

## CLUB RACING BOARD

### Club Racing Board Minutes | July 2, 2013

The Club Racing Board met by teleconference on July 2, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, David Arken, 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; and Chris Blum, Club Racing Technical Services Assistant. The following decisions were made:

### SUGGESTED RULES FOR 2014

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

### GCR

1. #11417 (Janet Farwell) Request from COA Revision of GCR 8.4.2

Change GCR 8.4.2: 8.4.2. Each year, the Board of Directors, SCCA, Inc., will appoint a 3 member Court of Appeals (Court), consisting of 3 regular members and one or more alternates, to review any Appeal filed under this section and make a final decision. *(5) active and experienced members to the Court of Appeals. At least three (3) members, selected from the members of the Court by its Chairman, shall review any appeal filed under this section and make a final decision.* The purpose of the Court is to provide a mechanism to resolve differences by a committee composed of members with individual and collective expertise in racing matters.

2. #11474 (Fred Brinkel) Amend GCR Section 6.8

Thank you for your suggestion. Change GCR 6.8: ~~In a timed race, the clock is restarted when the field is dispatched.~~ *If the clock has been stopped in a timed session, it shall be restarted when the field is dispatched.*

### WHAT DO YOU THINK?

#### Improved Touring

##### ITS

1. #11724 (Willie Phee) Classify Acura TSX in ITS

The CRB requests member feedback for this question. Please submit letters to [crbscca.com](http://crbscca.com). Should the 04-08 Acura TSX remain as currently classified in ITR at 2760 lbs or be moved to ITS at a weight of 3175 lbs?

### MEMBER ADVISORIES

None.

### NOT APPROVED BY THE CRB

### GCR

1. #11325 (Walter Michael) Eliminate Minor Waiver

Thank you for your letter. Eliminating the issuance of minor waivers at the track would cause a major inconvenience to our membership. The issues you raised have been previously discussed with risk management and they are satisfied with our current process. Registrars are not responsible for verifying the guardian status of adult individuals who present themselves as such when executing minor waivers at an event.

2. #11620 (Joe Ashthon) Allow Use of Ethanol Fuel

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

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### 3. #11703 (Matt Wojtkowiak) Fuel Injection Hose and Proper Clamps

Thank you for your letter. The driver/entrant is responsible for appropriate installation of the fuel system.

## **Grand Touring**

### **GT**

#### 1. #10504 (Charlie Clark) Allow Alternate Tires for GT

Thank you for your letter. The CRB does not support this as the right action to take in response to the current tire supply issue. Your request for a special wheel size for use with just one tire brand could only be properly applied if these tires were going to be used as a "spec" tire for these classes.

### **GTL**

#### 1. #11505 (Gregory Hotz) Eliminate GTL 4% Weight Penalty for Tires Over 13"

Thank you for your letter. The weight penalty for 15" wheels in GTLite is appropriate as listed.

## **Production**

### **EP**

#### 1. #9772 (Sam Halkias) Competition Adjustment Request

Thank you for your letter. Based on the performance of this car, the request for larger carburetor chokes is not recommended. Please submit a new letter with a specific alternate production-based caliper for CRB consideration.

### **FP**

#### 1. #9990 (Rob Fitcher) Tire/Wheel Regulation

Thank you for your letter. Currently, the only manufacturer with tires sized for Production that may need wider wheels is American Racing. Based on discussions with American Racing, it appears its race tire program is in flux; therefore, it would not be appropriate to adopt a new tire/wheel size rule based on American Racing's current product line. The CRB will continue to monitor this issue closely.

## **Touring**

### **T3**

#### 1. #11651 (David Mead) Allow Alternate Front Lower Fascia for Mustang V6

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

#### 2. #11657 (Tim Myers) Remove Restrictor from 370Z, Reduce Weight (52mm to none)

Thank you for your request. The CRB has no plans to remove the restrictor at this time.

### **T4**

#### 1. #11645 (Ed Barr) Reduce weight for Subaru BRZ

Thank you for your letter. There are other cars that have as much, or more ballast to make weight. Please bring the car out to race.

## **PREVIOUSLY ADDRESSED**

## **Improved Touring**

### **IT**

#### 1. #11632 (Ademir Fedumenti) Classify 2001 Boxster in ITR

Thank you for your request. Please see the response to letter #10468, Technical Bulletin.

## **Production**

#### 1. #10415 (Charlie Clark) Allow Alternate Tires in Production

Thank you for your letter. Please see the response to letter #9990.

## **NO ACTION REQUIRED**

## **GCR**

#### 1. #11193 (Dennis Troemel) Issue Warning About Non-Compliant Fuel Cells

Thank you for your letter. The GCR adequately specifies fuel cell and fuel tank requirements for all classes.

#### 2. #11721 (Mark Andy) SFI Belt Limitations

Thank you for your letter. This is an active discussion between the SCCA and its insurance carriers.

**Production****HP**

1. #11428 (Lawrence Loshak) Leave Weights Alone for Spridget and Spitfire

Thank you for your input. The cars adjusted are not the model of Spitfire that won the Runoffs in 2010 in HP. Given the performance of the cars adjusted, the weight reductions are appropriate.

**Touring****T4**

1. #11710 (Mark McCaughey) T4 Class Philosophy and Parity for SSC cars

Thank you for the support. The CRB agrees that these cars may need additional modifications and plans to use 2013 Runoffs data as part of the consideration for changes in 2014.

**RESUMES**

None.

# CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2013  
 NUMBER: TB 13-08  
 FROM: Club Racing Board  
 TO: Competitors, Stewards, and Scrutineers  
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 8/1/2013 unless otherwise noted.

## GCR

None.

## Formula/Sports Racer

None.

## Grand Touring

### GTL

1. #11482 (Kyle Disque) Allow alternate cage rules for Spridget.  
 In GTL cars, BMC thru Rover Group, add the notes to the spec lines as follows:

Austin-Healey Sprite: *"Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82"*

MG Midget: *"Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 4/1/82"*

## Improved Touring

### ITR

1. #10468 (Blake Meredith) Classify the 00-02 Porsche Boxster 2.7 in IT  
 In ITR, classify the 00-02 Porsche Boxster 2.7L as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel- base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Porsche Boxster (00-02)</i>	<i>6 cyl. DOHC</i>	<i>85.5 X 78.0 2687</i>	<i>(I) 33.0 (E) 28.1</i>	<i>11.0</i>	<i>95.1</i>	<i>18</i>	<i>3.50, 2.12, 1.43, 1.09, 0.84</i>	<i>(F) 298 Vented Disc (R) 292 Vented Disc</i>	<i>3050</i>	

2. #10469 (Stephen Blethen) Add years to the Mazda RX8 spec line.  
 In ITR, Mazda RX8 (04-06), change the spec line as follows:  
 (04-06) *(04-08)*

3. #11140 (Lee Niffenegger) Classify Acura RSX and Civic Si in ITR  
 In ITR, classify the 05-06 Acura RSX-S as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel- base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<i>Acura RSX-S (05-06)</i>	<i>4 Cyl DOHC</i>	<i>86.1 x 86.0 1988</i>	<i>(I) 35.2 (E) 30.2</i>	<i>11.0</i>	<i>101.2</i>	<i>17</i>	<i>3.27, 2.13, 1.52, 1.15, 0.92, 0.74</i>	<i>(F) 300 Vented Disc (R) 260 Solid Disc</i>	<i>2725</i>	

**ITS**

1. #11381 (Ricardo Velez) Request classification of Hyundai Tiburon V6 in ITS.

