

## BOARD OF DIRECTORS

### Board of Directors Minutes | June 7-8, 2013

The SCCA National Board of Directors met at the National Office in Topeka, Kansas Friday, June 7 and Saturday, June 8. All Area Directors were in attendance : Lisa Noble, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy and Bruce Lindstrand.

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

The following guests participated: Jim Wheeler – CRB Chairman, John Bauer and Chris Blum, Club Racing Technical Department, and James Hilbert and Christel LeSuer, Mize Houser & Co.,.

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

The meeting was called to order by Vice -Chairman Patullo.

**MOTION:** To approve February meeting minutes. Creighton/Wannarka. PASSED 13-0

### PRESIDENT'S REPORT – Jeff Dahnert

Dahnert presented updates on the initiatives regarding membership and participation.

Majors has created positive buzz and feedback from the competitors is that they appreciate the new approach. Participation numbers are up as compared to equivalent events in 2012. Club Racing staff will present the 2014 Majors plan.

The Trozzolo initiative is progressing. Staff is finding that the CPO (Chief Participation Officer) is more tied to an attitude, not so much a person. The iPad based survey is not working as well as expected and an alternative post event survey is being investigated with the goal of collecting more data and input on events. It is our desire to maintain the one on one interaction (CPO) while using technology and increasing our sample size by utilizing the online survey as well. In addition, there is continuing work on media relations and new member packets which are more user friendly (less paper clutter) and more dynamic impact. A newsletter template is also being developed for use by Regions.

Region website templates are currently in beta test with DC and KC regions. The IT committee comprised of staff and IT experts within the SCCA membership have been involved. Staff is also investigating software that will assist with usage and traffic data analysis for SCCA media and web presence.

A SportsCar magazine update was presented. The contract for publishing SportsCar was renewed for 3 years through 2016. The feedback from our membership has been good. SCCA's participation in the Racer Magazine event at the Long Beach Grand Prix was well received.

A high level financial update was presented. An operational loss is still projected as budgeted due to the additional funding for the roll out of the Majors program and funding for the marketing initiatives. Membership continues to be strong with positive growth. Future sponsorship with the Majors program is a valuable opportunity. There are financial challenges going into 2014 but the Club is in a strong position financially.

### FINANCIAL REPORT

Ehret gave an update on the financial position of SCCA. The net operating loss is slightly over budget but membership is performing above budget. Entries at almost all Majors events have exceeded expectations in terms of car counts. Operating expenses to date have tracked very closely to budgeted expenses. Treasurer Lewis commented that we did enter 2013 with investments in capital and new initiatives and that there is nothing unexpected at this time.

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SCCA Pro Racing financial performance continues positive momentum from 2012. Net income is above budget through Q1. The new inclusion of Global RallyCross is a positive addition to the budget.

Mize Houser & Co. conducted the financial audit and provided a written report.

#### **AUDIT REPORT**

James Hilbert and Christel LeSuer of Mize Houser & Company reviewed the audit report. Mize Houser is an independent CPA firm hired to conduct the annual financial audit of SCCA. They noted that there were no discrepancies found and the staff was easy to work with during the audit process. Total SCCA assets were about the same as the previous year. SCCA experienced a nice growth in investments for 2012. Our membership trends are similar to the trends experienced by other membership organizations audited by Mize Houser. Highlights were reviewed for operational revenues and expenses for 2012 as well as consolidated cash flow statement. They noted that there were no significant accounting policy changes in 2012. MH&C also reviews the financial statements published in SportsCar to members and certifies that what is openly published to members is correct and transparent.

**MOTION:** To accept audit as presented. Lewis/McCarthy. PASSED unanimous.

Patullo thanked the firm for getting the audit report to us in time for publication in the briefing book.

#### **MEMBER SERVICES REPORT**

Membership is up at 42,525 as of May 2013, plus ~20K weekend members so SCCA actually has a reach of well over 62K members. Reasons for the uptick in membership include the economy, SCCA Pro efforts and focused Club office efforts on membership. Arnold noted that for first time incoming interest in Club Racing is less important to incoming members than it used to be.

There are multiple membership and Information Technology projects underway. SCCA will be conducting lapsed member surveys to understand why people leave, as well as conducting new member surveys. New member packet revisions, membership system upgrades, volunteer incentive program funding is underway.

SCCA Foundation raffle is cash flow positive for the upcoming raffle award. There were some initial bumps marketing this that have been overcome and lessons learned will be applied in future efforts. Foundation is continuing to look for a high-profile chairman.

Arnold noted good progress in getting regions (T&S) to upload race results to the National Office which then is directly mapped to driver participation and aids in the competition license renewal process. It was discussed that the process is less than perfect as uploads to National Office are in addition to uploads to MyLaps.

Membership department is continuing to evaluate data warehousing/reporting capabilities to present better data for decision making on programs, directions and effectiveness. A proposal was presented to BoD to purchase reporting software and consulting for training and knowledge transfer to staff.

A review of the beta version of Region website currently being tested in large and small region was presented to favorable reviews by BoD members. The goal is to make it easier for Regions to update and modernize websites and to provide a more uniform look and feel for regions. SCCA is looking into a hosting provider as well.

#### **MARKETING/COMMUNICATIONS REPORT**

Prill reviewed current sponsorships and partnerships for 2013 and 2014. A new contract sales individual was hired to assist with selling sponsorship and championship events. There is continuing work with Trozzolo on a branding and marketing push.

GoPro was at the Runoffs 2012 and recently released their composite, edited Runoffs 2012 video. Prill worked with Race Monitor to provide an SCCA specific page for live timing and scoring for SCCA events. An update on Runoffs 2013 broadcasting plans was presented. Runoffs 2013 plans to build on the 50th celebration and counting down Top 10 Runoffs memorial events and plans to showcase past Runoffs winners.

There was general discussion over the Spec Miata Hoosier tire. With Majors in 2014, the number of events the current contract supports has been reduced. There have also been some competitor (CRB letters) inquiries about the SM spec tire for 2014. 2014 options are currently being discussed and a recommendation will be made to BoD at a later date.

#### **SOLO/RALLY**

Duncan reported that there are plans underway to support FSAE in Lincoln. The 2013 RXB championship is again set for Tulsa Motorsports Park. There is a site search underway for 2014 Nationals location. The current RXB chair is stepping down for personal reasons.

**MOTION:** To appoint current RXB member Warren Elliott as Chairman of the RXB; designate current RXB member Stephen Hyatt as Vice Chairman RXB; and appoint Keith Lightfoot to the RXB. Harris/McCarthy. PASSED unanimous

The BoD wishes to express their appreciation to Ken Cashion for his past service as RXB chair.

Road Rally has no issues to bring before the BoD.

There were no action items before BoD from Solo Events Board (SEB) at this time. Tire Rack has been signed as title sponsor of the National Solo program thru 2017. Duncan reported that SEB is working thru rules process for Street Stock, there have been multiple revisions of the proposal to phase out "R" tires and it is generating a lot of comments. The rules proposal is not final yet. Solo is experimenting with live webcasts of Solo Nationals with a 3 camera set-up. The webcast includes live timing, audio announcing and video.

#### **CLUB RACING REPORT**

Ozment gave an explanation on the waiver request from the Utah Region. Discussion followed over existing options for the region. Kephart explained that there is a lack of road racing in the densely populated area of Salt Lake City and it would be to the benefit of SCCA to promote a road race in the area.

**MOTION:** To approve the request from Utah Region for a waiver of GCR 3.1.1.A to allow them to conduct a cooperative event at Miller Motorsports Park on August 10-11, 2013 with 3 run SCCA groups. Kephart/Langlotz. PASSED 13-0.

Update was presented on drivers licensing structure. With the Majors program moving forward, it was a good opportunity to review the licensing structure with the goals of simplification, ease of execution and clarity. Club Racing requested and received varied input. There was general consensus that we need an entry level and a primary license level and the ability to grant participation waivers. It was noted that the current license level is primarily participation based versus skill based. There is no longer a meaningful difference between regional and national racing. There are enough differences from Time Trials to Club Racing to warrant a difference in license types. Staff is looking at 2 levels of licensing and 3 license types: Novice, Full Comp Club Racing, Full Comp Time Trials and to maintain the ability for Divisional license administrators to grant waivers. License renewal requirements were discussed. There is a balance that must be addressed between granting participation waivers and a region desire to drive racers to events and not grant waivers. There are no changes proposed to 15year old licensing requirements. Formal recommendations for 2014 licensing and a transition plan will be made to the BoD in October.

The BoD supported the 2014 Majors update as presented. To date, Majors events in 2013 have had larger car counts than comparable events in 2012. The Majors program staff conducted a comprehensive review of 2013 to factor into 2014 planning.

To simplify the financial aspect for regional administrators tracking Majors, the National Office is proposing to have a single fee per entry for Majors that would encompass sanction, insurance, tow fund, worker fees, and Majors event fees. Drivers: Will also set up optional driver series registrations. Tech: Budgeting for Conference Series Tech Chief. GCR: Effort is underway to revise the GCR to take into account the changes required for Majors and elimination of Nationals and Rationals.

2013 Runoffs update presented with extensive planning underway for 50th Runoffs. Worker registration is open as of BoD meeting and driver registration planned to open on July 24 this year.

Ozment presented an overview for determining the next venues for the Runoffs. The BoD supported a change in business model for SCCA to rent the track as opposed to a promoter model. This allows more frequent venue changes, and better control of the schedule. The BoD supports an annual move of Runoffs and a West Coast visit every 3-4 years. The BoD recognizes that this is a substantial change in the current Runoffs model, both operationally and financially. All of the above has been made public in previous BoD minutes and SCCA announcements. Club Racing was tasked with analyzing options and making a recommendation for Runoffs tracks in next few years.

**MOTION:** To approve staff's recommendation to move the Runoffs annually with the locations for the next 3 years approved. Details will be published in a forthcoming press release. Lewis/Kephart. PASSED Unanimous 12-0 (Wannarka absent)

Patullo thanked Terry Ozment for her efforts on this project.

Jim Wheeler, CRB Chairman discussed the advisory committees and their makeup. Wheeler addressed the tech tools and current needs. The 2.5 rule discussion has been active on the CRB and Wheeler gave an update on the classes YTD.

Wheeler presented the proposed rule changes for approval by the Board of Directors. These rule changes will become effective 1/1/2014, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

**MOTION:** To approve Club Racing rules in letters 11309, 11308, for SR1 and SR2 as presented effective 1/1/14. SR1 to

be named P1 and SR2 to be named P2 (for Prototype). Current state of these rules are included in an appendix to these minutes. Final rules expected to be presented to BoD in October. Comments for or against to adjust P1 or P2 rules should be submitted via formal CRB rules process at <http://www.crbscca.com/>. Walsh/Butler. PASSED Unanimous 12-0 (Wannarka absent). See Appendix A.

**MOTION:** To approve Club Racing rules in letters 10199, 9681, 11179 as presented effective 1/1/14. Walsh/Butler. PASSED 12-0 (Wannarka absent)

#### FA

1. #10199 – (May Fastrack – Mike Williams) Allow Alternate Pro Formula Mazda Engine Builder Change 9.1.1.A (Formula Atlantic Preparation Rules), Table 2:

Front Wing - Angle of attack for the front wing (main plane) is fixed. Front wing flaps may be adjusted within the range provided from an original STAR Mazda endplate. Secondary wing flaps may not be altered from STAR Mazda original part. Rear Wings - May be adjusted to include the following: Angle of attack of the lower element. Note: Rear wing endplates must be adjusted to within +/- 5 deg of vertical as measured at the trailing edge of the endplate. All current and past Pro Star Mazda rear wing configurations are permitted. No gurney tabs. ECU and Shocks shall be sealed as provided by Star Mazda. Engine shall be sealed by the Star Mazda approved engine builder, *CER Inc.* or Daryl Drummond Enterprises, Inc.

