FWD models (4-cyl Turbo, 6-cyl, Ecotec, or Quad 4 engines, NOC)  
FWD models (NOC)  
Geo  
Metro  
Prizm  
Spectrum  
Storm (all)  
RWD V6 models (NOC)

#### Honda

600  
800  
Accord  
Civic (2006-13)  
Civic (NOC)  
Civic del Sol DX  
Civic del Sol S & Si (1994-97)  
Civic del Sol VTEC  
Civic EX & Civic LX (1988-2013)  
Civic Si (1986-91)  
Civic Si (1999-2000)  
Civic Si (2002-13)  
Civic Si Mugen (2008)  
CRX Si  
CRX (non-Si)  
CR-Z  
Fit  
Insight  
Prelude

#### Hyundai

Accent (1995-2012)  
Genesis Coupe (4-cyl Turbo) (2010-12)  
Scoupe (all)  
Tiburon (all)  
Veloster  
NOC

Infiniti

G20

M30

Isuzu

I-Mark (all)

Impulse

Stylus (all)

Jaguar

120

140

150

X-type (2.5L) (2002-05)

Kia

Forte & Forte Koup

Optima

Sephia (1.8L)

Spectra5

Lancia

Beta (all)

Scorpion

Lexus

ES 250

ES 300

GS 300

SC300

Lincoln

LS (V6 sedans)

Lotus

Cortina

Mazda

2 (2011-13)

3 (2004-13)

323

6 (V6) (2003-13)

6 (4-cyl)

626 (all)

808

929

Cosmo

GLC (all)

Mazdaspeed Protege

Millenia

MX-3

MX-6

Protégé MP3 (2001)

Protégé (NOC)

R100

RX-2

RX-3

RX-4  
Mercedes  
190 (16v)  
190 (2.6L)  
280 (1995-2000)  
C230 (1999-2007)  
NOC  
Mercury  
Bobcat  
Capri (FWD)  
Capri  
Cougar  
LN-7 (all)  
Lynx (all)  
Milan  
Montego  
Mystique  
Sable  
Scorpio  
Topaz  
Tracer (all)  
MG  
MGA  
MGB & MGB-GT  
MGC  
Midget (all)  
"T" Series  
Merkur  
XR4Ti  
MINI  
Clubman (non-S) (2008-13)  
Cooper (non-S) (2002-13)  
Cooper Coupe (non-S) (2012-13)  
Mitsubishi  
3000 GT (non-turbo)  
Cordia  
Eclipse  
Galant  
Lancer (non-turbo)  
Mirage  
Precis  
Premier  
Starion  
Tredia  
Nissan/Datsun  
200SX  
240SX  
300ZX (non-turbo) (1984-89)  
Altima

- Maxima
- NX1600
- NX2000 (1991-93)
- Pulsar (all)
- Sentra
- Stanza
- Versa (2007-13)
- Oldsmobile
  - Calais W41
- Opel
  - 1100
  - 1900 (all)
  - GT
- Isuzu
  - Manta
- Peugeot
  - 405 DL & 405 S
  - 405 Mi16 (1989-92)
  - 505 (1979-91)
- Pininfarina
  - 2000
- Plymouth
  - Acclaim
  - Arrow
  - Champ
  - Colt (1.5L)
  - Colt (1.8L 16v) (1993-94)
  - Horizon
  - Laser (non-turbo)
  - Neon (1995-01)
  - Sapporo
  - Scamp (2.2L)
  - Sundance
  - TC3
  - Turismo
- Pontiac
  - G5 (2.2L) (2007-09)
  - T-1000
  - Fiero (4-cyl)
  - Firebird (inline-4, inline-6 & V6)
  - G5 GT (2.4L) (2007-08)
  - G8 (V6) (2008-09)
  - LeMans (FWD) (1988-93)
  - Sunfire (2.2L)
  - Vibe
- Porsche
  - 356 (non-Carrera)
  - 912
  - 924 (Audi engine)

Reliant  
Robin Type R

Renault  
NOC

Saab  
900 (V6) (1994-97)  
9-2X Linear (2.5L)  
Turbo models (NOC)  
NOC

Saturn  
8v  
Astra (2008-09)  
DOHC models (NOC)  
Ion  
Ion Redline  
L series

Scion  
tC (incl. Release Series 5.0,2009) (2005-13)  
xA (2004-06)  
xB (2008-12)

Shelby  
Charger (non-turbo)