In ITS, classify the Hyundai Tiburon V6 (03-08) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel- base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Hyundai Tiburon V6 (03-08)	6 cyl DOHC	86.7 x 75 2657	(I) 32.0 (E) 26.4	10.0:1	99.6	17	3.153, 1.944, 1.333, 1.055, 0.857, 0.704	(F) 280 x 26 Vented Disc (R) 257x 10 Solid Disc	2620	

2. #11790 (SCCA Staff) Add model years 07 and 08 To Honda Civic Si

In ITS, Honda Civic Si (2006), add the years as follows:

~~(2006)~~ (06-08)

**ITB**

1. #11383 (Ricardo Velez) Classify Mitsubishi Lancer/ Ralliart 2002-2006 to IT/B

In ITB, classify the Mitsubishi Lancer sedan 2.0L (02-07) as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel- base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Mitsubishi Lancer/ Ralliart 2.0L (02-07)	4 Cyl SOHC	81.5 x 95.8 1999	(I) 30.0 (E) 27.0	9.5	102.4	15	3.583, 1.947, 1.379, 1.030, 0.767	(F) 256 x 24 venti- lated Disc (R) 205 Drum	2500	OZ Rally package permitted

2. #10467 (Blake Meredith) In IT, classify the 2007 Honda Fit

In ITB, classify the 2007-08 Honda Fit as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel- base (inch)	Wheel Dia. Max (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
Honda Fit (07-08)	4 Cyl SOHC	73.0 x 89.4 1496	(I) 27.65 (E) 23.15	10.4	96.5	15	3.462, 1.870, 1.321. 0.970, 0.757	(F) 262 x 21 Vented disc (R) 200 Drum	2270	

**Production**

**FP**

1. #10385 (Charles Coker) Allow Alternate Brake Calipers for Porsche 356

In FP, Porsche 356, A, C (1500, 1600), C (1600) SC, B, Super 90 Cabriolet, add the Brakes as follows:

1969-1975 Porsche 911/912 M calipers.

**HP**

1. #11516 (Aaron Johnson) reduce weight of Triumph Spitfire 1500 to match weight of 1296

In HP, Triumph Spitfire 1500 Level 2, change the weights as follows:

4615, \*1655, \*\*1696 1590, \*1630, \*\*1670

**Super Touring**

None.

**American Sedan**

None.

**Spec Miata**

None.

## Touring

### T2

1. #11129 (Jay Patel) reduce weight of the 99-05 996 by 50lbs  
In T2, change the weights as follows:

Porsche 911/996 (1998-2005) ~~3150~~ **3050**

Porsche 911/997 GT3 (2006-2008) ~~3300~~ **3200**

### T4

1. #11621 (Keith Jones) add wheel size 01-05 mx5

In T4, Mazda MX-5/ Miata (01-05), add the wheel size as follows:

**15 x 7**

2. #11708 (Mark McCaughey) Weight Reduction for 00-05 Toyota Celica GTS

In T4, Toyota Celica GTS (00-05), reduce the weight as follows:

~~2800~~ **2725**

3. #11712 (Mark McCaughey) Allow Alternate Track spec for 00-05 Toyota Celica GTS

In T4, Toyota Celica GTS (00-05), change the track as follows:

~~1488/1478~~ **NA**

### B-Spec

None.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Stevan Davis vs. SOM - COA Ref. No. 13-08-NE

June 21, 2013

### FACTS IN BRIEF

At the 2013 US Majors Jersey Devil held at the New Jersey Motorsports Park, during the Group 1 race on June 2, 2013, Stevan Davis (FV #80) and Jonathan Weisheit (FV #61) contacted each other in Turn 1 causing both cars to slide off track. Mr. Davis was able to continue and finish the race, while Mr. Weisheit retired with suspension damage shortly after the contact. After the race, Mr. Weisheit protested Mr. Davis for violations related to GCR 6.1.1. (A, B, & C) - Rules of The Road. Mr. Weisheit asserted in his witness statement that he was contacted by Mr. Davis on the left side of his cockpit, causing both to spin because Mr. Davis failed to give racing room at the apex of Turn 1.

The Stewards of the Meeting (SOM), Steve Pence and John Nesbitt, Chairman, heard testimony, reviewed witness statements, and upheld Mr. Weisheit's protest. The basis for their decision was that Mr. Davis should have been aware of Mr. Weisheit's car and thus, Mr. Davis failed to give racing room. The SOM penalized Mr. Davis by moving him behind Mr. Weisheit in the final finishing order (19<sup>th</sup> and 20<sup>th</sup> place, respectively) and assessed two (2) penalty points to Mr. Davis' competition license.

Mr. Davis appealed the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Hoffman, Jeffrey Niess and Jack Marr, Chairman, met on June 13 & 20, 2013 by Conference Call and on June 21, 2013 by E-mail to review, hear and render a decision on the appeal.

### DOCUMENTS RECEIVED AND REVIEWED

1. Appeal letter from Stevan Davis including a link to his in-car video of the Turn 1 contact with Mr. Weisheit, received June 6, 2013.
2. Two E-mail statements from Jonathan Weisheit with photos of damage to his car, received June 12 & 13, 2013.
3. E-mail statement from John Nesbitt, Chairman SOM, received June 16, 2013.
4. Relevant sections of the Official Observer's Report, dated June 2, 2013.