#### FE

1. #9681 – (April Fastrack – Erik Skirmants) Add Optional Wickers/Gurney Flaps Change GCR 9.1.1.I.6.g and 9.1.1.I.6.h:

g. The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from Enterprises. Any modification to these parts, *except as specifically noted herein*, is strictly forbidden. The main wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts. It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement. *Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .500". Maximum number of mounting locations on front flaps is 2 on each flap and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted.*

h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications, *except as specifically noted herein*, are strictly prohibited. The lower plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.; digital level on the top surface of the lower rear wing must meet a minimum of -3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from Enterprises. No additional holes may be added. *Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .250" on one or both elements. The Gurney flap only, may extend beyond the parameters of the end plate. Maximum number of mounting locations is 5 and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted.*

#### SPEC MIATA

1. #11179 – (June Fastrack – (Michael Collins) Playboy Cup ECU Clarification (Spec MX-5 only) 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.]

**MOTION:** To remove from the GCR in its entirety language dealing with National Class Participation Requirements (the 2.5 rule) in GCR 9.1.13. This rule is currently in suspension. Butler/Harris FAILED 5-7 (Wannarka absent)

#### STRATEGIC PLAN REVIEW

Harris, the chairman of the Strategic Plan Committee, explained the process of the tactical plan with achievements within a 2 year period. This is the 10<sup>th</sup> edit of the STRAP. Dahnert presented the updated version of the Strategic Plan. This is a living document and will be updated to drive and track program efforts. The plan covers all aspects of SCCA from event types and directions to staff services. Coverage includes: SCCA brand improvement, Amateur motorsports leadership, technology leadership related

to SCCA goals, superior insurance program, excellence thru skills training, the best media and communications, improve membership value, ensure long term stability in competitive markets and by developing new markets. Dahnert presented an earlier version of this to SCCA members at the 2013 March convention.

## **PLANNING COMMITTEE REPORT**

Chairman Lisa Noble charges the Board of Directors and staff to look at a long term vision for the Club. It must fulfill our mission as the acknowledged leader in amateur motorsports. Need to consider not just next year but the next 10 year direction for our club and the motorsports industry. Our outlook should be all inclusive including fundamental structure (Regions/Divisions/Area), technology (websites, registration) processes, business, and governance models. We need to plan in support of the vision to include all members, Regions and other partners.

Jerry Wannarka gave a brief overview of history of Planning Committee and the Majors effort from initial resistance to current status. Must continue creating a climate where change is acceptable with openness and discussion brought out during the course of the journey.

Planning Committee Chairman Bill Kephart cautioned that if we get into weeds, making minor fixes and adjustments, we will miss the mark. There is a need to be bold in direction and work to find the social elements that bind members to the Club.

Broad discussion over business models followed with the conclusion that the operational business model should be what is best for customer not bureaucracy.

## **LIAISON REPORTS**

TTAC – Walsh explained that the TTAC is in process of re-writing the rules set and the BoD should expect to see the new rules set for their October meeting. Some activities currently under Time Trials i.e. PDX are non-competitive, yet are set within the context of competition rules sets and thus, are under review.

**MOTION:** To adjourn the meeting. Walsh/Lewis. PASSED unanimous.

## **APPENDIX A**

*The SR sub-committees have completed their work on the new rule sets for 2014. Although the rules are presented here as SR1 and SR2, those titles have been seen as working titles, only. Given that there is no intention of changing the title of Spec Racer Ford (SRF), the CRB is considering a different designation for the two new classes. This will prevent having three SCCA classes titled SR that mean two different things. The CRB proposes that the new classes be named P1 (Prototype) and P2.*

### **9.1.8.A.2 SR1**

#### **Statement of class concept:**

SR1 is a sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. Cars homologated prior to 1-1-14 may be spec line cars or required to be fully compliant with all SR1 rules. The class is intended to be the premier sports racing class promoting state of the art technology in car design and innovation while utilizing established cost effective engine technology.

It is not the intent of these rules to freeze the class in time but rather to encourage orderly and progressive change to keep the class current.

#### **a. Safety Equipment:**

Shall comply with GCR Section 9, Cars and Equipment, in addition:

1. Exposed glass headlight lenses and bulbs on the front of the car are prohibited.
2. Brake lights are not required

#### **b. Chassis**

1. Any form of chassis construction subject to restriction in GCR section 9, Cars and Equipment except as permitted in the SR1 rules.
2. Anti-intrusion panels allowed anywhere on the sides of the chassis. Materials and attachment are unrestricted.
3. Cars may be either single seat or two seat cars subject to restrictions in the SR1 rules.
4. CN Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the SR1 class subject to the following restrictions.

Chassis shall be constructed to the following specifications:

FIA Technical Regulations for Production Sports Cars –Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., except that undertrays are unrestricted.  
Engines shall meet the requirements of line J in the SR1 engine table.

c. Bodywork

Bodywork shall provide comfort and safety for driver and a passenger or for a driver only. All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements.

1. The bodywork as viewed from the side and above shall cover all mechanical components except that the intake, exhaust, tow hooks, jack points and radiators may be exposed. As viewed from the side the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. Ventilation slots are permitted. The tires shall not be seen as viewed from above except through ventilation slots (louvers) provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above, rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender.
2. Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.25 in) above the ground with car in normal racing trim, driver aboard.
3. Width: The maximum width shall not exceed 221cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires.
4. Length: The maximum overall length shall be 485.3cm (191 inches).
5. Cockpit:
  - a. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars which are specifically allowed by the SCCA).
  - b. The cockpit opening shall comply with the following minimum dimensions for both single and two seater sports racers: Cockpit length: 60cm (23.662 inches) Cockpit width for each seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches). The minimum rectangular opening may be measured anywhere forward of the main roll hoop. Forward-facing roll bar and roll cage bracing and required padding are not considered part of the dimensions above.
  - c. For two seat cars there shall be room for seats of equal dimension and comfort for the driver and a passenger equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car. The passenger's space and seat shall remain usable throughout the competition and shall not be encroached upon by an element of the car or equipment except as provided in these Rules. Allowed equipment would include batteries, ballast, fire bottles, data recording devices, and cool suit equipment, providing such equipment is securely attached to the car. Tonneau covers are allowed in order to meet minimum dimensions.
6. Visibility: Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide the driver with visibility to the rear of both sides of the car.
7. Windscreens are optional.
8. Louvers or exit ducts for extraction of the air from the top of the fenders are allowed. Brake ducts are allowed. Ducts allowing air into the engine compartment are allowed.
9. Engine air intake ducts, scoops and/or cold air boxes are allowed.

d. Aerodynamics

It is the intent of these rules to control the use of "ground effects" to achieve aerodynamic downforce on the vehicle.

1. No aerodynamic devices (e.g. "skirts," body sides) may extend more than 1cm (0.394 inches) below a lower surface anywhere on the car to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car.
2. All ducted air that exits through the top of the bodywork behind the rear of the front tires, excluding the cockpit opening, fender louvers, or slots, louvers, grills and similar devices for allowing heat to escape the engine bay, shall pass through a heat exchanger.

e. Wheels and Tires

There shall be no restriction on the size of wheels except for a minimum diameter of ten (10) inches, provided they are identical for the right and left front axles, and identical for the right and left rear axles. Left and right front tires will be the same size; left and right rear tires will be the same size.

f. Brakes

Cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels.

g. Bulkheads and Tanks

Fuel tanks shall be isolated by means of bulkheads and vented so that in case of spillage, leakage, or failure of a tank, fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tanks shall be exposed to any part of the driver or passenger compartment. Safety fuel cells (per GCR Section 9.3 Fuel Cell Specifications) are required for all cars.

h. Transmissions

All gear changes shall be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited.

i. Engine and Weight Restrictions

For cars listed in spec lines, specifications that are more restrictive in those sections take precedence over the general specifications in section A.2.a.

Generally applicable information for SR1 engines and automobile weights are given in the following paragraphs. The table (SR1 Engine Table) that follows provides general specification of engine types, displacement limits, head designs, intake restrictions and automobile weights allowed. Specific engines approved for use (along with any applicable restrictions) are also given in the table. All specified minimum weights are with driver (GCR section 9.3 Weight).

1. Unless otherwise specified, minimum weight is 1200 lbs. See weight table A below for spec line cars.
2. Fuel injected engines shall use the same size venturi or restrictors as the specified carburetors.
3. Where a carburetor or fuel injection restriction is specified, a flat plate restrictor, SIR or TIR is required through which all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, shall pass.

Where intake restrictors are specified, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. Restrictors shall be a minimum of 0.060" thickness and of the specified diameter. SIR location is unrestricted so long as all SIR criteria are met.

4. Intake manifolds: individual runner, no plenum or balance pipes permitted unless using an SIR or otherwise noted on the engine spec line. Cars using an SIR may use any manifold type.
5. 4 cycle engine max 4 cylinders, 2 cycle engine max 6 cylinders.
6. Closed cockpit single seat cars are prohibited.
7. Other Engine Designs:  
Engines not specified in the tables above are not permitted in SR1. SCCA does encourage members wishing to race engines or propulsion systems not listed above, including Diesel internal combustion engines, hybrid or electric drive solutions, to request consideration on a case basis via letter to the Club Racing Board at crbscca.com.
8. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) is not allowed.
9. Starter - Cars shall be equipped with an automatic self starter and on-board power supply operated by the driver.

SR1 Engine Table

Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min Weight (lbs)
A	Turbocharged	670	NA	TIR	32mm	1050
B	Supercharged	670	NA	SIR	32mm	1050
C	2 cycle	1470	NA		Unrestricted	1300
D	4 cycle Motorcycle Based	1005	NA		Unrestricted	1000
E	4 cycle Motorcycle Based	1355	NA		Unrestricted	1125
F	4 cycle Motorcycle Based	1455	NA		Unrestricted	1225
G	4 cycle Motorcycle Based	1615	NA		Unrestricted	1325
H	4 cycle	1615	4		42mm chokes	1350
I	4 cycle Volkswagen	2135 SOHC	2		Unrestricted	1200
J	4 cycle	2000	4	2 seat cars only per 9.1.A.2.a.5 (FIA CN Chassis)	Unrestricted	1350
K	4 cycle	2500	2		Less than 9:1 CR., 33mm SIR otherwise 31mm SIR	1450

L	4 cycle	2500	4	See Table L	See Table L	See Notes
M	Mazda 12A Rotary	NA	NA	NA	Unrestricted	1300
N	Mazda 13B Rotary	NA	NA	Peripheral Port or Bridge Port Allowed	40mm SIR	1300
O	Mazda Renesis Rotary	NA	NA	Street Port or Bridge Port allowed. Unmodified lower intake manifold required. Upper manifold unrestricted. Balance tube not permitted. Apex seals unrestricted. Fuel injection only.	70mm Throttle Body	1300

Table L

Spec Line	Maximum Displacement (cc)	Maximum Compression Ratio	Max SIR (mm)/Min Weight (lbs)
K1	1800	11:1	32 /1375
K2	1800	Unrestricted	30/1375
K3	2000	10:1	33/1400
K4	2000	Unrestricted	31/1400
K5	2300	9:1	32/1425
K6	2300	Unrestricted	30/1425
K7	2500	9:1	32/1450
K8	2500	Unrestricted	30/1450

j. Spec line Cars

The intent of this section is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the SR1 rules.

For individual cars included in any of the following spec lines; any deviation from spec line requirements requires the car to be made compliant to all current SR1 requirements with a notation in the front of the log book noting the requirement to be compliant with all SR1 rules.