Subaru  
Impreza 2.0i  
Impreza 2.5 (non-turbo)  
Impreza (NOC)  
Legacy (NOC)  
Sedan Turbo (NOC)  
SVX  
NOC

Sunbeam  
Alpine (4-cyl)

Suzuki  
Esteem GL  
Forenza  
Kizashi (2010-13)  
Swift (all)  
SX4 sedan (2007-13)

Toyota  
Camry (4-cyl)  
Camry (V-6) (1988-13)  
Celica  
Corolla  
Cressida  
Echo  
Matrix (all)  
Paseo  
Prius  
Starlet

- Supra (1979-92)
- Tercel
- Yaris
- Triumph
  - GT6
  - Spitfire
  - TR2
  - TR250
  - TR3
  - TR4
  - TR4A
  - TR6
  - TR7
- Volkswagen
  - 1.8L Turbo models (NOC) (2002-06)
  - air-cooled models (all)
  - diesel models (all)
  - Beetle & New Beetle
  - Corrado (all)
  - Dasher
  - Fox
  - Golf/GTI & Jetta (8v, all)
  - Golf TDI
  - Golf/GTI & Jetta (16v)
  - Golf/GTI & Jetta (1.8L Turbo)
  - Golf/GTI & Jetta (VR6 24v) (2002-05)
  - GTI (2006-13)
  - Jetta
  - Passat
  - Quantum
  - Rabbit & GTI (all, NOC)
  - Rabbit (2007-09)
  - Scirocco (16v)
  - Scirocco (8v)
  - VR6 (FWD, NOC)
- Volvo
  - C30
  - P1800
  - S60R
  - V70R
  - NOC
- Yugo
  - All
  - RWD pickup trucks (NOC)

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | May 1, 2013

The RallyCross Board (RXB) met via conference call on May 1. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were Stephen Harris and Brian McCarthy, BoD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that the debeat template to gather information from instances of tire debeats at events is completed, distributed to the Divisional RallyCross Stewards (DRXS) and posted at the SCCA website.

Hyatt reported that the Safety Steward Training webinar would be in the queue for completion once other SCCA programs' webinar templates are completed.

With the Safety Steward Training webinar on hold, the Safety Committee will need to rely on a conventional method for renewing Safety Steward licenses and establishing an instructor program. Doctor is considering using the Solo procedures as a template. His concern is the sometimes-limited number of RallyCross events in some Regions that would reduce the number of opportunities for licensees to work as Safety Stewards. This would require some adjustment to the requirements. Doctor hopes to have training guidelines in place as soon as possible but by the end of September at the latest.

Doctor reported that there is reluctance in some cases to submit incident reports. The RXB discussed the possible reasons for this and agreed to have the Safety Committee release a Safety Bulletin to define when and how to submit an incident report. Doctor will also include the debeat form with the bulletin.

Two Safety Committee members are stepping down from the Committee. Doctor is looking for replacements from the younger demographic of the membership. He will contact the DRXS and post in the forums seeking names of qualified individuals.

- RallyCross Rules Committee (Warren Elliott): Elliott reported that errors and omissions regarding sunroofs and generally unpaved surfaces have been made with a revised version of the 2013 RallyCross Rules that is posted at the website. He reported that a technical bulletin has been posted at the website disallowing the use of methanol at RallyCross events. Elliott also reported that the Rules Committee is working on rewording of vehicle allowances for RallyCross.

A forum post soliciting feedback from membership on a maximum penalty has been posted. The RXB agreed that any changes regarding a maximum penalty or time would not be implemented until 2014.

Elliott reported his discussion with Doug Gill, Solo Technical Manager, regarding the use of UTV tires in RallyCross. Mr. Gill's opinion was that such a tire would be legal as long as the tire met the weight or load rating requirements of the vehicle. The RXB discussed the safety and technical implications of UTV tires at RallyCross events and will continue to monitor and consider this issue.

The RXB received an inquiry regarding the allowance in Prepared of removing a Miata soft-top when attaching the required hardtop. The inquiry was referred to the Rules Committee that felt that in Prepared the soft top must remain in the car when installing the hardtop. Brian Harmer pointed out that for 1999 Mazda offered a Club Sport package that did not include the soft top, so a 1999 model could be converted to that option package.

The Rules Committee received an inquiry for clarification on the legality in Prepared of changing to lightweight crank pulleys. The Committee discussed the issue and agreed that a crank pulley could be changed, as it is essentially an accessory drive pulley.