### FINDINGS

Witness statements from Mr. Weisheit and the Turn 1 workers report that Mr. Weisheit was running in fourth place behind the leader, Mr. Davis, and two other cars (FV #77 and FV #72) as they raced down the front straight. According to the SOM Deliberation Report submitted with the Official Observer's Report, FV #77, FV #72 and FV #61 (Mr. Weisheit) were running "nose-to-tail" in a group behind Mr. Davis. FV #77 and FV #72 passed Mr. Davis prior to the Turn 1 apex; however at or near the apex of Turn 1, Mr. Davis and Mr. Weisheit made significant side-to-side contact. All the documents in the SOM Deliberation Report and witness statements support Mr. Weisheit's email testimony that FV #77, FV #72 and he were all "nose-to-tail" and "less than an inch apart," except for Mr. Davis' testimony to the SOM in which he stated there was a "gap" between FV #72 and Mr. Weisheit.

Mr. Davis supplied an in-car video as new evidence not available to the SOM's at their hearing. Mr. Davis stated in his appeal letter that he did not have the equipment to view the video at the track. The 58 second video begins 28 seconds prior to the contact with Mr. Weisheit and refutes the assertion that #77, #72 and Mr. Weisheit were all running "nose-to-tail" and "less than an inch apart." In the right side rear view mirror on Mr. Davis' car, it can be seen that FV #77 pops out to the right from the draft of Mr. Davis, and proceeds to pass him. FV #72 moves to the right almost immediately after FV #77 and also passes Mr. Davis prior to the apex. At this point, Mr. Weisheit can be clearly seen behind Mr. Davis and he doesn't move to his right to begin his pass until Mr. Davis has already begun his turn toward the apex of Turn 1. The video supports Mr. Davis' testimony to the SOM that there was a clear gap between #72 and Mr. Weisheit and that when the two cars made contact, Mr. Davis was well into the braking zone and committed to the apex of Turn 1. At best, the video shows that the contact was a 'racing incident' and at worst, the decision of Mr. Weisheit to attempt a pass so late in Turn 1 may have been ill advised.

### DECISION

The Court of Appeals overturns the decision of the SOM in its entirety and the penalties to Mr. Davis are nullified. Mr. Davis shall be restored to his original finishing position in Race Group 1 and the two (2) penalty points are to be removed from his competition license. Mr. Davis' appeal is deemed to be well founded and his appeal fee, less an administrative fee, shall be returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Anthony Geraci vs. SOM COA Ref. No. 13-05-SW

July 10, 2013

### FACTS IN BRIEF

Following the Majors SM race on Sunday, March 9, 2013 at Circuit of the Americas, Todd Lamb, driver of SM #81, protested Anthony Geraci, driver of SM #43, for contact during the race, alleging violation of GCR 6.11.1.B&C (Physical Contact). Mr. Geraci protested Mr. Lamb under GCR 2.1.7, (Unsportsmanlike Conduct). The Stewards of the Meeting (SOM), Rick Kosdrosky, Sara Bonnier and Tom Brown, Chairman, considered/combined the two protests together. The SOM heard witnesses and viewed videos from the track and competitors.

Mr. Geraci's protest was disallowed. The SOM upheld Mr. Lamb's protest and found Mr. Geraci in violation of GCR 6.11.1.B&C. Mr. Geraci was placed on a three (3) SCCA race weekend probation and three (3) points were assessed against his competition license. Mr. Geraci appealed the SOM ruling.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, A.G. Robbins, and Rick Mitchell, Chairman, met on April 4, 11, and 18, 2013 and on June 20, 2013 to review, hear and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report, related documents and videos, received March 27, 2013.
2. E-mail statements from Tom Brown (CSOM), received April 8 and 12, 2013.
3. In car video from Joe Catania, SM #02 received with appeal.
4. In car video from Amy Mills, SM #31 received with appeal.
5. First Court's review of new evidence from Tom Brown, received June 19, 2013.

### FINDINGS

In his appeal Mr. Geraci asserts that the SOM's interpretation of the evidence they saw and heard was unfair. He also alleges the SOM committed failures in procedure in the process of the hearing and decision. Mr. Geraci supplied two (2) full length videos to support his claims.

Mr. Geraci states that Mr. Lamb's protest was not filed within the 30 minute time frame as required by GCR 8.3.1.F. Mr. Lamb filled out his protest on Saturday evening and after talking to Mr. Geraci's driver advisor, believing the situation could be worked out, withdrew his protest. After Mr. Geraci filed his protest, Mr. Lamb's protest was reinstated. The SOM accepted both protests as timely as GCR 8.3.1.F. allows them to do.

In his appeal, Mr. Geraci states that the SOM violated correct procedure by viewing edited pieces of video provided by Mr. Lamb and Mr. Cahall (SM #79). Mr. Geraci also states he asked the SOM to make Mr. Lamb's video and the track video available for his review. The GCR does not direct the SOM as to viewing partial videos nor does the GCR speak to allowing the protesting parties to view all the videos.

The COA spent a great deal of time viewing all the videos supplied. There were multiple contacts between Mr. Geraci and Mr. Lamb shown by the videos. Contact on the front straight was Mr. Lamb into Mr. Geraci caused by Mr. Geraci moving left off line. Contact at/after turn 1 was Mr. Geraci into Mr. Lamb with Mr. Geraci pushing, under power, into the side of Mr. Lamb. This incident was judged to be egregious by the SOM and is the object of their penalty.

Mr. Geraci also asserts that Mr. Lamb repeatedly contacted him after the Turn 1 incident and the videos he supplied with his appeal proved the point. The First Court had not seen these videos and stated that no contact was noted between Mr. Lamb and Mr. Geraci after the Turn 1 contact. The COA determined that Mr. Geraci was subsequently contacted a number of times but only once by Mr. Lamb and that contact was Mr. Lamb's car into the back of Mr. Geraci under braking. The COA returned the hearing to the SOM to view the additional videos. Upon further review, the SOM judged this contact to be a racing incident that did not justify any further action against either Mr. Geraci or Mr. Lamb.

### DECISION

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

Note: The COA recognizes the additional time it has taken for the complete and fair review of this case.



# SOLO EVENTS BOARD

SOLO EVENTS BOARD | June 26, 2013

The Solo Events Board met by conference call June 26th. Attending were SEB members Dave Feighner, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, Dave Hardy, and Brian Conners; Todd Butler and 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 new rule, class, and listing change proposals herein is 1/1/2015

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

## RECOMMENDED TO THE BOD

The following subjects will be 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).

### Safety

#10374 Face Protection Proposal

Change 4.3.3 to read as follows:

"4.3.3 *Face* Protection

*Full face Helmets shall be worn while competing in an open wheeled car, formula car or kart.* Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any *other* car with less than a full sized windshield."

### Street Touring

#9618 EGR Clarification

Per the STAC, modify 14.10.D to include associated EGR tubes:

"D. Exhaust manifolds, headers, downpipes, *and associated EGR tubes* may be replaced with alternate units."