Spec Line Cars

Spec Line	Marque	Wheelbase Max	Track Max	Weight Minimum	Wheels	GCR Section	Engine Restrictor may be applied at any time
A	AMAC, Aztec, Cheetah, Fox, LeGrand	94 in	54 in	900lb max engine displacement 1005 cc otherwise weight per SR1 engine table			
B	Staudacher Homologated before 1-1-2014	96	56	900lb max engine displacement 1005 cc otherwise weight per SR1 engine table	6in F 7in R		
C	Shelby Can-AM					9.1.8.D	
D	Diasio D926R-Renesis					Note: Chassis and bodywork as delivered by Diasio Car Company. Engine per line O of the SR1 engine table.	
E	Elan DP02					9.1.9.G Except transmission gear ratios and tires are unrestricted.	

### 9.1.8.A.3 SR2

#### Statement of class concept:

SR2 is a relatively low cost sports racing class that will be inclusive of existing race cars and new purpose designed cars that fit within these rules. Spec line cars homologated prior to 1-1-16 must meet all spec line requirements, all cars homologated after 1-1-16 must meet all SR2 requirements or be homologated on a new spec line, except ESR which must meet GCR spec 9.1.9.F. The rules are specifically designed to eliminate expensive solutions and provide equal competition between several different types of race cars. Some technologies are prohibited due to cost, availability, and complexity. As these prohibited technologies individual status changes they may be approved to aid in keeping the class current and attractive.

It is not the intent of these rules to freeze the class in time but rather to encourage orderly and progressive change to keep the class current.

#### a. SR2 Rules Restrictions

The following technology/materials have been restricted due to the current economic viability. If these technologies should become mainstream and cost effective, then the SR2 rules should be updated to remove the restriction.

1. Chassis fully composed of composite structural materials.
2. Alternate brake rotor materials (i.e. non ferrous or carbon fiber).
3. Monoblock brake calipers.
4. Metal matrix calipers.
5. Drive by wire throttle control, fly-by-wire, Electronic Throttle Control (ETC).
6. Traction control.
7. Forced induction.
8. Roller barrel throttle bodies.
9. Carbon Fiber Springs.
10. Titanium Springs.

#### b. Safety Equipment:

Shall comply with GCR Section 9 in addition:

1. Exposed glass headlight lenses and bulbs on the front of the car are prohibited.
2. Brake lights are not required.

#### c. Chassis:

Must meet all requirements of GCR section 9, Cars and Equipment, except as permitted in the SR2 rules.

1. Allow for any form of chassis construction except fully composite chassis. Both tube frame and aluminum or steel monocoque chassis construction allowed.
2. Anti-intrusion panels allowed anywhere on the sides of the chassis. Materials and attachment are unrestricted.
3. Cars may be either single seat or two seat cars.

#### d. Bodywork

Bodywork shall provide comfort and safety for driver and a passenger or for a driver only. All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements. It is the intent of these rules to control the use of "ground effects" to achieve aerodynamic downforce on the vehicle.

1. The bodywork as viewed from the front, sides and above shall cover all mechanical components except that the intake, exhaust, tow hooks, jack points, radiators and mechanical components passing through ducts may be exposed. Wheels and tires may be exposed when viewed from the side. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one third (1/3) of tire circumference. Rear tires may be exposed as viewed from the rear. Cycle-type fenders (which only cover the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork with no gap between body and fender.
  - a. Ventilation slots, louvers or exit ducts for extraction of the air from the top of the fenders are allowed. The tires shall not be seen as viewed from above, except through ventilation slots, louvers or exit ducts provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above.
  - b. All forward facing openings must be connected to duct(s) connected to heat exchangers or brake cooling ducts. All air entering duct must pass through heat exchangers or be used to cool brakes and must not be used to generate aerodynamic downforce or any other purpose.
  - c. Ducts allowing air into the engine compartment are allowed, may be forward facing and must not be used to generate aerodynamic downforce or any other purpose.
  - d. Engine air intake ducts, scoops and/or cold air boxes are allowed, may be forward facing and must not be used to generate aerodynamic downforce or any other purpose.
2. Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm

- (45.25 in) above the ground with the car in normal racing trim, driver aboard. Neither the safety roll bar nor the engine induction intake shall provide an aerodynamic downforce. Fairing of the safety roll bar is permitted.
3. Width: The maximum width shall not exceed 200cm (78.74 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires. All cars shall be at least 63 inches wide measured between planes parallel to a line tangent to the outer most face of the front and rear wheels or tires whichever is greater, unless otherwise specified. Cars equal to and exceeding 70 inches in width may use a larger restrictor diameter as listed in the SR2 Engine table spec line and column for the installed engine. Length: The maximum overall length shall be 485.3 cm (191 inches).
  4. Overhangs: Front plus rear overhangs including wings, wing mounts, wing end plates, rear diffusers and splitters (tow hooks and jack plates are excluded provided they serve no other purpose) must not exceed 80% of the wheelbase. The difference between the front and rear overhangs must not exceed 15% of the wheelbase.
  5. The outermost surface of side pods between the front and rear wheel openings must have a minimum height equal to the height of front axle centerline.
  6. Cockpit:
    - a. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel except for a removable steering wheel and/or cockpit padding (except for those closed cockpit cars which are specifically allowed by the SCCA).
    - b. The cockpit opening shall comply with the following minimum dimensions for both single and two seat sports racers: Cockpit length: 60cm (23.662 inches) cockpit width for the driver's seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches). The minimum rectangular opening may be measured anywhere forward of the main roll hoop. Forward-facing roll bar and roll cage bracing and padding, as well as lateral support and/or intrusion bars are not considered part of the dimensions above.
    - c. For two seat cars there shall be room for seats of equal dimension and comfort for the driver and a passenger equally disposed on each side of the longitudinal axis of the car. Seats shall be firmly attached in the car, but may provide adjustment for the size of the occupant. The body surrounding the driver and passenger compartment shall be symmetrical about the longitudinal axis of the car. The passenger's space and seat shall remain usable throughout the competition and shall not be encroached upon by an element of the car or equipment except as provided in these Rules. Allowed equipment would include batteries, ballast, fire bottles, data recording devices, and cool suit equipment, providing such equipment is securely attached to the car. Tonneau covers are allowed in order to meet minimum dimensions.
  8. Visibility: Bodywork shall provide visibility for the driver forward and to both sides adequate for racing conditions. Rear view mirror(s) shall provide the driver with visibility to the rear of both sides of the car.
  9. Windscreens are optional.

e. Aerodynamics:

It is the intent of these rules to minimize the use of "ground effects" to achieve aerodynamic downforce on the vehicle. For this purpose the "Control Area" is defined as the lower surfaces of the body and chassis that are licked by the airstream. This "Control Area" is located within the plan view rectangular area defined by the rear edge of the front tires and the front edge of the rear tires and the entire width of the body of the car.

1. The entrant shall designate a flat rectangular reference area with minimum dimensions of 30cm by 60 cm. This reference area is located on the underside of the car (the surface licked by the air stream) between the rear of the front tire and the front of the rear tire. The center of the reference area must be no more than 75mm from the longitudinal centerline of the vehicle. No point or surface on the "Control Area" (as defined above) shall be more than 25.4mm above or below the plane determined by the above defined reference area designated by the entrant and on a line perpendicular to that reference plane. The total distance between the lowest and the highest point on the defined underside of the car shall also not exceed a maximum of 25.4mm, except as specifically permitted herein. Compliance with these requirements shall be accomplished by placing a straight edge on the reference surface designated by the entrant and verifying that the requirements are met. Rub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis, and may extend below the reference plane. Fasteners such as bolt heads and rivets shall not be considered parts of the reference area or the "Control Area". Use of fasteners to circumvent this rule is not allowed. This rule is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission or final drive housing. A rear diffuser is permitted beginning behind the front edge of the rear tires. The diffuser may be divided internally into multiple sections. The width of the diffuser, as measured inside the diffuser sides, shall not exceed the width between the rear tires in any lateral section of the diffuser. Strakes within the diffuser are allowed.
2. A rear wing is allowed. Wing of single or dual element of any shape or chord length to fit in a horizontal rectangle of 6 inch height by 12 inch length as viewed from the side; end plates must fit in a horizontal box 14 inches square as viewed from the side. The maximum width of any wing shall not be wider than the bodywork maximum width specified in d.3 above. Wing may be positioned anywhere behind the main roll hoop. An alternate wing specification is permitted to allow previously legal "1 meter" wings as used on Converted Formula cars. The wing is limited to 110cm in width, and must be single or dual element design of any shape or chord length to fit in a horizontal rectangle of 9 inches height by

18 inches length as viewed from the side; end plate height is restricted to a horizontal rectangle 14 inches height by 18 inches length. Wing and end plates to be measured as raced.

3. Aerodynamic devices shall be securely mounted on the entirely sprung part of the car and not be movable when the car is in motion.

#### f. Wheels and Tires

Wheels shall have a minimum diameter of 10 inches and cars with wheels exceeding 10 inches and up to 11 inches in width shall carry a 25lb penalty, cars with wheels exceeding 11 inches in width shall carry a 50lb penalty, unless otherwise specified and provided they are identical for the right and left front axles and identical for the right and left rear axles. Left and right front tires will be the same size; left and right rear tires will be the same size.

#### g. Brakes

1. Cars shall be equipped with a dual braking system operated by a single control. In case of leak or failure at any point in the system, effective braking power shall be maintained on at least two (2) wheels.
2. Brake calipers may be ferrous or aluminum alloy. A maximum of 4 pistons per caliper. Brake rotors must be ferrous materials, no other materials allowed.

#### h. Suspension

All parts shall be of steel or ferrous material, with the exception of hubs, hub adapters, bell cranks, pivot blocks, and bushes. Front and rear hub carrier and chain carrier material shall be steel, or aluminum alloy or magnesium. Titanium is prohibited.

1. Shock component parts of aluminum are permitted.
2. Springs: Ferrous material only.
3. Steering unrestricted.
4. Anti-roll bar linkages unrestricted.

#### i. Bulkheads and Tanks

Fuel tanks shall be isolated by means of bulkheads and vented so that in case of spillage, leakage, or failure of a tank, fuel and fumes will not pass into the driver or engine compartment or around any part of the exhaust system. No part of any oil or water tanks or line(s) shall be exposed to any part of the driver or passenger compartment; exceptions would include steel-braided line(s). Safety fuel cells (per GCR Section 9.3 Fuel Cell Specifications) are required for all cars.

#### j. Transmissions:

1. Cars using an automotive based engine may use any manual gearbox up to 6 speeds with reverse.
2. Cars using a motorcycle based engine must use the transmission supplied with the engine.
3. A reverse gear is not required for motorcycle engine powered cars. A reverse gear is not required for 2 cycle engine powered cars.
4. Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed. This may include cables, rods, or other mechanical linkage systems. Any other assisted shifting mechanisms are specifically not allowed. This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes are also prohibited. Devices that interact with the throttle or ignition system during a shift operation (blippers and ignition/fuel cut) are permitted, but such devices shall not remove the driver's control of the gear change initiation, gear selection or completion.
5. The clutch assembly is unrestricted except that the clutch engagement system shall be operated solely by driver input and may be mechanical or hydraulic in nature. The driver's hands or feet must manually operate the clutch and there shall be no operation of the clutch by any assisted method.
6. Differentials are free with the following exceptions: Electronically adjustable differentials are not allowed, and manual adjustments are not allowed while the car is in motion.

#### k. Engine

All engines will be fitted with a specified type of inlet restrictor as determined by the SCCA. For engines not listed in the SR2 Engine Table competitors seeking approval shall be responsible for submitting engine dyno and performance data to the SCCA; the SCCA may at its option gather/request additional data.

##### a. Automotive based

1. SCCA approved production based 4 cylinder automotive engines of a maximum displacement of 2000cc are allowed. The approved engines are listed in the engine tables.
2. Internal dimensions and materials of the engine shall be stock. (fasteners such as rod bolts are free).
3. Camshaft timing may be adjusted but the camshafts must remain stock.
4. Oil systems are free.
5. Cooling systems are free.
6. Turbo charging and supercharging are prohibited.