It was brought to the attention of the RXB that the current RallyCross Rules do not include specific exhaust requirements for the Modified category. The RXB agreed that it is an inadvertent omission and that there is no intent to restrict Modified to the exhaust rules of Prepared. It was agreed to release an errors and omissions to return the Modified exhaust requirements to its original wording, which would be the basic Prepared Category wording without the catalytic converter requirement.

- National Championship Committee (Brent Blakely): Work towards confirmation of a site for the 2014 National

Championship is ongoing. Questions were raised concerning the goal of a 3-year commitment or whether a year-to-year approach would be better for site facilitation.

Blakely reported discussions with Pat Lipsinic of the Northeast Oklahoma Region regarding surface preparations for the National Championship event in Tulsa. Lipsinic will contact site management to coordinate the work.

Blakely reported a meeting of the National Championship Committee. The Committee agreed to remove the word “verbally” from the National Supplemental Regulations in regards to communicating course changes to competitors. The updated Supplemental regulations have been distributed to the DRXS and posted at the SCCA website. The Committee also supports having a course map available to competitors showing the location of any course changes.

Blakely reported that the Committee also discussed eliminating the class inspection, opting instead for the use of a vehicle impound after the runs are completed. Brian Harmer requested that the Committee decide when to open registration, what the class numbering rules will be, and whether the Tuner Class will be an available class for 2013. Cashion requested an action plan from the Committee for the Championship event.

- Marketing Committee (Ron Foley): Foley reported that he is continuing to search for additional Committee members and for good writing talent.

Foley addressed the need for Regional events to be listed on the online SCCA calendar and in *SportsCar*. Most Regions are waiting until just prior to the 2-week deadline to submit sanctioning. Regions can, however, submit event dates to the Rally Department for the calendar prior to and apart from the actual sanctioning process.

The RXB discussed ways to market RallyCross that could reach new audiences. Cashion referred to it as the “next (this) generation” marketing. RallyCross needs to use up-to-date methods of finding new participants, and these methods need to become part of the RXB strategic plan. Social media can be made more effective with better development methods. Working with college students may be a cost-effective way to achieve that development. Additionally, MotorsportsReg has some built-in tools for effective marketing.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a well-attended DRXS meeting last month. He distributed minutes from the DRXS meeting.

Hyatt suggested that the RXB make an early policy that all Divisions use MotorsportsReg for National Challenge event registration in 2014. Brian Harmer would like the DRXS notified that they must contact him in order to set up MotorsportsReg for their events.

- Forum Activity: Forum traffic has been moderate in the past month with no particular “hot” subjects other than a discussion on scoring a red-flagged run for a debeat.

## Old Business

- Advisory position (competitor representative): The RXB is looking for an individual who is younger and competing in RallyCross to serve as an advisor to the RXB. Hyatt requested that the DRXS provide names of possible candidates. A forum post for the request will also be made.
- STRAP: The RXB discussed possible objectives for the RallyCross strategic plan. There will be further discussion beyond this meeting to complete the strategic plan by the next meeting.
- Landowner packet: This project will create a full-color, glossy packet of information for owners of potential RallyCross sites. The project consists of combining similar packets from the New England Region and the SOLO program to create a universal packet for all RallyCross programs to use. The goal is to make it look as professional as possible. Brian Harmer reported that work on the project has slowed with the start of the racing season. It was suggested that an outside printer be sourced and used. All efforts to complete the packet as soon as possible will be made.
- New site acquisition project: There have been no updates on this ongoing project. Foley will contact the others involved in the project and report back to the RXB.
- Additional RallyCross awards: Hyatt proposed two new awards for RallyCross. The True Grit Award would be awarded the last day of the National Championship to someone who overcomes adversity to be there or whose efforts go beyond what is normally required to make the event better for everyone. The goal of the award is to improve the National Championship and make it a premier event. The Spark Plug Award is an advertising and marketing award. It's a media-based award for an individual or group who sparks a fire to get people to RallyCross. It would not be a mandated annual award. Howard Duncan emphasized having a clear differentiation for the Spark Plug Award from the Regional and

Divisional Achievement Awards. Hyatt will get all criteria for the awards solidified and submit them to Howard Duncan for the BoD briefing book.

### **New Business**

- Email protocol
  - Distribution and use of rxb@scca.com: The RXB would like to know who is on this distribution list and who might be responding to RXB communications. In some cases communications require confidentiality and protocol. The RXB agreed to leave the distribution list as currently composed and to use an individual distribution list for private communications.
  - 24-hour reply to inquiries: Cashion requested that all inquiries to the RXB be acknowledged within 24 hours even if a final answer may take longer.
- RXB personnel change: Cashion tendered his resignation from the RXB. This will necessitate naming a new RXB chairman, filling the RXB vacancy, and determining a timeline for the transition. Cashion will continue as chairman and RXB member until a new chairman is named.