#10218 Watts Link Proposal

Add a new 14.8.G.6 as follows:

*"6. Differential covers and attaching hardware may be replaced."*

### Street Prepared

#9961 Differential Allowance

Add the following new subsection 15.8.I.6 as follows:

*"6. Differential covers and attaching hardware may be replaced."*

#9982 Crossfire Classing Proposal

Change the Crossfire *BSP* line listing from:

Crossfire and Crossfire SRT-6

to

Crossfire SRT-6

and add to *DSP*:

*Chrysler*

*Crossfire (NOC)*

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

## Kart

#11138 Change to allowable bolt on weights

Change 19.1.A.5 to read as follows:

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

## MEMBER ADVISORIES

### General

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.

### Stock

The SAC and the SEB are monitoring Corvette C7 news and information. A classing decision will most likely come in the 4th quarter of 2013. Preliminary information suggests this car will be classed in Super Street.

### Street Touring

Except where specified therein, 14.8.G is independent of 14.8.B. Therefore the use of a spherical bearing in a Mustang rear upper control arm is considered compliant.

### Street Prepared

#11290 Splitter Clarification

The SPAC feels that splitters may only be comprised of horizontal or roughly horizontal components. Aerodynamically functional vertical members, such as splitter fences or endplates, are not acceptable in Street Prepared. It is the intention of the SPAC to clarify the splitter verbiage in future versions of the rulebook.

### Prepared

#11021 Roll Bar Clarification

The SSC agrees that the use of a Standard hard top (as defined in Section 12) would make a Prepared car a Closed car and thus it would not require a roll bar.

## Kart

#8535 Proposal to Spec Honda and modify weights

The KAC would like to clarify some confusion on the minimum weight changes of the two proposed rules changes for the KM class described in June's Fastrack. There are two separate proposals. The first proposal will introduce a spec Honda engine package, and the second proposal increases class minimum weights.

If only the spec Honda proposal passes, the minimum weights will be:

Spec Honda: 375

Mod Moto with stock ignition: 385 (no change)

ICC and Mod Moto with non-OE ignition: 410 (no change)

If only the increase in minimum weights proposal passes, the minimum weights will be:

Mod Moto with stock ignition: 395

ICC and Mod Moto with non-OE ignition: 415

If both proposals pass, the minimum weights will be:

Spec Honda: 385  
Mod Moto with stock ignition: 395  
ICC and Mod Moto with non-OE ignition: 415

## **CHANGE PROPOSALS**

### **Street Touring**

#### #10437 Cars Move to STU Proposal Package

The STAC has provided the following package of proposed changes to introduce additional cars into the STU class. One portion of this group of changes would involve adding unclassified cars to STU (if the package is recommended); the other portion would involve moving a group of currently-classed cars into STU.

Proposed new listings added into *STU* (via Tech Bulletin):

*Corvette (1997-2004) (Non-Z06, Non-FRC)*  
*Genesis V6*  
*Infiniti G37*

Proposed 2014 re-classing (via listing change proposals, in conjunction with the above):

*Ford Mustang (N/A)*  
*Chevrolet Camaro (N/A)*  
*Pontiac Firebird (N/A)*  
*350Z non-NISMO*  
*Infiniti G35*  
*Genesis (2.0L Turbo) (2010-13)*

Per the STAC: In response to the declining participation in STU, the STAC is recommending a package of RWD cars be moved into the class. The STAC believes this will provide a much wider variety of competitive options and encourage a renewed interest in the class.

The cars chosen include previously unclassified vehicles, as well as a few currently classed in STX/STR. One thing they all have in common is the ability, and need, to fit more tire than allowed in the lower classes. Additionally, this proposal deals with numerous requests for the STAC to allow additional tire width for the RWD pony cars (solid axle RWD) currently in ST. The 350Z has also been reclassified in response to member request.

The C5 Corvette may appear out of place at first glance, but the STAC has done extensive analysis and does not believe it to have a competitive advantage due to its poor gearing. The C5 Corvette puts far less power to the ground at typical autocross speeds than other vehicles in STU. Further, the C5 is a very inexpensive car and the ST allowances provide the ability to correct its poor seating and create a competitive, fun, dual purpose vehicle.

Tire width limitations remain the same at this time.

#### #11316 Steering Wheel Clarification

Per the STAC, change 14.2.D as follows:

*“D. Alternate steering wheels are allowed except that steering wheels with an integral airbag **may only be substituted with OE airbag wheels from the same model.**”*

Reasoning: This will allow for option package conversions.

#### #11426 Alignment Allowance Proposal

Per the STAC, add new subsection 14.8.H.4:

*“4. Front wheel drive cars with rear beam axles may use shims between the rear axle and hubs.”*

### **Street Prepared**

#### #10808 Shelby GT 500 Classing Proposal

Per the SPAC, effective **1/1/2014** reclass the newer S197 Mustang GT500 from its current listing in ESP (via the S197 line) to ASP. The year-on-year increase in performance of the GT500 coupled with the desire to pair it with the Camaro ZL1 in ASP has precipitated this proposal, which is an amended version of a previously-published item.

Specifically, add a new line line to *ASP* as follows:

*Mustang S197 GT500 (2011-13)*

and change the *ESP* listing to:

Mustang (S197 chassis incl. Boss 302 & Laguna Seca) (2005-13), *GT500 (2007-10)*

#11102 Boxster/Cayman Classing Proposal

Effective 1/1/2015, change the *ASP* listing from:

Boxster & Cayman (all)

to

Boxster **S** & Cayman **S** (all)

and add to BSP:

*Boxster & Cayman 2.5L, 2.7L, 2.9L*

#11396 240SX Move to FSP Proposal

*Move from DSP to FSP: Nissan 240SX*

### **Street Modified**

#11594 SMF Minimum Weight

Per the SMAC, effective 1/1/2014 change Appendix A, Supplemental Class SMF, items under Minimum Weight Calculations by removing text as follows:

Street Modified Class Front Wheel Drive (SMF)

Eligible Vehicles:

All FWD vehicles.

Minimum Weight Calculations (without driver):

~~2-seater: 1810 lbs + 125 lbs per liter~~

~~4-seater: 1750 lbs + 125 lbs per liter~~

Supercharged or Turbocharged SMF engines: Add 1.0L to the actual displacement.

Regardless of the weight formulas above, no car will be required to weigh more than 3100 lbs.

(Cars running in SMF using tires with a nominal width of 275 or less will NOT receive the weight adjustment as stated in the SM class.)

Comment: The SMAC feels there is no longer a need for a 2-seater weight penalty in SMF with the recent increase in base weights.