7. Exhaust system is free.
  8. Inlet System: Any manifold(s) and/or single throttle body(s) incorporating a butterfly throttle actuation may be used for fuel injected engines. Any manifold may be used with carburetors, which may incorporate any method of throttle actuation.
  9. Internal engine machining of any kind is not allowed, i.e. machining of the cylinder heads, pistons, rods, and other internal components is not allowed.
- b. Motorcycle (four stroke) based: Any modifications or adjustments not specifically listed are not allowed on stock engines.
1. SCCA approved production based motorcycle engines with a maximum of 4 cylinders and with a maximum displacement of 1500cc.
  2. Camshaft timing may be adjusted.
  3. Oil systems are free.
  4. Cooling systems are free.
  5. Turbo charging or supercharging is not allowed.
  6. Exhaust system is free.
  7. Inlet system is free. (The SCCA may adjust performance by the use of an IIR)
- c. Two Stroke Engine: 2 stroke engine with a maximum of 1200cc and a maximum of 4 cylinders.
- d. ECU: Any ECU is allowed
- e. Traction control is not allowed.
- f. Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire) is not allowed.
- g. Engine and Weight Table
1. Automotive engine based cars minimum weight 1300 lbs.
  2. Motorcycle engines based cars use a displacement-based minimum weight.

SR2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
A	2 cycle	1200	NA	Maximum 4 cylinders	TBD	TBD
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1005		No modifications allowed on engines manufactured after year model 2008	TBD	Stock engine 1000 Modified engine 1100
C	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1505	4	>1005 cc no modifications allowed	TBD	>1005cc and <1106cc 1100 <1206cc 1200 <1506cc 1300
D	4 Cycle	1835	2	VW Super V-Note 1	36mm/38mm	1200
E	4 cycle	1615	4	Toyota WSR Specs only	34mm	1400
F	4 cycle 4 cyl auto based	2000	4	Approved engines list: MZR Pinto: Cam TBD, Cast Iron or FastForard Cylinder head, Intake system Free, Fuel Injection Allowed	40.5mm / 42.5mm  MZR TBD Pinto TBD	1300
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.E	Engine to be used in S2000 only	TBD
H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs	Engine to be used in S2000 only	TBD

I	Mazda 12A Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm	1350
J	Mazda 12A Rotary	NA	NA	Bridgeport Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm	1350
K	Mazda 13B Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period. Formula Mazda Specs only	Venturi 36mm/38mm	1400

**Note 1:** 1835 VW – Super Vee engine for SR-2 specs:

1. Any VW/Audi 1.8L block and 1.8L 8v single cam non-crossflow head permitted. Stock VW/Audi crankshaft and rods required, with normal balancing permitted.
2. Rod bolts allowed to be upgraded as fasteners are free.
3. Forged piston allowed for reliability -- Max Compression Ratio - 11.0:1
4. Spec cam specifications: Max cam lift .475. Max duration 270 degrees @ .050" lift. Restricted to stock VW hydraulic or shim-on-bucket solid followers with max diameter 35mm. Max shim diameter 33mm.
5. Shim-under-bucket followers specifically prohibited.
6. Max Intake valve diameter is the stock VW 40.0 mm.
7. Max Exhaust valve diameter is the stock VW 33.0 mm.
8. Any steel valve springs permitted, but must have same O/D as stock valve spring
9. Hydraulic lifter heads may be converted to solid lifter.
10. Induction limited to dual 2 bbl carburetors with maximum body size 45mm.
11. Fuel injection specifically prohibited.
12. Required SR-2 restrictors will be Maximum 36mm chokes for cars under 70" wide; 38mm for cars at or over 70" width.
13. Dry sump Oiling system is free.
14. Ignition system is free.

**I. Spec Line Cars**

The intent of this section is to accommodate existing cars previously homologated as DSR or CSR and not requiring expensive changes to make them compliant with the SR2 rules. For individual cars included in any of the following spec lines; any deviation from spec line requirements requires the car to be made compliant to all current SR2 requirements with a notation in the front of the log book noting the requirement to be compliant with all SR2 rules.

Spec Line Cars

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
A	AMAC, Aztec, Cheetah, Decker, Fox, LeGrand	94 / 54	950/1025	End plate mounting allowed Wing maximum chord 16 inches	Max displacement 1005cc Restrictor per line B of SR2 engine table	Minimum width 55 inches
B	Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
C	Radical SR-3 SR-4		1300lb Stock 1370 cc max Restrictor TBD			Radical wing or SR2 class compliant wing and end plate Radical rear diffuser permitted
D	Radical SR-3 Radical Cup		1500lb Sealed Radical Cup engine and transmission Restrictor TBD			Radical wing or SR2 class compliant wing and end plate Radical rear diffuser permitted
E	Radical  Club Sport, Pro-Sport, PR-6		1000lb Stock 1005cc max Restrictor TBD or 1300lb Stock 1370 cc max Restrictor TBD			Radical wing or SR2 class compliant wing and end plate 61 in width min Radical rear diffuser permitted
F	Bobsy			Wing unrestricted		

# CLUB RACING BOARD

## Club Racing Board Minutes | June 4, 2013

The Club Racing Board met by teleconference on June 4, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, Tony Ave, Jim Drago, Kevin Fandozzi, 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 of Club Racing; Chris Blum, Club Racing Technical Services Assistant; Dick Patullo, Vice-Chairman BOD; and Bob Dowie, GCR Advisory Committee Representative. 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).

None.

### **WHAT DO YOU THINK?**

None.

### **MEMBER ADVISORIES**

#### **GCR**

1. #11143 (Peter Zekert) Runoff Supplemental Regs 9.5

The 2013 Runoffs Supplemental Regulations will be updated in section 9.5 as written below:

All classes must run the configuration in accordance with the declared minimum weight. If you change your declared weight, you will need to get a new tech sticker issued. If your new weight is lighter than your previous weight, you will lose your prior qualifying times *unless you return to the original weight, at which point your previous times will be reinstated. You must race at the weight that corresponds to the qualification time.*

2. #11384 (Janet Farwell) Approve EMS Manual for SCCA Website

The CRB recommends adoption of the EMS manual as submitted, and its publication, via appropriate media. The new manual is effective immediately and can be found on [scca.com](http://scca.com).

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

#### **GCR**

1. #10510 (Terry Roberts) Request Required Annual Waivers

Thank you for your suggestion. This is not recommended at this time.

#### **Formula/Sports Racer**

##### **FF**

1. #11246 (Arthur E. Smith) Formula F Wrist/Piston Pin Update Needed

Thank you for your request. The CRB has no plans to change this rule since this kind of change will create issues with the piston.

#### **Grand Touring**

##### **GT2**

1. #11256 (Amir Haleem) Allow the Mazda 20B Engine Unrestricted at 2500lbs

Thank you for your letter. Multiple changes have been made to GT2 for 2013 and the CRB feels that it is premature to start making adjustments this early, but will continue to monitor the class.

2. #11328 (Jeff Dernehl) SIR CHANGE for Rotary Engine

Thank you for your letter. Multiple changes have been made to GT2 for 2013 and the CRB feels that it is premature to start making adjustments this early, but will continue to monitor the class. If you can provide any in-car data acquisition, it may help with this monitoring.

##### **GTL**

1. #11400 (Bill Blust) Weight Reduction for Sprite/ Midget

Thank you for your letter. In 2005, select Production cars were classified into GTLite at FP weight +50 lbs, along with updates to full GT specifications. Since that time, these cars have received the same positive competition adjustments as the other GTLite cars. GT specification changes do not follow Production competition adjustment trends. The CRB sees no data that indicates a weight change is needed at this time.

## **Improved Touring**

### **ITR**

1. #11525 (Ricardo Velez) Classify 1995 BMW M3 3.0 in ITR

Thank you for your letter. This car exceeds the performance potential for ITR. Therefore, the CRB does not recommend classifying this car in ITR.

### **ITS**

1. #11552 (Fred Brett) Reclassify 99 Civic SI in ITS

Thank you for your letter. The car is correct as classified.

### **ITA**

1. #11173 (Jack McEachern) Reduce Weight of 2000 Acura Integra

Thank you for your request. Cars are classed according to horsepower and process, as described in the IT Operations Manual. This car is correct as classified.

2. #11574 (PHIL ALSPACH) RECLASSIFY 79-85 MAZDA RX-7 in ITB

Thank you for your request. Previous requests for member input have shown a desire for the car to remain in ITA.

### **ITB**

1. #11091 (Greg Hotz) Weight Reduction of 85-89 MR2 to Achieve Closer Parity in Class

Thank you for your letter. The car was recently reprocessed to the current weight based on known power and is correct as classified.

## **American Sedan**

1. #10500 (AS Committee) Spec Sealed Crate Engine Proposal for Full Preparation AS Cars

Crate Engine Proposal. Due to a lack of interest from American Sedan drivers, the CRB is not recommending this option for Full Preparation cars.

2. #11119 (Chris Pedersen) Reduce the Weight for Dog Ring Transmissions

Thank you for your request. The CRB has no data indicating that this weight penalty is causing inequity in the class. Therefore, there are no plans at this time to change this.

## **Spec Miata**

1. #11278 (Mike Ogren) Establish a Weight for the Hardtop to Allow More Aftermarket

Thank you for your request. Currently there is no shortage of reasonably priced used stock hardtops, so expanding the rules to permit aftermarket hardtops is not necessary at this time. The CRB will continue to monitor this situation.

## **Touring**

### **T2**

1. #11372 (CJ Moses) Allow T2 EVO Enhancements

Thank you for your request. The rules don't allow the package to change mid-season. Please re-submit for consideration in 2014.

### **T3**

1. #11186 (Tim Myers) Re-Classify Nissan 370Z to T4 with 47mm Restrictor and 3400lbs

Thank you for your request. The Nissan 370Z is classified correctly in T3. The CRB has no plans to move it to T4.

### **T4**

1. #11293 (Joseph McClughan) Allow 8 Inch Wheels for Mazda 3

Thank you for your request. The CRB has no plans to make a change to 8" wheels as this change would not be consistent with the current class philosophy.

2. #11429 (James Ebben) Reduce the Weight of the 04-09 Mazda RX8

Thank you for your request. The CRB has no data to review, making it difficult to make changes. Please bring the car out and race it.

## **PREVIOUSLY ADDRESSED**

## **Grand Touring**

### **GT1**

1. #11185 (Krystyn Dean) Corrections to Letter ID Number: #11183

Thank you for your letter. Please see letter #11183, Technical Bulletin.

## **GTL**

1. #11386 (Greg Plush) Convert from HP to GTL  
Thank you for your letter. Please see letter #11341, Minutes.

#### **Spec Miata**

1. #11240 (Rob Burgoon) Explicitly Allow Washers Under Sway Bar Shackles  
Thank you for your request. Currently shims may be installed between each sway bar shackle and the chassis per GCR 9.1.7.C.4.d.

#### **Touring**

##### **T1**

1. #11135 (David Mead) Clarify Specifications in T1  
Thank you for your request. Please see letters #11235 and 11236, June 2013 Fastrack, Technical Bulletin.

#### **NO ACTION REQUIRED**

#### **GCR**

1. #10120 (GCR Committee) 9.2.1.H. - CS Waving Compliance  
Thank you for your letter. The current rule is adequate as written.

2. #10557 (Greg Youngdahl) Notes for Letter #9563  
Thank you for your comments. The SCCA is working on this with new programs such as "Barriers to Entry."

#### **Formula/Sports Racer**

##### **F5**

1. #10782 (Jim Murphy) Fix Small Oversight  
Thank you for your letter. Please see letter #10699, Technical Bulletin.

#### **American Sedan**

1. #10773 (Mark Muddiman) In AS, Support for Sealed Crate Engine Option  
Thank you for your letter. Please see the response to letter #10500.