Next meeting: June 5, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | May 7, 2013

The RoadRally Board met by conference call on May 7, 2013; meeting called to order by Rich Bireta at 7:35 pm CDT.

In attendance: Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton, Deena Rowland from the National Office. Not in attendance: Board of Directors members Dick Patullo and Bruce Lindstrand, Howard Duncan from the National Office.

April minutes approved (Bruce/Chuck/passed).

Old Business - General Road Rally/Regional Development:

- 1) Road Rally Planning Calendar at [www.scca.com/rally](http://www.scca.com/rally).
  - a. Thank you to Deena for the perseverance in getting this link established. Item closed. Yeah!  
Rich posted this to the SCCA Forum. There was some discussion about the size and how to enlarge it for easier reading, but the bottom line is that it is now much easier to find.
- 2) 2014 USRRC Invitations for Proposals
  - a. Response sent to Jay per last month's meeting, asking for an update in June; nothing yet.
  - b. Potential event in conjunction with Coker Tire Run (a Great Race event); Bruce reported that this proposal for pairing with Coker has been presented to our insurance carrier to look at, cost to be born by Topeka as a 'special event'; it was suggested to try it this year as a regular national tour, to act as a precursor to what we would need to do for the 2014 USRRC; there is some concern that if we do it in 2013 and it is not promoted well, and we don't get good turnout, it could harm the chances for success in 2014; should we put it on the Forum to see if anyone is interested? We need to wait for Howard to hear back from our insurance carrier before we move forward. John Classen, rallymaster for Great Race events, is fine with us partnering with GR as long as it does not involve him changing anything; i.e., we will adapt to GR procedures.
- 3) SCCA Convention
  - a. Rich posted a proposed 2014 Rally Convention Track in Dropbox; a few changes were suggested; Rich will make the changes, and repost
  - b. We will investigate using Skype for RRB members unable to attend, instead of phone conferencing.

Discussion:

1) Road Rally Board Goal Setting – Len has raised the question of what goals we should set collectively as a board. What are we going to review at the 2014 convention and be able to say we have accomplished? Len said we should put in place something to track, to see if we are really achieving our goals, making progress, increasing attendance, etc. Sasha suggested that we have a quantifiable measure of rally program growth/health. Len tried to respond with a way to do this, but could not come up with a single item. Rich said he doesn't think we have the time or resources to develop new ways of collecting data; we currently have two sources – Deena's data, and Bruce's championship points data; Rich leans toward using audit sheets. Bruce to Len – what were you referring to for goals? the charts that Rich presented at the 2013 convention? or just how to get numbers up? Bruce commented that there is more to it than just tracking the numbers, i.e. the number of safety stewards. Len replied that it comes down to the bottom line of what are you doing, can you measure what you are doing? Is there something that we can look at in June/July to see how we are doing in respect to reaching our goals? For example, what about getting new rallymasters, what can we do to get people to step up, what about incentives. Chuck said that we need to do more thinking about what to track, maybe put out some lists of what to track and how? Bruce asked how many different rallymasters are there in a year. Len replied about 45. Rich asked if we are in agreement with Chuck's suggestion. Answer – yes.

Committee Reports - General Road Rally/Regional Development:

1) Publicity Committee (Pubcom) – Sasha reported that Cheryl Babbe's calendar is out there and active; she checks items before they actually get on her calendar, including editing, she is working on ways to make this easier. Bruce asked about the time zone issue (times for all events are shown as CTZ); what if the times were left out since the actual event flyer will have further info. We need to publicize this calendar in *SportsCar*; Deena will send the info to Philip Royle (*SportsCar*). Rich will contact Rick Beattie about putting this info in his *SportsCar* column.

Rich reported that we got a report from Steve Gaddy about the USRRC which needs to be published; Deena will post it on the SCCA website.

SCCA.com/rally has spots for press releases, do we want to use this? Yes.

Bob DeMeritt contacted the RRB about the most recent *SportsCar* having no rallies listed in the calendar section. Rich suggested that the Pubcom have the task of 'spreading the word'. The RRB will define the policy and procedure to advertize events and the Pubcom will address what those outlets are and how we make sure the content is relevant and timely. Deena has been sending info to Phil, but nothing has been posted; she will check with Phil about why; part of the problem is lead time

needed. Chuck suggested requiring calendar requests for the next year by the USRRC; it was generally felt that this was not totally doable since many committees do not have their info that far ahead.