### **TECH BULLETINS**

**Note: Per Section 3.1, second paragraph, of the Solo Rules, any newly-classed vehicles added via listings published after the July issue of Fastrack are not eligible for competition in the current year's Solo National Championships. The current issue is August, hence any added make/model listings shown below, while effective immediately upon publication for all other events, are not eligible for the 2013 Solo Nationals.**

### **Stock**

Errors and Omissions: per the SAC, the following correction to an existing Appendix A listing is effective immediately upon publication:

In class SS, correct the Boxster Spyder and Cayman R listings to read as follows:

Porsche

Boxster Spyder (20~~11~~-2013)

Note: This only corrects the model year range.

## Street Prepared

#9431 UD/BD clarification on softop roof removal

Per the SPAC, add to Appendix F under Street Prepared Category Clarifications:

*“Soft Top Removal*

*For a Honda S2000 the deletion of the soft top in BSP is acceptable, but the hard tonneau must be fitted in its place as it is on the CR.”*

Note: This is consistent with other update/backdate rulings such as the Ford Mustang Cobra R rear-seat deletion.

## Street Touring

#10083 Intake Clarification

Add the following clarification to Appendix F under Street Touring Category Clarifications:

*“Intake Baffles*

*Street Touring rules specifically allow the modification of air intake tract system components up to the engine inlet as defined therein. The same rule specifically prohibits modifying the existing structure of the car to accommodate the allowed intake tract system modifications. The factory baffles on 1999-2005 Miatas (Mazda part number BP4W-13-204A) are considered to be separate vehicle structures not integral to the air intake tract system. Therefore, it is not permitted to modify these partition structures. These structures must be maintained in the original OE configuration. This is in keeping with previous rulings on this same subject for other vehicles.”*

#10380 Mustang Shelby GT500 Classing Clarification

Errors and Omissions: Correct the Camaro and Mustang Appendix A listings in **STU** as follows:

Chevrolet

Camaro (*N/A* over 5.0L)

Ford

Mustang (*N/A* over 5.0L)

Note: per the STAC, It was not intended to classify the supercharged cars in STU.

#10499 VW Golf R Classing Proposal

*Add to STX: Volkswagen Golf R (2.0T)*

#11088 E36 M3 LTW Exclusion Proposal

Errors and Omissions: The **STU** line for the M3 should be corrected to:

M3 (E36 chassis) (1995-99) (*non-LTW*)

Note: per the STAC, prior to the subjective classing, the Lightweight version exclusion from Stock carried over to ST. This corrects this oversight.

#11109 Hyundai Veloster Classing Proposal

*Add to STF: Hyundai Veloster (2011 - 2013)*

#11154 STF/STC/STS E-Diff Clarification

Change the second portion of 14.10.K as follows:

“STX, STU, STR – Only standard (as defined in Section 12.4) limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket *mechanical* LSD may be added. 2WD vehicles may use any *mechanical* LSD unit.”

Note: This clarifies that the ST LSD rules apply to mechanical differentials only. The original rule did not specify “mechanical” as electronic differentials were not in common use when it was written.

#11336 Audi TT Classing Proposal

*Add to STU: Audi TT S Quattro (2008-2013)*

#11540 Chevy Cruze Classing Proposal

*Add to STF: Chevy Cruze (2008-2013)*

#11591 Cobalt Classing Proposal

*Add to STF: Chevrolet Cobalt 2.2l*

In conjunction, update the *STX* listing for the Cobalt as follows:

Chevrolet Cobalt *NOC*

#11622 93-98 Supra Turbo Classing Proposal

*Add to STX: Toyota Supra N/A (1993-98)*

Note: this is not classing the turbo version.

#11648 Live Axle Clarification

Errors and Omissions: Per the STAC, the following clarification should be added as a new section 14.8.G.6

*"6. Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded on part of a subframe to accommodate the installation."*

#11728 IS250 Classing

*Add to STX: Lexus IS 250*

*Add to STX: Lexus IS 350*

*Add to STU: Lexus IS F*

## **NOT RECOMMENDED**

### **Safety**

#10807 Speed Limit Proposal

With changes taking place in our program, the SSC would like to monitor the impact on speed potential before suggesting a rule change. Use of Street category as the defining category would be acceptable, but not an increase to maximum speed.

#10972 Tow Hooks Allowance Proposal

Thank you for the suggestion. The issue will be monitored to see if a rule change is truly warranted.

### **Stock**

#11572 Crossfire Classing Proposal

The SAC believes the Crossfire performance is appropriate for the DS class.

#11577 GTR Classing Proposal

The SAC believes the performance potential of the GTR is not appropriate for the S-Street class.

### **Street Touring**

#9146 Boxster(s) Classing Proposal

The STAC believes that these cars are not within the performance parameters of the existing ST classes. The expected demand for these vehicles does not warrant the risk of upsetting the current competitive balance in the classes.

#10353 New ST Class Proposal

The STAC does not believe the FRS/BRZ should have its own ST class.

#### #10388 Tire Width Allowance in STX Proposal

Per the STAC, a change to 275mm tires in STX would have an inequitable effect on the competition among cars currently classed.

#### #10426 FWD Cars Move to STC Proposal

The STAC believes the current vehicle classifications for these cars are appropriate.

#### #10459 Prius C Classing Proposal

The STAC believes there is insufficient demand to classify a car that is significantly different from the current cars competing.

#### #10492 Mazdaspeed Miata Classing Proposal

Per the STAC, forced induction does not fit the current STR class structure.

#### #10637 Sonic Classing Proposal

Per the STAC, the Chevrolet Sonic is significantly narrower than the currently classed STF cars, and the committee does not support placing it in STF.

#### #10806 ST Class Proposal

The STAC does not believe there is enough demand to support a ST class for Super Stock eligible vehicles.

#### #10987 Engine Fan Allowance Proposal

Per the STAC, allowing the replacement of engine driven fans with electric fans is inconsistent with the underlying class philosophy.

#### #11015 Acura Integra non-VTEC Move to STF Proposal

Per the STAC, the Integra has demonstrated performance exceeding the parameters of STF.

#### #11037 STU Allowance Proposal

The STAC does not feel that increasing the AWD tire limitation for specific models is appropriate, and believes that a blanket increase will adversely affect the competitive environment of STU.

#### #11098 Neon Clarification

Thank you for your input. The STAC believes the current classification is correct.

#### #11099 Neon Move to STF Proposal

The Neon is not believed to fit the performance parameters of STF.

#### #11191 Z4 M in STR Proposal

The STAC believes the Z4M exceeds the performance parameters of STR.

#### #11225 Increase Wheel/Tire Allowance

The STAC believes increasing the tire width limitation would upset the competitive balance within the class.