2. #11118 (Eric Ritchie) Opposition to Spec Sealed Engine But in Favor of Rev Limiter  
Thank you for your letter. Please see the response to letter #10500.

3. #11232 (Cheyne Daggett) Allow Crate Engines in AS  
Thank you for your letter. Please see the response to letter #10500.

4. #11233 (Cheyne Daggett) Allow Alternate Transmission for 2011-13 Mustang GT  
Thank you for your letter. The CRB will monitor the reliability of the Getrag MT-82 Transmission and take appropriate action if necessary.

5. #11238 (David Ours) Opposes Crate Engines  
Thank you for your letter. Please see the response to letter #10500.

6. #11580 (RON JONES) ALLOW GM CRATE ENGINES FOR AS  
Thank you for your letter. Please see the response to letter #10500.

#### **Spec Miata**

1. #11367 (Blake Clements) Parity for 2001+ Mazda Miata  
Thank you for your concern. The CRB is closely monitoring the recent performance of the 2001+ and its parity relative to the other model years.

#### **RESUMES**

1. #10462 (Michael West) Resume for GCR Committee  
Michael West has been added as a member of the GCR Committee.

# CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2013

NUMBER: TB 13-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/2013 unless otherwise noted.

## GCR

1. #8524 (John Nesbitt) Amendments to Appendix A and 7.2

In GCR Appendix A, clarify the language as follows:

12. Competition – a contest for driver and car, given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term “competition”. A competition may also be referred to as a “race”. *See also “speed event”, “sanction”, and “event”.*

13. Event – An entire program of competitions. *Also known as a “race”. This term includes all sessions run under a single, or multiple sanction numbers. See also “competition”, “speed event”, and “sanction”.*

14. Speed event – A program of competitions when there is more than one car on the course at a time, cars are driven at maximum speeds, and a high level of driver and vehicle safety equipment is essential. *See also “competition”, “sanction”, and “event”.*

16. Sanction – the documentary authority, granted by the SCCA, to organize and hold a competition. *This term also is used to describe the event organized under a single sanction number, which is evidence of that documentary authority. See also “competition”, “speed event”, and “event”.*

2. #10418 (Laurie Sheppard) Error/Omission 5.10.4.B.2

In GCR section 5.10.4.B, add new sub-section 2 as follows:

*2. The description of the event shall include: location of event, date, sanction number, name of conducting region, length of course, and scheduled duration of race (laps or miles).*

Re-number sections 2-8

## Formula/Sports Racer

### F5

1. #10699 (ken kaplowitz) Please include carb rule F6

In F5, section 9.3.13, clarify the language as follows:

On all carburetors (except SU, C and D Sports Racing cars with motorcycle-type carburetors, ~~and~~ Formula 500 Mikuni VM38 *and F600 cars*) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

## Grand Touring

### GT1

1. #11183 (Krystyn Dean) Change the hood louver wording

In GCR section 9.1.2.D.8.a.6, add the language as follows:

Two (2) hood ~~louvers~~ *louver panels* are allowed, they must be located on the hood/front fender between the radiator and the rearward edge of the hood, Total maximum area per side shall not exceed a total area of 20” x 10” with a minimum of five (5) slots.

### GT2

1. #11545 (John Bauer) Clarify the Notes for the Audi R8 in GT2-ST

In GT2-ST, Audi R8, clarify the notes by adding the following:

“Must meet February 2012 Grand Am Specs. *The competitor must have the rules in their possession and present them upon request.* Must meet 9.1.4.P.1 for tire requirements.”

2. In GT2, section 9.1.2.F.4.b.1, add the language as follows:

*Four (4) hood/fender louvered panels are allowed. Total maximum area of panels shall not exceed 600 sq. inches with a minimum of five (5) slots for each panel. All louvers must be mounted in front of the windshield.*

### GT3

1. #10389 (Nick Fonte) Allow alternate cylinder head for Alfa Romeo GTV

In GT3 Engines, Alfa Romeo, add to the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	DOHC	80 x 88.5	1779	Alum. Crossflow	2	Unrestricted	1855	Alt. Head: 19510-01053-04, <b>60541066</b> , <b>60567584</b> (all twin plug) w/ 100 lb. penalty
	DOHC	84 x 88.5	1962	Alum. Crossflow	2	Unrestricted	1960	Alt. Head: 19510-01053-04, <b>60541066</b> , <b>60567584</b> (all twin plug) w/ 100 lb. penalty

### GTL

1. #11341 (Bobby Lentz) Classify alternate prep engine for nissan L16

In GTL Engines, Nissan, add the spec line as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>L16 (Limited Prep)</i>	<i>SOHC</i>	<i>83.0 x 73.7</i>	<i>1596</i>	<i>Alum, Non-Crossflow</i>	<i>2V</i>	<i>(2) auto type sidedrafts w/ 32mm choke(s).</i>	<i>1950</i>	<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .450". Valve size: (I) 41.9mm (E) 33.0mm, drysump and alternate connecting rods allowed.</i>

### Improved Touring

None.

### Production

None.

### Super Touring

#### ST

1. #11490 (david mead) clarify section 9.1.4.G.1.e.1

In section 9.1.4.G.1.e.1, add the language as follows:

"Regardless of the intake chosen, the total number of throttle bodies must remain the same *as the installed engine.*"

### American Sedan

None.

### Spec Miata

None.

### Touring

#### T2

1. #11414 (Joe Aquilante) Allow 11 inch wheel for Mustang GT

In T2, Ford Mustang GT 5.0L (10-12), change the wheel size as follows:

~~48 x 10 (F)~~ **18 x 11 (F)**

~~48 x 10 (R)~~ **18 x 11 (R)**

2. #11501 (Touring Committee) T2 Porsche

In T2, Porsche 911/997 GT3 (06-08), change the spec line as follows:

Porsche 911/997 ~~GT3~~ (06-08)

~~65 mm flat plate restrictor is required. Restrictor must be placed in the front of the factory throttle body manifold opening so that all air entering passes through the restrictor.~~

#### **T4**

**1. #11374 (Lee Niffenegger) Weight Reduction for 2012 Civic Si**

In T4, Honda Civic Si (12-13), reduce the weight as follows:

~~3125~~ **3100**

#### **B-Spec**

**1. #11560 (John Heinricy) Revise coolant catch can rule 9.3.15**

In GCR section 9.3.15, clarify the language as follows:

“Cooling systems shall be equipped with coolant catch tanks with a minimum capacity of 1 US Pint, except cars that are equipped with working OEM pressurized coolant reservoirs, *which may use an additional catch tank.*”

**2. #11629 (Club Racing Board) Competition Adjustment to Mazda 2**

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

~~2300~~ **2350**

**3. #11630 (Club Racing Board) Allow wheel fitment and material options**

In GCR section 9.1.10.E.8, add the language as follows:

“Wheels: Required minimum wheel/rim diameter is fifteen inches (15”). Maximum wheel/rim width is seven inches (7”). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal castings *or metal two piece welded*. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. ~~Wheel spacers are not allowed.~~ *Wheel spacers are allowed, the same thickness spacer must be used on all four corners.*”

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Henry Gilbert vs. SOM - COA Ref. No. 13-04-SE

April 11, 2013

### FACTS IN BRIEF

On the last lap of the Regional event held at Palm Beach International Raceway on March 10, 2013, the driver of ASR #1 Henry Gilbert attempted to pass ASR #69 driven by Austin Armellini at turn 10. There was contact between the two cars causing car #69 to spin. Mr. Armellini protested Mr. Gilbert citing 2013 GCR 6.11.1. A. B. & D. (Rules of the Road). The Stewards of the Meeting (SOM), Norm Esau, Sandy Jung, Mike Finn, Amy Finn and Bob Shafer, Chairman, conducted a hearing at which they heard from both drivers, heard other witnesses, viewed a video and examined both cars. The SOM found Mr. Gilbert's pass attempt to be the cause of the contact and in violation of GCR 6.11.1.A. B. & D. The SOM moved him to last in class which places two (2) penalty points on his competition license. Mr. Gilbert appealed the SOM ruling.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on April 11, 2013 to review, hear and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and third party in-car video from Henry Gilbert, received March 19, 2013.
2. E-mail statement from Scott Lawrence to Henry Gilbert dated March 17, 2013.
3. E-mail statement from Paul Fassler to Henry Gilbert dated March 17, 2013.
4. Official Observer's Report with related documents and video, received March 27, 2013.
5. E-mail statement from Bob Shafer (CSOM), received April 1, 2013.
6. Photographs of damage to both cars taken by the SOM, received April 10, 2013.

### FINDINGS

In his appeal Mr. Gilbert asserts that he was on the inside of the turn and that Mr. Armellini turned into him. After reviewing the video and witness statements, the COA finds no support for this assertion. The COA finds that Mr. Gilbert made a high risk dive into an opening between Mr. Armellini's car and the edge of the track. GCR 6.11.1.D. makes it clear that the responsibility for the decision to initiate a pass rests with the overtaking driver.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety and the penalty is affirmed. As he submitted new evidence, Mr. Gilbert's appeal is deemed well-founded and his appeal fee, less the administrative costs retained by SCCA, will be returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

David Dickerson vs. SOM - COA Ref. No. 13-06-NE

May 30, 2013

### FACTS IN BRIEF

At the Jersey Racing Board's "The Devil in the Dark 12 Hour Endurance Race" held on April 26 & 27, 2013 at New Jersey Motorsports Park's Thunderbolt Track, Terry Hanushek, Chief Steward (CS) submitted a Request For Action (RFA) to investigate an altercation between two drivers in the pit lane during the 12 Hour Race. The drivers were David Dickerson, Car #27, and Sam Schechter, Car #87.

The Stewards of the Meeting (SOM) John Bornholdt, and Dean Croucher, Chair, held a hearing, heard testimony, and reviewed witness statements. The SOM determined that Dr. Dickerson accosted Mr. Schechter by grabbing his driving suit and attempting to pull Mr. Schechter over the approximately knee-high pit wall, while, at the same time, being verbally abusive to Mr. Schechter and others. The SOM further determined that by his actions and demeanor toward his fellow competitor and the officials, Dr. Dickerson was in violation of GCR 2.1.7. "Acting in an unsportsmanlike manner".

The SOM assessed Dr. Dickerson a three (3) month suspension of his competition license to be followed by a six (6) event weekend probation. The suspension assigns six (6) automatic penalty points to his competition license.

Dr. Dickerson is appealing the suspension of his competition license as being too harsh. Dr. Dickerson is not appealing the probation, by stating in his appeal letter "I have no disagreement with the 6 event probation."

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, A.G. Robbins, and Rick Mitchell, Chairman, met on May 16 & 23, 2013 by conference call to review, hear and render a decision on the appeal.

### DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from David Dickerson, received May 7, 2013.
2. E-mail statement from Terry Hanushek, CS, received May 17, 2013.
3. E-mail statement from John Bornholdt, member, SOM, received May 14, 2013.
4. Official Observer's Report with related documents, dated April 29, 2013.

### FINDINGS

The facts as stated above are not in contention and Dr. Dickerson's appeal presents no new evidence beyond that heard by the SOM. Further, Dr. Dickerson's appeal provides no grounds under which the SOM could be found to have erred, nor are any procedural violations of the GCR alleged.

The Court of Appeals takes notice that despite Dr. Dickerson's belief that a three month suspension is too harsh for this behavior, the penalty was well within the authority of the SOM to assign, and was significantly less harsh than has been assessed by other courts in the past for similar behavior.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety and the penalties are affirmed.

Per 2013 GCR 8.4.3.C, awards from SCCA races run by Dr. Dickerson pending the COA decision will be null and void. Race results for those events will be revised to expunge the appellant's information from the official results.