2) Regional Development Committee (RDC) – Rich reported that there was no meeting this month, but he is continuing to send out letters to regions; Len sent missive to rallymasters about the new Weekend membership policy for this year (\$5 fee not required, but still need to send all the info to SCCA). The RDC needs to provide incentives for people to be rallymasters, and would like the RRB to send thoughts about how to do this to the RDC.

3) Mentoring Committee – Bruce asked if any of us has had contact from those we talked to at the convention; so far, no. Rich asked if we could reach out again and be ready to report next month.

#### New Business General Road Rally/Regional:

1. Road Rally eNews – Many kudos and much appreciation to Cheryl Babbe and the Publicity Committee for the first issue. Looking forward to the second issue. The next RReNEWS will be in about a month, perhaps sooner.
2. Worker Recognition (Gezon). – send comments to Bruce (so far gotten nothing); refer to April RRB Minutes for details.
3. New business: RRB Goals/Definition of Success (Len) – see above
4. Ongoing problem with notifications on SCCA.com forums. Rich reported that there is a problem with the Forum not notifying people of postings. The last time he asked about this, the IT people said “I thought we fixed that”. Rich will write up a summary of the problem and send it to Howard and Bruce Lindstrand for their help. Clearly the program is inadequate, and we need to go higher to get it fixed.

#### Old Business - National Road Rally:

#### Committee Reports - National Road Rally:

- 1) National Events Committee (NEC) – no report this month. We need to appoint new liaison to the NEC as Clarence is stepping down as liaison; Chuck will take over. Chuck will redirect the function to being a day-to-day liaison between the RRB and National committees for getting things done, so the RRB doesn't have to deal with these things. Clarence, thank you for your work. Motion: appoint Chuck Hansen as liaison and thank you to Clarence. Sasha/Len/Passed
- 2) Rules Committee – Bruce reports:
  - a. Article 21 – Time Allowances; changes were approved at our April meeting, but there has been some discussion; Rich said that he got some comments from Dave Head, including threatening to write a letter to BOD; Rich responded to Dave formally on the SCCA Forum, citing Article 15 of the RRRs where dangerous driving is specifically cited as unsportsmanlike conduct and the penalties listed in Article 15 can range from a DQ for the event to expulsion from the SCCA.
  - b. Article 11 – Championship Classes (revision distributed via email by Bruce on May 6). Does current wording meet intent of earlier discussions? Bruce said the new wording better meets the intent: Class S – precision not greater than standard GPS/stock odo; Class E – anything goes; Class L – no direct input of measurement into calculations. Bruce thinks we still need further discussion; including the need to do something to clarify APP devices. (Rich recuses himself from any votes on this topic due to perceived conflict of interest.) Rich commented that he is fine with either wording; sees issue as GPS/computer frees up navigators. Bruce agrees with Rich; there has been discussion about competitiveness, but he thinks that is not real issue; classifications need structure based on teamwork in the car, duties of driver versus navigator, how they get things done. Chuck said he thought we were trying to revise equipment classes to incorporate newer technology, but thinks this proposal just solidifies status quo. Bruce said we are trying to come up with wording that properly places equipment in the class that seems appropriate; this change is for Nationals; suggest that regions come up with new classes or consider subclass for APP class for regionals, we already encourage novice class. Rich does not agree with Chuck, that the effect of this draft is to take the “4-func calculator” limit out of S (although Bruce confirmed that, as written, the rule would again allow Curta's back in Stock). We need to discuss implications of this further; we will revisit this in June.
  - c. Dave Head proposal regarding time reference – This was referred to the Rules Committee in April; deferred to next month
- 3) National Sanction Fees – reduce?  
Refer to April minutes. Deena will check with SCCA HQ. Deferred to next month.

Closing:

What is your "one RRB-task" this month?

Bruce – wording for Dave Head time proposal

Deena – get the USRRC on the SCCA website, check on sanction fees

Jeanne – get minutes done earlier

Chuck – more contacts with mentoring committee; work on pre-printable waiver form and send it to Sasha

Sasha – talk to chair of Pubcom; work on defining procedures for press releases

Clarence – precheck, (graduation,) rally, and more

Move to adjourn at 9:30 pm CDT. Bruce/Jeanne/Pass

Next meeting June 4, 2013, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

## QUICK LINKS

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

### CLUB RACING

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/>