#### #11253 Proposal to edit 14.6.C

Per the STAC, allowing body modifications to accommodate brake cooling air ducts is inconsistent with the underlying class philosophy.

#### #11327 BMW 1M Classing Proposal

Per the STAC, this vehicle is a low production model that exceeds performance parameters of the class.

### **Street Prepared**

#### #10330 Cobra Replicas Classing Proposal

Please see the first sentence of the Street Prepared section of the Solo rules:

"Cars running in Street Prepared Category must have been series produced . . . and normally sold and delivered through

the manufacturer's retail sales outlets in the United States.”

The Cobra replicas do not have a standard configuration with which to apply the Street Prepared rules. The SPAC feels that these cars do not fit well into the ruleset, and the committee does not recommend a Street Prepared classification for them.

## **OTHER MEMBER ITEMS REVIEWED**

### **Stock**

#11202, #11403, #11409, #11431, #11432, #11433, #11434, #11435, #11439, #11442, #11443, #11444, #11445, #11446, #11447, #11449, #11450, #11451, #11452, #11453, #11455, #11456, #11458, #11459, #11464, #11465, #11466, #11467, #11468, #11470, #11471, #11472, #11473, #11475, #11476, #11477, #11478, #11480, #11481, #11483, #11484, #11485, #11486, #11488, #11489, #11494, #11499, #11503, #11511, #11513, #11517, #11520, #11522, #11528, #11531, #11532, #11536, #11539, #11542, #11543, #11544, #11546, #11547, #11548, #11551, #11553, #11556, #11558, #11559, #11561, #11562, #11564, #11566, #11567, #11570, #11573, #11579, #11584, #11588, #11589, #11593, #11596, #11599, #11601, #11603, #11604, #11605, #11606, #11611, #11613, #11634, #11636, #11637, #11641, #11642, #11656, #11658, #11667, #11670, #11706, #11719, #11723, #11725, #11726, #11742, #11755, #11756, #11757, #11758, #11763, #11764, #11766, #11769, #11773, #11774, #11776, #11777, #11780, #11781, #11783, #11787, #11788, #11793, #11796, #11810, #11812, #11814, #11821, #11834, #11835, #11837, #11844, #11850, #11852, #11863, #11873 Street Comments

Thank you for your input. The SAC and SEB have discussed the various allowances and classifications in the latest version of the Street proposal.

The following is an updated revised set of proposed Appendix A classification listings for the Street category. Per the SAC, this version of the Appendix A listings includes minor corrections and moves from the prior version. Changes from the prior version of the listings are *italicized in red*.

### **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 (2011-2012)  
    Cayman R (2012)  
    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)

*Saturn*  
*Sky Redline (2007-2010)*

## **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-*10*)

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 (*NA*) (*2007-2010*)

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)
- Scion*
  - FR-S*
- Subaru*
  - BRZ*
- Toyota
  - MR2 Supercharged
  - MR2 Turbo
- TVR
  - 8-cyl & V6

#### **D Street (DS)**

- Acura
  - Integra Type R
- Audi
  - A3 quattro (3.2L V6, AWD) (2006-09)
  - A5 (2008-13)
  - S4 (2000-03)
  - TT Quattro (AWD)
- Chevrolet
  - Cobalt SS (2.0L Turbo) (2008-10)
- Eagle
  - Talon Turbo (AWD)
- Mazda
  - MazdaSpeed3
  - MazdaSpeed6
- MINI
  - Clubman S

- Clubman S JCW (2009-13)
- Cooper S
- Cooper S Coupe (2013)
- Cooper S Coupe JCW (2013)
- Cooper S JCW (2006-13)
- Mitsubishi
  - Eclipse Turbo (AWD)
  - Lancer Ralliart (2009-13)
- Saab
  - 9-2X Aero (2.0L Turbo)
- Subaru
  - Forester 2.5XT
  - Legacy 2.5GT (2005-12)
  - Impreza WRX (non-STI)
- Volkswagen
  - Golf R (2012-13)
  - R32 (Golf chassis)

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

- Alfa Romeo
  - 2000 Spider
  - 2000 GTV
- BMW
  - 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)
- Shelby
  - Charger GLH-S (1987)
- Sunbeam
  - Tiger
- Triumph
  - TR-8
- Toyota
  - MR2 Spyder

MR2 (non-turbo) (1985-95)

TVR

4-cyl & inline-6

V8

V12

**F Street (FS)**

AMC

AMX

Javelin (V8)

Audi

S4 (V8) (2004-09)

BMW

128i, 135i & 135is (2008-13)

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

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

5 series (NOC)

6 series coupe

8 series coupe (all)

M3 (E46 chassis) (2001-06)

M3 (E90/92/93 chassis) (2008-13)

M5 (1988-93)

M5 (2000-03)

Buick

Regal & Grand National (Turbo V6)

Cadillac

CTS

CTS-V

Chevrolet

Camaro SS (base car only incl. GM-installed 1LE) (1998-2002)

Camaro SS (incl. 1LE) (2010-13)

Camaro (V8, NOC)

Camaro (V6) (2010-13)

Corvette (1953-62)

Chrysler

300 & 300C (2004-13)

300 (incl. SRT8) (2010-13)

Crossfire

SRT-6 (2005-06)

Datsun

280ZX Turbo

Dodge

Challenger (all) (2008-13)

Magnum (2005-08)

Magnum SRT8 (2006-08)

Ram SRT10 (2004-06)

Stealth Turbo

Ford

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  
Merkur  
XR4Ti  
MINI  
Clubman (non-S) (2008-13)  
Cooper (non-S) (2002-13)  
Cooper Coupe (non-S) (2012-13)  
Mitsubishi  
3000 GT (non-turbo)  
Cordia  
Eclipse  
Galant  
Lancer (non-turbo)  
Mirage  
Precis  
Premier  
Starion  
Tredia  
Nissan/Datsun  
200SX  
240SX  
300ZX (non-turbo) (1984-89)  
Altima

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

#10191 EGR Clarification

Please see item 9618, which is being recommended to the BOD.

#10249, 10251, 10262, 10310, 10377, 10433, 10487, 11217 Boxster in ST Comments

Thank you for your input, please see the response to letter 9146.

#10346 Mustang Classing Proposal

See item #10437 Cars Move to STU Proposal

#10382, 10394, 11530, 11554, 11557 Mustang Move to STX/STU Proposals

Please see item #10437

#10429 Mustang move to STU Proposal

See item #10437

#10439, 11602 FRS/BRZ Move to STR Proposal

The SEB and STAC will continue to monitor the performance of the FRS/BRZ.



#10568 VW TDI in STF Proposal

Thank you for your input.