Dr. Dickerson's appeal is deemed to be not well founded and his appeal fee is to be retained in its entirety.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Andrzej Wegrzyn vs. SOM - COA Ref. No. 13-07-NE

May 30, 2013

### FACTS IN BRIEF

At the Freedom Regionals held at Pocono International on May 12, 2013, there was contact during the first lap of the Group 5 race between car #79, driven by Andrzej Wegrzyn, and car #88, driven by Chris Brady that caused Mr. Brady to spin. Mr. Brady was able to continue somewhat behind the pack. Mr. Brady protested Mr. Wegrzyn for violation of 2013 GCR 6.11.1. A. B. C. & D. (Rules of the Road).

The Stewards of the Meeting (SOM); Bob Thomas, Bob Melhado and Peter Roberts, Chairman, conducted a hearing at which they heard from both drivers and viewed an in-car video from Mr. Brady. The SOM concluded that Mr. Brady had completed the pass and Mr. Wegrzyn initiated the contact in violation of GCR 6.11.1.B. He was issued a reprimand which places one (1) automatic penalty point on his license.

The SOM noted that Mr. Wegrzyn was driving on a Novice Permit and recommended that the Chief Steward, Chuck Dobbs, rate him "Unsatisfactory" for the race.

Mr. Wegrzyn appealed the SOM ruling.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Jeffrey Niess, and Rick Mitchell, Chairman, met on May 30, 2013 to review and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter with still photos not seen by the SOM from Mr. Wegrzyn, received May 20, 2013.
2. E-mail statement from Peter Roberts (CSOM), received May 16, 2013.
3. Official Observer's Report with related documents and video, received May 20, 2013.

### FINDINGS

In his appeal, Mr. Wegrzyn asserts that he was on the inside of the turn and that Mr. Brady turned into him prior to completing a pass. He provided still photographs of damage to both cars to show the contact was side to side, not nose to tail.

After reviewing the video, photographs and witness statements, the COA finds no conclusive evidence that Mr. Brady did not complete the pass, or other evidence to support overturning the decision of the SOM.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety and the penalty is affirmed. Mr. Wegrzyn's appeal is deemed well founded and his appeal fee, less the administrative costs retained by SCCA, will be returned.

# TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | June 12, 2013

## Participants:

Jerry     Cabe  
Tony     Machi  
Kent     Carter  
Dave     Deborde  
Roy     Mallory  
Matt     Yip  
Craig     Farr  
Deanna   Flanagan  
John     Walsh  
Robert   Horansky  
Jerry     Wannarka

## Reports

- Status of temporary leadership position                    (Roy Mallory)
- Approval of past minutes    (May & June will be sent for review)
- Report from safety committee                                    (No action reported)
- BOD report    (John Walsh commented)

## Old Business

- PDX rules revision finalized for submission to BOD & Risk Management

Motion to approve PDX driver rules by Tony/Matt

All approved with Jerry Cabe abstaining

Motion to approve Organizational rules by Tony/Dave

All approved with Jerry Cabe abstaining

## New Business:

None

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 22, 2013

The Solo Events Board met by conference call May 22nd. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo of the BOD; Doug Gill 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 Driver of Eminence and Solo Cup awards. Descriptions of these awards and lists of past winners may be found in Appendix K of the Solo Rules.

## RECOMMENDED TO THE BOD

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

### Prepared

#### #8312 Belly Pan Proposal

Change 17.2.B, second sentence, to read:

“Reinforcing does not authorize the use of *underbody or* belly pans aft of the front edge of the front wheel opening.”

Change 17.2.S, fifth sentence, to read:

“The approval of alternate body panels does not authorize the use of *underbody or* belly pans aft of the front edge of the front wheel opening.”

Comment: The PAC believes the proposed set of rule changes clarifies a contradiction in section 17.2 that previously permitted streamlining/body pans between the front and rear firewalls.

#### #8672 Bigger wheels in CP Clarification

**REMOVE 17.4.G.2**, which currently reads: Wheels greater than 16” in diameter will receive a 50lb penalty.

Comment: The weight penalty for wheels over 16” has incrementally decreased over the last decade. The current 50lb penalty is relatively insignificant in view of the current minimum weights. The PAC believes that eliminating the weight penalty for wheels over 16” provides members building newer model cars additional options without modification of original equipment (OE) brake systems. Additionally, the proposal improves the wheel and tire options for all CP competitors.

#### #8752 ABS Brake Proposal

Change Section 17.6.C as follows:

C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, ~~control and proportioning valves~~, and computers ~~and master cylinders~~ are considered part of the ABS system and may be not altered nor relocated.

Comment: The PAC submits that the proposed amendment brings the Prepared rules with respect to braking systems and ABS systems into alignment with the related section of the Street Prepared rules. The proposed amendment improves progression from the Street Prepared category by eliminating a potential take-back between the categories.

### Modified

#### #9018 Baby Grand Classing Proposal

In Appendix A, under Modified Class F, change subsection G as follows:

G. Dwarf Cars, 600 Racing, Inc. Legends Cars, *and Baby Grands* cars

Vehicles built and prepared to Western States Dwarf Car Association (WSDCA), US Legend Cars International, *or MMRA Baby Grands* specifications are assigned to Modified Class F (FM).

NOTE: If any conflict exists between the WSDCA, US Legend Cars, *or Baby Grands* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

Cars prepared to these specifications are required to comply with the appropriate rules from their sanctioning body, except for the items listed below:

Any tire (including recaps) meeting the applicable portions of Section 3.3 are allowed.

Any differential and final drive ratio may be used.

Any shock absorber may be used.

Any wheel up to 10" wide and any diameter may be used.

Any anti-roll bar may be used.

Any air filter is allowed.

Any ballast is allowed provided it is mounted securely per the Solo® Rules.

Any battery may be used.

Engine does not need to be sealed but must conform to the appropriate rule set.

Minimum weight: 1250 lbs with driver.

WSDCA, US Legend Cars, *and Baby Grands* specific items not required are as follows:

INEX-approved manufactured metal seat. Mounting guidelines still apply.

Seatbelt harness dating requirements

Quick-release steering wheels

Fire extinguishers

Fire-retardant driver suit and gloves

Neck braces

Head and neck restraints (HNR)

Current Solo® Rules override WSDCA, US Legend Cars, *and Baby Grands* rules for the following items:

Helmets

Car number and class designation

Exhaust system, muffler, and tailpipe

#### #9251 Rear Spoiler Clarification

Add new subsection 18.1.F.4.7 as follows:

*"7. Vanes and/or strakes are permitted on rear spoilers. The total area of each may be no greater than that of an allowed endplate."*

#### #9889 BM Turbo Engine Clarification

Add new subsection C.1 (and renumber current sections accordingly) in Appendix A, under Modified Class B, which reads:

*"1. Turbocharged and supercharged engines are not permitted."*

Also remove "naturally-aspirated" from C.4

Comment: This proposal has received significant and unanimous member feedback.

#### #9981 F600 Comments

In Appendix A, under "Modified Class F (FM)" add the following new subsection B.2:

*2. Formula 600 (weight 875 lbs.)*

Comment: While the CRB has indicated that the F600 specifications in the GCR are believed to be stable, the MAC is recommending explicit listing of the weight in the Solo Rules to address concerns expressed by members.

## #10033 Solo Vee Compression Proposal

In Appendix A, Modified Class C, subsection C.1.A.2, change the ninth sentence as follows:

“Compression ratio may be increased by additional machining of any factory machined surface ~~on the cylinder heads only.~~”

Comment: This brings the allowances for these engines into greater consistency with those of the GCR, and permits the common practice of decking the block.

## **CHANGE PROPOSALS**

### **General**

The following proposed additions to the Section 12 definitions are provided here by the SEB for member review and comment:

Add new definition as section 12.19:

#### ***19. ANTI-LOCK BRAKING SYSTEM (ABS)***

*An electronically controlled system that can reduce braking force to one or more wheels during deceleration with the goal of preventing wheel lockup when the brakes are applied.*

Also clarify the definition in 12.12 to read:

#### **12. TRACTION/STABILITY CONTROL (TC/ESC)**

A system that adjusts engine power, braking force, or torque distribution when wheelspin *due to attempted acceleration*, understeer, or oversteer is detected or predicted. Conventional limited slip differentials (e.g., viscous, passive clutch, helical/worm gear, locker) are explicitly excluded, but “active” differentials and their controllers are included.

### **Street Category Rules**

The following additional member input items pertaining to the Street proposal have been reviewed by the SAC and SEB:

#11147, 11148, 11255, 11257, 11265, 11311, 11313, 11314, 11315, 11317, 11323, 11326, 11332, 11334, 11337, 11339, 11342, 11344, 11347, 11348, 11352, 11354, 11355, 11356, 11357, 11358, 11360, 11361, 11363, 11365, 11366, 11368, 11369, 11370, 11371, 11373, 11376, 11379, 11382, 11385, 11388, 11391, 11392, 11393, 11394, 11397, 11398, 11399, 11401, 11404, 11405, 11406, 11408, 11412, 11415, 11419

After reviewing the additional member input, the SAC and SEB are recommending the following change to the most recent version of the Street Category preparation rules:

Change the proposed 13.10.C first paragraph to read as follows:

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 use any or all of the original locations.* Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

The following is a revised set of proposed Appendix A classification listings for the Street category. Per the SAC, this version of the Appendix A listings includes the following moves from the prior version:

Nissan 350Z Nismo from CS to BS  
Acura NSX Alex Zanardi Signature Edition from BS to AS  
Pontiac Solstice GXP from BS to AS  
Pontiac Solstice NA from CS to BS  
Honda S2000CR from SS to AS.  
BMW M Coupe & M Roadster (1996-2000) and Z3 (6-cyl, NOC) (1997-2002) from ES to CS  
Mazda Miata Club Sport (2003) from ES to BS.  
Scion FRS and Subaru BRZ from CS to ES.

Changes from the prior version of the listings are *italicized in blue*. The SEB would also like member feedback on the idea

of bringing additional exclusion list cars into the Super Street class.

### **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
- 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)**

### *Acura*

*NSX Alex Zanardi Signature Edition*

### 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)

### *Honda*

*S2000 (CR)*

### Lotus

Esprit Turbo (1996-2004)

Evora (non-supercharged) (2010-11)

### Mazda

RX-7 (Turbo) (1993-95)

### *Pontiac*

*Solstice GXP (2007-09)*

### 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)  
[Miata Club Sport \(2003\)](#)

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)  
[Nismo 350Z \(2004-2008\)](#)

[Pontiac](#)

[Solstice \(NA\) \(2006-09\)](#)

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

*M Coupe & M Roadster (1996-2000)*

M3 (E30 & E36 chassis) (1988-91 & 1995-99)

*Z3 (6-cyl, NOC) (1997-2002)*

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, *except Nismo*)

370Z (2009-13, *except Nismo*)

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)  
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  
Z3 (4-cyl) (1996-98)  
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)
- Scion*
  - FR-S*
- Shelby
  - Charger GLH-S (1987)
- Subaru*
  - BRZ*
- 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
  - Crown Victoria
  - 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  
RWD V6 models (NOC)  
Spectrum  
Storm (all)  
Hyundai  
Accent (1995-2012)  
Genesis Coupe (4-cyl Turbo) (2010-12)  
Scoupe (all)  
Tiburon (all)  
Veloster  
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  
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
  - 323
  - 6 (4-cyl)
  - 626 (all)
  - 808
  - 929
  - Cosmo
  - GLC (all)
  - Mazda2 (2011-13)
  - Mazda3 (2004-13)
  - Mazda6 (V6) (2003-13)
  - 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  
Mercur  
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)
- 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

Scirocco (16v)

Quantum

Rabbit & GTI (all, NOC)

Rabbit (2007-09)

Scirocco (8v)

VR6 (FWD, NOC)  
Volvo  
C30  
P1800  
S60R  
V70R  
NOC  
Yugo  
All  
RWD pickup trucks (NOC)

## Street Touring

### #10366 Solid Rear Axle Clarification

Add wording to 14.8.G as follows:

G. Solid axle *rear wheel drive* suspension allowances:

Comment: Few, if any, manufactures market solid axle panhard bars, watts link and other suspension arms for FWD vehicles, and these types of suspensions are becoming more common in classes such as STF. This proposed rule change eliminates the need for custom fabricated parts for these vehicles competing in ST classes.