#10710 ST Tire Proposal

Thank you for the commentary on proposed treadwear changes.

#11218, 11258, 11259, 11266, 11267, 11273, 11281, 11282, 11335, 11345, 11418 Exhaust Allowance Proposal

Thank you for your input. This issue was addressed by a change published in last month's Fastrack (page 27).

#11229 Heavier cars in STX

Please see item #10437

#11375, 11457, 11534, 11535 Steering Wheel Allowances

Please see item #11316

#11395 Z4M in STR Comments

Please see item #11191

### **Street Prepared**

#10731, 11084, 11172 Differential Cover Comments

Thank you for your comments. Please see item #9961.

#11081, 11123, 11125 Shelby GT500 Classing

Thank you for your comments. Please see item #10808.

#11175 BMW Move from DSP To FSP Proposal

Thank you for your input. As a reminder, the PAX index is not set by the SPAC, SEB, or BOD.

#11448, 11462, 11633, 240SX Move to FSP Proposal

Thank you for your comments. Please see item #11396.

#11495 Porsche 924 Move to FSP Proposal

Thank you for your input. Please see item #10402 in last month's Fastrack.

#11523, 11524, 11533, 11538 CRX/Civic in FSP Comments

The SPAC thanks you for your input. We welcome any additional comments regarding letter #9922 regarding the CSP Civic/CRX re-classing to FSP.

#11555 Alfa Move to FSP Comments

Thank you for your comment. This item has been recommended to the BOD for 1/1/2014 implementation, per the normal classing change process.

### **Kart**

#11075, 11171 KM Age Comments

Thank you for your input. Item #9526 has been recommended to the BOD.

#11502, 11509 KM Weight Clarification

Please see the Member Advisory pertaining to item #8535

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | June 26, 2013

The RallyCross Board (RXB) met via conference call on June 26. Attending were Warren Elliott, Chairman, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance were Stephen Harris and Brian McCarthy, BoD liaisons, Brian Harmer from the National office, and Colin Rogers, Competitor Advisor.

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

### Competitor Advisor Report

Colin Rogers, from the Central Florida Region, was introduced as the current competitor advisor to the RXB. Rogers suggested marketing RallyCross to the drifting crowd through the use of flyers and stickers. Entering RallyCross vehicles in car shows could be an effective way to create exposure for RallyCross. Videos can effectively demonstrate the RallyCross experience. RallyCross programs need good locations but can be difficult to find and secure. The forthcoming landowner packet should assist in the process.

### Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Doctor reported that no incident reports had been submitted since the last RXB meeting.

In an effort to recruit new Safety Committee members, Doctor emailed a notice of the search to all licensed RallyCross Safety Stewards. He received several responses of interest and has requested more information from a few of those respondents. He hopes to have a complete committee of five members within two weeks, at which time the Safety Committee will begin to address the Safety Steward training guidelines.

- RallyCross Rules Committee (Keith Lightfoot):

**Motion:** Appoint Keith Lightfoot as chairman of the Rules Committee. Elliott/Foley. PASSED unanimous.

The Rules Committee will write up all submitted rules proposals and have them posted to the RallyCross forum for member discussion by August 1.

- National Championship Committee: The contract negotiations for the 2014 National Championship site is in process and should be completed soon. The plan is to have the contract signed and publicized in July.

Surface preparation for the 2013 National Championship site in Tulsa is ongoing with little progress at this point. Elliott will contact Blakely to encourage quick action on the task.

The RXB discussed key worker positions and the critical nature of the choice of the chief steward this year. The RXB discussed layout options with the possible use of a reliable wireless timing system for this year's event. Brian Harmer volunteered to organize the grid draw in an effort to make it more entertaining for the competitors.

- Marketing Committee (Ron Foley): Foley reported that a good article covering the Dixie National Challenge is posted at SCCA.com. John Schellenberg wrote the article.

Foley is planning several press releases to publicize the National Championship, to encourage early registration, to publicize the number of entrants, the size of the event, and where it is, and to publicize the True Grit Award and its requirements. There will also be the "Who Will Win" article in early September, which requires an entrant to be registered to be considered for the article.

Foley also reported a good RallyCross article in a recent Grassroots Motorsports magazine.

- Divisional Steward Liaison (Stephen Hyatt): No Divisional RallyCross Stewards (DRXS) meeting has been held yet this month due to the earlier meeting schedule for the RXB.

Hyatt requested that the RXB reevaluate the expectations of the National Challenge events. These events should reflect the National program. The format of all the events should be standardized as much as possible. Using MotorsportsReg.com for event registration would be just one element of the standardization. Hyatt would like to have the format finalized within the next couple of months so that the Divisions will have a clear understanding of how to organize their events for 2014. Hyatt

will draft a format page for RXB consideration at the next RXB meeting.

Hyatt reminded the RXB of the Regional conference call scheduled for July 15. He encouraged all to remind their Regional directors to sign up and plan to participate.

#### **Old Business**

- Advisory position: This position is now being utilized as is noted in the Competitor Advisor Report above. It will be an open position with no specific time frame. Doctor expressed a desire for advice on retention of RallyCross competitors.
- STRAP: Elliott will work with Steve Harris to complete with in the next couple of months.
- Landowner packet: Brian Harmer reported that the contents for the packet are completed and need to be assembled into the folders. This is currently on hold until other National Office priorities are completed but will be completed as soon as possible.

#### **New Business**

- Global RallyCross: The RXB discussed the status of Global RallyCross and the relationship between it and SCCA RallyCross. The RXB plans to meet and discuss the relationship with Kurt Spitzner, Rally Programs Director, in the near future.

Next meeting: August 7, 2013

Submitted by Karl Sealander, RXB Secretary

# ROAD RALLY BOARD

## ROAD RALLY BOARD MINUTES | July 2, 2013

The RoadRally Board met by conference call on July 2, 2013; meeting called to order by Rich Bireta at 7:38 pm CDT.

In attendance: Jeanne English, Chuck Hanson, Bruce Gezon, Sasha Lanz, Len Picton, Deena Rowland from the National Office, guest Jay Nemeth-Johannes. Not in attendance: Clarence Westberg, Howard Duncan from the National Office, BOD liaisons.

Guest Topic: 2014 USRRRC Proposal presented by Jay Nemeth-Johannes; his report is in the Dropbox.

Jay said his proposal is in two parts. Part 1, which we discussed last month, is an event aimed primarily at the current rally community. Part 2 is an event that looks to outside clubs and organizations, aiming outside of our road rally community; an event of this nature will need support from the entire rally community, not just a single region or division; it will also need major help/support from the National Office. Because of all the work/preparation that needs to be done, Jay believes it cannot be ready for 2014. Bruce commented that we will need the marketing department, and he was disappointed that someone from that department was not here for this meeting. Another conference call needs to be scheduled with the appropriate Topeka people, Jay, and a couple of RRB members. Jay also commented that we need to set up some excitement to make this successful. Rich asked about a budget, and Jay said he would put together a preliminary budget (for us first, then to Topeka); Chuck said that based upon what he knows of the Porsche Parade and BMW Oktoberfest the budget could run into 10s of 1000s of dollars. Rich said that the next steps are to get Jay's budget for review, and schedule a call with Howard Duncan and Marketing; Chuck suggested adding Jeff Dahnert, Rich said he would take that suggestion under advisement. (At the finish of this discussion, Jay left the meeting.)

The June minutes were approved (Chuck/Sasha/passed).

### General Road Rally/Regional

- 1) Road Rally Calendar in Sports Car – The August Sports Car has the remaining 2013 Nationals and Regional events listed. Issue resolved. Thank you, Deena! The August Sports Car also has a blurb that the complete road rally planning calendar is available on the Road Rally page of the SCCA website.
- 2) Road Rally eNewsletter – Much kudos and appreciation to Cheryl Babbe for the second edition of the newsletter! The article from Dave Head about the Arizona events and the article on the Detroit Rally School really made that issue. Thank you, Cheryl! Chuck will send an article about the Indy rallies. Rich thought this issue was better than first, very positive. Deena talked to Cheryl about calendar events.
- 3) 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. Sasha is working on a way to measure the number of new participants, as well as returning participants; Bruce pointed out that the key is having enough rallymasters to put on enough events, grow the organizer base so there are events for new participants to return to. Rich said that we need the number of entrants, events, regions holding events, regions having strong rally programs; he wants to report accurate state of growth. Len asked what the RRB can do to stimulate this activity, that the Regional Development Committee has discussed this ad nauseum, that an important point is the need to take away disincentives; it defies simple solutions.
- 4) 2014 Coker Tire Run - Jeanne will be liaison for 2014 event, with assistance from Bruce; nothing new to report
- 5) Mentoring Committee Report:
  - a) Chuck reported that Jim Fekete has relocated to Colorado and wants to restart the rally program there; he was put in contact with the Rocky Mountain Region and Jay has provided contact info also.
  - b) Chuck said the Committee is willing to help, if we can get people to ask. Bruce asked if perhaps Rick Beattie could mention in an article that the Mentoring Committee is available. What about regions that seem to not want to have a rally program? Would the National Office be willing to tell them 'you need to have rally for a fully rounded program for your members'?

### Committee Reports

#### Rules Committee (Bruce)

##### 1. Article 11 – Classes

The proposed wording is in the Dropbox, with no changes except replacing the word 'mileage' with 'distance'. Motion: approve Article 11 changes as posted for the 2014 competition year. Discussion: Chuck asked if allows Curtas in Class S; Bruce answered yes, and it also allows certain apps (e.g. basic Richta app) depending upon what they do. Vote: Bruce – yes, Chuck – yes, Sasha – yes, Jeanne – yes, Len – abstain, Rich – abstain. Jeanne/Len/passed.

##### 2. Article 16 – Controls

The current wording is in the Dropbox. Bruce reported that not much has changed except for a few sentences; it says that national rallies are still responsible to set/use WWV/CHU as their official time; if signal not available, set master clock set as best as possible, have this clock be available to all and have entrants acknowledge it. Bruce

has been asked to add a subsection that a lead car shall precede all cars to verify official time, but he thinks this is covered elsewhere. Rich – we will delay the vote to next month, he wants to get Clarence's input.

Publicity Committee (Sasha)

1. A list of 8 questions was sent to Dave Head, chairman of the Publicity Committee, it is in the Dropbox. We did not discuss Dave's submitted answers; Rich will reread his answer; discuss next month.
2. Sasha reported that a top priority is finding new members; the Committee is currently Dave Head, Cheryl B a b b e, and Sasha as liaison. Dave is willing to commit to managing the 10 spots on the SCCA website, and will start by putting out info on all upcoming nationals, and recent results. The Committee is glad to accept suggestions for those 10 spots other than rally flyers (today, the 2014 SCCA Convention was put in top spot above the USRRC); we want to try to keep rally items in the top 10

National Rally Committee (Chuck.):

- 1) The members are Bob Demeritt, Dave Weiman, and Mike Thompson, with Chuck as liaison). They have not met because Chuck has been busy (working on his nationals), he wants to have a conference call the week of July 27 (Deena says OK). The Committee will appoint liaisons, to spread the work around (still chosen from RRB and Rules Committee members, and other select people). Their primary objective will be to make it easy to put on events, to make it happen.
- 2) Statement of Personal Opinion – Chuck requests that we all read it (it's in the Dropbox).
- 3) National Sanction Fees – reduce them? Bruce made proposal which seems viable, because of the shortness of time left tonight this is deferred to next month. Deena will check about the insurance portion of the fees.

Regional Development Committee (Rich) –

1. They tried to have a conference call held last week, but had technical issues, try again this month. Jim Fekete expressed Interest in joining this committee.
2. Patrick Strong is working on an Introduction to the Toolkit.
3. Rich would like to invite Clarence to the next Committee call, for his input on recruiting new rallymasters.

New Business General Road Rally/Regional:

1. Len's note regarding Historic Rallying (carryover from May): 40 percent of the entrants to a recent DC region event were historic and vintage entrants; we should approach these vintage people with a specific place for them.
2. Divisional Road Rally Steward Responsibility (June Minutes) – Jeanne has volunteered to update the DRRS portion of the Road Rally Policies and Procedures manual. Bruce asked if the Reg Dev Comm should contact the DRRSs now that we know what their responsibilities, to make sure they understand their responsibilities? Sasha is the liaison to the DRRSs. Jeanne would prefer that we wait until the manual update is completed before contacting them.
3. Worker Recognition (June Minutes) – postpones, due to lack of time.

Long-standing Issues

What is the status of the ongoing issues with SCCA.com, namely forum notifications, and the "Racing on the Street" part of 'What can I do with my car?' The Forum notifications is a known issue that the RRB alone cannot fix, Deena will keep after the web folks. She also suggested that removing "Racing on the Street" might be the way to go; she will check on this also.

Closing

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

Chuck – survive his upcoming nationals

Bruce – same as Chuck

Jeanne – update DRRS manual

Sasha – read Chuck and Jay's documents

Rich – get the agenda out earlier

Meeting adjourned at 7:30 pm CDT.

Next meeting August 6, 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

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/>