## Prepared

### #9672 XP Front Endplate Proposal

The PAC recommends the following rule change for 2014:

In Appendix A, class X Prepared, modify 1.C to read as follows:

c. Aerodynamic Aids: Wings may be added, removed, or modified. Non-OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 sq ft (0.7432 m<sup>2</sup>) as calculated per Section 12.9. The number of wing elements is limited to 2. Wings designed to be adjustable while the car is in motion must be locked in a single position.

Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim. In addition, no portion of the wing or its components may be more than 6" (15.24 cm) forward of the rear axle, more than 0" (0.0mm) beyond the rear most portion of the bodywork, or more than 6" (15.24 cm) above the roofline of the vehicle, regardless of body style. Reinforcements to the wing mounting area may be used, but may serve no other purpose. Wing endplate surface area is limited to 200 sq. in. (129.0 cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).

Canards are allowed and may extend a maximum of 6" (15.24cm) forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above. Canard area will be measured in the same manner as wings using Section 12.10. Canard area may not exceed *1.2 sq. ft. Canard endplate surface area is limited to 100 sq. in. (64.5cm<sup>2</sup>) each and the number of endplates is limited to a maximum of two (2).*

## Modified

### #10277 Spoiler Strake Comment

The MAC recommends a proposal to change 18.1.F.17, to read as follows:

7. Vanes, strakes and/or endplates (elements) are permitted on front and rear spoilers. *A minimum distance of 6 inches must separate adjacent elements.* These do not have to be square or rectangular; the side profile shape is open. For each element, the total area may be no more than:

- up to 56 sq in (362.9cm<sup>2</sup>) for a roof spoiler;
- up to 100 sq in (645.16cm<sup>2</sup>) for a trunk spoiler;
- up to 36 sq in (232.26 cm<sup>2</sup>) for a front splitter.

Comment: the area dimensions are unchanged from the present rule; the intent of this change is to establish the

minimum spacing of 6 inches, and to clean up and clarify the rule.

#### #9231 Aero Clarification

Per the MAC, the following previously-published set of rule change proposals is provided here again for member review:

Add to 18.1.F.3.d:

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

Change 18.1.F.3.d to read:

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

Also add new subsections to 18.1.F.3 as follows:

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

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

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

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

Comment: these proposed changes, in addition to a group of Tech Bulletins published in the April Fastrack, are intended to address member concerns regarding various aerodynamic device implementation issues.

#### #9616 FM Weight Proposal

The MAC recommends publishing the following clarified version of this proposal:

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

4. Minimum weights with driver

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

Also change A.7 as follows:

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

Note: the bulk of the changes above simply provide a listing consolidation of existing weights, and inclusion of the previously-published 600cc moto engine listing. The weight for the 440 engine is reduced by 25 lbs.

## **NOT RECOMMENDED**

### **Stock**

#### #11321 Boxster Classing Proposal

Thank you for your input. The SAC feels the Porsche Boxster S is classed appropriately.

#### #11389 E46 Move to GS Proposal

Thank you for your suggestion. The SAC believes the E46 BMW performance potential is too high for GS.

#### #10446 NB Miata Classing Proposal

Thank you for your input. The SAC feels the NB Miata's performance potential is too high for E-Stock at this time. The pending Street category proposal contains classing structure revisions which may be relevant to this item.

#### #11261 SC300 Classing Proposal

The SEB prefers not to make classing changes within the current Appendix A listings for Stock while the Street category proposal and its accompanying Appendix A classifications are still in work.

#### #10918 Exhaust Allowance Proposal

Thank you for your input. This change is not recommended for Stock; however, updated exhaust wording has been included in latest version of the Street proposal.

#### #11243 30 year sunset on eligible vehicles

Thank you for your input. The SAC feels the current eligibility rules for National Tour and National Championship events meets competitor needs.

#### #11333 ABS Proposal

Thank you for your input regarding the Street proposal Version 3. The SAC does not recommend disabling ABS systems.

### **Prepared**

#### #10449 N/A Elise & Exige Classing Proposal

The PAC believes a full-prep Lotus Elise is outside the D-Prepared class philosophy. The committee is working on Limited Preparation listings that will address this vehicle for the future.

#### #9855 FP AWD Weight Proposal

The PAC does not recommend combining all Imprezas on one line, and the other requested changes to the weight formula are not believed to be consistent with the classes' current philosophy with respect to AWD vehicles.

### **Modified**

#### #10931 Drivetrain Allowance Proposal

Thank you for your comments. As you probably know, it was not that long ago that a ban on certain engine types, including motorcycle engines, was proposed, published for member comment, and approved. With this background and a goal of rule stability, the MAC doesn't favor overturning any part of that ban at this point.

Regions do have the option of letting people who have already built cars run locally in classes which suit their needs.

## **OTHER MEMBER ITEMS REVIEWED**

### **General**

#### #10967 Advisory Committee Roles and Responsibilities Proposal

Thank you for your comments and suggestions.

### **Stock**

#### #11330 G37x Clarification

Please see the response to letter 11320 regarding the same issue.

#### #11362 SAC Application

The SAC thanks the member for the submittal; the committee 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.

#### Prepared

##### #9622 PAC Application

The PAC thanks the member for his application. The committee does not require additional personnel at this time, and a notice will be published in Fastrack when openings are anticipated.

##### #9790, 9798, 9884, 10123 CP Wheel Comments

The PAC thanks the members for their input regarding the proposal; please see item 8672.

##### #9873 Belly Pan Clarification

The PAC thanks the member for the input with respect to the proposal; please see item 8312.

##### #9972 GP Weight Comments

The PAC thanks the member for the input regarding the proposal; please see item 9238.

##### #9968 GP LP Weight Comments

The PAC thanks the member for the input regarding the proposal; please see item 8752.

##### #10026, 10471 Wheel Width Comments

The PAC thanks the members for their input regarding the proposal; please see item 9238.

##### #10121 Canards Allowance Clarification

The PAC thanks the member for the comments. Please see item 9672 elsewhere herein.

##### #10379 Fuel Induction System Clarification

The PAC thanks the member for the comments; the issue has been addressed by the response to letter #10335.

#### Modified

##### #10386, 10292, 10401, 10405, 10406, 10408, 10410, 10422 Turbos in BM Comments

Thank you for your input. The MAC has recommended that the SEB refer the proposed change to the BOD for approval.

##### #10501 F600 Weight Comments

Thank you for your input. The MAC has recommended that the SEB refer the proposed change to the BOD for approval.

##### #11087 Weight Comments

Thank you for your input. An updated version of the subject proposal appears elsewhere in this Fastrack under item #9616.

##### #11035 SoloV Compression Comments

Thank you for your input.

#### **TECH BULLETINS**

#### Stock

##### #11320 G37x Classing Proposal

Errors and Omissions: Per the SAC, the G37 Sedan should have been moved to DS along with the G35 in the November 2011 Fastrack. This Tech Bulletin corrects this oversight as follows:

**Remove from GS:**

**Infiniti**

**—G37 Sedan**

Add to DS:

*Infiniti*

*G37 Sedan*

#11159 Tesla Model S Classing Proposal

Per the SAC, effective immediately upon publication add a new **FS** listing for the Model S as follows:

*Tesla*

*Model S (2012-2013)*

#11108 Hyundai Veloster Classing Proposal

Per the SAC, effective immediately upon publication add the following new class listing under Hyundai in **HS**

*Veloster NA (2012-2013)*

#11227 Cayman Listings

Per the SAC, update the **SS** Porsche listing for the Cayman S as follows:

*Cayman S (2009-14)*

#11322 Porsche Panamera Classing Proposal

Per the SAC, effective immediately upon publication class all versions of the Porsche Panamera in **FS** as follows:

*Porsche*

*Panamera (2010-2013)*

## Prepared

#10771 XP Weight Clarification

The PAC recommends replacement and correction as an Error/Omission of the example on page 205 of the weight calculation example. This correction replaces:

“Example: Weight for a RWD car w/ 2000cc Turbo engine behind the driver is  $1200 + [(2.0 \times 1.4) \times (200 \times 20)] = 1816$  lbs”

With:

“Example: Weight for a RWD car w/ **1796**cc Turbo engine behind the driver is  $1200 + [(1.796 \times 1.4) \times (200 + 20)] = 1753$  lbs”

#10417 Challenger Classing Proposal

The PAC recommends effective immediately the following new vehicle classifications in Appendix A, Class C Prepared:

*Dodge:*

*Challenger (2008-2013)*

*Charger (2006-2013)*

*Chrysler:*

*300 (C/SRT8) (2006-2013)*

#10147 SRT4 Classing Proposal

The PAC recommends effective immediately the following new vehicle classification in Appendix A, Class F Prepared

*Dodge*

*Neon SRT4 (2003-2005)*

#10335 Induction System Clarification

The PAC recommends this as n ‘Errors and Omissions’ Tech Bulletin to add the following text (apparently omitted via an editing error) back to Appendix A, Class G Prepared:

## G Prepared (GP)

### Level 1 (Full Preparation) Vehicles

#### Induction System – Carburetors

1. The stock carburetor(s) may be used without modification.
2. Carburetor(s) may be replaced. Use of carburetor(s) which is/are not specifically listed for a car in these listings and which does not comply with the limits of paragraph 3 herein will increase minimum weight by 10%.
3. Non stock carburetor(s) – This includes modified stock carburetors.
  - a) Shall incorporate a butterfly-type throttle plate for engine speed control.
  - b) Float(s) shall not be removed or altered to produce (a) float-less carburetor(s).
  - c) Where Weber or Weber-type carburetor are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
  - d) Where Weber carburetors are specified herein, Weber-type carburetors may be substituted. The following are examples of approved Weber-type carburetors: Weber, Solex, SK, Mikuni, and Dellorto.
  - e) When a maximum size carburetor or venturi is listed, any size carburetor(s) or venturi(s) up to the maximum size is allowed.
  - f) Unless specified herein, there is no limitation to the number of carburetors.
  - g) Where the number of carburetors is specified herein, that number is the maximum.

#### Induction System - Fuel Injection

1. Non-standard fuel injection, or standard fuel injection modified beyond the limits stated herein is prohibited.
2. All vehicles originally equipped with fuel injection are permitted to use the stock system, or a modified injection system, without a weight penalty, subject to the following:
  - a) Cars utilizing fuel injection under this allowance shall use the factory manifold and throttle body.
  - b) Throttle body bore size shall remain stock.
  - c) Manifold and throttle body may be ported polished. The manifold may be cut apart to facilitate this work. When such a disassembly is re-welded, the external dimensions of the manifold shall remain unchanged.
  - d) The number of injectors shall remain the same as stock and relative mounting position and injection point shall be unchanged.
  - e) The fuel injection is unrestricted except the original type (electrical, mechanical, etc.) shall be maintained.
  - f) External throttle linkage to the standard fuel injection may be modified or changed.
  - g) Non-original fuel injection (includes stock fuel injection modified beyond 17.10.C.2) shall incorporate a butterfly-type throttle plate for engine speed control. The use of a slide throttle on a non-stock fuel injection system is prohibited.
  - h) Use of a fuel injection system which is not specifically listed for a car in Appendix A and which does not comply with the above requirements is prohibited.

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | June 5, 2013

The RallyCross Board (RXB) met via conference call on June 5. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt, Ron Foley and Jerry Doctor. Also in attendance were 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 Safety Bulletin regarding incident reports has been distributed with positive feedback. The Safety Steward Training guidelines development and the search for additional Committee members are both ongoing.

The RXB discussed several incident reports received during the last month, a couple of which were received as previously unreported incidents. All were submitted properly with no further actions required, but Doctor emphasized the need for a lot of details in submitted incident reports.

- RallyCross Rules Committee (Warren Elliott): Elliott reported that the Rules Committee responded last month to two questions on rules interpretation. The first regarding an anti-dive system in the Prepared categories, which the Committee ruled it would change the suspension geometry and would not be allowed. The second question was regarding adding roll cages in the Stock categories and the need to replace interior components. The Committee ruled that if a roll cage is installed in a Stock category vehicle all interior components must be replaced around any cage parts.

A revised edition of the RXR has been posted at the SCCA website. This latest revision is clarifying exhaust allowances for the Modified categories.

Elliott reported that he made a forum post to remind the members of the upcoming Rules submission deadline of June 15.

- National Championship Committee (Brent Blakely): Blakely reported that registration for the 2013 National Championship is now open. The Committee decided not to include a Tuner category for the event, leaving it to the Regions to promote and grow the proposed category before offering it at the National level.

Surface preparation for the Tulsa site is still being worked out. Cashion stressed the need to complete the preparations as soon as possible to ensure a smooth event in October.

Blakely will prepare an action plan soon for the event and begin filling critical worker positions such as course designers.

It was originally proposed to eliminate the class inspection and use only an impound period after each run group, but there is some agreement among the RXB that both may be useful. The RXB discussed the logistics of incorporating impound periods at the event. The Committee will work out the details.

The RXB agreed to negotiate a contract for a 2014 National Championship site. A public announcement is forthcoming once the contract is finalized.

- Marketing Committee (Ron Foley): Foley has been contacting Divisions and Regions in an attempt to gather and publish event dates on the SCCA calendar and in *SportsCar*.

Foley reported that he has recruited a couple of writers for National Championship articles. His goal is to have a writer for each category of Stock, Prepared and Modified in an attempt to provide better coverage of the National Championship event. The writing assignment would be considered a regular work assignment.

Foley is also pursuing the idea of using university interns for marketing purposes. He reported that although the current timing with most university schedules he would continue to follow up on the idea.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a productive May meeting of the Divisional RallyCross Stewards (DRXS). Two National Challenge events held in May were discussed. Several new Regions were reported as starting new RallyCross programs.

Hyatt requested that the RXB establish early any mandated policy for using MotorsportsReg.com by Divisions for 2014 National Challenges. There have been some concerns by DRXS about the usability of the mandate, but the RXB and the

National Office would like the universal use of MotorsportsReg.com for marketing and cost savings.

Cashion reminded the RXB of email protocol of quick responses when receiving correspondence from DRXS and other members.

- Forum Activity: Elliott reported ongoing and productive discussions of stock classes and course length.

#### **Old Business**

- Advisory position (competitor representative): The RXB is evaluating a couple of résumés for the advisory position. Sealander expressed concern about having a non-RXB member sitting in on sensitive RXB discussions. Hyatt suggested having the advisor come in at the beginning of the call and being released before regular RXB business. Foley suggested having a young advisor on each committee. Elliott suggested having an advisor write to the RXB monthly to report on current affairs in RallyCross. Elliott will contact the applicants and report back to the RXB.
- STRAP: Tabled until a later meeting.
- Landowner packet: Howard Duncan reported that the folder for the packet is completed and looks very good. The remaining folder contents should be completed by July.
- New RallyCross awards: The criteria for the new proposed RallyCross awards have been sent to the BoD for approval. Once approved, Hyatt will publicize the True Grit Award in preparation for the National Championship in October.
- RXB personnel change: The process of naming a new chairman and a new RXB member was handled by the BoD liaisons, Stephen Harris and Brian McCarthy. Once approved by the BoD, an announcement will be made.

#### **New Business**

- Learners permit email: The RXB received an email from a member requesting a change to the RallyCross Rules to allow competitors with a learners permit to compete in RallyCross. This is an allowance permitted at other levels of SCCA participation. Elliott pointed out that the Rules would need to be changed before allowing any competitors with only a learners permit and that any rules change proposal must be submitted and approved through the standard process. The RXB discussed the issue, along with the somewhat related issue of allowing co-riders at Divisional and National events, agreeing to have two rules change proposals prepared for the Rules Committee to consider.

Next meeting: June 26, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | June 4, 2013

The RoadRally Board met by conference call on June 4, 2013; meeting called to order by Rich Bireta at 7:34 pm CDT.

In attendance: Clarence Westberg, Sasha Lanz, Charles Hanson, Jeanne English, Bruce Gezon, Len Picton (very late), Deena Rowland from the National Office, BOD member Bruce Lindstrand. Not in attendance: Howard Duncan from the National Office.

May minutes approved (Chuck/Sasha/passed).

Old Business - General Road Rally/Regional Development:

### 1) 2014 USRRC Invitations for Proposals

- a. Rich sent a response to Jay per last month's meeting. Jay delivered his update as requested in June.
  - i. Jay's proposed route is a four-day event traveling to different cities: Milwaukee to Baraboo, to La Crosse, to Green Bay, to Elkhart Lake; format has daily parc fermes with various marque clubs followed by a rally. Discussion: general feeling is that this idea has merit, but the course is not practical, it is too long. Jay is concerned about getting support from the marque clubs. It was suggested that Jay contact Ed Solstad, who has already done a similar rally.
  - ii. Should we invite Jay to attend our July conference call? Yes
  - iii. Jay's concerns about budget, publicity, sponsorship, and more are likely not to be an issue
- b. Possible Coker Tire Run (Great Race): Howard has said that it would be no problem with our new insurance carrier. Bruce reported that he thinks we have been given an OK by SCCA; no problem at Coker end; wants something more firm from SCCA. The Coker Tire dates usually conflict with Wisconsin rallies, but Mike Thompson is willing to move his date. We will not do this event this year as requested by Great Race as a trial – there is not enough time. **Motion:** We decline the invitation to do the Coker Tire Run in 2013 due to lack of time to properly publicize the event on the SCCA side. Bruce/Chuck/passed. **Motion:** that Jeanne be the liaison (she is already involved with Great Race events) with assistance from Bruce. Jeanne/Chuck/passed.

### 2) Rich sent a Thank You note to Rick Beattie for his April 2013 Sports Car article.

Discussion:

1. In May we collectively decided that increasing the number of entrants and events was the primary goal of the RRB. How should that be measured? We were all asked to send suggestions for doing so. Rich has done that via email and documents in Dropbox. None of the rest of us responded. Defer to July.
2. Mentoring Report - In May, mentors were asked to reach out "one more time" to those indicating interest at the convention. Anyone receive feedback? No responses from those renewed contacts.
3. RRR Article 11 Revision - Review proposed wording and its implications, especially on Class S. Rich gave a brief history of this revision: about a year and a half or so ago Mike T proposed a new class for applications, e.g. Richta, and this morphed into the relaxing of Class S rules. Bruce said that this is aimed at regionals, not just nationals; it takes anything about calculations out of the equation, takes out the competitiveness of what equip you are using; makes measuring capability and the capability of the crew to communicate; S – measurement from stock odo or GPS, any calculating device; L allows more precise measurement capabilities, and any calculating device as long as they are not connected; E – use anything. Rich thinks this is a reasonable proposal; Chuck commented that others may not understand exactly what the revisions are; R will post something on the Forum to explain/clarify. What about national S competitors? Bruce says they don't think this will put them at a disadvantage, that they have their own systems. We will vote at the July meeting; to be effective 2014 rally season.

Committee Reports - General Road Rally/Regional Development:

- 1) Road Rally Calendar in *SportsCar* – After hearing several comments about the lack of a National rally calendar in Sports Car, Deena sent Philip Royle a list of the remaining 2013 National Events and a request to include a link to the Road Rally planning calendar. Publication targeted for July issue. Item added to RRB recurring calendar to repeat this action in December. (This was done at the end of 2012 and the response from National organizers was incomplete at best. Several committees would not commit to hold an event, let alone set a date or a tentative date). Phil said "Oh my gosh", didn't realize that rallies were not being listed; he will rectify this. Rich wants to get a proposed national calendar in SportsCar earlier, if possible.
- 2) Publicity Committee report (Sasha)
  - a. Rich sent a list of 8 questions were sent to Dave Head, chairman of the Publicity Committee; Sasha did not get the list of questions. Rich has posted the list in the Dropbox. Dave responded to the questions; we will deal with this after Dave gets home (he is currently on vacation).

- b. The PubCom has been working with Cheryl Babbe to get her calendar running ([www.comerallywith.us](http://www.comerallywith.us)); it's online now, we can add new events, she will put them on the calendar, if the item needs editing, she has to do it. Rich – have you thought about ways to get this calendar out, such as to marque clubs; Cheryl will do as time allows. Rich sent info to Rick Beattie about Cheryl's calendar and Jeanne's calendar. Cheryl sent questions that Bruce, Dave Head and Sasha responded to. Cheryl insists that rallies on her calendar have time of day shown, all in Central Time; the PubCom has suggested that the time of day is not necessary. Rally committees should try to include a link to their rally flier, which will include the (local) times of the event.
  - c. When is the second RoadRallyeNews coming out? Soon, we hope.
- 3) Regional Development Committee (RDC) – Rich reported that the committee has not met since last month; Patrick Strong is working on Regional RR manual; Len is working on a second rallymaster survey.

New Business General Road Rally/Regional:

1. Rich wrote a memo to Deena about two ongoing issues with SCCA.com: Forum notifications and the "What Can You Do With Your Car?" pop-up that references 'Racing on the Street' for road rally. Deena is not having much luck getting either issue fixed.
2. What about a USRRC Press Release? Reece usually does it quickly; Deena will follow up to get rid of the 2012 stuff.
3. Len sent a note regarding Historic Rallying; we will discuss this further next month. Bruce recently put on a regional rally that had 2 legs as part of an autocross course set up for use later that day by a nearby region, enjoyed by all.

Old Business - National Road Rally:

Committee Reports - National Road Rally (Chuck):

No meeting this past month.

- 1) National Tour Rally of the Year, Gervais Award voting process. A written process for tabulating votes for the National Tour Rally of the Year and Gervais Award are in the dropbox. Action: Review, discuss and approve if appropriate. **Motion:** approve as written. Bruce/Jeanne/passed
- 2) Dave Head proposal regarding time reference - Referred to Rules Committee in April.
- 3) National Sanction Fees – should they be reduced? Bruce commented that the total fees would not actually be reduced, but reassigned, make the fees more equitable, e.g. social = 1, regional = double, national = double again. Rich said that Deena reviewed this with Howard and the Chief Financial Officer and they agreed in principle, but need a specific proposal. Deena will send Bruce numbers of rallies for last several years and Bruce will come back next month with a proposal. Bruce Lindstrand asked if this will hurt Social Rallies. We want/need social rallies.

New Business - National Road Rally:

- 1) Bruce has suggested a worker recognition award. What would be the criteria? Point mechanism? Vote of committee? Rich suggested it be an optional award. Bruce said that it likely would be for a behind-the-scenes person, how do we find those people? More later.
- 2) Bruce asked what is the job of the Divisional Rally Stewards? What is the job description? Once we have that, we can make sure they are doing their job – if not, get someone else. Many divisions don't have a rally program. We need to find a list of duties, let them know, and then see what to do. Sasha, liaison to the Stewards, will 'rattle their cages'. Jeanne thinks she has the DRRS info. (Update: Jeanne found the Road Rally Policy and Procedures Manual that has DRRS info (and other good stuff) and has copied the manual to the RRB.)

Closing:

- 1) What is your "one RRB-task" this month?  
 Jeanne – minutes; find DRRS info  
 Chuck – get national done  
 Sasha – send something to stewards  
 Bruce – TOD issue  
 Clarence – rally in two weeks  
 Rich – write up FAQs about Article 11

Meeting adjourned at 9:30 pm CDT.

Next meeting July 2, 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/>